

1892  
NEW ZEALAND

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# ANNUAL REPORT ON WORKING RAILWAYS

BY THE NEW ZEALAND RAILWAY COMMISSIONERS.

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*Presented to Parliament in pursuance of "The Government Railways Act, 1887"*

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To the Hon. the MINISTER for PUBLIC WORKS.

N.Z. Government Railways,  
Head Office,

Wellington, 16th June, 1892.

SIR,—

We have the honour, in compliance with the direction in section 61 of "The Government Railways Act, 1887," to submit, for presentation to Parliament, the annual report on the working railways of New Zealand for the twelve months ended the 31st March, 1892

## REVENUE, EXPENSES, AND TRAFFIC.

The returns of traffic, revenue, and expenditure of the various sections of railways are presented in the same tabular form as in the annual reports of previous years.

The outcome of the year's work is as follows:—

|                  |           |    |    |
|------------------|-----------|----|----|
| Gross earnings   | £         | s. | d. |
|                  | 1,115,431 | 10 | 10 |
| Working-expenses | 706,517   | 6  | 2  |
| Net profit       | £408,914  | 4  | 8  |

The net profit of £408,914 on £14,656,691, which is the estimated capital cost of the 1,869 miles of railways open on the 31st March, 1892, gives a return of £2 15s. 9d. per cent.

The deficiency in the harvest of 1891 caused a large diminution in the grain traffic, as predicted in our last report. There was a falling-off in the quantity of grain carried of 86,000 tons. The growth of traffic in other ways, especially in passengers, would have more than balanced this deficiency had not the state of the Home markets and other causes brought about a diminution in freezing operations, which has resulted in a large unforeseen falling-off in the sheep and meat traffic. While this traffic has temporarily diminished in volume, the cost of working it has at the same time increased, owing to the larger number of freezing-places, which require more rolling-stock to work them. Having regard to the special disadvantages arising from the deficient production and export of grain and meat, the revenue for the year must be regarded as satisfactory.

The estimated capital cost of the opened lines on 31st March, 1891, was £14,278,586. On 31st March, 1892, it was £14,656,691, an increase of £378,105. This additional capital for the most part produces no interest, having been

expended on extensions of railways which at present bring no additional traffic or revenue, while the expenses are increased by the additional length worked

The estimated revenue for the year was £1,114,000, and the appropriations for working amounted to £707,905, leaving a net estimated revenue of £406,095, nearly £3,000 less than what has actually been realised.

The passenger traffic, both in ordinary and season ticket-holders, has increased in a marked manner, although the year's statistics do not contain any Easter-holiday traffic. The passenger receipts have increased by £11,024.

The traffic for the last thirteen years has been as follows :—

| Year. | Miles. | Revenue.  | Expenditure. | Tonnage.  | Parcels, &c. | Cattle, Sheep, &c. | Passengers. | Season-tickets. |
|-------|--------|-----------|--------------|-----------|--------------|--------------------|-------------|-----------------|
|       |        | £         | £            |           | No.          | No.                | No.         | No.             |
| 79-80 | 1,172  | 762,573   | 580,010      | 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 | 340 428      | 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          |
| 87-88 | 1 758  | 994,843   | 687 328      | 1 735 762 | 399 109      | 940,209            | 3,451 850   | 11,518          |
| 88-89 | 1 777  | 997 615   | 647 045      | 1 920,431 | 399,056      | 919 392            | 3,132,803   | 11,817          |
| 89-90 | 1,809  | 1,095,570 | 682,787      | 2,073,955 | 405 838      | 1 068,575          | 3,376,459   | 12 311          |
| 90-91 | 1 842  | 1,121 701 | 700,703      | 2,086,011 | 413 074      | 1 348 364          | 3 433,629   | 13,881          |
| 91-92 | 1 869  | 1 115 432 | 706,517      | 2 066,791 | 430,216      | 1 153,501          | 3,555 764   | 16,341          |

For the coming year the revenue is estimated at £1,140,000, and the expenses at £717,000, for 1,870 miles of line. A larger traffic and revenue are expected on account of the plentiful harvest and the general progress of the colony

#### CONDITION OF LINES AND APPLIANCES.

The character and capacity of the lines and appliances have, as hitherto, been improved during maintenance from working-expenses.

Upon an application by the Government, we sold to the Government of Western Australia three engines and one hundred wagons. These were renewed in the usual course, and the cost has been charged to working-expenses. The proceeds of the sale have been placed to the credit of the working railways vote in accordance with the usual practice, and in terms of the Revenues Act

The many improvements made from time to time in the road, structures, and appliances from working-expenses have added to the capacity of the railways, and have led to economies in working

The rebuilding of locomotives has during this year for the first time been carried on upon a large scale. In this process, engines of a more powerful type, and fitted with modern improvements, replace those dispensed with. The responsibilities and work in connection with this branch of the service have on this account very much increased. The funds placed at the Commissioners' disposal for the extension of shops and machinery have been of great advantage in procuring facilities for carrying on this class of work.

#### GENERAL.

There is a general public sentiment abroad that the railways should pay a larger rate of interest on the cost of construction than is now done. It should, however, be borne in mind that in making many of the lines the anticipated advantage was the settlement of the country rather than direct returns from the railways themselves.

Under this somewhat vague special plea, capital has in many instances been expended by the colony on undertakings unlikely to pay any interest in the immediate future, and in some cases in ways that are prejudicial to efficient working, or which are hurtful to the revenue of the previous existing railways.

The line now being made from Te Aroha to Grahamstown is a case in point. It opens up practically no new country and no new markets, it is likely to injuriously affect the present feeble revenue of the adjacent railways, it will add largely to the expenses of working. Not only is no interest on the capital spent

upon it likely to be obtained, but an annual additional loss will probably be incurred by working it.

The building of a goods-station at Te Aro, within a mile of the existing terminus at Wellington, if carried out, is likely to lead to inconvenience in working, and unsatisfactory financial results.

When the Act for reclaiming at Te Aro was passed in 1887, a reserve for a passenger-station only was made. The question of a goods-station there had been previously discussed with the professional advisers of the Government, and was negatived.

The terminal goods-station at Wellington had to be located to be capable of extension, and to give future connection with the wharf-extensions.

The Te Aro site of the terminus of the line does not afford adequate room for a suitable terminal goods-station, and is so limited by the Dock Reserve and the city that it cannot be conveniently extended. The plans of the Harbour Board involve an extensive increase in wharfage north of the Queen's Wharf. The present site of the terminal goods-station at Thorndon is the only one which meets the requirements, being convenient to the city, giving ready means of access to the projected wharf-extensions, and being capable of ample extension northwards.

The objection to two goods-stations dividing the traffic is that an increase in expenses throughout the line would result, without any corresponding revenue being obtained.

At the same time, serious inconvenience would arise both to the railway and the city through conducting a shunting business between Thorndon and Te Aro.

The Commissioners, believing that the 31st section of the Government Railways Act makes them responsible for checking the execution of works which they think would tend to injuriously affect the railways, have advised the Government against the erection of such a station, and have submitted plans for such accommodation as they deem sufficient.

Railways connecting seaports at short distances apart, and serving only very small areas of country, are not likely to pay any interest on the cost, and in many instances are not likely to pay even the expenses of working. Such a line as that from Greymouth to Hokitika, which has been under construction for some years, is of this character.

The lines to Rotorua and from Te Awamutu to Mokau cannot be expected to pay working-expenses until the country they serve is occupied and is made productive.

All the extensions of late years, except those of the Napier-Taranaki and Wellington lines, have been of such a character as to add to the expenses without proportionately improving the revenue, so that better financial results would have been obtained without them.

It is desirable to avoid extravagances in station works, and inconvenient arrangements in construction, which are expensive to work, or which may give rise to public dissatisfaction, but in many instances this has not been done.

When, therefore, expressions of opinion in favour of making the railways pay a higher rate of interest on capital are given, it should be borne in mind that, while in the past capital has in many ways not been laid out with that object in view, the outlay of capital by the colony also still continues on works from which no direct return can at present be expected, and in some directions which will tend to make the financial results from working the present railways less favourable.

Expenditure connected with the export of coal at Greymouth should be proceeded with cautiously, as the completion of the Midland Railway, when effected, will divert a very large amount of traffic from the harbour, and will considerably affect the revenue of the railway, which goes to the Harbour Board.

A large number of local rates and regulations have been made during the year in continuation of the policy explained in former reports: particulars of these will be found in the appendix.

The diminished output of coal on the Whangarei and Kawakawa lines is such that the previously-existing very light traffic has almost ceased.

The coal-rates on the Greymouth and Westport lines have been reduced, with a view to assisting the local products to meet the severe competition of foreign coals.

The most progressive traffic in the colony during the year has been that on the Napier to Taranaki Section, and, after this group, that on the Wellington Section. It may not be out of place to remark that on the whole the traffic for many years past has been more progressive on the Wellington Section than in any other part of the colony, while the progress of construction in carrying the line towards Woodville has been slower than that of any other main line, and it is in marked contrast to that of many lines which have been pushed on in country where the absence of settlement and other drawbacks have led to no material resulting traffic or revenue.

Complaints have been made regarding the inconvenient hours of the train-services between Wellington, New Plymouth, and Napier. They can be avoided by the Manawatu Company either running a passenger-service instead of a mixed one, or by the Commissioners being allowed by the company to run their trains through its line. Either of these courses would involve some disadvantage to the company, either by increasing its expenses or by diminishing its revenue. The Commissioners consequently have been unable to obtain from the company consideration of the subject. The Commissioners think that, while it is within the power of the colony to take over the railway, according to the provisions of the District Railways Act, it is unreasonable for the public to expect the company to sacrifice its interests to provide additional accommodation. If the colony should see fit to take over the railway, it will be found quite feasible to very much improve the through-services.

On the Otago Central Railway, which has been opened to Middlesmarch (forty-nine miles from Dunedin) during the year, a service of five trains each way a week is run. The traffic is at present very light, and is mainly diverted from the Dunback and Lawrence branches—a contingency pointed out in our memorandum of 20th June, 1889, which was circulated in Parliament. During the present financial year some improvement in revenue from fresh local traffic seems probable.

The traffic for the year on the railways north of Dunedin has declined through the deficient harvest of 1891 and diminished freezing operations. On the lines south of Dunedin, on the whole, the traffic has much improved.

#### STAFF

The question of establishing a railway employes' insurance fund has been again under discussion during the last year between the Railway Commissioners and their employes and the Government. The Commissioners' proposals have been circulated among and discussed by the employes, several amendments have been made at the request of the employes. A draft Bill has been prepared covering these amendments, a copy of which is contained in the appendix to this report.

This Bill is the subject of a petition from 1,597 employes, praying the Government to introduce it into Parliament. The petition has been duly forwarded to the Government.

The lines on which the Bill is drawn are of the simplest nature. It is proposed to establish a fund by contributions from the employes, to be retained by the Government at a fixed rate of interest. This will prevent the need for a costly system of management under a Board, and will avoid the risks and expenses attending investments. From this fund will be paid pensions to the disabled and aged, sick-allowance during illness, and a lump sum at death.

There is a pressing need for such a provision, and it is most desirable that provision should be made for the present staff of employes. Many cases of distress annually occur which cannot now be relieved, and, as there are nearly sixteen hundred employes in the railway service who are desirous of making provision for themselves, we hope the Government will endeavour to give them the opportunity they desire, and bring forward this Bill at the next session of Parliament.

The Commissioners have every reason to be well satisfied with the conduct and efficiency of the working railways staff during the past year.

## ZONE-SYSTEM.

Touching the question of the Hungarian zone-system referred to in the last annual report, it was there pointed out that the advantage which had accompanied the zone-system—namely, the great reduction in fares—was independent of it.

In reply to inquiries from the Government in November last, we drew attention to some particulars mentioned by the Minister of Finance in Buda-Pesth, showing that the Hungarian State Railways, during the first six months of 1891, showed a deficiency as compared with the corresponding period in 1890, chiefly due to the great increase in expenses of working. The Hungarian authorities have during the current year published an official report on the results of the zone tariff, of which we have received a copy from the Agent-General. It deals chiefly with comparison between the working results of the years 1888 and 1890, and is expressive of satisfaction with the results of the system, but it does not give the more recent experiences with regard to expenditure referred to by the Hungarian Finance Minister.

It is as yet premature to expect to get data from which final conclusions can be drawn as to the working of the system. The fares previous to the change were about the highest in Europe, while the average earnings of the people were among the lowest. The report is interesting, as giving an indication of the effect of bringing a large portion of the passenger-fares more easily within the reach of the mass of the population.

The consideration of the rate of fare in such a country as Hungary, where the hours of labour and pay of unskilled workers are such that the rate of wages is not one-fourth of what it is here, is not of much value to us. Moreover, Hungary, with its population of seventeen millions, had only about one passenger journey per head of population per annum on the State railways under the zone-tariff in 1890, while, computing upon the same basis, in New Zealand there are more than eight passenger journeys per head of population per annum in 1892, so that New Zealand traffic is relatively very far in advance. It should, however, be remarked that a very large percentage of the New Zealand suburban passengers are carried at lower fares than the Hungarian zone-tariff gives. Hungary, however, is only a part of the Austrian Empire, and is contiguous to other thickly-populated countries. Buda-Pesth, the chief city, with over 300,000 people, is only about 150 miles from Vienna with nearly 900,000, and results in Hungary under these circumstances could be no guide for New Zealand. On the Hungarian railways, comparing 1888 with 1890, the number of passenger journeys increased by over eleven millions, but more than ten millions of the increase fell within the first zone ( $15\frac{1}{2}$  miles). The great reduction in fares between the first and fourteenth zones ( $15\frac{1}{2}$  miles and 140 miles) produced very little augmentation in traffic, the chief effect over these distances was to transfer the passengers from the slow trains to the fast trains. Evidently the economy gained by travelling in the cheaper slow train was not valued. The effect of the lower fares has thus turned out to be different to what was expected.

Attached hereto will be found the reports of the Locomotive Superintendent and the Chief Engineer for Working Railways, which give additional particulars of the operations and improvements carried on in their respective departments.

We have the honour to be,

Sir,

Your most obedient servants,

JAMES McKERROW,

J P MAXWELL,

W M. HANNAY,

Railway Commissioners.

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MAP SHOWING LINES OPEN FOR TRAFFIC.

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## APPENDIX A.

GENTLEMEN,—

Chief Engineer's Office, Wellington, 7th May, 1892.

I have the honour to report on the working of the Maintenance Department of the New Zealand railways for the year ended 31st March, 1892.

*Extensions.*—There were two extensions of railway opened during the year—namely, 6m. 18ch. of the Catlin's River Branch, and 22m. 78ch. of the Otago Central line to Middlesmarch.

The lines throughout have been maintained in good condition.

*Permanent-way New Rails.*—Renewals of the permanent-way have been effected of an aggregate length of 36m. 44ch. During the last ten years an aggregate length of 350 miles of 53lb. steel rails has been relaid in place of worn-out rails, chiefly of 40lb. iron.

*New Sleepers.*—The renewal of sleepers also shows an increase.

A comparison of numbers laid during the last four years is as below :—

|                                 |         |  | Per Mile. |
|---------------------------------|---------|--|-----------|
| In year ending 31st March, 1889 | 107,278 |  | 60        |
| " 1890                          | 128,418 |  | 70        |
| " 1891                          | 131,564 |  | 71        |
| " 1892                          | 139,257 |  | 74        |

This shows a steady but not more rapid increase than is to be expected.

*Structures.*—In effecting repairs and renewals of structures it has been the practice to renew them in a more substantial manner than as originally built.

Timber culverts have been renewed in great numbers in concrete, and decayed wooden box-drains have been replaced with concrete barrel-drains.

Many cattle-stops originally built of matai timber which decayed in seven or eight years, are renewed in more permanent materials, which will be good for forty or fifty years.

In the bridge-renewals the structures are made of a more permanent character

Attention is given to simplifying structures wherever practicable, to reduce cost of repairs and the stocks of timber necessary to provide for emergencies.

Through the treacherous ground between Palmerston South and Waitati there was great trouble from slips in the cuttings and under some of the large embankments.

Extensive works have been carried out by which the water is drained out, and a great extent of unstable ground is now consolidated.

In the Christchurch and Invercargill districts the liability to flood-damages was a constantly-recurring cause of expense. This liability has been reduced by protective works. These works cost but little to maintain, and, besides protecting the railway also protect large areas of adjacent country

The expenditure of former years is, by these and other similar means, largely operating in keeping down that increase of cost of maintenance due to the increasing age of lines.

On the whole, the railways have increased in stability and durability and are becoming more substantial and in a better condition year by year to meet the increasing traffic.

The expenditure on water-services has increased by reason of having to provide for larger engines, which take water at fewer places, but require much larger supplies.

New 4,000-gallon water-tanks have been erected at Takapau and Makotuku, and windmills at Takapau and Duntroon. A new steam-pump has been erected at Dannevirke, and another at Mosgiel.

Station-buildings and dwelling-houses have required a great deal of work. They have been maintained in good condition.

The bridges on Napier line have been strengthened to provide for heavier engines.

Nine new piers were built for the Rakaia bridge, in consequence of the river scouring where old piles were not deep enough.

Floods in the Pohangina River threatened the flank of the embankment approaching the bridge on west side. The bank of the river has been protected with groins and willow plantations.

The Rangitata protective works are standing well. Additional willows have been planted.

In February last the North Canterbury rivers were flooded, and some damage was threatened on the Pahau and Waihao. Some small protective works are designed to protect these points.

The floods of February last did considerable damage on the Duntroon and Hakateramea Branch, and in the lower Taieri Valley. These damages were made good temporarily, so that traffic was restored in a few days after the floods subsided.

Extensive renewal of timber-work has been done on the Brunner suspension-bridge.

Bridge-repairs generally have been heavier than in the previous year

A great many of the older bridges are requiring extensive renewal.

Heavy repairs have been in hand on the wharves at Greymouth, Nelson, and Port Chalmers.

The coal-staiths at Westport have had necessary repairs. The gangways approaching same have been renewed and widened. The new staiths are approaching completion under contract with the Harbour Board. The alteration of the existing staiths to suit the extension is well advanced and will be ready as soon as the new work.

Extensions of sidings and station-yards have been made at Waipawa, Waipukurau, Ormondville, New Plymouth, Lyttelton, Christchurch, Ashburton, Lovell's Flat, Gore, Bluff, Wright's Bush, Winton, Lumsden, Kingston, and several other places.

New goods-sheds have been erected at Hook, Seadown, and Greymouth, and those at New Plymouth, Masterton, and Eketahuna enlarged.

A number of new cattle-yards have been put up at various places.

Additions to workshops have been made at Petone, Addington, and Greymouth.

The long and steep grade south of Halcombe has been reduced from 1 in 55 to 1 in 70, with curves of larger radius. A new loop-line at Sentry Hill has been completed, making a direct run from the South to New Plymouth.

Improvements have been made to the gradients between Waiholā and Millburn, and at Owhiro, enabling engines to haul increased loads from Milton towards Dunedin.

*Expenditure.*—The total cost of maintenance for the year was £245,163, being at the rate of £131 17 per mile. This is slightly less than last year's rate, and is the lowest yet attained.

*New Construction.*—The following works have been carried out under the vote for additions to open lines. Cattle-wharf at Onehunga, additional siding-accommodation and enlargement of goods-shed at New Plymouth, loop-line at Sentry Hill, alteration of grades between Halcombe and Feilding, extension of sidings at Ormondville, Waipawa, Sefton, Islington, Oamaru, Warrington, Lovell's Flat, Gore, and Kelso, enlargement of goods-sheds at Eketahuna and Masterton, and station-extension at Petone, coal-store, Palmerston North, new weighbridge, Foxton, new station-buildings at Ashurst extension of machine-shops at Petone, extension of boiler-shop, erecting-shop, and new pattern-shop at Addington, and new sidings, fire-service for Christchurch station-yard, sidings and signals, Christchurch yard, new goods-sheds at Hook and Wyndham, loading-platform at Belfast, alteration of grades between Millburn and Clarendon, extension of sidings, approaches, and cattle-yard, Wright's Bush, cattle-yard at Tapanui, extension of wharf and sidings at Kingston, wharf-extension at Picton (this work is well advanced)

*Tree-planting.*—A large number of forest trees were planted out in the Canterbury District, and supplies sent to other districts in both Islands. Planted in Canterbury, 79,900, sent to other railway districts, 33,150, supplied to Christchurch City Council, 50 total sent out from nursery, 113,100.

*Private Sidings.*—There were twelve new grants of private sidings made during the year, and fourteen renewals of former grants. These have an aggregate rental of £575 per annum.

*Leases.*—New leases to the number of 188 were granted during the year

The usual detailed annual statements are appended.

I have, &c.,

J HENRY LOWE,

The New Zealand Railway Commissioners.

Chief Engineer, W.R.

## APPENDIX B.

GENTLEMEN,—

Locomotive Superintendent's Office, Wellington, 6th May, 1892.

I have the honour to report upon the Locomotive Department for the year ending 31st March, 1892.

The locomotives, rolling-stock, tarpaulins, machinery, and general plant have been maintained in good condition, and have been considerably improved. The improvements to locomotives are giving excellent results. Balanced valves have run 50,000 miles, and on examination have been found in good order. Some have been in three years without being touched, and are still in good condition. Standard side-rods run four to six times longer without alteration than the old type, and the life is also proportionately longer. Metallic packing has run 45,000 miles without replacing, at an annual cost of about one-tenth that of the ordinary packing previously in use. The class "W" engine on the heavy grades between Hutt and the Summit ran 31,356 miles from 1st October, 1889, to November, 1891, when it had to be stopped for turning up the tires only, the other parts being in good order.

*Locomotive Repairs and Rebuilding.*—150 locomotives have come into the shops for repairs. Of these, 3 have been entirely rebuilt, 1 rebuilt and fitted with new boiler, cylinders, gear, tanks, &c., 13 are now being rebuilt—2 of these will be entirely replaced, and the other 11 will be fitted with new boilers, cylinders, gear, tanks, &c. In each case the locomotives rebuilt are of greatly-increased power.

This is the first year that locomotive-rebuilding has been carried out so extensively. 61 locomotives were thoroughly overhauled, 24 underwent heavy repairs and 48 light repairs, 57 were wholly painted, and 36 had paint-work renewed and were revarnished, 4 stationary boilers underwent heavy, and 3 light repairs.

*Car and Wagon Repairs and Rebuilding.*—8 bogie cars have been entirely rebuilt, to replace old stock condemned, 285 cars have been thoroughly overhauled, and 170 received light repairs; 127 were wholly painted and varnished, and 127 had the paint and varnish renewed, 7 bogie brake-vans have been entirely rebuilt, to replace old four-wheel stock condemned, 95 brake-vans were thoroughly overhauled, and 79 received light repairs, 44 were wholly painted and varnished, and 46 had the paint and varnish renewed, 1,824 wagons were thoroughly overhauled, and 1,521 had light repairs, 170 were entirely rebuilt. Of the old stock which these new wagons represent, 100 wagons



were sold to Western Australia, 31 were converted to a more suitable type, 1,170 were wholly painted, and 1,111 had paint-work renewed, 512 wagons were fitted with standard draw-gear. The carrying-capacity of 61 bogie wagons was increased from 14 to 16 tons each, and 21 four-wheeled wagons from 4 to 5 tons each.

*Steam-cranes and Stationary Boilers.*—18 steam-cranes were thoroughly overhauled, 4 had heavy repairs, and 9 light repairs.

*Tarpaulins.*—356 new tarpaulins were manufactured, and 4,164 were thoroughly repaired.

*Additional New Stock supplied out of Loan.*—24 new eight-ton coal-hoppers have been completed, and 26 others are well in hand. 29 new bogie wagons have been completed (5 sheep-trucks, 7 platform trucks, and 17 frozen-meat trucks), and 35 others are now well in hand. 16 four-wheeled wagons are also in a forward state.

*Expenditure.*—The expenditure per train-mile in pence has been as follows:—

| Year. | Train-mileage. | Engine-mileage. | Locomotive. | Car and Wagon. | Total. |
|-------|----------------|-----------------|-------------|----------------|--------|
| 1891  | 2,894,776      | 3,818,248       | 14.26       | 5.49           | 19.75  |
| 1892  | 3,010,479      | 3,884,883       | 14.13       | 4.60           | 18.73  |

*Workshops.*—The workshops have been fully employed. Additional accommodation has been provided at Petone and Addington, and several new machines have been added at Auckland, Petone, Addington, and Hillside, but much more is still required to meet the demand caused by the increasing age of the stock.

The usual returns are forwarded.

I have, &c.,

The New Zealand Railway Commissioners,  
Wellington.

T F ROTHERAM,

Locomotive Superintendent.

## APPENDIX C.

### GOVERNMENT RAILWAY EMPLOYÉS INSURANCE

#### ANALYSIS.

| Title.                                                       |                                                           |
|--------------------------------------------------------------|-----------------------------------------------------------|
| 1. Short Title.                                              | 14. No allowance payable to persons in pay of the colony. |
| 2. Interpretation.                                           | 15. No contributions during half-pay.                     |
| 3. Present employés.                                         | 16. Employés may accept lower offices without prejudice.  |
| 4. Insurance Fund established.                               | 17. Allowance of refunds.                                 |
| 5. Purposes of fund.                                         | 18. Making of regulations.                                |
| 6. Sources of fund.                                          | 19. Register of contributors.                             |
| 7. Contributions compulsory by new employés.                 | 20. Insurance Fund to be dealt with as public moneys.     |
| 8. Contributions optional with present employés.             | 21. Insurance Fund may be invested.                       |
| 9. Permanent employés may retire at sixty-five years.        | 22. Deficiencies in Insurance Fund.                       |
| 10. Allowances payable to permanent employés who contribute. | 23. Repeal of portions of Government Railways Act.        |
| 11. Sick allowance to contributors.                          | 24. Insurance of casual employés.                         |
| 12. Sum payable at death.                                    | Schedules.                                                |
| 13. Time of casual service allowed.                          |                                                           |

## A BILL INTITULED

AN ACT to establish a Railway Employés' Insurance Fund.

Title.

BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

1. The Short Title of this Act is "The Government Railway Employés' Insurance Act, 1892."

Short Title.

2. In this Act, if not inconsistent with the context,—

Interpretation.

"Railway employé" means any person employed on the New Zealand Government Railways open for traffic

"Permanent employé" means any railway employé who may have been duly appointed or engaged under any lawful authority, and who has subscribed to the terms and conditions of the Government Railway Service in such manner and form as may have been required by any proper authority, whether such railway employé be paid at a daily, weekly, monthly, or annual rate of pay, or for piece-work or contract based on a daily rate of pay

“Casual employé” means any railway employé who may have been engaged or taken on by the day or hour, either for emergency work or for any special job, by any duly-authorised officer of the Government railways open for traffic, or as an apprentice, or on probation

“Railway” or “railways” means the New Zealand Government railways open for traffic.

Present employés.

3. All persons employed on the management or working of the railways at the date of passing of this Act, and who have been employed thereon in pursuance of “The Government Railways Act, 1887,” in any capacity, continuously for not less than two years previously, shall for the purposes of this Act be deemed to be permanent employés, and their whole time of service on the railways, whether in the service of the colony or under “The Government Railways Act, 1887,” shall be counted in computing allowances under this Act.

Insurance Fund established.

4. There shall be established a trust fund to be called “The Insurance Fund.”

Purposes of fund.

5. The purposes to which such fund shall be applied shall be for the benefit of permanent employés who contribute to the said fund, in the following respects:—

- (a.) The payment at death, to each permanent employé’s representatives, of a sum not exceeding one year’s pay of such employé.
- (b.) The payment of allowances to permanent employés upon the termination of their services on the railways.
- (c.) The payment of half-pay allowance to permanent employés absent from duty from sickness or accident.
- (d.) The payment of refunds of contributions.
- (e.) The expenses of administering this Act.

Sources of fund.

6. The Insurance Fund shall be made up of—

- (1.) All fines and penalties levied upon railway employés accrued at the date at which this Act comes into operation or levied thereafter

- (2.) Sums to be contributed by employés, as follows —

During the service of each permanent employé on the railways, for each such employé the nominal rate of whose pay does not exceed the rate of four shillings and sixpence per working day, the sum of one shilling per week shall be paid into the Insurance Fund, and for each permanent employé whose nominal rate of pay exceeds four shillings and sixpence per working day, for each additional sixpence per working day the sum of two-pence per week in addition shall be paid into the Insurance Fund, and all such sums shall be paid into the Insurance Fund four-weekly as nearly as may be during each year from the sums from time to time appropriated by Parliament for working the railways, being deducted from the pay or wages of such permanent employés, and such payments shall form a part of the expenses of working the railways

- (3.) Any other sum, if any, which Parliament may see fit to appropriate for such purpose.

Contributions by new permanent employés.

7 Every person who is appointed a permanent employé after the passing of this Act shall contribute to the Insurance Fund.

Contributions optional with present employés.

8. Every person who in terms of section three of this Act is deemed to be a permanent employé at the date of passing of this Act shall have the option of becoming a contributor to the Insurance Fund and of participating in the benefits of this Act, subject to the provisions thereof Provided that such employé lodges a claim in the form of

the *First* Schedule hereto with the authorities having charge of the railways, at Wellington, within eight months of the passing of this Act.

The authorities for the time being having charge of the railways shall issue a certificate, in the form of the *Second* Schedule hereto, as evidence of his claim having been received and registered. No such employé shall be entitled to withdraw his claim after it has been registered. Contributions shall commence from the date of such registration.

9 Every permanent employé shall be entitled to retire from the service at the age of sixty-five years.

Permanent employés may retire at sixty-five years. Allowances payable to permanent employés who contribute.

10. Any permanent employé who has become a contributor to the Insurance Fund, as provided by this Act, shall, upon the termination of his services on the railways, be entitled to be paid from the Insurance Fund allowances as follows :—

- (1) If he has served as a permanent employé for under twenty years, or if he has not attained the age of sixty-five years, then he shall be paid retiring-allowance during his lifetime at the rate of one-quarter of the pay he was entitled to receive at the date of his retirement.
- (2.) If he has served for twenty years, or his age exceeds sixty-five years, he shall be entitled to be paid retiring-allowance during his lifetime at the rate of one-third of the pay he was entitled to receive at the date of his retirement.

11 Any permanent employé who has become a contributor to the Insurance Fund, as provided by this Act, shall be entitled to be paid from the Insurance Fund during disablement from temporary sickness, mental or bodily infirmity, or accident, at the rate of half his current rate of pay, until such time as he is certified to be fit for duty, or to be entitled to be paid retiring-allowance, but such payments will be made only subject to such regulations and conditions as may be imposed by the authorities having charge of the railways from time to time.

Sick allowance to contributors.

12. Upon the death of any permanent employé who has become a contributor to the Insurance Fund, as provided in this Act, there shall be paid to his legal representatives as follows :—

Sum payable at death.

A sum equal to one month's pay for each year's service  
Provided that such sum shall not be less than six months' pay, and shall not exceed twelve months' pay at the rate which such permanent employé may have been entitled to receive at the date of his death if in active service, or, if he has retired, at the date of his retirement.

13. When any casual employé is appointed to be a permanent employé, the time which he has served continuously as a casual employé, at the date of such appointment, shall be counted in computing retiring-allowance thereafter

Time of casual service allowed.

14. No permanent employé shall be paid any allowance while he is in receipt of any pay from the railways or from the Government of the colony

No allowance payable to persons in pay of the colony.

15 No contributions shall be payable by persons who have retired or who are on half-pay allowance during sickness or accident.

No contribution during half-pay, &c.

16. When the authorities for the time being having charge of the railways discharge a permanent employé from any particular office on account of incapacity or infirmity, he may accept, if available, and if he is willing, any other office in the railway service at any other rate of pay without prejudice or diminishing his present rights to allowances at the date of such discharge.

Employés may accept lower offices without prejudice.

Allowance of  
refunds.

17 Any permanent employé who may quit the Government Railway Service without the consent of the authorities having charge of the railways, or who may be dismissed for conviction of any crime, or for drunkenness while on duty, or for gross insubordination, or gross neglect of duty, shall not be entitled to any allowances under this Act, but he shall be entitled to be paid three-fourths of his total contributions to the Insurance Fund up to the date of his dismissal without interest thereon.

Making of  
regulations.

18. The authorities having charge of the railways for the time being may make, alter, or revoke regulations respecting the appointment of medical examiners, the conditions to be observed and certificates to be given, and the manner in which medical examinations are to be conducted, the form and routine to be observed before employés or their representatives shall be entitled to receive any allowances, the time for which sick-pay is to be allowed, the times and places when allowances shall be paid, the form of receipt to be given upon the payment of allowances, the issue of moneys for the payment of allowances and expenses, and generally on all matters connected with the administration of this Act as may be deemed necessary

Register of  
contributors.

19. The authorities having charge of the railways shall keep a register of the names of all permanent employés contributing to the Insurance Fund, and shall keep an account of all payments into and charges against the fund, and shall at all times and from time to time render all accounts and particulars of the same to the Colonial Treasurer as he may require.

Insurance Fund to  
be dealt with as  
public moneys.

20. All moneys payable to or chargeable against the Insurance Fund shall be dealt with by the authorities having charge of the railways, subject to the provisions of "The Public Revenues Act, 1891," and of its amendments, in all respects as if they were public moneys

Insurance Fund  
may be invested.

21 So much of the Insurance Fund as it may be advisable to invest may be used by the authorities having charge of the railways for the execution of permanent works thereon, and for the use of all sums so used there shall be paid into the Insurance Fund, from moneys appropriated by Parliament for working the railways, interest at the rate of five pounds per centum per annum. On balances of the fund lying in the Public Account, the current rate of interest received by the Government shall be allowed, and the amounts of such interest shall from time to time be credited to the Insurance Fund as the Colonial Treasurer may direct.

Deficiencies in  
Insurance Fund.

22 Any deficiency which may be found to arise in the Insurance Fund from time to time shall be chargeable against the working expenses of the railways, and shall be defrayed from such moneys as may be appropriated by Parliament for working the railways from time to time, and any excess in the fund, over and above what is found to be necessary from actuarial calculation to meet the liabilities entailed by this Act, shall be distributed among the contributors as bonus payable at death.

Repeal of portions  
of Government  
Railways Act.

23. Subsection ten of section sixty-three of "The Government Railways Act, 1887," and section sixty-six of the same Act, are hereby repealed.

Insurance of casual  
employés.

24. The authorities having charge of the railways for the time being may make such arrangements as they think fit for insuring casual employés against accident during their employment on the railways.

## SCHEDULES.

Schedules.

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 FIRST SCHEDULE

I [*Here insert name and occupation or rank*], in the \_\_\_\_\_ Department, residing at \_\_\_\_\_, do hereby claim to be a permanent employé on the New Zealand Government Railways, and to have my name registered as a contributor to the Insurance Fund as provided by "The Government Railway Employés' Insurance Act, 1892."

(Signed)

In the presence of \_\_\_\_\_ witness.

Residence \_\_\_\_\_

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 18 \_\_\_\_\_

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 SECOND SCHEDULE

Certificate No. \_\_\_\_\_

I [We], \_\_\_\_\_, being the persons for the time being having charge of the New Zealand Government Railways, do hereby certify that [*Here insert name and occupation or rank*], in the \_\_\_\_\_ Department, now residing at \_\_\_\_\_, is a permanent employé within the meaning of "The Government Railway Employés' Insurance Act, 1892," and that in pursuance of his claim, dated \_\_\_\_\_, his name has been entered on the register as a contributor to the Insurance Fund.

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## INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF NEW ZEALAND RAILWAY COMMISSIONERS, 1891-92.

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- No. 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 thirteen financial years.  
8. Traffic ton-mileage for chief sections.  
9. Classified maintenance expenditure.  
10. Revenue and expenditure of stations.  
11. Stores contracts.  
12. Carriage and wagon stock, and tarpaulins.  
13. Locomotive stock.  
14. Weighing machines. Weighbridges. Traversers and turntables. Cranes and 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.  
24. Traffic from coal-mines, Hurunui-Bluff.  
25. Vessels loaded and discharged at different ports, Hurunui-Bluff.  
26. Mileage of track, main line, and sidings, Hurunui-Bluff.  
27. Statement of expenditure on additions to open lines.  
28. Alterations in scale of charges.

RETURN No. 1.  
SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1892.

| Dr.                                                      | £   | s.  | d.  | Cr.                                                       | £         | s.  | d.                       |
|----------------------------------------------------------|-----|-----|-----|-----------------------------------------------------------|-----------|-----|--------------------------|
| To Cash in hand and outstanding, 1st April, 1891         | ... | ... | ... | By Gross payments into Public Account to 31st March, 1892 | 1,205,548 | 7   | 9                        |
| Passengers, parcels, goods, &c., 31st March, 1892        | ... | ... | ... | Less Refunds                                              | 85,995    | 7   | 1                        |
|                                                          |     |     |     |                                                           |           |     | * 1,119,553 0 8          |
|                                                          |     |     |     | Cash in hand and outstanding, 31st March, 1892            | ...       | ... | 19,739 5 3               |
|                                                          |     |     |     |                                                           |           |     | <u>£ 1,139,292 5 11</u>  |
| To Net amount paid into Public Account, 31st March, 1892 | ... | ... | ... | By Expenditure to 31st March, 1892                        | ...       | ... | 706,517 6 2              |
| Less Cash in hand and outstanding, 1st April, 1891       | ... | ... | ... | Balance available for interest                            | ...       | ... | 408,914 4 8              |
|                                                          |     |     |     | * Receipts per Treasury                                   | ...       | ... | ...                      |
|                                                          |     |     |     | Balance Refund Account, March 31, 1891                    | ...       | ... | ...                      |
|                                                          |     |     |     |                                                           | 1,132,508 | 4   | 1                        |
|                                                          |     |     |     |                                                           | 12,850    | 3   | 5                        |
|                                                          |     |     |     | Balance Refund Account, March 31, 1892                    | ...       | ... | ...                      |
|                                                          |     |     |     |                                                           | ...       | ... | ...                      |
|                                                          |     |     |     |                                                           |           |     | <u>£ 1,115,431 10 10</u> |

RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1892.

| Dr.                              | £   | s.  | d.  | Cr.                                      | £   | s.  | d.                   |
|----------------------------------|-----|-----|-----|------------------------------------------|-----|-----|----------------------|
| To Balance, 31st March, 1891     | ... | ... | ... | By Treasury payments to 31st March, 1892 | ... | ... | 83,558 15 0          |
| Wharfares, &c., 31st March, 1892 | ... | ... | ... | Balance due to Harbour Boards, &c.       | ... | ... | 12,950 3 5           |
|                                  |     |     |     |                                          |     |     | <u>£ 96,508 18 5</u> |

A. C. FIFE, Railway Accountant.





RETURN NO. 3.  
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1892.

| Sections.       | Maintenance of Way and Works. |             |              |                |               | Locomotive Power.    |                 |                  |                       |               | Carriages.  | Wagons.      | Traffic.     | General Charges. | Sundries.  | Grand Total. |
|-----------------|-------------------------------|-------------|--------------|----------------|---------------|----------------------|-----------------|------------------|-----------------------|---------------|-------------|--------------|--------------|------------------|------------|--------------|
|                 | Permanent-way.                | Structures. | Buildings.   | Miscellaneous. | Total.        | Running Locomotives. | Fuel and Water. | Oil, Tallow, &c. | Renewals and Repairs. | Total.        |             |              |              |                  |            |              |
| WAGES.          |                               |             |              |                |               |                      |                 |                  |                       |               |             |              |              |                  |            |              |
| Kawakawa        | £ s. d.                       | £ s. d.     | £ s. d.      | £ s. d.        | £ s. d.       | £ s. d.              | £ s. d.         | £ s. d.          | £ s. d.               | £ s. d.       | £ s. d.     | £ s. d.      | £ s. d.      | £ s. d.          | £ s. d.    | £ s. d.      |
| Whangarei       | 606 5 4                       | 31 9 3      | 6 16 0       | 1 1 7          | 645 12 2      | 408 1 11             | 30 6 5          |                  | 260 13 5              | 699 1 9       | 41 1 1      | 165 14 11    | 940 7 2      | 73 13 5          | 2 14 0     | 2 568 4 6    |
| Auckland        | 357 13 2                      | 56 3 10     | 11 3 1       | 0 18 5         | 425 18 6      | 587 5 8              | 2 7 8           | 7 12 0           | 126 18 0              | 724 3 4       | 35 8 4      | 48 6 8       | 575 16 10    | 50 6 8           | 23 19 9    | 1 884 0 1    |
| Napier-Taranaki | 16,451 12 4                   | 3 791 5 10  | 964 7 9      | 490 13 0       | 21,697 18 11  | 7,692 5 4            | 556 6 6         | 20 13 11         | 2,973 3 6             | 11 242 9 3    | 1,671 13 8  | 2 128 14 5   | 18 206 13 5  | 2,249 11 11      | 517 12 5   | 57 714 14 0  |
| Wellington      | 24,471 8 8                    | 4,773 0 8   | 1 335 16 1   | 1 706 3 6      | 32 286 8 11   | 10,612 2 0           | 790 19 6        | 13 11 0          | 4,108 6 10            | 15 524 19 4   | 2 361 2 7   | 2,649 5 11   | 21 363 6 0   | 3,455 2 2        | 626 14 7   | 78,266 19 6  |
| Hurunui-Bluff   | 7,635 6 8                     | 1 557 14 4  | 652 10 4     | 477 19 8       | 10,323 11 0   | 6,367 12 6           | 407 0 2         | 27 0 6           | 2,882 18 0            | 9,684 11 2    | 1,071 0 10  | 1 742 2 11   | 10,087 18 2  | 1,648 4 0        | 491 9 0    | 35,048 17 1  |
| Greymouth       | 77 320 15 8                   | 18,645 16 8 | 7 740 8 1    | 3 847 15 3     | 107 554 15 8  | 41 533 4 2           | 2,287 19 11     | 123 6 2          | 17 181 15 7           | 61 126 5 10   | 5 624 10 6  | 11,604 15 11 | 114,791 7 8  | 13 227 16 8      | 857 9 7    | 314 787 1 10 |
| Westport        | 1 377 3 9                     | 525 4 0     | 636 18 9     | 515 0 7        | 3,054 7 1     | 1,168 2 1            | 112 16 10       |                  | 935 5 9               | 2 216 4 8     | 285 1 3     | 721 19 7     | 4,729 17 2   | 490 11 2         | 198 2 9    | 11 696 3 8   |
| Nelson          | 1,657 17 1                    | 513 19 6    | 51 17 5      | 469 13 8       | 2 693 7 8     | 1,732 19 2           | 53 2 4          |                  | 606 6 1               | 2 392 7 7     | 112 7 0     | 1 722 18 1   | 3 864 18 0   | 608 9 5          | 97 15 6    | 11,492 3 3   |
| Picton          | 1,444 1 9                     | 627 17 8    | 180 5 3      | 68 0 6         | 2,320 5 2     | 814 0 8              | 48 2 3          | 3 5 3            | 455 3 2               | 1 320 11 4    | 152 0 2     | 106 18 6     | 2 612 0 6    | 247 9 7          | 70 0 8     | 6,829 5 11   |
|                 | 1,272 9 6                     | 530 1 9     | 36 1 0       | 56 16 11       | 1,895 9 2     | 612 9 8              | 43 16 2         |                  | 445 8 5               | 1 101 14 3    | 189 2 5     | 270 14 11    | 1 623 17 2   | 161 15 8         | 67 9 4     | 5 310 2 11   |
| Total           | 132,594 13 11                 | 31 052 13 6 | 11,616 3 9   | 7,634 3 1      | 182 897 14 3  | 71 528 3 2           | 4,332 17 9      | 195 8 10         | 29,975 18 9           | 106,032 8 6   | 11 543 7 10 | 21 161 11 10 | 178,796 2 1  | 22,213 0 8       | 2,953 7 7  | 525,597 12 9 |
| STORES.         |                               |             |              |                |               |                      |                 |                  |                       |               |             |              |              |                  |            |              |
| Kawakawa        | 9 0 0                         | 7 14 6      |              |                | 16 14 6       |                      | 51 5 9          | 3 18 6           | 56 19 6               | 112 3 9       |             | 67 18 7      | 23 10 5      | 4 8 11           |            | 224 16 2     |
| Whangarei       | 101 4 8                       | 4 14 6      | 45 13 1      |                | 151 12 3      |                      | 77 12 11        | 13 19 2          | 135 6 1               | 226 18 2      |             | 45 5 9       | 27 8 5       | 4 7 5            |            | 455 12 0     |
| Auckland        | 3 588 6 3                     | 1 200 19 2  | 578 8 1      | 473 0 9        | 5 840 14 3    |                      | 2,056 5 11      | 289 3 9          | 3,376 6 11            | 5,721 16 7    | 501 10 7    | 1,475 7 2    | 1,346 10 11  | 129 9 6          | 26 4 5     | 15,041 13 5  |
| Napier-Taranaki | 5,442 5 3                     | 3 616 2 11  | 731 5 8      | 1 530 0 3      | 11 319 14 1   |                      | 7 513 5 0       | 563 8 4          | 1 634 18 5            | 9,711 11 9    | 983 9 3     | 1 563 19 11  | 2 107 10 0   | 201 6 6          | 12 5 0     | 25 899 16 6  |
| Wellington      | 1,626 1 9                     | 558 12 7    | 419 8 8      | 329 9 11       | 2,933 12 11   |                      | 4,167 10 7      | 330 19 1         | 3,281 11 1            | 7 780 0 9     | 580 18 4    | 1 328 1 0    | 897 5 7      | 93 7 7           | 55 15 10   | 13,669 2 0   |
| Hurunui-Bluff   | 21,454 6 3                    | 8 691 11 8  | 4,152 18 6   | 2 371 13 0     | 36,670 9 5    |                      | 26,319 11 11    | 2 459 13 2       | 12,462 6 9            | 41 241 11 10  | 2,394 12 3  | 10,173 14 2  | 8,499 4 8    | 762 19 7         | 51 19 5    | 99,794 11 4  |
| Greymouth       | 115 18 1                      | 429 9 9     | 391 6 6      | 669 2 9        | 1 605 17 1    |                      | 344 13 1        | 41 2 7           | 368 13 4              | 754 9 0       | 142 13 0    | 161 12 3     | 701 16 9     | 31 14 1          | 4 2 2      | 3,402 4 4    |
| Westport        | 295 15 8                      | 183 12 1    | 32 8 5       | 580 14 11      | 1,092 11 1    |                      | 341 19 7        | 76 16 10         | 358 19 1              | 777 15 6      | 26 14 7     | 1,422 13 8   | 263 19 3     | 37 9 6           | 22 17 3    | 3,644 0 10   |
| Nelson          | 448 11 1                      | 498 5 5     | 96 19 9      | 157 11 1       | 1,241 7 4     |                      | 394 3 10        | 35 4 9           | 291 3 11              | 720 12 6      | 47 11 7     | 71 2 0       | 159 17 2     | 18 18 1          |            | 2 259 8 8    |
| Picton          | 589 3 7                       | 340 0 0     | 17 18 8      | 56 10 9        | 1,003 13 0    |                      | 353 3 6         | 19 8 10          | 132 19 6              | 505 11 10     | 43 7 0      | 170 14 5     | 121 9 10     | 10 2 10          | 0 1 0      | 1,854 19 11  |
| Total           | 33 710 12 7                   | 15 531 2 7  | 6,466 7 4    | 6 168 3 5      | 61,876 5 11   |                      | 41,619 12 1     | 3 833 15 0       | 22 099 4 7            | 67 552 11 8   | 4,720 16 7  | 16,480 8 11  | 14,148 13 0  | 1,294 4 0        | 173 5 1    | 166,246 5 2  |
| MISCELLANEOUS.  |                               |             |              |                |               |                      |                 |                  |                       |               |             |              |              |                  |            |              |
| Kawakawa        |                               |             |              |                |               |                      | 10 16 3         | 11 1 1           | 10 16 3               | 11 1 1        | 0 0 11      | 10 5 10      | 11 3 3       | 0 0 9            |            | 32 11 10     |
| Whangarei       |                               |             |              |                |               |                      | 0 4 10          |                  | 29 19 5               | 30 6 3        |             | 4 14 0       | 5 16 0       |                  | 3 6 6      | 44 2 9       |
| Auckland        | 41 8 11                       | 17 16 1     | 0 19 4       | 5 1 9          | 65 6 1        |                      | 5 10 5          |                  | 434 16 2              | 440 6 7       | 17 0 0      | 186 7 8      | 123 7 3      |                  | 92 1 11    | 924 9 6      |
| Napier-Taranaki | 79 3 9                        | 30 3 4      | 12 5 8       | 6 7 6          | 128 0 3       |                      | 11 4 9          |                  | 1,080 10 1            | 1,091 14 10   | 569 2 1     | 638 13 10    | 628 5 8      | 9 15 4           | 281 7 1    | 3,346 19 1   |
| Wellington      | 18 1 2                        | 8 7 0       | 0 16 0       |                | 27 4 2        |                      | 6 1 10          |                  | 1,064 5 0             | 1,064 6 10    | 360 12 6    | 676 2 5      | 354 17 9     |                  | 103 2 4    | 2 586 6 0    |
| Hurunui-Bluff   | 33 1 1                        | 71 4 6      | 3 1 0        | 17 2 1         | 124 8 8       |                      | 5 14 2          |                  | 703 18 7              | 709 12 9      | 224 12 10   | 748 6 0      | 4,416 11 7   |                  | 520 8 9    | 6,744 0 7    |
| Greymouth       | 5 1 6                         | 3 15 7      | 8 2 9        | 6 7 5          | 23 7 3        |                      | 115 6 9         |                  | 115 6 9               | 115 6 9       | 34 9 2      | 75 5 7       | 68 6 4       |                  | 173 17 11  | 490 13 0     |
| Westport        | 0 13 10                       |             |              | 14 0 11        | 14 14 9       |                      | 46 11 3         |                  | 46 11 3               | 46 11 3       | 1 13 6      | 240 3 11     | 13 10 0      |                  | 0 10 0     | 317 3 5      |
| Nelson          |                               |             |              |                |               |                      | 32 15 11        |                  | 32 15 11              | 32 15 11      | 7 10 11     | 0 19 2       | 34 11 9      |                  |            | 75 17 9      |
| Picton          |                               | 5 10 7      |              |                | 5 10 7        |                      | 28 3 6          |                  | 28 11 6               | 28 11 6       | 0 2 6       | 21 0 3       | 52 12 0      |                  | 3 7 6      | 111 4 4      |
| Total           | 177 10 3                      | 136 17 1    | 25 4 9       | 48 19 8        | 388 11 9      |                      | 29 10 10        |                  | 3 541 2 11            | 3,570 13 9    | 1 215 4 5   | 2,601 18 8   | 5 709 1 7    | 9 16 1           | 1,178 2 0  | 14,673 8 3   |
| Grand total     | 166,482 16 9                  | 46,720 13 2 | 18,107 15 10 | 13,851 6 2     | 245 162 11 11 | 71,528 3 2           | 45,982 0 8      | 4,029 3 10       | 55,616 6 3            | 177 155 13 11 | 17,479 8 10 | 40,243 19 5  | 198,653 16 8 | 23 517 0 9       | 4,304 14 8 | 706,517 6 2  |

## RETURN No. 4.

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Twelve Months ending 31st March, 1892.

| 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. |           |    |  |  |
| 1891-92.                            |                          |                | £ s. d.         | £ 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                        | 10,140         | 4,050 16 4      | 506 7 0                                  | 7 11  | 662 6 8         | 822 6 7                 | 285 1 4           | 975 0 10                         | 78 3 1            | 2 14 0           | 2,825 12 6   | 69'75   | 353'20                | 66'88                          | 82'79           | 15'68                                                           | 102'79          | 19'46                          | 35'63           | 6'75                           | 121'88          | 23'08                          | 9'78            | 1'85                           | '33             | '06       |    |  |  |
| Whangarei ...                       | 7                        | 6,856          | 2,627 15 10     | 375 8 0                                  | 7 7   | 577 10 9        | 981 7 9                 | 133 14 9          | 609 1 3                          | 54 14 1           | 27 6 3           | 2,383 14 10  | 90'71   | 340'53                | 83'44                          | 82'50           | 20'22                                                           | 140'20          | 34'35                          | 19'10           | 4'68                           | 87'01           | 21'32                          | 7'82            | 1'91                           | 3'90            | '96       |    |  |  |
| Auckland ...                        | 265                      | 354,160        | 113,436 15 1    | 428 1 3                                  | 6 4   | 27,603 19 3     | 17,404 12 5             | 5,980 13 6        | 19,676 11 7                      | 2,379 1 5         | 635 18 9         | 73,680 16 11 | 64'95   | 278'04                | 49'93                          | 104'16          | 18'71                                                           | 65'68           | 11'79                          | 22'57           | 4'06                           | 74'25           | 13'33                          | 8'98            | 1'61                           | 2'40            | '43       |    |  |  |
| Napier-Taranaki                     | 328                      | 559,600        | 182,465 17 8    | 556 5 11                                 | 6 6   | 43,734 3 3      | 26,328 5 11             | 8,765 13 7        | 24,099 1 8                       | 3,666 4 0         | 920 6 8          | 107,513 15 1 | 58'92   | 327'78                | 46'11                          | 133'33          | 18'76                                                           | 80'27           | 11'29                          | 26'72           | 3'76                           | 73'47           | 10'33                          | 11'18           | 1'58                           | 2'81            | '39       |    |  |  |
| Wellington                          | 91                       | 231,525        | 80,001 19 8     | 879 2 10                                 | 6 10  | 13,284 8 1      | 18,528 18 9             | 5,758 18 0        | 11,340 1 6                       | 1,741 11 7        | 650 7 2          | 51,304 5 1   | 64'13   | 563'78                | 53'18                          | 145'98          | 13'78                                                           | 203'61          | 19'21                          | 63'29           | 5'97                           | 124'61          | 11'75                          | 19'14           | 1'80                           | 7'15            | '67       |    |  |  |
| Hurunui-Bluff                       | 1,101                    | 1,711,450      | 653,583 12 10   | 595 8 11                                 | 7 7   | 144,349 13 9    | 103,077 10 5            | 30,770 11 8       | 127,707 3 11                     | 13,990 16 3       | 1,429 17 9       | 421,325 13 9 | 64'46   | 383'85                | 59'08                          | 131'51          | 20'24                                                           | 93'91           | 14'45                          | 28'03           | 4'32                           | 116'35          | 17'91                          | 12'75           | 1'96                           | 1'30            | '20       |    |  |  |
| Greymouth ...                       | 8                        | 26,939         | 27,145 6 11     | 3,393 3 5                                | 20 14 | 4,683 11 5      | 3,086 0 5               | 1,421 0 10        | 5,500 0 3                        | 522 5 3           | 376 2 10         | 15,589 1 0   | 57'43   | 1,948'63              | 138'88                         | 58'45           | 41'73                                                           | 385'75          | 27'49                          | 177'63          | 12'66                          | 687'50          | 49'00                          | 65'28           | 4'65                           | 47'02           | 3'35      |    |  |  |
| Westport ...                        | 20                       | 41,252         | 32,065 18 0     | 1,603 5 11                               | 15 6  | 3,800 13 6      | 3,216 14 4              | 3,526 10 9        | 4,142 7 3                        | 645 18 11         | 121 2 9          | 15,453 7 6   | 48'19   | 772'67                | 89'90                          | 190'03          | 22'11                                                           | 160'83          | 18'71                          | 176'33          | 20'52                          | 207'12          | 24'10                          | 32'29           | 3'76                           | 6'07            | '70       |    |  |  |
| Nelson ...                          | 23                       | 40,573         | 11,212 17 5     | 487 10 4                                 | 5 6   | 3,561 12 6      | 2,073 19 9              | 386 2 4           | 2,806 9 5                        | 266 7 8           | 70 0 8           | 9,164 12 4   | 81'73   | 398'46                | 54'21                          | 154'85          | 21'07                                                           | 90'17           | 12'27                          | 16'79           | 2'28                           | 122'02          | 16'60                          | 11'58           | 1'58                           | 3'05            | '41       |    |  |  |
| Pictou ...                          | 18                       | 27,994         | 8,840 11 1      | 491 2 10                                 | 6 3   | 2,904 12 9      | 1,635 17 7              | 695 1 6           | 1,797 19 0                       | 171 18 6          | 70 17 10         | 7,276 7 2    | 82'31   | 404'24                | 62'38                          | 161'37          | 24'90                                                           | 90'88           | 14'02                          | 38'61           | 5'96                           | 99'89           | 15'42                          | 9'55            | 1'47                           | 3'94            | '61       |    |  |  |
| Totals ...                          | 1,869                    | 3,010,489      | 1,115,431 10 10 | 597 17 8                                 | 7 4   | 245,162 11 11   | 177,155 13 11           | 57,723 8 3        | 198,653 16 8                     | 23,517 0 9        | 4,304 14 8       | 706,517 6 2  | 63'34   | 378'70                | 56'32                          | 131'41          | 19'54                                                           | 94'96           | 14'12                          | 30'94           | 4'60                           | 106'48          | 15'84                          | 12'60           | 1'88                           | 2'31            | '34       |    |  |  |
| Postal, &c., services not recovered |                          |                | 26,000 0 0      | ..                                       | ..    | ..              | ..                      | ..                | ..                               | ..                | ..               | ..           | ..      | ..                    | ..                             | ..              | ..                                                              | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..        | .. |  |  |
|                                     |                          |                | 1,141,431 10 10 | ..                                       | ..    | ..              | ..                      | ..                | ..                               | ..                | ..               | 706,517 6 2  | 61'89   | ..                    | ..                             | ..              | ..                                                              | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..        | .. |  |  |
| 1890-91.                            |                          |                |                 |                                          |       |                 |                         |                   |                                  |                   |                  |              |         |                       |                                |                 |                                                                 |                 |                                |                 |                                |                 |                                |                 |                                |                 |           |    |  |  |
| Kawakawa ...                        | 8                        | 9,358          | 4,097 0 4       | 512 2 7                                  | 8 9   | 808 6 1         | 974 16 9                | 225 6 4           | 976 9 2                          | 71 6 5            | 2 0 0            | 3,058 4 9    | 74'65   | 382'28                | 78'43                          | 101'04          | 20'73                                                           | 121'85          | 25'00                          | 28'16           | 5'78                           | 122'06          | 25'04                          | 8'92            | 1'83                           | '25             | '05       |    |  |  |
| Whangarei ...                       | 7                        | 10,211         | 3,823 2 6       | 546 3 2                                  | 7 5   | 634 15 6        | 1,100 6 6               | 175 11 5          | 708 11 10                        | 62 4 11           | 15 15 3          | 2,697 5 5    | 70'55   | 385'32                | 63'40                          | 90'68           | 14'92                                                           | 157'19          | 25'86                          | 25'08           | 4'13                           | 101'23          | 16'66                          | 8'89            | 1'46                           | 2'25            | '37       |    |  |  |
| Auckland ...                        | 265                      | 338,565        | 111,670 5 9     | 421 8 0                                  | 6 7   | 26,130 13 0     | 14,738 8 9              | 5,780 10 4        | 19,772 17 7                      | 2,255 7 4         | 650 5 2          | 69,328 2 2   | 62'08   | 261'62                | 49'14                          | 98'61           | 18'52                                                           | 55'62           | 10'45                          | 21'81           | 4'10                           | 74'61           | 14'01                          | 8'51            | 1'60                           | 2'46            | '46       |    |  |  |
| Napier-Taranaki                     | 328                      | 473,925        | 159,186 2 7     | 511 15 9                                 | 6 8   | 40,519 3 1      | 25,829 8 8              | 12,342 8 7        | 21,104 7 7                       | 3,168 15 9        | 748 19 3         | 103,713 2 11 | 64'90   | 333'44                | 52'52                          | 130'27          | 20'52                                                           | 83'04           | 13'08                          | 39'68           | 6'25                           | 67'85           | 10'69                          | 10'19           | 1'60                           | 2'41            | '38       |    |  |  |
| Wellington                          | 91                       | 226,920        | 78,027 8 5      | 857 8 10                                 | 6 10  | 13,261 6 4      | 17,666 11 1             | 4,352 19 10       | 10,714 18 11                     | 1,512 17 0        | 698 12 0         | 48,207 5 2   | 61'78   | 529'75                | 50'99                          | 145'73          | 14'03                                                           | 194'14          | 18'69                          | 47'84           | 4'60                           | 117'75          | 11'33                          | 16'62           | 1'60                           | 7'67            | '74       |    |  |  |
| Hurunui-Bluff                       | 1,074                    | 1,714,991      | 696,382 3 2     | 648 13 10                                | 8 14  | 143,255 12 4    | 102,686 10 6            | 36,316 11 2       | 126,442 5 2                      | 13,839 4 8        | 2,960 11 10      | 425,500 15 8 | 61'10   | 396'36                | 59'58                          | 133'45          | 20'05                                                           | 95'65           | 14'37                          | 33'83           | 5'08                           | 117'78          | 17'70                          | 12'89           | 1'94                           | 2'76            | '41       |    |  |  |
| Greymouth ...                       | 8                        | 25,049         | 25,197 7 6      | 3,149 13 5                               | 20 14 | 3,863 16 5      | 2,767 0 11              | 2,600 18 2        | 5,669 2 7                        | 465 17 3          | 155 19 1         | 15,522 14 5  | 61'60   | 1,940'34              | 148'73                         | 482'98          | 37'02                                                           | 345'88          | 26'51                          | 325'11          | 24'92                          | 708'64          | 54'31                          | 58'23           | 4'47                           | 19'50           | 1'50      |    |  |  |
| Westport ...                        | 20                       | 35,639         | 27,228 7 7      | 1,361 8 4                                | 15 3  | 4,895 8 2       | 3,264 8 9               | 2,001 1 7         | 3,889 14 7                       | 523 0 1           | 66 14 10         | 14,640 8 0   | 53'77   | 732'02                | 98'59                          | 244'77          | 32'97                                                           | 163'22          | 21'98                          | 100'05          | 13'48                          | 194'49          | 20'19                          | 26'15           | 3'52                           | 3'34            | '45       |    |  |  |
| Nelson ...                          | 23                       | 38,614         | 8,915 8 3       | 387 12 7                                 | 4 7   | 4,733 14 10     | 1,682 0 8               | 1,704 3 1         | 2,761 0 11                       | 193 19 10         | 70 16 1          | 11,145 15 5  | 125'02  | 484'60                | 69'28                          | 205'81          | 29'42                                                           | 73'13           | 10'46                          | 74'09           | 10'59                          | 120'05          | 17'16                          | 8'44            | 1'21                           | 3'08            | '44       |    |  |  |
| Pictou ...                          | 18                       | 21,504         | 7,174 3 1       | 398 11 3                                 | 6 8   | 3,227 2 4       | 1,354 2 6               | 727 19 6          | 1,421 5 5                        | 129 8 4           | 29 16 7          | 6,889 14 8   | 96'04   | 382'76                | 76'89                          | 179'28          | 36'02                                                           | 75'23           | 15'11                          | 40'14           | 8'13                           | 78'96           | 15'86                          | 7'19            | 1'44                           | 1'66            | '33       |    |  |  |
| Totals ...                          | 1,842                    | 2,894,776      | 1,121,701 9 2   | 614 15 7                                 | 7 9   | 241,329 18 1    | 172,063 15 1            | 66,227 10 0       | 193,460 13 9                     | 22,222 1 7        | 5,399 10 1       | 700,703 8 7  | 62'47   | 384'04                | 58'09                          | 132'27          | 20'01                                                           | 94'30           | 14'26                          | 36'30           | 5'49                           | 106'03          | 16'04                          | 12'18           | 1'84                           | 2'96            | '45       |    |  |  |
| Postal, &c., services not recovered |                          |                | 26,000 0 0      | ..                                       | ..    | ..              | ..                      | ..                | ..                               | ..                | ..               | ..           | ..      | ..                    | ..                             | ..              | ..                                                              | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..        | .. |  |  |
|                                     |                          |                | 1,147,701 9 2   | ..                                       | ..    | ..              | ..                      | ..                | ..                               | ..                | ..               | 700,703 8 7  | 61'05   | ..                    | ..                             | ..              | ..                                                              | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..                             | ..              | ..        | .. |  |  |

A. C. FIFE, Railway Accountant.

RETURN No. 5.  
COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1892

| Sections.       | Length Open for Traffic. | Passengers.  |         |               |           |           |          | Total Season Tickets. | Parcels, &c. |            |        |         |            | Live-Stock, Goods, &c. |         |           |        |            |                                        |            |             |            |              |              |              |              |                |                      |            |  |
|-----------------|--------------------------|--------------|---------|---------------|-----------|-----------|----------|-----------------------|--------------|------------|--------|---------|------------|------------------------|---------|-----------|--------|------------|----------------------------------------|------------|-------------|------------|--------------|--------------|--------------|--------------|----------------|----------------------|------------|--|
|                 |                          | First Class. |         | Second Class. |           | Total.    | Parcels. |                       | Horses.      | Carriages. | Dogs.  | Total.  | Drays, &c. | Cattle.                | Calves. | Sheep.    | Pigs.  | Total.     | Equivalent Tonnage for Live-Stock, &c. | Chaff, &c. | Wool.       | Firewood.  | Timber.      | Grain.       | Merchandise. | Minerals.    | Total.         | Grand Total Tonnage. |            |  |
| 1891-92.        |                          | Single.      | Return. | Single.       | Return.   | No.       | No.      | No.                   | No.          | No.        | No.    | No.     | No.        | No.                    | No.     | No.       | No.    | Tons c. q. | Tons c. q.                             | Tons c. q. | Tons c. q.  | Tons c. q. | Tons c. q.   | Tons c. q.   | Tons c. q.   | Tons c. q.   | Tons c. q.     | Tons c. q.           | Tons c. q. |  |
| Kawakawa        | 8                        | 815          | 900     | 2,554         | 6,190     | 10,459    | 8        | 17                    | 53           | 7          | 69     | 146     | 1          | 29                     | ..      | 1,027     | 72     | 1 129      | 54 2 0                                 | ..         | 55 8 0      | 102 0 0    | 146 0 0      | ..           | 1,894 18 0   | 23,571 1 0   | 25,769 7 0     | 25,823 9 0           |            |  |
| Whangarei       | 7                        | 2,382        | ...     | 8,791         | ...       | 11 173    | ...      | ..                    | ..           | ..         | ...    | ...     | 11         | 194                    | ..      | 1,401     | ..     | 1 606      | 126 4 0                                | ..         | 52 0 0      | ...        | 308 17 0     | ...          | 4,799 3 0    | 12,728 0 0   | 17,888 0 0     | 18,014 4 0           |            |  |
| Auckland        | 265                      | 15,875       | 38,956  | 90 192        | 238,834   | 383,857   | 2 142    | 36,810                | 607          | 43         | 2 311  | 39,771  | 86         | 9,574                  | 1 581   | 77 794    | 3,168  | 92,203     | 6,551 17 0                             | 4 575 0 0  | 1 343 16 0  | 2 574 0 0  | 10,929 2 0   | 13,409 18 0  | 32,979 17 0  | 88,446 10 0  | 154,258 3 0    | 160,810 0 0          |            |  |
| Napier-Taranaki | 328                      | 30,774       | 99,144  | 142,488       | 336,064   | 608,470   | 1,247    | 65,382                | 3,137        | 191        | 7 047  | 75 757  | 80         | 7,861                  | 191     | 191,134   | 7,434  | 206,700    | 10,612 12 0                            | 1,300 0 0  | 11,081 12 0 | 41 388 0 0 | 41,223 6 0   | 20,150 16 0  | 54 149 16 0  | 17,373 9 0   | 186,666 19 0   | 197,279 11 0         |            |  |
| Wellington      | 91                       | 7,812        | 74,646  | 42,506        | 244,582   | 369,546   | 1 998    | 35,360                | 766          | 75         | 2,486  | 38,687  | 24         | 1 640                  | 814     | 187,577   | 1,277  | 191,332    | 8,153 10 0                             | 1,540 0 0  | 6,923 0 0   | 8,832 0 0  | 23,657 10 0  | 3,474 11 0   | 26,796 19 0  | 14,777 11 0  | 86,001 11 0    | 94,155 1 0           |            |  |
| Hurunui-Bluff   | 1 101                    | 62,413       | 380,234 | 279,413       | 1,224,682 | 1,946,142 | 10,171   | 243,427               | 6,654        | 479        | 12,805 | 263,365 | 432        | 13,739                 | 577     | 605,605   | 37,215 | 657,568    | 30 537 6 0                             | 17 045 0 0 | 64,492 16 0 | 25,800 0 0 | 80,411 14 0  | 392,593 10 0 | 245,556 1 0  | 349,563 12 0 | 1 175,462 13 0 | 1,205,999 19 0       |            |  |
| Greymouth       | 8                        | 1 313        | 7 768   | 10,051        | 64,016    | 83,148    | 263      | 2,942                 | 115          | 14         | 338    | 3,409   | 13         | 13                     | 11      | 2,215     | 394    | 2 646      | 115 15 0                               | 195 0 0    | 30 4 0      | 1 062 0 0  | 5,369 15 0   | 1,801 19 0   | 5,333 1 0    | 159,640 10 0 | 173,432 9 0    | 173,548 4 0          |            |  |
| Westport        | 20                       | 7            | 196     | 5,624         | 27 758    | 33,585    | 156      | 4,021                 | 1            | ...        | 76     | 4,098   | 2          | 2                      | 8       | 208       | 4      | 224        | 10 10 0                                | 45 0 0     | 1 596 0 0   | 5,944 13 0 | 2,403 15 0   | 2,985 11 0   | 2,403 11 0   | 3,705 14 0   | 15,547 19 0    | 15,557 18 0          |            |  |
| Nelson          | 23                       | 793          | 3,940   | 11,109        | 54,358    | 70,200    | 198      | 4,217                 | 10           | ...        | 82     | 4,309   | 4          | ...                    | 2       | 196       | 4      | 202        | 9 19 0                                 | 1 270 0 0  | 247 8 0     | 2,532 0 0  | 2,403 15 0   | 2,985 11 0   | 2,403 11 0   | 3,705 14 0   | 15,547 19 0    | 15,557 18 0          |            |  |
| Picton          | 18                       | 1,997        | 6,028   | 7,751         | 23,408    | 39,184    | 158      | 1,231                 | 37           | ..         | 225    | 1,493   | ...        | 7                      | 5       | 457       | 75     | 544        | 23 19 0                                | 635 0 0    | 1,662 0 0   | 3,948 0 0  | 125 19 0     | 7,860 9 0    | 3,504 6 0    | 3,871 16 0   | 21,607 10 0    | 21,631 9 0           |            |  |
| Total           | 1,869                    | 124,181      | 611,812 | 600,479       | 2 219,292 | 3,555,764 | 16,341   | 393,407               | 11 370       | 819        | 25,439 | 431,035 | 653        | 33,059                 | 3,189   | 1 067,614 | 49,639 | 1 154 154  | 56 195 14 0                            | 26,605 0 0 | 85,888 4 0  | 87,834 0 0 | 170 520 11 0 | 442 276 14 0 | 379,768 4 0  | 873,898 13 0 | 2,066,791 6 0  | 2,122,987 0 0        |            |  |
| 1890-91         |                          |              |         |               |           |           |          |                       |              |            |        |         |            |                        |         |           |        |            |                                        |            |             |            |              |              |              |              |                |                      |            |  |
| Kawakawa        | 8                        | 710          | 958     | 2,500         | 6,612     | 10,780    | 8        | 19                    | 42           | 8          | 43     | 112     | 4          | 15                     | 4       | 1 382     | 109    | 1,514      | 51 16 0                                | 5 0 0      | 58 8 0      | 168 2 0    | ...          | 1,877 2 0    | 23,918 15 0  | 26,027 7 0   | 26,079 3 0     | 26,079 3 0           |            |  |
| Whangarei       | 7                        | 2,488        | ...     | 9,206         | ...       | 11,694    | 1        | ...                   | ...          | ...        | ...    | ...     | 15         | 240                    | 1       | 673       | 38     | 967        | 77 15 0                                | ...        | 55 0 0      | 18 0 0     | 107 6 0      | ...          | 4,260 0 0    | 25 123 16 0  | 29,564 2 0     | 29,641 17 0          |            |  |
| Auckland        | 265                      | 17,357       | 36,656  | 96,289        | 220,994   | 371 296   | 1,819    | 41 311                | 572          | 33         | 2 193  | 44,109  | 67         | 8,921                  | 1,552   | 66,375    | 4,912  | 81,827     | 4,123 0 0                              | 5,995 0 0  | 1,051 16 0  | 3,180 0 0  | 9,802 7 0    | 13 141 17 0  | 31,169 17 0  | 82,819 8 0   | 147,160 5 0    | 151,283 5 0          |            |  |
| Napier-Taranaki | 328                      | 31 928       | 76,602  | 136,622       | 276,942   | 522,094   | 1 085    | 55,839                | 2,964        | 139        | 5,477  | 64,419  | 118        | 8,216                  | 169     | 278,932   | 8,339  | 295,774    | 10,687 17 0                            | 2,615 0 0  | 9,642 12 0  | 30,132 0 0 | 32,738 14 0  | 22,310 5 0   | 48,404 19 0  | 25,582 11 0  | 171,426 1 0    | 182,113 18 0         |            |  |
| Wellington      | 91                       | 9,539        | 63 246  | 48,726        | 221,786   | 343,297   | 1,552    | 38,150                | 581          | 68         | 2,519  | 41,318  | 19         | 2,371                  | 342     | 215 160   | 1,905  | 219 797    | 7 284 2 0                              | 1,005 0 0  | 9,636 0 0   | 10,038 0 0 | 21,570 1 0   | 3,651 19 0   | 31 768 14 0  | 14,010 18 0  | 91 680 12 0    | 98,964 14 0          |            |  |
| Hurunui-Bluff   | 1,074                    | 77 516       | 355,652 | 330,461       | 1 207,398 | 1,971,027 | 8,732    | 232,363               | 5,541        | 496        | 12 138 | 250,538 | 347        | 13,062                 | 291     | 694,429   | 39,035 | 747 164    | 25,721 4 0                             | 18 730 0 0 | 65,599 4 0  | 22,668 0 0 | 79,915 14 0  | 479,614 15 0 | 248,811 8 0  | 352,975 0 0  | 1,268,314 1 0  | 1 294,035 5 0        |            |  |
| Greymouth       | 8                        | 1 644        | 6,730   | 11,573        | 63,554    | 83,501    | 206      | 4,060                 | 62           | 5          | 265    | 4,392   | 6          | 10                     | 1       | 1 022     | 329    | 1,373      | 46 18 0                                | 130 0 0    | 32 0 0      | 1,098 0 0  | 2,466 3 0    | 1,468 14 0   | 10,863 3 0   | 128,709 18 0 | 144,767 18 0   | 144,814 16 0         |            |  |
| Westport        | 20                       | 24           | 178     | 7,118         | 24,728    | 32,048    | 115      | 3,476                 | 2            | ...        | 67     | 3,545   | 1          | 1                      | 1       | 22        | 1      | 26         | 1 10 0                                 | ...        | ...         | 882 0 0    | 5,161 0 0    | ...          | 2,488 2 0    | 168,895 0 0  | 177,426 2 0    | 177,427 12 0         |            |  |
| Nelson          | 23                       | 811          | 1,606   | 12,677        | 36,712    | 51,806    | 211      | 3,856                 | 4            | 5          | 105    | 3,970   | 4          | ...                    | 2       | 74        | 12     | 92         | 4 15 0                                 | 710 0 0    | 250 8 0     | 1 830 0 0  | 1,137 7 0    | 2,885 18 0   | 1,928 13 0   | 2,770 10 0   | 11,512 16 0    | 11 517 11 0          |            |  |
| Picton          | 18                       | 1,724        | 5,266   | 5,312         | 23,784    | 36,086    | 152      | 1,245                 | 22           | 3          | 158    | 1 428   | 1          | 1                      | 4       | 402       | 4      | 412        | 13 11 0                                | 610 0 0    | 1 375 12 0  | 3,804 0 0  | 11 1 0       | 5,609 11 0   | 3,447 19 0   | 3,273 7 0    | 18,131 10 0    | 18,145 1 0           |            |  |
| Total           | 1,842                    | 143 741      | 546,894 | 660,484       | 2,082,510 | 3,433,629 | 13,881   | 380,319               | 9 790        | 757        | 22,965 | 413,831 | 582        | 32,833                 | 2,376   | 1,258,471 | 54,684 | 1,348,946  | 48,012 8 0                             | 29,800 0 0 | 87,701 0 0  | 73,650 0 0 | 153,077 15 0 | 528,682 19 0 | 385,019 17 0 | 828,079 3 0  | 2,086,010 14 0 | 2,134,023 2 0        |            |  |

| 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. |  |
| 1891-92.        | £ s. d.              | £ s. d.         | £ s. d.              | £ s. d.         | £ s. d.       | £ s. d.        | £ s. d.               | £ s. d.      | £ s. d.              | No.                   | No.                        | No.       | No.                      | No.          |  |
| Kawakawa        | 455 2 0              | 55 7 8          | 40 12 10             | 551 2 6         | 3,359 16 11   | 86 6 1         | 53 10 10              | 3,499 13 10  | 4,050 16 4           | 9,948                 | 192                        | 10,140    | 6,322                    | 16,462       |  |
| Whangarei       | 319 2 0              | 32 3 9          | 7 0 8                | 358 6 5         | 2 148 13 2    | 58 2 3         | 62 14 0               | 2,269 9 5    | 2,627 15 10          | 5,810                 | 1,046                      | 6,856     | 5,221                    | 12,077       |  |
| Auckland        | 35,336 12 3          | 3 123 7 6       | 3 535 6 1            | 41,995 5 10     | 69,358 0 7    | 208 14 10      | 1,874 13 10           | 71,441 9 3   | 113,436 15 1         | 319 597               | 34,563                     | 354,160   | 75,227                   | 429,387      |  |
| Napier-Taranaki | 76,648 15 0          | 2,432 7 11      | 8,447 15 11          | 87,528 18 10    | 89,314 18 8   | 3 165 1 0      | 2,456 19 2            | 94,936 18 10 | 182,465 17 8         | 532,059               | 27,541                     | 559,600   | 105,174                  | 664,774      |  |
| Wellington      | 27,714 4 10          | 2 194 1 3       | 3,539 10 10          | 33,447 16 11    | 44,804 18 8   | 196 13 0       | 1,552 11 1            | 46,554 2 9   | 80,001 19 8          | 190,539               | 40,986                     | 231,525   | 64,881                   | 296,406      |  |
| Hurunui-Bluff   | 190,218 10 5         | 13,314 14 0     | 25,538 5 9           | 229,071 10 2    | 400,243 13 11 | 12,749 6 2     | 11,519 2 7            | 424,512 2 8  | 653,583 12 10        | 1 505,882             | 205 568                    | 1 711,450 | 536,031                  | 2,247,481    |  |
| Greymouth       | 3,476 18 6           | 233 16 7        | 172 1 8              | 3,882 16 9      | 22,051 14 7   | 1 125 6 1      | 85 9 6                | 23,262 10 2  | 27,145 6 11          | 26 750                | 189                        | 26,939    | 30,197                   | 57 136       |  |
| Westport        | 2,166 6 2            | 104 3 0         | 180 6 8              | 2,510 15 10     | 28,425 11 6   | 969 7 0        | 160 3 8               | 29,555 2 2   | 32,065 18 0          | 41 252                | ...                        | 41,252    | 38,228                   | 79,480       |  |
| Nelson          | 3,876 15 10          | 365 19 5        | 231 18 8             | 4,474 13 11     | 6,165 19 10   | 448 13 2       | 123 10 6              | 6,738 3 6    | 11,212 17 5          | 39,178                | 1 395                      | 40,573    | 6,530                    | 47,103       |  |
| Picton          | 2,350 4 1            | 138 5 7         | 102 4 6              | 2,590 14 2      | 5,595 8 0     | 379 17 7       | 274 11 4              | 6,249 16 11  | 8,840 11 1           | 25,299                | 2,695                      | 27,994    | 6,585                    | 34,579       |  |
| Total           | 342,562 11 1         | 22,054 6 8      | 41 795 3 7           | 406,412 1 4     | 671,468 15 10 | 19,387 7 2     | 18,163 6 6            | 709,019 9 6  | 1 115,431 10 10      | 2,696,314             | 314 175                    | 3,010,489 | 874,396                  | 3,884,885    |  |
| 1890-91         |                      |                 |                      |                 |               |                |                       |              |                      |                       |                            |           |                          |              |  |
| Kawakawa        | 446 3 0              | 50 0 8          | 33 0 11              | 529 4 7         | 3,399 19 2    | 112 2 4        | 55 14 3               | 3,567 15 9   | 4,097 0 4            | 9,176                 | 182                        | 9,358     | 5,312                    | 14,670       |  |
| Whangarei       | 323 9 0              | 31 16 4         | 4 11 4               | 359 16 8        | 3,328 13 0    | 75 3 9         | 59 9 1                | 3,463 5 10   | 3,823 2 6            | 7,973                 | 2,238                      | 10,211    | 5,773                    | 15,984       |  |
| Auckland        | 35,411 8 7           | 2,978 14 11     | 3 560 5 9            | 41,950 9 3      | 67,723 5 10   | 244 8 9        | 1 752 1 11            | 69,719 16 6  | 111,670 5 9          | 316,965               | 21 600                     | 338,565   | 69,498                   | 408,063      |  |
| Napier-Taranaki | 63,288 4 4           | 2,339 8 2       | 6,813 13 3           | 72,441 5 9      | 81 332 15 10  | 3,338 13 8     | 2,073 7 4             | 86,744 16 10 | 159 186 2 7          | 420,707               | 53,218                     | 473,925   | 104,199                  | 578,124      |  |
| Wellington      | 26,309 16 8          | 2 117 2 1       | 3,589 3 3            | 32,016 2 0      | 44,289 11 2   | 259 7 11       | 1,462 7 4             | 46,011 6 5   | 78,027 8 5           | 186,540               | 40,380                     | 226,920   | 72,183                   | 299,103      |  |
| Hurunui-Bluff   | 196,362 18 2         | 12,153 11 5     | 24,338 17 0          | 232,855 6 7     | 437,311 14 0  | 14,546 15 1    | 11,668 7 6            | 463,526 16 7 | 696,382 3 2          | 1,471,454             | 243,537                    | 1 714,991 | 573,993                  | 2,288,984    |  |
| Greymouth       | 3,607 19 6           | 174 6 3         | 210 9 4              | 3,992 15 1      | 20,281 9 5    | 833 10 6       | 89 12 6               | 21 204 12 5  | 25,197 7 6           | 23,469                | 1 502                      | 24,971    | 26,173                   | 51,144       |  |
| Westport        | 2,064 14 6           | 99 10 3         | 155 0 11             | 2,319 5 8       | 24,099 4 8    | 692 11 1       | 117 6 2               | 24,909 1 11  | 27,228 7 7           | 35,639                | ...                        | 35,639    | 35,592                   | 71,231       |  |
| Nelson          | 3,069 6 3            | 373 5 11        | 203 4 2              | 3,645 16 4      | 4,740 3 0     | 408 2 5        | 121 6 6               | 5,269 11 11  | 8,915 8 3            | 37,696                | 918                        | 38,614    | 6,408                    | 45,022       |  |
| Picton          | 2,237 16 11          | 153 11 11       | 88 6 2               | 2,479 15 0      | 4,272 5 6     | 206 17 1       | 215 5 6               | 4,694 8 1    | 7,174 3 1            | 19,920                | 1,584                      | 21,504    | 5,323                    | 26,827       |  |
| Total           | 333,121 16 11        | 20,471 7 11     | 38,996 12 1          | 392,589 16 11   | 690,779 1 7   | 20,717 12 7    | 17,614 18 1           | 729,111 12 3 | 1,121,701 9 2        | 2,529,539             | 365,159                    | 2,894,698 | 904,454                  | 3,799,152    |  |

## RETURN No. 6.

ESTIMATED COST of Construction of Railways, Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines.

| Section.                         | State of Line. | 1886.                 |              |                   | 1887.                 |              |                   | 1888.                 |              |                   | 1889.                 |              |                   | 1890.                 |              |                   | 1891.                 |              |                   | 1892.                 |              |                   |
|----------------------------------|----------------|-----------------------|--------------|-------------------|-----------------------|--------------|-------------------|-----------------------|--------------|-------------------|-----------------------|--------------|-------------------|-----------------------|--------------|-------------------|-----------------------|--------------|-------------------|-----------------------|--------------|-------------------|
|                                  |                | Cost of Construction. | Net Revenue. | Rate of Interest. | Cost of Construction. | Net Revenue. | Rate of Interest. | Cost of Construction. | Net Revenue. | Rate of Interest. | Cost of Construction. | Net Revenue. | Rate of Interest. | Cost of Construction. | Net Revenue. | Rate of Interest. | Cost of Construction. | Net Revenue. | Rate of Interest. | Cost of Construction. | Net Revenue. | Rate of Interest. |
| Kawakawa                         | Opened         | £ 89,441              | £ 958        | £ s. d. 1 1 5     | £ 90,528              | £ 1,951      | £ s. d. 2 3 1     | £ 90,069              | £ 1,393      | £ s. d. 1 10 11   | £ 89,993              | £ 973        | £ s. d. 1 1 8     | £ 90,235              | £ 857        | £ s. d. 0 19 0    | £ 90,235              | £ 1,039      | £ s. d. 1 3 0     | £ 90,337              | £ 1 225      | £ s. d. 1 7 1     |
| Whangarei-Kamo                   | Opened         | 68,241                | 617          | 0 18 1            | 69 961                | 717          | 1 0 6             | 69,721                | 81           | 0 2 4             | 69,722                | 692          | 0 19 10           | 70,095                | 398          | 0 11 4            | 70,095                | 1 126        | 1 12 2            | 72,090                | 244          | 0 6 9             |
| Marton-Te Awamutu (North End)    | Unopened       | 60,780                |              |                   | 182 869               |              |                   | 135 501               |              |                   | 104,838               |              |                   | 49,054                |              |                   | 52,226                |              |                   | 54,420                |              |                   |
| Auckland                         | Opened         | 1 545 181             | 37 929       | 2 9 1             | 1 672,506             | 19 228       | 1 3 0             | 1 807 971             | 23 950       | 1 6 6             | 1,688,971             | 33 210       | 1 16 11           | 1 720 587             | 28,351       | 1 9 10            | 1 184,354             | 42,342       | 2 4 4             | 1 184 585             | 39 756       | 2 1 7             |
| Napier                           | Unopened       | 81 437                |              |                   | 51 694                |              |                   | 112,500               |              |                   | 161 186               |              |                   | 134,414               |              |                   | 168,465               |              |                   | 208 819               |              |                   |
|                                  | Opened         | 559 800               | 27 647       | 4 18 9            | 628 669               | 29 341       | 4 13 4            | 659 892               | 27 645       | 4 3 9             | 662,832               | 31 346       | 4 14 7            | 656 164               | 34,214       | 5 4 3             | 847 918               |              |                   | 857 243               |              |                   |
|                                  | Unopened       | 12 109                |              |                   | 7 303                 |              |                   | 28 160                |              |                   | 64,708                |              |                   | 193 390               |              |                   |                       |              |                   |                       |              |                   |
| Marton-Te Awamutu (South End)    | Opened         |                       |              |                   |                       |              |                   |                       |              |                   | 7,785                 |              |                   | 1 200                 |              |                   | 2,369                 | 55,473       | 2 6 10            | 18,959                | 74,952       | 3 2 10            |
| Wanganui                         | Unopened       | 1 349,900             | 8,650        | 0 12 10           | 1,398 738             | 7 255        | 0 10 4            | 1 403,041             | 9 765        | 0 13 11           | 99,018                | 13 312       | 0 17 9            | 103 452               | 23 919       | 1 11 7            | 103 452               |              |                   | 103 587               |              |                   |
| Wellington-Foxton (private line) | Unopened       | 18 330                |              |                   |                       |              |                   |                       |              |                   | 1 408,674             |              |                   | 1 408,900             |              |                   | 1 416,947             |              |                   | 1,425 225             |              |                   |
| Wellington                       | Opened         | 41,815                |              |                   | 41,816                |              |                   | 41 798                |              |                   | 41 895                |              |                   | 41 898                |              |                   | 42 117                |              |                   | 42 117                |              |                   |
| Stock                            | Unopened       | 815 000               | 20,850       | 2 11 2            | 961 871               | 22,036       | 2 5 10            | 966,386               | 19,436       | 2 0 3             | 976,465               | 20,753       | 2 2 6             | 1 050 095             | 25 623       | 2 8 10            | 1 051 577             | 29,820       | 2 16 9            | 1,054,465             | 28,698       | 2 14 5            |
| Surveys                          |                | 92 762                |              |                   | 18,236                |              |                   | 49 344                |              |                   | 74,510                |              |                   | 15 459                |              |                   | 15,194                |              |                   | 17 237                |              |                   |
| Miscellaneous                    |                | 17 129                |              |                   | 17 334                |              |                   | 20,229                |              |                   | 26,163                |              |                   | 27 206                |              |                   | 27 498                |              |                   | 27 498                |              |                   |
| Hurunui-Bluff                    | Opened         | 5 168                 |              |                   | 5,169                 |              |                   | 5 169                 |              |                   | 5 169                 |              |                   | 5 169                 |              |                   | 5 169                 |              |                   | 5 169                 |              |                   |
|                                  | Unopened       | 7 288,049             | 239 601      | 3 5 9             | 7 428 562             | 196,488      | 2 12 11           | 7 574 218             | 204,192      | 2 13 11           | 7 580,494             | 222 714      | 2 18 9            | 7 805 935             | 276,016      | 3 10 9            | 7 971 242             | 270,881      | 3 7 11            | 8 322,942             | 232 258      | 2 15 10           |
| Greymouth                        | Opened         | 355 199               |              |                   | 419 786               |              |                   | 440,437               |              |                   | 503,246               |              |                   | 430 666               |              |                   | 329 426               |              |                   | 40,007                |              |                   |
|                                  | Unopened       | 180,300               | 9 850        | 5 9 3             | 189 393               | 10,437       | 5 10 2            | 195 114               | 11,450       | 5 17 5            | 199 121               | 13 188       | 6 12 6            | 200,219               | 8,338        | 4 3 3             | 200 231               | 9,675        | 4 16 8            | 200,288               | 11,556       | 5 15 5            |
| Harbour Works                    | Unopened       | 15,959                |              |                   | 15 959                |              |                   | 15 959                |              |                   | 15,959                |              |                   | 15,959                |              |                   | 15 959                |              |                   | 15 959                |              |                   |
| Greymouth-Hokitika               |                | 127,230               |              |                   | 127 234               |              |                   | 127 234               |              |                   | 127 234               |              |                   | 127 234               |              |                   | 127 234               |              |                   | 127 234               |              |                   |
| Westport                         | Opened         | 37 777                |              |                   | 54,549                |              |                   | 69 389                |              |                   | 92,274                |              |                   | 99 784                |              |                   | 100,611               |              |                   | 117 748               |              |                   |
| Harbour Works                    | Unopened       | 214,402               | 8,492        | 3 19 2            | 214,804               | 10,385       | 4 16 8            | 222 894               | 8 444        | 3 15 9            | 232,934               | 13,000       | 5 11 8            | 226,415               | 13,696       | 6 1 0             | 227 354               | 12,588       | 5 10 9            | 227,496               | 16,613       | 7 6 0             |
| Nelson                           | Opened         | 14,111                |              |                   | 14,111                |              |                   | 14 111                |              |                   | 14 111                |              |                   | 14,111                |              |                   | 14,111                |              |                   | 14,111                |              |                   |
|                                  | Unopened       | 166,700               | 2,206        | 1 6 6             | 163,965               | 1 764        | 1 1 6             | 165 178               | 1,429        | 0 17 4            | 165,087               | 1 130        | 0 13 8            | 165,448               | 96           | 0 1 2             | 165,447               | -2,230       |                   | 165,609               | 2,048        | 1 4 9             |
| Pictou                           | Opened         | 8,214                 |              |                   | 12,500                |              |                   | 12 500                |              |                   | 12,500                |              |                   | 12,500                |              |                   | 12,500                |              |                   | 12 500                |              |                   |
|                                  | Unopened       | 195 800               | 278          | 0 2 10            | 198,570               | 94           | 0 0 11            | 198,494               | -270         |                   | 198 548               | 252          | 0 2 6             | 199 033               | 1 274        | 0 12 10           | 199 151               | 284          | 0 2 10            | 202 491               | 1,564        | 0 15 5            |
| Stock                            |                | 23,805                |              |                   | 28 130                |              |                   | 30 465                |              |                   | 32 442                |              |                   | 32 568                |              |                   | 32 568                |              |                   | 49 148                |              |                   |
| Stock in suspense                | Opened         | 300,241               |              |                   | 162,595               |              |                   | 105 072               |              |                   | 75,590                |              |                   | 81 423                |              |                   | 66,124                |              |                   | 47 879                |              |                   |
| Surveys                          |                | 36,117                |              |                   | 37 095                |              |                   | 37 094                |              |                   | 37,572                |              |                   | 25,000                |              |                   | 25 000                |              |                   | 25 000                |              |                   |
| Miscellaneous                    |                | 5,169                 |              |                   | 5,169                 |              |                   | 5 169                 |              |                   | 5,168                 |              |                   | 37,600                |              |                   | 37 619                |              |                   | 37 619                |              |                   |
|                                  |                |                       |              |                   |                       |              |                   |                       |              |                   |                       |              |                   | 5 168                 |              |                   | 5 168                 |              |                   | 5,168                 |              |                   |
| Total opened                     |                | 12 472,814            | 357,078      | 2 17 3            | 13,017 567            | 299,696      | 2 6 0             | 13 352,978            | 307 515      | 2 6 0             | 13,472,837            | 350,570      | 2 12 0            | 13,899 955            | 412,782      | 2 19 5            | 14,278 586            | 420,998      | 2 18 11           | 14,656 691            | 408 914      | 2 15 9            |
| Total unopened                   |                | 1 253,352             |              |                   | 1,201 549             |              |                   | 1 250,131             |              |                   | 1,402,350             |              |                   | 1 264,803             |              |                   | 1,065 637             |              |                   | 841,092               |              |                   |
| Gross total                      |                | 13 726 166            | 357,078      | 2 12 0            | 14 219 116            | 299 696      | 2 2 2             | 14 603 109            | 307,515      | 2 2 1             | 14 875,187            | 350,570      | 2 7 2             | 15,164 758            | 412,782      | 2 14 5            | 15 344 223            | 420,998      | 2 14 10           | 15,497 783            | 408,914      | 2 12 9            |

NOTE.—The amount stated as cost of construction of opened lines includes the Provincial and General Government expenditure on railways, but does not include expenditure on the Greymouth and Westport Harbour Works.

A. C. FIFE, Railway Accountant.





Carried forward



## RETURN No. 10—continued.

| Stations.                          | Hours open. | Number of Hands employed. | Traffic Expenditure. | Coaching.         |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              | Live-Stock, Goods, &c. |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           |                      |                      |                      |                 | Revenue.             |                 |        |                |                       |              |  |  |  |  | Total Value forwarded. | Stations. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------|-------------|---------------------------|----------------------|-------------------|-----------------|----------|-------|----------|---------|-------------|-------|----------|---------|---------|--------|-------|------------------------------------|------------|-------|-----------|---------|--------|--------------|------------------------|--------|----------------------|-------|---------|---------|--------|-------|------------------------------------|------------|-------|-----------|---------|--------|--------------|-----------|----------------------|----------------------|----------------------|-----------------|----------------------|-----------------|--------|----------------|-----------------------|--------------|--|--|--|--|------------------------|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
|                                    |             |                           |                      | Outward.          |                 |          |       | Inward.  |         |             |       | Outward. |         |         |        |       |                                    |            |       |           |         |        |              | Inward.                |        |                      |       |         |         |        |       | Coaching.                          |            |       |           | Goods.  |        |              |           |                      |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                    |             |                           |                      | Ordinary Tickets. | Season Tickets. | Parcels. | Dogs. | Parcels. | Horses. | Carrriages. | Dogs. | Days.    | Cattle. | Calves. | Sheep. | Pigs. | Equiv. Tonnage for Live-Stock, &c. | Chaff, &c. | Wool. | Firewood. | Timber. | Grain. | Merchandise. | Minerals.              | Total. | Grand Total Tonnage. | Days. | Cattle. | Calves. | Sheep. | Pigs. | Equiv. Tonnage for Live-Stock, &c. | Chaff, &c. | Wool. | Firewood. | Timber. | Grain. | Merchandise. | Minerals. | Total.               | Grand Total Tonnage. | Ordinary Passengers. | Season Tickets. | Parcels and Luggage. | Total Coaching. | Goods. | Miscellaneous. | Rents and Commission. | Total Goods. |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NAPIER-TARANAKI SECTION—continued. |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Brought forward.     |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NAPIER-TARANAKI SECTION—continued. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fordell                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Fordell              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Fordell                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Turakina                           |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Turakina             |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Turakina                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Marton                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Marton               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Marton                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Huntville                          |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Huntville            |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Huntville                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Greatford                          |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Greatford            |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Greatford                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Halconbe                           |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Halconbe             |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Halconbe                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Feilding                           |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Feilding             |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Feilding                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Palmerston North                   |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Palmerston North     |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Palmerston North                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Longburn Junction                  |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Longburn Junction    |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Longburn Junction                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Foxton                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Foxton               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Foxton                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ashurst                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Ashurst              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Ashurst                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Woodville                          |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Woodville            |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Woodville                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dannevirke                         |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Dannevirke           |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Dannevirke                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Makotuku                           |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Makotuku             |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Makotuku                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ormondville                        |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Ormondville          |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Ormondville                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Takapau                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Takapau              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Takapau                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Waipukurau                         |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Waipukurau           |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Waipukurau                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Waipawa                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Waipawa              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Waipawa                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Kaikora                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Kaikora              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Kaikora                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Te Aute                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Te Aute              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Te Aute                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Hastings                           |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Hastings             |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Hastings                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Farndon                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Farndon              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Farndon                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Napier                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Napier               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Napier                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Napier (Head Office)               |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Napier (Head Office) |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Napier (Head Office)               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Spit                               |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Spit                 |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Spit                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Accountant                         |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Accountant           |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Accountant                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| General                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | General              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | General                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Totals                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Totals               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Totals                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| WELLINGTON SECTION—                |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | WELLINGTON SECTION—  |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | WELLINGTON SECTION—                |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Eketauna                           |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Eketauna             |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Eketauna                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mauriceville                       |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Mauriceville         |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Mauriceville                       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Masterton                          |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Masterton            |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Masterton                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Carterton                          |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Carterton            |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Carterton                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Greytown                           |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Greytown             |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Greytown                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Featherston                        |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Featherston          |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Featherston                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cross Creek                        |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Cross Creek          |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Cross Creek                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Summit                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Summit               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Summit                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Kaitake                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Kaitake              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Kaitake                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Upper Hutt                         |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Upper Hutt           |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Upper Hutt                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lower Hutt                         |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Lower Hutt           |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Lower Hutt                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Petone                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Petone               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Petone                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ngahauranga                        |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Ngahauranga          |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Ngahauranga                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Wellington (Wharf)                 |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Wellington (Wharf)   |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Wellington (Wharf)                 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Head Office                        |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Head Office          |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Head Office                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Accountant                         |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Accountant           |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Accountant                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Miscellaneous                      |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Miscellaneous        |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Miscellaneous                      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| General                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | General              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | General                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Totals                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Totals               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Totals                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| GREYMOUTH SECTION—                 |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | GREYMOUTH SECTION—   |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | GREYMOUTH SECTION—                 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Greymouth                          |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Greymouth            |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Greymouth                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Brunner                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Brunner              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Brunner                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Head Office                        |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Head Office          |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Head Office                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Accountant                         |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Accountant           |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Accountant                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Miscellaneous                      |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Miscellaneous        |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Miscellaneous                      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| General                            |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | General              |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | General                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Totals                             |             |                           |                      |                   |                 |          |       |          |         |             |       |          |         |         |        |       |                                    |            |       |           |         |        |              |                        |        |                      |       |         |         |        |       |                                    |            |       |           |         |        |              |           | Totals               |                      |                      |                 |                      |                 |        |                |                       |              |  |  |  |  |                        |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Totals                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## RETURN No. 10—continued

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1892.

[illegible]

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1892.

## RETURN NO. 11

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1892.

| Service.                                                        |                             | Period.                 | Name of Contractor.                  | Rate.                                            |
|-----------------------------------------------------------------|-----------------------------|-------------------------|--------------------------------------|--------------------------------------------------|
| Printed stationery                                              | Wellington                  | 2 years ending 30/6/92  | Government Printer                   | As per schedule.                                 |
| "                                                               | Christchurch                | "                       | "                                    | "                                                |
| Uniform clothing                                                | Hurunui-Bluff               | 3 years ending 31/12/91 | Ross and Glendining                  | "                                                |
| "                                                               | Northern Lines              | 2 years ending 31/12/91 | "                                    | "                                                |
| Uniform caps                                                    | N.Z. Railways               | 3 years ending 31/12/91 | C. Hill and Sons                     | 5/ each.                                         |
| Sleepers, as under—                                             |                             |                         |                                      |                                                  |
| 4,000 totara                                                    | Oringi Siding               | Delivery by 30/4/91     | George McMullan                      | 2/6 each.                                        |
| 2,000 silver-pine                                               | Lyttelton                   | "                       | James Taylor                         | 3/5½ "                                           |
| 2,000 "                                                         | "                           | "                       | Duncan McLean                        | 3/6 "                                            |
| 2,250 "                                                         | "                           | "                       | Feary Brothers                       | 3/7 "                                            |
| 3,000 "                                                         | "                           | "                       | W. E. Church                         | 3/7 "                                            |
| 1,000 "                                                         | "                           | "                       | W. L. Stewart                        | 3/ "                                             |
| 2,000 "                                                         | "                           | "                       | "                                    | 3/2 "                                            |
| 1,000 birch                                                     | Westport                    | Delivery by 23/5/91     | Griffiths Brothers                   | 2/7 "                                            |
| Timber-supplies, as under—                                      |                             |                         |                                      |                                                  |
| Ironbark                                                        | Port Chalmers               | Delivery by 8/4/91      | James Fox                            | 23/ per 100ft.                                   |
| "                                                               | Wanganui                    | Delivery by 24/9/91     | "                                    | 23/ per 100ft., hewn;<br>2/ per lin. ft., piles. |
| Karri, sawn                                                     | Wellington                  | Delivery by 1 7/91      | M. C. Davies                         | 18/9 per 100ft.                                  |
| "                                                               | Lyttelton                   |                         | William Booth and Co.                | As per schedule.                                 |
| Native timber                                                   | Wellington                  | For 1891                | Fritz Jessen                         | "                                                |
| "                                                               | Napier                      | "                       | Bailey Brothers                      | "                                                |
| "                                                               | Wanganui                    | "                       | R. W. England                        | "                                                |
| "                                                               | Christchurch                | "                       | Findlay and Co.                      | "                                                |
| "                                                               | Southland                   | "                       | Wood and Laurie                      | "                                                |
| Kauri and foreign                                               | Christchurch                | "                       | Findlay and Co.                      | "                                                |
| "                                                               | Dunedin                     | "                       | Stewart and Co.                      | 16/6 per 100ft.                                  |
| Totara, sawn                                                    | Lyttelton                   | Delivery by 24/6/91     | "                                    | "                                                |
| Iron castings                                                   | Auckland                    | Delivery by 30/6/91     | A. Hawkeswood                        | 14/ and 12/6 per cwt.                            |
| "                                                               | Wellington                  | "                       | Smith Brothers                       | 14/ "                                            |
| "                                                               | Christchurch                | "                       | John Anderson                        | 12/6 & 12/ "                                     |
| "                                                               | Dunedin                     | "                       | A. and T. Burt                       | 12/ & 10/ "                                      |
| Horse forage                                                    | Christchurch                | "                       | Robinson Brothers                    | As per schedule.                                 |
| 26 wrought iron girders                                         | Napier                      | Delivery by 20/4/91     | R. S. Sparrow and Co.                | £1,127 10s. 6d.                                  |
| 16 wrought iron girders                                         | Wanganui                    | Delivery by 8/9/91      | John Anderson                        | £758 10s.                                        |
| General stores, as under—                                       |                             |                         |                                      |                                                  |
| Ironmongery, oils and colours, iron and steel                   | Auckland                    | 2 years ending 31 12/92 | T. and S. Morrin and Co.             | As per schedule.                                 |
| Ship-chandlery                                                  | "                           | "                       | E. Porter and Co.                    | "                                                |
| Drain-pipes, &c.                                                | "                           | "                       | R. C. Clark, jun.                    | "                                                |
| Ironmongery, oils and colours, ship-chandlery, iron and steel   | Wellington                  | "                       | E. W. Mills and Co.                  | "                                                |
| Drain-pipes, &c.                                                | "                           | "                       | Grey Valley Coal Company             | "                                                |
| Ironmongery, oils and colours, ship-chandlery, drain-pipes, &c. | Christchurch                | "                       | Ashby and Bergh                      | "                                                |
| Ironmongery                                                     | Dunedin                     | "                       | N.Z. Hardware Company                | "                                                |
| Oils and colours, ship-chandlery drain-pipes, &c.               | "                           | "                       | Thomson, Bridger, and Co.            | "                                                |
| Coal-supply, screened                                           | Whangarei                   | For 1891                | Joseph Bell                          | 11/ per ton.                                     |
| "                                                               | Auckland                    | "                       | Taupiri Extended Coal-mining Company | 6/ "                                             |
| "                                                               | Picton                      | "                       | Grey Valley Coal Company             | 27/6 "                                           |
| "                                                               | Nelson                      | "                       | Anchor Steam Shipping Company        | 22/ "                                            |
| "                                                               | unscreened Wanganui         | "                       | Mokihinui Coal Company               | 19/ "                                            |
| "                                                               | New Plymouth                | "                       | "                                    | 19/ "                                            |
| "                                                               | Foxton                      | "                       | "                                    | 19/ "                                            |
| "                                                               | Wellington                  | "                       | "                                    | 19/ "                                            |
| "                                                               | screened... Newmarket shops | "                       | J. J. Craig                          | 18/6 "                                           |
| Hurunui-Bluff                                                   |                             |                         |                                      |                                                  |
| Coal-supply, unscreened                                         | Lyttelton                   | "                       | Mokihinui Coal Company               | 19/ "                                            |
| "                                                               | Timaru                      | "                       | "                                    | 19/ "                                            |

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

| Service.                                                | Period.                 | Name of Contractor.                               | Rate.                                                                       |
|---------------------------------------------------------|-------------------------|---------------------------------------------------|-----------------------------------------------------------------------------|
| <i>Hurunui-Bluff—continued.</i>                         |                         |                                                   |                                                                             |
| Coal-supply, screened.. Whitecliffs ..                  | For 1891 ...            | William Leeming and Co. ..                        | 10/6 per ton.                                                               |
| " " .. Bushey ...                                       | " ...                   | Allandale Coal Company ..                         | 12/ "                                                                       |
| " " .. Stirling ...                                     | " ...                   | Kaitangata Coal Company ..                        | 8/6 "                                                                       |
| " " .. Nightcaps ..                                     | " ..                    | Nightcaps Coal Company ..                         | 7/9 "                                                                       |
| 1,000 gallons castor-oil Auckland ...                   | Delivery by 31/8/91 ... | Neill and Co. ..                                  | 2/5½ per gal.                                                               |
| 3,000 " " .. Wellington ...                             | " ...                   | " ..                                              | 2/4½ "                                                                      |
| 3,000 " " .. Lyttelton ...                              | " ...                   | " ..                                              | 2/4½ "                                                                      |
| 3,000 " " .. Port Chalmers ...                          | " ...                   | " ..                                              | 2/4½ "                                                                      |
| Sleepers, as under—                                     |                         |                                                   |                                                                             |
| 10,000 totara .. Lyttelton ...                          | Delivery by 30/11 91... | H. Carlson and Co. ..                             | 3/9½ each.                                                                  |
| 4,000 " .. Timaru ...                                   | " ..                    | F. Jenssen ..                                     | 3/11 "                                                                      |
| 5,000 birch .. Lyttelton ...                            | " ..                    | H. Baigent ..                                     | 3/ "                                                                        |
| 2,000 " .. Culverden ...                                | " ..                    | L. Langesen ..                                    | 3/ "                                                                        |
| 2,000 " .. West Oxford ...                              | " ..                    | W. Ryde ..                                        | 3/ "                                                                        |
| 2,000 " .. " ..                                         | " ..                    | J. Sharplin ..                                    | 3/ "                                                                        |
| 2,000 " .. " ..                                         | " ..                    | B. Sharplin ..                                    | 3/ "                                                                        |
| 2,000 " .. View Hill ...                                | " ..                    | E. B. Youngman ..                                 | 3/ "                                                                        |
| 3,000 " .. Sheffield ...                                | " ..                    | Lace and Nell ..                                  | 3/ "                                                                        |
| 4,000 " .. Springburn ...                               | " ..                    | Sharplin, Vincent, and Co. ..                     | 3/ "                                                                        |
| 2,000 matai .. Little River ...                         | " ..                    | Wood and Laurie ..                                | 3/2 "                                                                       |
| 2,000 totara .. " ..                                    | " ..                    | " ..                                              | 3/5 "                                                                       |
| 1,250 " .. " ..                                         | " ..                    | W. Coop ..                                        | 3/4 "                                                                       |
| 750 matai .. " ..                                       | " ..                    | " ..                                              | 3/2 "                                                                       |
| 2,500 totara .. Centre Bush ..                          | " ..                    | Findlay and Murdoch ..                            | 3/5½ "                                                                      |
| 5,000 kamai .. Dunedin ..                               | " ..                    | " ..                                              | 2/5½ "                                                                      |
| 10,000 " .. Oraki ...                                   | " ..                    | Francis Henry ..                                  | 2/ "                                                                        |
| 1,000 " .. Union Mills, Wai-<br>matua and<br>Woodend .. | " ..                    | New Zealand Pine Company ...                      | 2/ "                                                                        |
| 7,000 " .. Ditto ..                                     | " ..                    | " ..                                              | 2/ "                                                                        |
| 2,000 " .. Riverton and<br>Colac ..                     | " ..                    | " ..                                              | 2/ "                                                                        |
| 3,000 " .. Riverton ...                                 | " ..                    | Small and Co. ..                                  | 2/ "                                                                        |
| 1,000 totara .. " ..                                    | " ..                    | G. Harrington ..                                  | 3/3 "                                                                       |
| 2,000 kamai .. " ..                                     | " ..                    | James More ..                                     | 2/ "                                                                        |
| 2,500 " .. Wakapatu ...                                 | " ..                    | Watson Brothers ..                                | 2/ "                                                                        |
| 500 totara .. " ..                                      | " ..                    | " ..                                              | 3/3 "                                                                       |
| 2,000 matai .. Ahuriri ..                               | " ..                    | Robert Greig and Co. ..                           | 3/ "                                                                        |
| 500 broad birch .. Sheffield ..                         | " ..                    | Lace and Nell ..                                  | 4/ "                                                                        |
| 750 " .. View Hill and Ben-<br>nett's Junction ..       | " ..                    | John Ingram ..                                    | 4/ "                                                                        |
| 1,000 " .. Springburn ...                               | " ..                    | Sharplin, Vincent, and Co. ..                     | 3/6 "                                                                       |
| 1,000 broad totara .. Featherston ...                   | Delivery by 31/8/91     | William Burt ..                                   | 2/9 and 3/7 each.                                                           |
| 1,000 birch .. Belgrove ..                              | Delivery by 31/10/91    | Higgins Brothers ..                               | 1/6½ each.                                                                  |
| 1,500 " .. Mount Pleasant ..                            | " ..                    | Bragg, Yarrall, and Parfit ..                     | 2/5½ "                                                                      |
| 2,000 " .. " ..                                         | " ..                    | Freeth, Western, and Co. ..                       | 2/2½ "                                                                      |
| 4,000 totara .. Tamaki ...                              | Delivery by 31 12/91 .. | H. Carlson and Co. ...                            | 2/2½ "                                                                      |
| 3,000 " .. Oringi ...                                   | " ..                    | G. A. Gamman and Co. ..                           | 2/4 "                                                                       |
| 2,000 birch .. Kaitoke ..                               | Delivery by 22/1 92 ..  | W. Lawrence ..                                    | 3/ "                                                                        |
| Freight, 5,000 totara Wanganui to<br>sleepers Oamaru .. | Delivery by 8/11 91     | Cuff and Graham ..                                | 10½ "                                                                       |
| Freight, 3,000 puriri Auckland to Spit<br>sleepers ..   | Delivery by 16/1 92 ..  | Union Steamship Company ..                        | 7½ "                                                                        |
| 50 kerosene roof-lamps Dunedin ..                       | Delivery by 25/8/91 ..  | A. and T. Burt ..                                 | 25/ "                                                                       |
| 700 kamai fencing-posts Tisbury Siding ..               | " ..                    | Lewis Woollett ..                                 | 19/6 per 100.                                                               |
| 300 totara fencing-posts ..                             | " ..                    | " ..                                              | 29/ "                                                                       |
| 1,000 totara fencing- Green Hills Siding<br>posts ..    | " ..                    | William Stead ..                                  | 30/ "                                                                       |
| 1,000 kamai fencing-<br>posts ..                        | " ..                    | " ..                                              | 20/ "                                                                       |
| Iron castings .. Auckland ...                           | Delivery by 30/6/92     | A. Beaney ..                                      | 13/6 and 12/6 p.cwt.                                                        |
| " .. Wellington ...                                     | " ..                    | Smith Brothers ..                                 | 14/ per cwt.                                                                |
| " .. Christchurch and<br>Dunedin ..                     | " ..                    | A. and T. Burt ..                                 | 12/3 and 11 9 p.cwt.                                                        |
| Horse forage .. Christchurch ...                        | " ..                    | Wreaks and Collie ...                             | As per schedule.                                                            |
| Ironbark timber .. Hurunui-Bluff...                     | Delivery by 24/4/92 ..  | National Mortgage and Agency<br>Company (Limited) | 21/9 and 22/9 per<br>100ft., hewn; 1/10<br>and 1/11 per lin.<br>ft., piles. |
| " .. North Island ...                                   | Delivery by 29/6/92 ..  | James Fox ..                                      | 24/ and 25/6 per<br>100ft., hewn; 2/4½<br>per lin. ft., piles.              |
| Coal-supply .. Auckland ...                             | For 1892 ...            | J. J. Craig ..                                    | 5/11 and 4/6 per ton.                                                       |
| " .. Wellington ...                                     | " ..                    | Grey Valley Coal Company ...                      | 20/ per ton.                                                                |
| " .. Napier ..                                          | " ..                    | " ..                                              | 23/6 "                                                                      |

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

| Service.                                             | Period.                 | Name of Contractor.          | Rate.                   |
|------------------------------------------------------|-------------------------|------------------------------|-------------------------|
| Coal-supply... .. Wanganui, Foxton, and New Plymouth | For 1892 .. ..          | Grey Valley Coal Company ... | 22/6 per ton.           |
| „ .. .. Picton ...                                   | „ ... ..                | „ ..                         | 24/ „                   |
| „ .. .. Nelson ...                                   | „ ... ..                | „ ..                         | 21/ „                   |
| <i>Hurunui-Bluff.</i>                                |                         |                              |                         |
| Coal-supply... .. Lyttelton ..                       | „ ... ..                | „ ..                         | 20/6 „                  |
| „ .. .. Timaru ...                                   | „ ... ..                | „ ..                         | 21/ „                   |
| „ .. .. Oamaru ..                                    | „ ... ..                | „ ..                         | 20/ „                   |
| „ .. .. Port Chalmers ...                            | „ ... ..                | „ ..                         | 19/ „                   |
| „ .. .. Bluff ..                                     | „ ... ..                | „ ..                         | 19/ „                   |
| „ .. .. Newmarket shops                              | „ ... ..                | „ ..                         | 21/ „                   |
| „ .. .. Petone ...                                   | „ ... ..                | „ ..                         | 19/ „                   |
| „ .. .. Addington ..                                 | „ ... ..                | „ ..                         | 19/6 „                  |
| Timber-supplies, as under—                           |                         |                              |                         |
| Native timber .. .. Wellington ...                   | „ .. ..                 | Thomas Price ... ..          | As per schedule.        |
| „ .. .. Napier ..                                    | „ .. ..                 | Henry Carlson ... ..         | „                       |
| „ .. .. Wanganui ..                                  | „ .. ..                 | Alexander Bell .. ..         | „                       |
| „ .. .. Christchurch ..                              | „ .. ..                 | Cook Brothers ... ..         | „                       |
| „ .. .. Southland ..                                 | „ .. ..                 | Massey and Co. ... ..        | „                       |
| Kauri and foreign .. .. Christchurch                 | „ .. ..                 | John T. Brown and Son        | „                       |
| „ .. .. Dunedin ..                                   | „ .. ..                 | Findlay and Murdoch ..       | „                       |
| Sawn birch timber .. .. Picton ..                    | Delivery by 4/2/92 ...  | William Kennington and Co.   | 16/ per 100ft.          |
| „ .. .. „ ..                                         | Delivery by 15/4/92 ... | Nathaniel Bragg ... ..       | 16/ „                   |
| „ .. .. „ ..                                         | Delivery by 26/5/92 ..  | Henry Baigent .. ..          | 8/6 „                   |
| Birch piles .. .. „ ..                               | Delivery by 31/3/92 ..  | Yarrall and Bragg .. ..      | 5½ and 9 per lin. ft.   |
| Sawn birch timber .. .. Westport                     | Delivery by 8/3/92 ...  | Richard Cox ... ..           | 12/ and 14/6 per 100ft. |
| Uniform clothing .. .. Northern Lines.               | 3 years ending 31/12/94 | Hallenstein Brothers and Co. | As per schedule.        |
| „ .. .. Hurunui-Bluff ..                             | „ .. ..                 | Ross and Glendining ..       | „                       |
| Uniform caps .. .. N.Z. Railways ...                 | „ .. ..                 | W. H. Fenton and Co. ...     | 4/7 each.               |

R. CARROW, Railway Stores Manager.

## RETURN No. 12.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1892.

| Description.            |     |     | Kawakawa. | Whangarei. | Auckland. | Napier-Taranaki. | Wellington. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |       |
|-------------------------|-----|-----|-----------|------------|-----------|------------------|-------------|----------------|------------|-----------|---------|---------|--------|-------|
| CARRIAGES.              |     |     |           |            |           |                  |             |                |            |           |         |         |        |       |
| Saloon, bogie, 37½-feet | ... | ... | ...       | ..         | ..        | 2                | ...         | ...            | ...        | ..        | ...     | ...     | 2      |       |
| " " 39½-feet            | ... | ... | ...       | ..         | 1         | 3                | 1           | 4              | ...        | ...       | ...     | ...     | 9      |       |
| " " 44-feet             | ... | ... | ...       | ...        | ..        | ...              | ...         | 1              | ...        | ...       | ...     | ..      | 1      |       |
| 1st class, 6-wheel      | ... | ... | ...       | ..         | 2         | ...              | ..          | 13             | ...        | ...       | ...     | ...     | 15     |       |
| " 4-wheel               | ... | ... | ...       | 1          | 3         | 3                | ...         | 5              | 1          | 1         | 1       | 1       | 16     |       |
| " bogie, 30-feet        | ..  | ... | ...       | ..         | ..        | ..               | 1           | 5              | ..         | ...       | ...     | ...     | 6      |       |
| " " 40-feet }           | ..  | ..  | ...       | ..         | 1         | ...              | ..          | 9              | ...        | ...       | ...     | ...     | 10     |       |
| " " 44-feet }           | ..  | ..  | ...       | ..         | ..        | ..               | ..          | ..             | ...        | ...       | ...     | ...     | ..     |       |
| Composite, 6-wheel      | ... | ... | ...       | 1          | 4         | 12               | ...         | 24             | ...        | ...       | 2       | 1       | 44     |       |
| " 4-wheel               | ... | ... | ...       | 2          | 2         | 7                | 12          | 16             | 3          | ...       | 1       | ...     | 45     |       |
| " bogie, 30-feet        | ... | ... | ...       | ..         | 4         | 2                | 6           | 19             | ..         | ...       | ...     | ..      | 31     |       |
| " " 40-feet }           | ... | ... | ...       | ..         | ..        | ..               | ..          | ..             | ...        | ...       | ...     | ...     | ..     |       |
| " " 44-feet }           | ... | ... | ...       | ..         | 27        | 37               | 21          | 91             | 1          | 1         | 2       | 2       | 182    |       |
| 2nd class, 6-wheel      | ... | ... | ...       | ...        | 7         | 10               | ...         | 31             | 1          | ..        | 2       | ...     | 51     |       |
| " 4-wheel               | ... | ... | ...       | ..         | 2         | 6                | 7           | 17             | 3          | 2         | 3       | 1       | 41     |       |
| " bogie, 30-feet        | ... | ... | ...       | ...        | ..        | 2                | ..          | 11             | ..         | ..        | ..      | ...     | 13     |       |
| " " 37½-feet            | ... | ... | ...       | ...        | 1         | ..               | ..          | ..             | ...        | ..        | ...     | ...     | 1      |       |
| " " 40-feet }           | ... | ... | ...       | ...        | ..        | ..               | ..          | ..             | ...        | ..        | ...     | ...     | ..     |       |
| " " 44-feet }           | ... | ... | ...       | ...        | 7         | 3                | ..          | 13             | ..         | ...       | ...     | ...     | 23     |       |
| Total                   | ..  | ... | ...       | 2          | 6         | 70               | 93          | 31             | 259        | 9         | 4       | 11      | 5      | 490   |
| WAGONS, ETC.            |     |     |           |            |           |                  |             |                |            |           |         |         |        |       |
| Passenger brakes        | F   | ... | }         | 2          | 2         | 25               | 31          | 13             | 76         | 5         | 4       | 4       | 2      | 164   |
| Goods                   | F   | ... |           | ..         | ..        | ..               | ..          | ..             | ..         | ..        | ..      | ..      | ..     | ..    |
| " bogie                 | F   | ... |           | ...        | ...       | 6                | 5           | 2              | 14         | ..        | ..      | ..      | ..     | 27    |
| Fell                    | F   | ... | ..        | ..         | ..        | ..               | 2           | ...            | ..         | ...       | ..      | ..      | 2      | ..    |
| Trucks, &c.—            |     |     |           |            |           |                  |             |                |            |           |         |         |        |       |
| Platform coal           | P   | ... | ...       | 68         | 70        | 1                | ...         | ..             | ..         | ...       | ..      | ..      | ..     | 139   |
| Timber                  | N   | ... | ...       | 2          | 6         | 81               | 126         | 85             | 256        | 8         | 4       | 8       | 6      | 582   |
| Cattle                  | H   | ... | ...       | 6          | 2         | 75               | 58          | 4              | 161        | ...       | ...     | 2       | 2      | 310   |
| " bogie                 | T   | ... | ...       | ...        | ...       | 6                | 8           | 2              | 2          | ...       | ...     | ..      | ..     | 18    |
| Sheep, double-floor     | J   | ... | ...       | ...        | ...       | 37               | 60          | 35             | 165        | ..        | ...     | ...     | ..     | 297   |
| " bogie                 | S   | ... | ...       | ...        | ...       | ...              | 20          | 9              | 7          | ..        | ...     | ...     | ..     | 36    |
| Horse-boxes             | G   | ... | ...       | ...        | ...       | 17               | 28          | 6              | 51         | ...       | ...     | 1       | 1      | 104   |
| Covered goods           | K   | ... | ...       | 1          | 2         | 40               | 41          | 18             | 279        | 2         | 1       | 2       | 3      | 389   |
| " (refrigerating)       | W   | ... | ...       | ...        | ...       | 3                | 10          | ..             | 40         | ...       | ...     | ...     | ...    | 53    |
| " bogie                 | V   | ... | ...       | ...        | ...       | ...              | 3           | 6              | 16         | ...       | ...     | ...     | ...    | 25    |
| High-side               | L   | ... | ...       | 3          | 8         | 253              | 383         | 110            | 2,946      | 19        | 38      | 31      | 43     | 3,834 |
| " bogie                 | R   | ... | ...       | ...        | ...       | 54               | 22          | ...            | 30         | ...       | ...     | ...     | ...    | 106   |
| Low-side                | M   | ... | ...       | 4          | 8         | 177              | 317         | 99             | 787        | 30        | ..      | 12      | 16     | 1,450 |
| Iron hopper, mineral    | O   | ... | ...       | ...        | ...       | 80               | ...         | ...            | 257        | 231       | ...     | ..      | ..     | 568   |
| Platform, bogie         | U   | ... | ...       | ...        | ...       | ...              | 14          | 19             | 7          | ...       | ..      | ..      | ..     | 40    |
| Cool                    | X   | ... | ...       | ...        | ...       | 7                | 20          | 27             | 54         | ...       | ..      | ..      | 5      | 113   |
| Total                   | ... | ... | ...       | 86         | 98        | 862              | 1,146       | 437            | 4,891      | 321       | 278     | 60      | 78     | 8,257 |
| TARPAULINS              |     |     |           |            |           |                  |             |                |            |           |         |         |        |       |
| ...                     | ... | ... | ...       | 6          | 12        | 500              | 482         | 150            | 3,971      | 31        | 9       | 24      | 45     | 5,230 |

## RETURN No. 13.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1892.

| Class.         |                | Cylinder.  |         | Coupled Wheels. |            | Truck-Wheels. |            | Kawakawa. | Whangarei. | Auckland. | Napier-Taranaki. | Wellington. | Hurunui-Bluff. | Grey-mouth. | Westport. | Nelson. | Picton. | Total Engines. |
|----------------|----------------|------------|---------|-----------------|------------|---------------|------------|-----------|------------|-----------|------------------|-------------|----------------|-------------|-----------|---------|---------|----------------|
|                |                | Dia-meter. | Stroke. | No.             | Dia-meter. | No.           | Dia-meter. |           |            |           |                  |             |                |             |           |         |         |                |
| Double Fairlie | B              | 9          | 16      | 8               | 3 3        | ...           | ...        | ...       | ...        | ...       | 1                | ...         | ...            | ...         | ...       | ...     | ...     | 1              |
| "              | E              | 10         | 18      | 8               | 3 3½       | ...           | ...        | ...       | ...        | ...       | 6                | ...         | ...            | ...         | ...       | ...     | ...     | 6              |
| "              |                | 10         | 18      | 8               | 3 9        | ...           | ...        | ...       | ...        | ...       | ...              | 1           | ...            | ...         | ...       | ...     | ...     | 1              |
| Single Fairlie | R              | 12½        | 16      | 6               | 3 0½       | ...           | ...        | ...       | ...        | 3         | 4                | 4           | 6              | 1           | ...       | ...     | ...     | 18             |
| "              | S              | 13         | 16      | 6               | 3 0½       | ...           | ...        | ...       | ...        | ...       | 2                | 2           | ...            | ...         | ...       | ...     | ...     | 4              |
| American       | K              | 12         | 20      | 4               | 4 0½       | 4             | 30½        | ...       | ...        | ...       | ...              | ...         | 8              | ...         | ...       | ...     | ...     | 8              |
| "              | N              | 15         | 20      | 6               | 4 1½       | 4             | 28½        | ...       | ...        | ...       | ...              | ...         | 6              | ...         | ...       | ...     | ...     | 6              |
| "              | O              | 15         | 18      | 8               | 3 0½       | 2             | 28½        | ...       | ...        | ...       | ...              | ...         | 6              | ...         | ...       | ...     | ...     | 6              |
| "              | Q              | 11         | 18      | 4               | 4 0½       | 2             | 28½        | ...       | ...        | ...       | ...              | ...         | 2              | ...         | ...       | ...     | ...     | 2              |
| "              | T              | 15         | 18      | 8               | 3 0½       | 2             | 28½        | ...       | ...        | ...       | ...              | ...         | 6              | ...         | ...       | ...     | ...     | 6              |
| English        | P              | 15         | 20      | 8               | 3 5        | 2             | 26½        | ...       | ...        | 3         | ...              | ...         | 7              | ...         | ...       | ...     | ...     | 10             |
| "              | V              | 15         | 20      | 6               | 4 1½       | 4             | 26½        | ...       | ...        | ...       | ...              | ...         | 10             | ...         | ...       | ...     | ...     | 10             |
| Fell           | H              | 14         | 16      | 4               | 2 8        | 2             | 30         | ...       | ...        | ...       | ...              | 6           | ...            | ...         | ...       | ...     | ...     | 6              |
| "              | A              | 8          | 15      | 4               | 2 6½       | ...           | ...        | 1         | ...        | ...       | ...              | 1           | 5              | ...         | ...       | ...     | ...     | 7              |
| "              | C              | 9½         | 18      | 4               | 2 6½       | 2             | 18         | ...       | ...        | ...       | 2                | 2           | 1              | ...         | 2         | ...     | 1       | 8              |
| "              | D              | 9½         | 18      | 4               | 3 0½       | 2             | 18         | ...       | ...        | ...       | 1                | 5           | 4              | 17          | 1         | ...     | 3       | 32             |
| "              | F              | 10½        | 18      | 6               | 3 0½       | ...           | ...        | 2         | 2          | 14        | 17               | ...         | 37             | 3           | 4         | 1       | ...     | 80             |
| "              | F <sub>A</sub> | 12         | 18      | 6               | 3 0½       | ...           | ...        | ...       | ...        | 1         | ...              | ...         | ...            | ...         | ...       | ...     | ...     | 1              |
| "              | G              | 10½        | 18      | 4               | 3 0½       | 4             | 21         | ...       | ...        | ...       | ...              | ...         | 3              | ...         | ...       | ...     | ...     | 4              |
| "              | J              | 14         | 20      | 6               | 3 6½       | 2             | 24         | ...       | ...        | 6         | 4                | ...         | 22             | ...         | ...       | ...     | ...     | 32             |
| "              | L              | 10½        | 18      | 4               | 3 0½       | 2             | 24½        | ...       | ...        | ...       | ...              | ...         | 1              | ...         | ...       | ...     | ...     | 10             |
| "              | M              | 13         | 20      | 4               | 3 6½       | 6             | 28½        | ...       | ...        | ...       | 4                | ...         | ...            | ...         | ...       | ...     | ...     | 4              |
| "              | W              | 14         | 20      | 6               | 3 0½       | 4             | 26½        | ...       | ...        | ...       | ...              | ...         | 2              | ...         | ...       | ...     | ...     | 2              |
| "              | W              | 14         | 20      | 6               | 3 3½       | 4             | 26½        | ...       | ...        | ...       | ...              | 2           | ...            | ...         | ...       | ...     | ...     | 2              |
| Total          | ...            | ...        | ...     | ...             | ...        | ...           | ...        | 3         | 2          | 32        | 45               | 27          | 139            | 5           | 6         | 4       | 3       | 266            |

## RETURN No. 14.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS, for the Year ending 31st March, 1892.

| Description.                | Kawakawa. | Whangarei. | Auckland. | Napier-Taranaki. | Wellington. | Hurunui-Biaff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|-----------------------------|-----------|------------|-----------|------------------|-------------|----------------|------------|-----------|---------|---------|--------|
| <b>WEIGHING-MACHINES :—</b> |           |            |           |                  |             |                |            |           |         |         |        |
| 1 cwt. ...                  | ...       | ...        | 1         | 1                | ..          | 1              | ..         | ..        | ...     | ..      | 3      |
| 2 " ...                     | ...       | ...        | 1         | 4                | 3           | 34             | ..         | 1         | ...     | ..      | 43     |
| 3 " ...                     | ...       | ...        | 4         | 2                | 1           | 9              | 5          | 1         | 2       | ...     | 24     |
| 4 " ...                     | 1         | ...        | 17        | 23               | ...         | 18             | ...        | ...       | ...     | ...     | 59     |
| 5 " ...                     | ...       | 1          | 8         | 8                | 5           | 25             | ...        | ...       | 6       | 4       | 57     |
| 5½ " ...                    | ...       | ...        | ...       | ...              | ...         | 4              | ...        | ...       | ...     | ...     | 4      |
| 6 " ...                     | ...       | ...        | 17        | 3                | 3           | 34             | ...        | 1         | ...     | ...     | 58     |
| 7 " ...                     | ...       | ...        | 2         | 3                | ...         | 3              | ...        | ...       | ...     | ...     | 8      |
| 8 " ...                     | ...       | ...        | ...       | 2                | ...         | 4              | ...        | ...       | ...     | ...     | 6      |
| 9 " ...                     | ...       | ...        | ...       | 2                | ...         | 1              | ...        | ...       | ...     | ...     | 3      |
| 10 " ...                    | ...       | 2          | 3         | 7                | 2           | 24             | 1          | ...       | ...     | 3       | 42     |
| 11 " ...                    | 1         | ...        | 1         | 3                | 5           | 38             | ...        | ...       | 1       | ...     | 49     |
| 12 " ...                    | ...       | ...        | ...       | 2                | ...         | 9              | ...        | ...       | ...     | ...     | 11     |
| 13 " ...                    | ...       | ...        | ...       | ...              | ...         | 5              | ...        | ...       | ...     | ...     | 5      |
| 14 " ...                    | ...       | ...        | ...       | ...              | ...         | 2              | ...        | ...       | ...     | ...     | 2      |
| 15 " ...                    | ...       | ...        | 2         | 6                | 1           | 7              | ...        | ...       | ...     | ...     | 16     |
| 16 " ...                    | ...       | ...        | ...       | 11               | 1           | 22             | ...        | ...       | 2       | ...     | 36     |
| 20 " ...                    | ...       | ...        | ...       | 2                | 1           | ...            | ...        | ...       | ...     | ...     | 3      |
| 21 " ...                    | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 22 " ...                    | ...       | ...        | ...       | 1                | ...         | 1              | ...        | ...       | ...     | ...     | 2      |
| 26 " ...                    | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 27 " ...                    | ...       | ...        | ...       | ...              | ...         | 2              | ...        | ...       | ...     | ...     | 2      |
| 50 " ...                    | ...       | ...        | 1         | ...              | ...         | ...            | ...        | ...       | ...     | ...     | 1      |
| 60 " ...                    | ...       | ...        | 2         | ...              | ...         | ...            | ...        | ...       | ...     | ...     | 2      |
| Total ...                   | 2         | 3          | 59        | 80               | 22          | 245            | 6          | 3         | 11      | 7       | 438    |
| <b>WEIGHBRIDGES :—</b>      |           |            |           |                  |             |                |            |           |         |         |        |
| 3 tons (cart) ...           | ...       | ...        | 1         | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 2      |
| 6 " " ...                   | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 7 " " ...                   | ...       | ...        | ...       | ...              | ...         | 2              | ...        | ...       | ...     | ...     | 2      |
| 8 " " ...                   | ...       | ...        | ...       | ...              | ...         | 2              | ...        | ...       | ...     | ...     | 2      |
| 10 " (wagon) ...            | ...       | ...        | ...       | ...              | ...         | 3              | ...        | ...       | ...     | ...     | 3      |
| 12 " " ...                  | ...       | ...        | 5         | 3                | 1           | 3              | ...        | ...       | 1       | 1       | 14     |
| 14 " " ...                  | ...       | ...        | ...       | ...              | ...         | 3              | ...        | ...       | ...     | ...     | 3      |
| 20 " " ...                  | 1         | 1          | 2         | 3                | 1           | 13             | 1          | 1         | ...     | ...     | 23     |
| 30 " " ...                  | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| Total ...                   | 1         | 1          | 8         | 6                | 2           | 29             | 1          | 1         | 1       | 1       | 51     |
| <b>TRAVERSERS</b>           |           |            |           |                  |             |                |            |           |         |         |        |
| ...                         | ...       | ...        | 1         | ...              | ...         | 13             | 1          | ...       | 1       | 1       | 17     |
| <b>TURNTABLES :—</b>        |           |            |           |                  |             |                |            |           |         |         |        |
| 40-feet (engine) ...        | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 50 " " ...                  | ...       | ...        | 4         | 4                | ...         | 20             | ...        | ...       | ...     | ...     | 28     |
| 11 " (wagon) ...            | ...       | ...        | ...       | 1                | ...         | ...            | ...        | ...       | ...     | ...     | 1      |
| 12 " " ...                  | ...       | ...        | ...       | ...              | ...         | 4              | ...        | ...       | ...     | ...     | 4      |
| 13 " " ...                  | ...       | ...        | 4         | 4                | ...         | 30             | 2          | ...       | ...     | 1       | 41     |
| 14 " " ...                  | ...       | ...        | ...       | 7                | 3           | 8              | ...        | ...       | 1       | ...     | 19     |
| 16 " " ...                  | ...       | ...        | ...       | 1                | ...         | ...            | ...        | ...       | ...     | ...     | 1      |
| Total ...                   | ...       | ...        | 8         | 17               | 3           | 63             | 2          | ...       | 1       | 1       | 95     |
| <b>CRANES :—</b>            |           |            |           |                  |             |                |            |           |         |         |        |
| ½-ton, stationary, hand     | ...       | ...        | ...       | 3                | ...         | 2              | ...        | ...       | ...     | ...     | 5      |
| 1 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 3              | ...        | ...       | ...     | ...     | 3      |
| 1½ " " " ...                | ...       | ...        | 5         | 16               | 2           | 6              | 2          | ...       | 1       | 1       | 33     |
| 2 " " " ...                 | ...       | ...        | ...       | 1                | ...         | 10             | ...        | 1         | ...     | ...     | 12     |
| 3 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 4              | ...        | ...       | ...     | ...     | 4      |
| 4 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 5 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 28             | ...        | ...       | ...     | ...     | 28     |
| 8 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 10 " " " ...                | ...       | ...        | 1         | ...              | 1           | 4              | ...        | ...       | ...     | ...     | 6      |
| 20 " " " ...                | ...       | ...        | ...       | ...              | ...         | ...            | ...        | ...       | 1       | ...     | 1      |
| 8 " " hydraulic             | ...       | ...        | ...       | ...              | ...         | ...            | 2          | ...       | ...     | ...     | 2      |
| 1 " " travelling, hand      | ...       | ...        | ...       | ...              | ...         | 2              | ...        | ...       | ...     | ...     | 2      |
| 2 " " " ...                 | ...       | ...        | 3         | 4                | 3           | 1              | 1          | ...       | 1       | 1       | 14     |
| 3 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 5 " " " ...                 | ...       | ...        | 3         | 5                | 1           | 5              | 1          | 1         | 1       | 1       | 18     |
| 7 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 1 " " steam                 | ...       | ...        | ...       | 1                | ...         | ...            | ...        | ...       | ...     | ...     | 1      |
| 1½ " " " ...                | ...       | ...        | ...       | ...              | ...         | 6              | ...        | ...       | ...     | ...     | 6      |
| 2 " " " ...                 | ...       | ...        | 3         | ...              | ...         | 6              | 2          | 1         | ...     | ...     | 12     |
| 3 " " " ...                 | 3         | 3          | ...       | ...              | ...         | 6              | ...        | 1         | 1       | ...     | 14     |
| 5 " " " ...                 | ...       | ...        | ...       | ...              | ...         | 1              | ...        | ...       | ...     | ...     | 1      |
| 12 " " " ...                | ...       | ...        | ...       | ...              | ...         | ...            | 1          | 1         | ...     | ...     | 2      |
| 2 " " hand-winch            | ...       | ...        | ...       | ...              | ...         | ...            | ...        | ...       | 1       | ...     | 1      |
| Hoisting engines, steam     | ...       | ...        | ...       | ...              | ...         | 2              | ...        | ...       | ...     | ...     | 2      |
| Pile-driving engine         | ...       | ...        | ...       | 1                | ...         | 1              | ...        | ...       | ...     | 1       | 3      |
| Total ...                   | 3         | 3          | 15        | 31               | 7           | 91             | 9          | 5         | 6       | 4       | 174    |
| <b>WATER SERVICES :—</b>    |           |            |           |                  |             |                |            |           |         |         |        |
| Steam ...                   | ...       | 1          | 7         | 2                | ...         | 9              | 1          | 1         | ...     | ...     | 21     |
| Hand ...                    | 2         | ...        | 16        | 24               | 4           | 72             | ...        | 1         | 2       | 2       | 123    |
| Windmill                    | ...       | ...        | 1         | 6                | ...         | 34             | ...        | ...       | ...     | 1       | 42     |
| Hot-air                     | 1         | 1          | 3         | 3                | ...         | 10             | ...        | ...       | ...     | ...     | 18     |
| Oil-engine                  | ...       | ...        | ...       | 1                | ...         | ...            | ...        | ...       | ...     | ...     | 1      |
| Hydraulic                   | ...       | ...        | 5         | 17               | 3           | 15             | ...        | ...       | 1       | ...     | 41     |
| Gravitation                 | ...       | ...        | 3         | 6                | 8           | 22             | 4          | 2         | 3       | 1       | 49     |
| Propeller                   | ...       | ...        | ...       | 1                | ...         | ...            | ...        | ...       | ...     | ...     | 1      |
| Total ...                   | 3         | 2          | 35        | 60               | 15          | 162            | 5          | 4         | 6       | 4       | 296    |



**RETURN No. 15**  
**STATEMENT of RAILS RELAID during the Year ending 31st March, 1892.**

| Weight.                | Kawakawa. | Whangarei. | Auckland. | Napier-Taranaki. | Wellington. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|------------------------|-----------|------------|-----------|------------------|-------------|----------------|------------|-----------|---------|---------|--------|
| <b>RAILS RELAID :—</b> |           |            |           |                  |             |                |            |           |         |         |        |
| 40-lb. steel ... ..    | ..        | ..         | 215       | 1                | ..          | 562            | ..         | ..        | 16      | 382     | 1,176  |
| 40-lb. iron ... ..     | ..        | ..         | ..        | ..               | ..          | 8              | ..         | ..        | ..      | ..      | 8      |
| 53-lb. steel ... ..    | ..        | ..         | 1,771     | 2,470            | 540         | 8,852          | 205        | 686       | 250     | ..      | 14,774 |
| 52-lb. iron ... ..     | ..        | ..         | ..        | ..               | 6           | 120            | ..         | ..        | ..      | ..      | 126    |
| <b>Total ... ..</b>    | ..        | ..         | 1,986     | 2,471            | 546         | 9,542          | 205        | 686       | 266     | 382     | 16,084 |

**RETURN No. 16.**  
**STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1892.**

| Description.               | Kawakawa. | Whangarei. | Auckland. | Napier-Taranaki. | Wellington. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total.  |
|----------------------------|-----------|------------|-----------|------------------|-------------|----------------|------------|-----------|---------|---------|---------|
| <b>SLEEPERS RELAID :—</b>  |           |            |           |                  |             |                |            |           |         |         |         |
| Black-pine ... ..          | ..        | ..         | 100       | ..               | ..          | 6,502          | ..         | ..        | ..      | ..      | 6,602   |
| Totara ... ..              | ..        | ..         | 1,980     | 23,204           | 1,803       | 20,885         | ..         | ..        | ..      | ..      | 47,872  |
| Black-birch ... ..         | ..        | ..         | ..        | ..               | 4,248       | 16,387         | 40         | 1,714     | 3,389   | 3,747   | 29,525  |
| Rata ... ..                | ..        | ..         | ..        | ..               | ..          | 477            | ..         | ..        | ..      | ..      | 477     |
| Jarrah ... ..              | ..        | ..         | ..        | ..               | ..          | 1,073          | ..         | ..        | ..      | ..      | 1,073   |
| Silver-pine ... ..         | ..        | ..         | ..        | ..               | ..          | 11,920         | 1,967      | ..        | ..      | ..      | 13,887  |
| Puriri ... ..              | 34        | 205        | 14,284    | 908              | ..          | 57             | ..         | ..        | ..      | ..      | 15,488  |
| Kauri ... ..               | ..        | ..         | 280       | ..               | ..          | 32             | ..         | ..        | ..      | ..      | 312     |
| Ironbark ... ..            | ..        | ..         | ..        | ..               | ..          | 506            | ..         | ..        | ..      | ..      | 506     |
| Kamai ... ..               | ..        | ..         | ..        | ..               | ..          | 20,344         | ..         | ..        | ..      | ..      | 20,344  |
| Creosoted red-pine ..      | ..        | ..         | ..        | ..               | ..          | 313            | ..         | ..        | ..      | ..      | 313     |
| Oregon ... ..              | ..        | ..         | ..        | ..               | 30          | ..             | ..         | ..        | ..      | ..      | 30      |
| Maire ... ..               | ..        | ..         | ..        | 14               | ..          | ..             | ..         | ..        | ..      | ..      | 14      |
| Karri ... ..               | ..        | ..         | ..        | ..               | 827         | 1,987          | ..         | ..        | ..      | ..      | 2,814   |
| <b>Total ... ..</b>        | 34        | 205        | 16,644    | 24,126           | 6,908       | 80,483         | 2,007      | 1,714     | 3,389   | 3,747   | 139,257 |
| <b>SLEEPERS REMOVED :—</b> |           |            |           |                  |             |                |            |           |         |         |         |
| Black-pine ... ..          | ..        | ..         | 194       | 8,267            | 2,057       | 41,281         | ..         | ..        | 2,228   | ..      | 54,027  |
| Totara ... ..              | ..        | ..         | 371       | 6,494            | 2,636       | 10,189         | ..         | ..        | 26      | ..      | 19,716  |
| Black-birch ... ..         | ..        | ..         | 65        | 562              | 1,341       | 19,273         | 1,802      | 1,498     | 1,035   | 2,524   | 28,100  |
| Rata ... ..                | ..        | ..         | ..        | 193              | ..          | 63             | ..         | ..        | ..      | ..      | 256     |
| Jarrah ... ..              | ..        | ..         | ..        | 140              | 92          | 1,090          | ..         | ..        | ..      | ..      | 1,322   |
| Silver-pine ... ..         | ..        | ..         | ..        | ..               | ..          | 158            | 198        | ..        | ..      | ..      | 356     |
| Puriri ... ..              | ..        | ..         | 1,143     | 18               | ..          | 350            | ..         | ..        | ..      | ..      | 1,511   |
| Kauri ... ..               | 34        | 205        | 14,891    | 2,164            | 282         | 4,562          | ..         | ..        | ..      | ..      | 22,138  |
| Blue-gum ... ..            | ..        | ..         | ..        | 4,281            | 141         | 4,398          | ..         | ..        | ..      | ..      | 8,820   |
| Kamai ... ..               | ..        | ..         | ..        | ..               | ..          | 1,055          | ..         | ..        | ..      | ..      | 1,055   |
| Oregon ... ..              | ..        | ..         | ..        | 75               | ..          | 431            | ..         | ..        | ..      | ..      | 506     |
| Cedar ... ..               | ..        | ..         | ..        | ..               | ..          | 41             | ..         | ..        | ..      | ..      | 41      |
| Rimu ... ..                | ..        | ..         | ..        | 1,843            | ..          | 89             | ..         | ..        | ..      | ..      | 1,932   |
| Creosoted red-pine ...     | ..        | ..         | ..        | ..               | ..          | 72             | ..         | ..        | ..      | ..      | 72      |
| Ironbark ... ..            | ..        | ..         | ..        | ..               | ..          | 60             | ..         | ..        | ..      | ..      | 60      |
| <b>Total ... ..</b>        | 34        | 205        | 16,664    | 24,037           | 6,549       | 83,112         | 2,000      | 1,498     | 3,289   | 2,524   | 139,912 |

**RETURN No. 17**  
**RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1892.**

| Sections.              | Miles. | Number of Stations and Stopping-places on the Time-tables. | Number of Private Sidings. |                  |        |
|------------------------|--------|------------------------------------------------------------|----------------------------|------------------|--------|
|                        |        |                                                            | At Stations.               | Out of Stations. | Total. |
| Kawakawa ... ..        | 8      | 4                                                          | ..                         | ..               | ..     |
| Whangarei ... ..       | 7      | 4                                                          | 1                          | ..               | 1      |
| Auckland ... ..        | 265    | 93                                                         | 9                          | 4                | 13     |
| Napier-Taranaki ... .. | 328    | 129                                                        | 24                         | 11               | 35     |
| Wellington ... ..      | 91     | 30                                                         | 6                          | 4                | 10     |
| Hurunui-Bluff ... ..   | 1,101  | 395                                                        | 123                        | 29               | 152    |
| Greymouth ... ..       | 8      | 5                                                          | 2                          | 3                | 5      |
| Westport ... ..        | 20     | 9                                                          | ..                         | ..               | ..     |
| Nelson ... ..          | 23     | 12                                                         | 1                          | ..               | 1      |
| Picton ... ..          | 18     | 9                                                          | 2                          | 2                | 4      |
| <b>Total ... ..</b>    | 1,869  | 690                                                        | 168                        | 53               | 221    |



# RETURN No. 18.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1892.

| Hd 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, 1892. |             |             |  |  |
|-------------------------|---------------|----------------|-----------------------------------------------|----------------|-------------------|-------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|-------------|-------------|--|--|
|                         |               |                |                                               |                |                   |                   |                |                                         |                                | In.                                                                              | Out.        | Total.      |  |  |
| WHANGAREI SECTION       |               |                |                                               |                |                   |                   |                |                                         |                                |                                                                                  |             |             |  |  |
| 341                     | R. 86/1887 *  | Aug. 2, 1886   | Kamo Colliery Company                         | M. ch.<br>3 55 | Kamo              | Grantees          | 10 years*      | Premium.                                | £ 60 0 0                       | £ s. d.                                                                          | £ s. d.     | £ s. d.     |  |  |
| 267                     | R. 82/2043    | Mar. 25, 1882  | Kauri Timber Company (Limited)                | 35 41          | Helensville South | Grantees          | 10 years*      | Premium                                 | 164 7 6                        | 92 14 9                                                                          | 92 14 9     | 92 14 9     |  |  |
| 279                     | R. 83/917     | Oct. 27, 1882  | J. Bycroft and Co.                            | 6 26           | New Lynn          | "                 | "              | "                                       | 473 10 0                       | 478 8 2                                                                          | 478 8 2     | 579 15 5    |  |  |
| 303                     | R. 83/3494    | Jan. 10, 1884  | Union Oil, Soap, and Candle Company (Limited) | 7 34           | Westfield.        | "                 | "              | "                                       | 86 0 0                         | 364 8 6                                                                          | 352 4 11    | 716 13 5    |  |  |
| 333                     | R. 84/3379    | July 20, 1885  | N.Z. Frozen Meat and Storage Co.              | 0 0            | Auckland.         | "                 | "              | "                                       | 420 0 0                        | 1,217 9 8                                                                        | 94 7 9      | 1 311 17 5  |  |  |
| 339                     | R. 86/846     | Mar. 22, 1886  | Waikato Coal and Shipping Company             | 64 59          | Huntly            | "                 | "              | "                                       | 140 0 0                        | 1,961 5 1                                                                        | 1,961 5 1   | 1 961 5 1   |  |  |
| 346                     | R. 86/233     | Aug. 25, 1886  | Miranda Coal and Iron Company                 | 44 40          | Mercer            | "                 | "              | "                                       | 892 17 0                       | 118 4 3                                                                          | 118 4 3     | 118 4 3     |  |  |
| 358                     | R. 87/1613    | Jan. 10, 1884  | N.Z. Frozen Meat and Storage Co.              | 7 48           | Westfield         | Govt.             | "              | "                                       | 787 16 5                       | 811 13 10                                                                        | 811 13 10   | 1,599 10 3  |  |  |
| 373                     | R. 88/2692    | Jan. 17, 1889  | T. and S. Morrin and Co.                      | 7 56           | Onehunga          | Grantees          | 6 years*       | Premium.                                | 70 10 0                        | 1,881 12 6                                                                       | 198 10 0    | 2,080 2 6   |  |  |
| 417                     | R. 89/3364    | May 30, 1889   | Taupiri Extended Coal Company                 | 64 61          | Huntly            | "                 | 10 years*      | "                                       | 360 0 0                        | 8,994 1 3                                                                        | 8,994 1 3   | 8,994 1 3   |  |  |
| 441                     | R. 90/1345    | April 1, 1890  | M. Schlinder                                  | 64 61          | "                 | Grantee           | 5 years*       | "                                       | 464 0 0                        | 548 15 9                                                                         | 548 15 9    | 548 15 9    |  |  |
| 477                     | R. 91/3909    | Dec. 18, 1891  | W J Ralph                                     | 64 65          | "                 | "                 | "              | Premium.                                | 464 0 0                        | 87 3 9                                                                           | 87 3 9      | 87 3 9      |  |  |
| AUCKLAND SECTION        |               |                |                                               |                |                   |                   |                |                                         |                                |                                                                                  |             |             |  |  |
| NAPIER-TARANAKI SECTION |               |                |                                               |                |                   |                   |                |                                         |                                |                                                                                  |             |             |  |  |
| 24                      | C.R. 75/845   | —              | Napier Gas Company                            | 2 30           | Napier            | Govt.             | Undefined      | Premium.                                | 206 0 0                        | 144 16 1                                                                         | 31 8 2      | 176 4 3     |  |  |
| 301                     | R. 83/3089    | Oct. 26, 1883  | Nelson Brothers (Limited)                     | 12 8           | Tomona            | Grantees          | 10 years*      | "                                       | 133 0 0                        | 3,468 16 11                                                                      | 2,629 9 11  | 6,098 6 10  |  |  |
| 322                     | R. 84/3540    | Dec. 8, 1884   | W F Burnett                                   | 13 79          | Hastings          | Grantee           | "              | "                                       | 60 0 0                         | 303 5 11                                                                         | 303 5 11    | 303 5 11    |  |  |
| 328                     | R. 85/794     | April 4, 1885  | Tamaki Timber Company                         | 81 15          | Tahoraite         | Grantees          | "              | "                                       | 192 0 0                        | 32 7 3                                                                           | 1 770 17 5  | 1,803 4 8   |  |  |
| 329                     | R. 86/1028    | April 11, 1885 | Hawke's Bay Timber Company                    | 70 78          | Makotuku†         | "                 | "              | "                                       | Extension, £30                 | 5 12 3                                                                           | 867 7 8     | 872 19 11   |  |  |
| 334                     | R. 85/1508    | July 24, 1885  | Tanner and Mortensen                          | 73 56          | Matamau           | "                 | "              | "                                       | 84 10 0                        | 505 19 10                                                                        | 505 19 10   | 505 19 10   |  |  |
| 335                     | R. 85/2840    | Dec. 1, 1884   | Hawke's Bay Timber Company                    | 69 21          | Makotuku          | "                 | "              | "                                       | 172 0 0                        | 0 10 6                                                                           | 0 10 6      | 0 10 6      |  |  |
| 336                     | R. 85/2434    | Nov. 19, 1885  | Robert Holt                                   | 1 72           | Napier            | Grantee           | "              | "                                       | 72 0 0                         | 2,691 0 10                                                                       | 2,691 0 10  | 2,691 0 10  |  |  |
| 340                     | R. 85/2362    | April 4, 1886  | Knight Brothers                               | 13 74          | Hastings          | Grantees          | 7 years*       | "                                       | Rental, £50                    | 980 2 2                                                                          | 980 2 2     | 980 2 2     |  |  |
| 345                     | R. 86/1516    | Sept. 2, 1886  | Napier Gas Company                            | 14 1           | "                 | "                 | 10 years*      | "                                       | 75 0 0                         | 59 16 7                                                                          | 59 16 7     | 59 16 7     |  |  |
| 356                     | R. 87/1399    | Dec. 15, 1884  | Henderson and Wratt                           | 80 12          | Dannevirke        | "                 | "              | "                                       | 117 4 1                        | 1,614 17 10                                                                      | 1,614 17 10 | 1,614 17 10 |  |  |
| 361                     | R. 87/2721    | Aug. 27, 1887  | Nelson Brothers (Limited)                     | 60 4           | Takapu            | "                 | "              | "                                       | 157 0 0                        | 9 3 4                                                                            | 2,247 0 9   | 2,256 4 1   |  |  |
| 422                     | R. 89/3840    | Dec. 11, 1889  | Dalgaty and Co.                               | 0 3            | Spit              | "                 | "              | "                                       | Rental, £100                   | 320 3 6                                                                          | 5 14 1      | 325 17 7    |  |  |
| 438                     | R. 90/1165    | Oct. 9, 1887   | Murray, Roberts, and Co.                      | 0 4            | Woodville         | Govt.             | 3 years*       | "                                       | Rental, £25                    | 1,180 13 2                                                                       | 40 14 0     | 1,221 7 2   |  |  |
| 462                     | R. 91/873     | April 1, 1891  | Nelson Brothers (Limited)                     | 96 16          | "                 | Grantees          | 10 years*      | Premium.                                | 1,085 0 0                      | 307 15 1                                                                         | 489 16 0    | 797 11 1    |  |  |
| 463                     | R. 91/872     | Mar. 1, 1891   | Nelson Brothers (Limited)                     | 1 73           | Napier            | "                 | "              | "                                       | Rental, £25                    | 251 16 11                                                                        | 0 17 7      | 252 14 6    |  |  |
| 467                     | R. 91/2365    | June 1, 1891   | Wilding and Co.                               | 63 0           | Kopua             | "                 | 5 years*       | "                                       | Rental, £50                    | 3 2 5                                                                            | 1,100 5 2   | 1,103 7 7   |  |  |
| 468                     | R. 91/2496 .. | Aug. 5, 1891   | Carlson and Co.                               | 81 14          | Tamaki Siding     | "                 | "              | "                                       | 224 0 0                        | 1,185 8 11                                                                       | 1,185 8 11  | 1,185 8 11  |  |  |
| 480                     | R. 92/213     | Jan. 1, 1892   | Nelson Brothers (Limited)                     | 45 35          | Waipukurau        | "                 | 10 years*      | "                                       | Rental, £25                    | 604 4 2                                                                          | 2,343 17 1  | 2,948 1 3   |  |  |

\* Three months' notice. † Originally laid under old agreement.

RETURN No. 18—continued.  
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1892.

| H.A. Co. Reg. No.                  | Papers.    | Date of Grant. | Present Holder.                                                | Posi- tion.  | Nearest Station.  | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1892. |                 |                 |  |  |
|------------------------------------|------------|----------------|----------------------------------------------------------------|--------------|-------------------|-------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|-----------------|-----------------|--|--|
|                                    |            |                |                                                                |              |                   |                   |                |                                         |                                | In.                                                                              | Out.            | Total.          |  |  |
| NAPIER-TARANAKI SECTION—continued. |            |                |                                                                |              |                   |                   |                |                                         |                                |                                                                                  |                 |                 |  |  |
| 223                                | R. 81/116  | Jan. 13, 1881  | Moore and Currie                                               | M. ch. 13 46 | Kai Iwi           | Grantees          | 10 years*      | Premium.                                | £ s. d. 86 0 0                 | £ s. d. 6 14 6                                                                   | £ s. d. 64 13 5 | £ s. d. 71 7 11 |  |  |
| 264                                | R. 82/946  | Mar. 2, 1882   | Newberry and Millard                                           | 7 46         | Okoiu             | "                 | "              | "                                       | 162 0 0                        | "                                                                                | "               | "               |  |  |
| 287                                | R. 83/338  | Jan. 27 1883   | Wellington and Manawatu Railway Company (Limited)              | 66 28        | Longburn Junction | "                 | "              | "                                       | 381 19 6                       | "                                                                                | "               | "               |  |  |
| 310                                | R. 84/1399 | April 5, 1884  | James Robson                                                   | 33 20        | Ngairu            | Govt. and grantee | "              | "                                       | 200 0 0                        | 2 15 1                                                                           | 581 4 0         | 583 19 1        |  |  |
| 315                                | R. 84/1846 | Sept. 4, 1884  | Manawatu County Council                                        | 79 61        | Carnarvon         | Grantees          | "              | "                                       | 273 12 0                       | 8 18 9                                                                           | 12 13 4         | 21 12 1         |  |  |
| 349                                | R. 86/2995 | Oct. 23, 1886  | A. Brown and Co.                                               | 33 17        | Ngairu            | "                 | 6 years*       | "                                       | "                              | 0 9 6                                                                            | 443 16 11       | 444 6 5         |  |  |
| 354                                | R. 87/881  | Aug. 7 1887    | N King                                                         | 0 9          | New Plymouth      | Grantee           | 10 years*      | Premium.                                | 150 0 0                        | 414 2 9                                                                          | 623 4 1         | 1,037 6 10      |  |  |
| 360                                | R. 87/2630 | Aug. 16, 1887  | P and J Bartholomew                                            | 151 44       | Feilding          | Govt.             | "              | †                                       | Rental, £25                    | "                                                                                | 178 18 5        | 178 18 5        |  |  |
| 375                                | R. 89/1003 | April 10, 1889 | J R. Lysaght                                                   | 54 1         | Mokoia            | Grantee           | "              | Premium.                                | 112 0 0                        | 3 15 8                                                                           | 447 10 10       | 451 6 6         |  |  |
| 384                                | R. 89/1328 | May 1, 1889    | Wanganui Sash and Door Factory                                 | 106 20       | Wanganui          | Govt.             | "              | †                                       | Rental, £25                    | 2,026 15 0                                                                       | 40 13 8         | 2,067 8 8       |  |  |
| 406                                | R. 89/2835 | Sept. 13, 1889 | H. Brown                                                       | 15 42        | Inglewood         | "                 | 5 years*       | †                                       | "                              | 3 3 0                                                                            | 514 6 2         | 517 9 2         |  |  |
| 407                                | R. 89/2957 | Sept. 24, 1889 | Richter, Nannestad, and Co.                                    | 58 45        | Hokowhitu         | "                 | "              | †                                       | "                              | 675 2 11                                                                         | 158 7 1         | 833 10 0        |  |  |
| 408                                | R. 89/3046 | Oct. 2, 1889   | Bailey Brothers                                                | 50 61        | Taonui            | "                 | "              | †                                       | "                              | 22 11 3                                                                          | 891 14 2        | 914 5 5         |  |  |
| 416                                | R. 89/3275 | Aug. 1, 1889   | Bailey and Co.                                                 | 9 31         | Rata              | "                 | "              | "                                       | "                              | 14 4 9                                                                           | 595 2 10        | 609 7 7         |  |  |
| 481                                | R. 92/323  | Feb. 16, 1892  | H. Brown                                                       | 221 31       | Stratford         | Grantee           | "              | Premium.                                | 138 0 0                        | 12 9 9                                                                           | 17 14 2         | 30 3 11         |  |  |
| WELLINGTON SECTION                 |            |                |                                                                |              |                   |                   |                |                                         |                                |                                                                                  |                 |                 |  |  |
| 221                                | R. 80/1588 | Dec. 13, 1880  | Gear Meat Company (Limited)                                    | 6 37         | Petone            | Grantees          | 10 years*      | Premium                                 | 117 19 11                      | 835 4 8                                                                          | 411 4 8         | 1,246 9 4       |  |  |
| 272                                | R. 84/133  | July 26, 1882  | Williams and Beetham                                           | 62 15        | Kurupuni          | "                 | "              | "                                       | 220 12 9                       | "                                                                                | "               | "               |  |  |
| 296                                | R. 83/2850 | Sept. 21, 1883 | A. S. Duncan (Woodside Saw-mill Company)                       | 51 0         | Matarawa          | "                 | "              | "                                       | 150 1 4                        | "                                                                                | 15 4 7          | 15 4 7          |  |  |
| 313                                | R. 84/1443 | May 9, 1884    | Wellington Meat-preserving and Refrigerating Company (Limited) | 3 21         | Ngahauranga       | "                 | "              | "                                       | 425 19 7                       | 1,041 5 6                                                                        | 800 5 9         | 1,841 11 3      |  |  |
| 423                                | R. 89/3822 | Aug. 1, 1889   | C. Lett.                                                       | 28 44        | Kaitoke           | Govt.             | 5 years*       | †                                       | "                              | 1 0 3                                                                            | 31 7 3          | 32 7 6          |  |  |
| 452                                | R. 90/2828 | July 7 1890    | William Booth and Co.                                          | 57 22        | Carterton         | "                 | "              | †                                       | "                              | 89 18 5                                                                          | 2,490 0 10      | 2,579 19 3      |  |  |
| 456                                | R. 90/3843 | Nov. 1, 1890   | W Bock                                                         | 44 42        | Featherston       | "                 | 10 years*      | †                                       | "                              | 33 1 10                                                                          | 342 1 8         | 375 3 6         |  |  |
| PICTON SECTION                     |            |                |                                                                |              |                   |                   |                |                                         |                                |                                                                                  |                 |                 |  |  |
| 260                                | R. 81/2812 | Jan. 19, 1882  | Union Steamship Company (Limited)                              | 17 73        | Blenheim.         | Grantees          | 10 years*      | Premium                                 | 163 10 0                       | 53 14 8                                                                          | 282 13 9        | 336 8 5         |  |  |
| 299                                | R. 83/2271 | Oct. 2, 1883   | N.Z. Loan and Mercantile Agency Company (Limited)              | 17 62        | "                 | "                 | "              | "                                       | 275 1 7                        | 43 13 0                                                                          | 505 14 7        | 549 7 7         |  |  |
| 465                                | R. 91/2179 | July 10, 1891  | Nelson Brothers (Limited)                                      | 13 34        | Spring Creek      | "                 | "              | "                                       | 270 0 0                        | 15 9 6                                                                           | 81 11 4         | 97 0 10         |  |  |
| 473                                | R. 91/3490 | Nov. 2, 1891   | N.Z. Loan and Mercantile Agency Company (Limited)              | 0 10         | Picton            | "                 | "              | "                                       | Rental, £25<br>190 0 0         | 274 5 0                                                                          | "               | 274 5 0         |  |  |
| NELSON SECTION                     |            |                |                                                                |              |                   |                   |                |                                         |                                |                                                                                  |                 |                 |  |  |
| 238                                | R. 81/1947 | Aug. 31, 1881  | Neale and Haddow                                               | 1 0          | Nelson            | Grantees          | 10 years*      | Premium.                                | 150 0 0                        | 304 17 8                                                                         | 39 2 0          | 343 19 8        |  |  |



RETURN NO. 18—continued.  
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1892.

| Hd Office<br>Reg. No.            | Papers.    | Date<br>of<br>Grant. | Present Holder.                                           | Posi-<br>tion.   | Nearest Station.          | By whom<br>paid for.  | Term<br>of Grant.                | Amount<br>of Traffic<br>guaranteed<br>per Annum. | Liquidated<br>Damages<br>or<br>Premium. | Value of the Traffic through the Siding during the<br>Year ending 31st March, 1892. |            |             |  |  |
|----------------------------------|------------|----------------------|-----------------------------------------------------------|------------------|---------------------------|-----------------------|----------------------------------|--------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|------------|-------------|--|--|
|                                  |            |                      |                                                           |                  |                           |                       |                                  |                                                  |                                         | In.                                                                                 | Out.       | Total.      |  |  |
| HURUNUI-BLUFF SECTION—continued. |            |                      |                                                           |                  |                           |                       |                                  |                                                  |                                         |                                                                                     |            |             |  |  |
| 291                              | R. 83/1503 | April 9, 1883        | Fernhill Railway and Coal Com-<br>pany (Limited)          | M. ch.<br>241 15 | Abbotsford                | Grantees              | Undefined                        |                                                  | £ s. d.                                 | £ s. d.                                                                             | £ s. d.    | £ s. d.     |  |  |
| 292                              | R. 83/1007 | April 18, 1883       | Nichol Brothers                                           | 391 63           | Bluff                     | "                     | 10 years*                        | Premium                                          | 145 0 0                                 | 5,176 4 4                                                                           | 1 117 12 3 | 6,293 16 7  |  |  |
| 294                              | R. 83/2987 | May 21, 1883         | Canterbury Farmers' Co operative<br>Association (Limited) | 105 57           | Timaru                    | "                     | "                                | "                                                | 130 0 0                                 | 1,601 19 9                                                                          | 885 14 10  | 2,487 14 7  |  |  |
| 295                              | R. 83/1690 | June 28, 1883        | J Kitchen and Sons, and Apollo<br>Company                 | 240 33           | Burnside                  | "                     | "                                | "                                                | 140 0 0                                 | 99 11 8                                                                             | 71 13 7    | 171 5 3     |  |  |
| 297                              | R. 83/2672 | Sept. 18, 1883       | James Gore                                                | 244 8            | Wingatui                  | Grantee               | "                                | "                                                | 422 0 0                                 | 70 18 1                                                                             | 197 7 5    | 268 5 6     |  |  |
| 298                              | R. 83/2904 | Oct. 1, 1883         | Benjamin Perry                                            | 163 6            | Totara                    | "                     | "                                | "                                                | 326 0 0                                 | 18 2 5                                                                              | 604 17 9   | 623 0 2     |  |  |
| 302                              | R. 83/3196 | Nov. 22, 1883        | John Jackson                                              | 106 11           | Timaru                    | "                     | "                                | "                                                | 100 0 0                                 | 793 18 11                                                                           | 211 6 5    | 1,005 5 4   |  |  |
| 304                              | R. 84/71   | Jan. 25, 1884        | J G. Ward                                                 | 391 44           | Bluff                     | "                     | "                                | "                                                | 120 0 0                                 | 3 496 13 2                                                                          | 664 8 0    | 4,161 1 2   |  |  |
| 309                              | R. 84/1239 | May 10, 1884         | N.Z. Refrigerating Co. (Limited)                          | 155 16           | Oamaru Town Belt          | Grantees              | "                                | "                                                | 175 0 0                                 | 261 0 7                                                                             | 667 4 4    | 928 4 11    |  |  |
| 311                              | R. 84/1324 | May 23, 1884         | N.Z. Pine Company                                         | 6 39             | Wright's Bush             | "                     | "                                | "                                                | 192 0 0                                 | 8 15 0                                                                              | 721 15 3   | 730 10 3    |  |  |
| 316                              | R. 84/2669 | Sept. 9, 1884        | N.Z. Loan and Mercantile Agency<br>Company (Limited)      | 235 79           | Dunedin                   | "                     | "                                | "                                                | 190 0 0                                 | 2,837 5 5                                                                           | 405 4 4    | 3,242 9 9   |  |  |
| 320                              | R. 84/3312 | Nov. 1, 1884         | Morton Mains Freehold Estate<br>Company                   | 355 23           | Oteramika                 | "                     | "                                | "                                                | 160 0 0                                 |                                                                                     |            |             |  |  |
| 321                              | R. 84/3313 | Nov. 7 1884          | N.Z. Loan and Mercantile Agency<br>Company (Limited)      | 374 55           | Invercargill              | "                     | 10 years, 1<br>month's<br>notice | "                                                | 75 0 0                                  | 1 118 18 0                                                                          | 818 7 3    | 1 937 5 3   |  |  |
| 323                              | R. 84/3646 | Dec. 8, 1884         | James Waddell and Co.                                     | 391 65           | Bluff                     | "                     | 10 years *                       | "                                                | 145 0 0                                 | 2,695 5 8                                                                           | 112 17 5   | 2,808 3 1   |  |  |
| 324                              | R. 84/1670 | Dec. 31, 1884        | South Canterbury Refrigerating<br>Company (Limited)       | 103 64           | Washdyke June.            | "                     | "                                | "                                                | 500 0 0                                 | 1,647 11 11                                                                         | 1 128 3 11 | 2,775 15 10 |  |  |
| 328A                             | R. 90/3990 | April 27 1885        | Lytelton Harbour Board                                    | 0 20             | Lytelton                  | Govt. and<br>grantees | "                                | "                                                |                                         | 2,230 4 6                                                                           | 940 15 3   | 3 170 19 9  |  |  |
| 327                              | R. 85/3180 | Dec. 9, 1885         | A. Tapper                                                 | 374 46           | Invercargill              | Govt.                 | "                                | Premium                                          | 435 0 0†                                | 34 7 1                                                                              | 367 3 2    | 34 7 1      |  |  |
| 338                              | R. 85/3974 | Dec. 24, 1885        | Ward and Cleave                                           | 374 49           | "                         | Grantees              | "                                | "                                                | 18 0 0†                                 | 638 0 11                                                                            | 121 13 7   | 1,005 4 1   |  |  |
| 342                              | R. 86/1880 | June 17, 1886        | James Macfie and Co.                                      | 235 44           | Dunedin                   | "                     | "                                | "                                                | 18 0 0†                                 | 560 9 6                                                                             | 308 10 11  | 682 3 1     |  |  |
| 347                              | R. 86/3194 | Sept. 21, 1886       | Findlay and Co.                                           | 235 52           | "                         | "                     | "                                | "                                                | 102 0 0‡                                | 1,622 16 2                                                                          | 15 18 9    | 1 931 7 1   |  |  |
| 348                              | R. 86/2012 | Sept. 25, 1886       | Smellie Brothers                                          | 240 15           | Burnside                  | "                     | "                                | "                                                | 168 0 0‡                                | 635 3 1                                                                             | 1 915 0 3  | 651 1 10    |  |  |
| 350                              | R. 86/4095 | Dec. 10, 1886        | Evans and Co. (Limited)                                   | 105 72           | Timaru                    | "                     | 6 years*                         | "                                                | 406 0 0                                 | 1 848 3 4                                                                           | 84 0 6     | 3 763 3 7   |  |  |
| 351                              | R. 87/327  | Feb. 9, 1887         | H. B. Webster and Co.                                     | 90 75            | Winchester                | "                     | 10 years*                        | "                                                | 90 0 0†                                 | 2,093 11 2                                                                          | 139 16 11  | 2,233 8 1   |  |  |
| 362                              | R. 87/2835 | Sept. 30, 1887       | Mutual Agency Company                                     | 236 10           | Dunedin                   | "                     | "                                | "                                                | Rental, £25                             | 818 1 9                                                                             | 1 827 8 4  | 2,645 10 1  |  |  |
| 363                              | R. 87/3016 | Sept. 30, 1887       | P McGill                                                  | 271 40           | Milton                    | Govt.                 | "                                | "                                                | Rental, £25                             | 22 8 1                                                                              | 131 8 2    | 153 16 3    |  |  |
| 364                              | R. 87/3093 | Oct. 4, 1887         | J Gough, W Summerville, R.<br>Kemp, and H. Fentz          | 10 86            | Kirwee                    | "                     | "                                | "                                                |                                         |                                                                                     |            |             |  |  |
| 365                              | R. 87/3312 | Oct. 25, 1887        | Timaru Milling Company                                    | 106 18           | Timaru                    | "                     | "                                | "                                                | Rental, £50                             | 1 552 18 10                                                                         | 922 11 0   | 2,475 9 10  |  |  |
| 367                              | R. 87/2868 | Jan. 1, 1881         | N.Z. Agricultural Company                                 | 21 0             | Waimea (District<br>line) | "                     | Undefined                        | "                                                |                                         | 22 15 5                                                                             | 97 18 3    | 120 13 8    |  |  |
| 368                              | R. 88/926  | April 4, 1888        | J Anderson                                                | 0 16             | Lytelton                  | Govt.                 | 10 years*                        | "                                                | Rental, £50                             | 113 17 10                                                                           | 233 11 11  | 347 9 9     |  |  |
| 369                              | R. 88/925  | April 4, 1888        | J Palmer                                                  | 234 53           | Pelichet Bay              | "                     | "                                | "                                                | Rental, £25                             | 3 0 0                                                                               | 98 17 11   | 96 17 11    |  |  |
| 370                              | R. 88/2418 | Aug. 16, 1888        | J H. Lambert                                              | 237 2            | Kensington                | "                     | "                                | "                                                | Rental, £25                             | 119 18 6                                                                            | 20 9 7     | 140 8 1     |  |  |

|     |            | Jan. | 3, 1889  | N.Z. Loan and Mercantile Agency Company (Limited)       | 0 20   | Lyttelton      | Grantees          | 10 years* | Premium. | 460 0 0†        | 843 13 1       | 356 4 3    | 1,199 17 4 |
|-----|------------|------|----------|---------------------------------------------------------|--------|----------------|-------------------|-----------|----------|-----------------|----------------|------------|------------|
| 372 | R. 89/3259 |      |          |                                                         |        |                |                   |           |          |                 |                |            |            |
| 374 | R. 89/885  | Mar. | 29, 1889 | Friedlander Brothers                                    | 16 40  | Lyndhurst      | "                 | "         | "        | 260 0 0‡        | 15 12 1        | 750 10 2   | 766 2 3    |
| 377 | R. 89/1511 | June | 8, 1889  | Farmers' Agency Company                                 | 236 32 | Dunedin        | Govt.             | "         | †        | Rental, £50     | 2,311 18 11    | 209 4 1    | 2,521 3 0  |
| 378 | R. 89/1878 | May  | 1, 1889  | W Booth and Co.                                         | 5 79   | Christchurch   | "                 | "         | †        | Rental, £50     | 398 17 11      | 30 14 0    | 429 11 11  |
| 379 | R. 89/1259 | May  | 1, 1889  | Rollitt and Co.                                         | 58 72  | Ashburton      | "                 | "         | †        | Rental, £25     | 896 0 9        | 2,624 2 2  | 8,520 2 11 |
| 381 | R. 89/1310 | May  | 1, 1889  | Belford Mills Company                                   | 106 8  | Tinamaru       | "                 | "         | †        | Rental, £50     | 631 4 6        | 758 9 2    | 1,389 13 8 |
| 382 | R. 89/1383 | May  | 1, 1889  | J Goss                                                  | 6 62   | Christchurch   | "                 | "         | †        | Rental, £50     | 698 19 3       | 778 1 3    | 1,476 16 7 |
| 383 | R. 89/2433 | Aug. | 5, 1889  | Mutual Agency Company                                   | 236 21 | Dunedin        | Grantees          | "         | Premium  | 90 0 0†         | 1 284 6 3      | 125 5 0    | 1 409 11 3 |
| 385 | R. 89/1392 | May  | 1, 1889  | Permanent Investment and Loan Association of Canterbury | 5 76   | Christchurch   | Govt.             | "         | †        | Rental, £50     | 1,259 7 5      | 80 10 0    | 1 339 17 5 |
| 386 | R. 89/1983 | May  | 1, 1889  | M. Friedlander                                          | 6 68   | Tinwald        | "                 | "         | †        | Rental, £25     | 22 5 2         | 664 6 6    | 686 11 8   |
| 387 | R. 89/1963 | May  | 1, 1889  | Fleming and Gilkison                                    | 335 5  | Gore           | "                 | "         | †        | Rental, £25     | 321 12 7       | 560 3 3    | 881 15 10  |
| 388 | R. 89/1624 | May  | 1, 1889  | J Grigg                                                 | 64 54  | Winslow        | "                 | "         | †        | Extension, £110 | 507 18 10      | 1,400 10 4 | 1,908 9 2  |
| 389 | R. 89/1964 | May  | 1, 1889  | Fleming and Gilkison                                    | 374 10 | Elles Road     | "                 | "         | †        | Rental, £50     | 667 4 2        | 667 4 2    | 2,357 2 2  |
| 390 | R. 89/1309 | May  | 1, 1889  | Wigram Brothers                                         | 1 78   | Heathcote      | "                 | "         | †        | Rental, £25     | 671 8 7        | 371 9 2    | 1,042 17 9 |
| 391 | R. 89/1279 | May  | 1, 1889  | Friedlander Brothers                                    | 58 73  | Ashburton      | "                 | "         | †        | Rental, £25     | 363 0 10       | 2,113 15 9 | 2,476 16 7 |
| 392 | R. 89/2261 | May  | 1, 1889  | J A. Redpath                                            | 6 51   | Christchurch   | "                 | "         | †        | Rental, £50     | 841 13 8       | 12 17 6    | 854 11 2   |
| 393 | R. 89/1332 | May  | 1, 1889  | W Langdown and Co.                                      | 6 8    | "              | "                 | "         | †        | Rental, £50     | 452 3 5        | 8 10 0     | 460 13 5   |
| 394 | R. 89/1868 | May  | 1, 1889  | Miles and Co.                                           | 6 47   | "              | "                 | "         | †        | Rental, £50     | 873 18 9       | 260 4 0    | 1,134 2 9  |
| 395 | R. 89/1262 | May  | 1, 1889  | Rollitt and Co.                                         | 57 77  | Ashburton      | Grantees          | "         | †        | Rental, £25     | (See No. 379.) |            |            |
| 396 | R. 89/1869 | May  | 1, 1889  | Miles and Co.                                           | 5 77   | Christchurch   | Govt.             | "         | †        | Rental, £50     | (See No. 394.) |            |            |
| 397 | R. 89/1257 | May  | 1, 1889  | R. Anderson and Co.                                     | 0 26   | Burnside       | "                 | "         | †        | Rental, £25     | 356 12 9       | 42 11 5    | 399 4 2    |
| 398 | R. 89/1867 | May  | 1, 1889  | Christchurch Gas, Coal, and Coke Company                | 6 1    | Christchurch   | "                 | "         | †        | Extension, £40  | 1,047 10 5     | 35 10 0    | 1,083 0 5  |
| 399 | R. 89/1585 | May  | 1, 1889  | W H. Hargreaves                                         | 6 45   | "              | "                 | 2½ years* | †        | Rental, £50     | 157 15 3       | 21 10 0    | 179 5 3    |
| 400 | R. 89/1692 | Aug. | 1, 1889  | Christchurch Meat Company (Limited)                     | 13 8   | Islington      | "                 | 10 years* | †        | Extension, £140 | 2,798 12 10    | 3,287 19 5 | 6,086 12 3 |
| 401 | R. 89/2417 | Aug. | 1, 1889  | C. H. Willis                                            | 25 38  | Southbridge    | "                 | "         | †        | Rental, £25     | 16 5 10        | 210 18 3   | 227 4 1    |
| 402 | R. 89/2826 | Aug. | 1, 1889  | J Ingram                                                | 20 60  | East Oxford    | "                 | "         | †        |                 | 18 4 1         | 381 13 0   | 18 4 1     |
| 403 | R. 89/2834 | Aug. | 1, 1889  | Lyttelton Borough Council                               | 2 65   | Heathcote      | "                 | "         | †        |                 | 4 19 4         | 84 10 1    | 386 12 4   |
| 404 | R. 89/2887 | Aug. | 1, 1889  | S. Smart                                                | 12 8   | Hornby         | "                 | "         | †        |                 | 329 4 7        | 413 14 8   | 413 14 8   |
| 409 | R. 89/3018 | Oct. | 2, 1889  | Milburn Lime and Cement Company                         | 235 25 | Dunedin        | Grantees          | 10 years* | Premium. | 171 0 0†        | 23 9 8         | 4,382 18 6 | 4,406 8 2  |
| 410 | R. 89/3132 | Aug. | 1, 1889  | N.Z. Pine Company                                       | 367 72 | One-tree Point | Govt.             | 5 years*  | †        | Rental, £25     | 1,515 5 8      | 303 1 11   | 1,818 7 7  |
| 411 | R. 89/3377 | May  | 1, 1889  | W White and Co.                                         | 7 46   | Addington      | "                 | 10 years* | †        | Rental, £50     | 795 0 7        | 16 15 7    | 811 16 2   |
| 412 | R. 89/3213 | June | 1, 1889  | Colonial Bank (R. Anderson and Co., tenants)            | 236 37 | Dunedin        | "                 | "         | †        |                 | 285 10 4       | 38 11 6    | 324 1 10   |
| 413 | R. 89/3363 | Aug. | 1, 1889  | Invercargill Corporation                                | 0 7    | Invercargill   | "                 | 5 years*  | †        | Rental, £25     | 122 8 7        | 73 2 2     | 195 10 9   |
| 414 | R. 89/2422 | Aug. | 1, 1889  | Moir and Co.                                            | 16 69  | Southbrook     | "                 | "         | †        |                 | 3 3 10         | 360 10 6   | 360 10 6   |
| 415 | R. 89/3237 | Aug. | 1, 1889  | N.Z. Pine Company                                       | 366 28 | Longbush       | "                 | "         | †        |                 | 340 12 1       | 720 16 10  | 724 0 8    |
| 418 | R. 89/3596 | Aug. | 1, 1889  | J Shand                                                 | 26 22  | Centre Bush    | "                 | "         | †        |                 | 18 0 7         | 283 14 1   | 624 6 2    |
| 419 | R. 89/3631 | Nov. | 1, 1889  | Massey and Co.                                          | 5 22   | Lind's Bridge  | "                 | "         | †        |                 |                | 187 2 0    | 205 2 7    |
| 420 | R. 89/3216 | May  | 1, 1889  | National Mortgage and Agency Co.                        | 374 56 | Invercargill   | Govt. and grantee | 10 years* | †        | Extension, £80‡ |                |            |            |
| 424 | R. 89/2391 | Aug. | 1, 1889  | W Quinn                                                 | 121 71 | Otaio          | "                 | "         | †        |                 |                |            |            |
| 425 | R. 89/3940 | Aug. | 1, 1889  | Oamaru Borough Council                                  | 157 41 | Oamaru         | grantee           | 5 years*  | †        |                 | 37 2 7         | 216 14 6   | 37 2 7     |
| 426 | R. 89/3751 | Aug. | 1, 1889  | T. Buxton                                               | 6 43   | Lind's Bridge  | Grantees          | "         | †        |                 | 9 1 7          | 225 16 1   | 225 16 1   |
| 427 | R. 90/251  | Aug. | 1, 1889  | T. Hodgkinson                                           | 6 42   | Bluff          | Govt.             | "         | †        |                 | 5 12 7         | 152 15 5   | 158 8 0    |
| 429 | R. 90/27   | Nov. | 1, 1889  | N.Z. Loan and Mercantile Agency Company (Limited)       | 391 48 | "              | "                 | 10 years* | †        | Rental, £50     | 3,052 5 9      | 341 4 8    | 3,393 10 5 |
| 430 | R. 90/726  | May  | 1, 1889  | J and T Meek                                            | 158 18 | Oamaru         | "                 | 3 years*  | †        | Rental, £50     | (See No. 263.) |            |            |

‡ Rental £25.

† Rental £50.

+ Originally laid under old agreement.

\* Three months' notice.

RETURN NO. 18—continued.  
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1892.

| 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, 1892. |                    |                      |  |  |
|----------------------------------|---------|----------------|------------------------------------------------------|----------------|------------------|--------------------|----------------|-----------------------------------------|---------------------------------|----------------------------------------------------------------------------------|--------------------|----------------------|--|--|
|                                  |         |                |                                                      |                |                  |                    |                |                                         |                                 | In.                                                                              | Out.               | Total.               |  |  |
| HURUNUI-BLUFF SECTION—continued. |         |                |                                                      |                |                  |                    |                |                                         |                                 |                                                                                  |                    |                      |  |  |
| R. 90/432                        |         | May 1, 1889    | P Virtue                                             | M. ch.<br>6 19 | Christchurch     | Govt. and grantee  | 10 years*      | †                                       | £ s. d.<br>Extension, 102 10 0† | £ s. d.<br>1,031 7 8                                                             | £ s. d.<br>85 12 6 | £ s. d.<br>1 117 0 2 |  |  |
| R. 89/2122                       |         | May 1, 1889    | Craig and Co.                                        | 157 42         | Oamaru           | Govt.              | 3 years*       | †                                       | Rental, £50                     | 847 2 11                                                                         | 125 11 9           | 972 14 8             |  |  |
| R. 90/614                        |         | Aug. 1, 1889   | W White and Co.                                      | 25 33          | Southbridge      | "                  | 10 years*      | †                                       | Rental, £25                     | 346 2 3                                                                          |                    | 346 2 3              |  |  |
| R. 90/538                        |         | Jan. 1, 1890   | H. Haraway                                           | 0 14           | Burnside         | Govt. and grantee  | "              | †                                       | Extension £45                   | 774 9 0                                                                          | 113 13 0           | 888 2 0              |  |  |
| R. 90/539                        |         | Aug. 1, 1889   | Walton Park Coal and Pottery Co.                     | 2 3            | Saddle Hill      | Govt.              | 5 years*       | †                                       |                                 | 17 13 2                                                                          | 1 269 19 6         | 1 287 12 8           |  |  |
| R. 90/437                        |         | Aug. 1, 1889   | Green Island Coal Company                            | 241 67         | Abbotsford       | "                  | "              | †                                       |                                 |                                                                                  |                    |                      |  |  |
| R. 90/862                        |         | Aug. 1, 1889   | N.Z. Provision and Produce Company                   | 7 1            | Belfast          | Grantees           | 10 years*      | †                                       | Rental, £25                     | 820 14 9                                                                         | 937 18 9           | 1,778 13 6           |  |  |
| R. 90/1056                       |         | Jan. 1, 1890   | Millburn Lime and Cement Company                     | 23 2           | Lady Barkly      | Govt.              | 5 years*       | †                                       |                                 |                                                                                  | 274 0 9            | 274 0 9              |  |  |
| R. 90/1643                       |         | Jan. 1, 1890   | J A. McIlraith                                       | 6 10           | Christchurch     | "                  | 5 years*       | †                                       | Rental, £50                     | 203 9 0                                                                          |                    | 203 9 0              |  |  |
| R. 90/1801                       |         | May 1, 1890    | G. McClatchie and Co.                                | 6 9            | "                | "                  | 5 years*       | †                                       | Rental, £50                     | 1,472 18 4                                                                       | 93 6 0             | 1,566 4 4            |  |  |
| R. 90/1132                       |         | April 1, 1890  | Cunningham and Stead                                 | 7 59           | Addington        | Grantees           | 10 years*      | †                                       | Rental, £25                     | 378 18 4                                                                         | 323 1 2            | 701 19 6             |  |  |
| R. 90/2082                       |         | May 1, 1890    | Southland County Council                             | 5 4            | Wyndham          | "                  | 5 years*       | †                                       |                                 | 12 17 6                                                                          | 65 7 2             | 78 4 8               |  |  |
| R. 90/2093                       |         | May 1, 1890    | Canterbury Farmers' Co-operative Association         | 106 27         | Timaru           | "                  | 10 years*      | †                                       | Rental, £50 (See No. 294.)      |                                                                                  |                    |                      |  |  |
| R. 90/2312                       |         | April 1, 1890  | N.Z. and Australian Land Company                     | 116 9          | St. Andrew's     | "                  | "              | †                                       | Rental, £25                     |                                                                                  | 173 16 4           | 173 16 4             |  |  |
| R. 90/2348                       |         | Aug. 1, 1890   | Dunedin City Corporation                             | 243 42         | Wingatui         | Govt.              | 6 years*       | †                                       |                                 | 445 17 10                                                                        | 74 0 6             | 519 18 4             |  |  |
| R. 90/2561                       |         | Aug. 1, 1889   | J Freeman                                            | 241 71         | Abbotsford       | "                  | 5 years*       | †                                       |                                 | 20 2 3                                                                           | 1 178 5 9          | 1 198 8 0            |  |  |
| R. 90/2675                       |         | May 1, 1890    | E. B. Gargill (Farmers' Agency Company, tenants)     | 236 40         | Dunedin          | "                  | 10 years*      | †                                       | Rental, £50 (See No. 377.)      |                                                                                  |                    |                      |  |  |
| R. 90/1133                       |         | Aug. 1, 1889   | Millburn Lime and Cement Co.                         | 267 50         | Millburn         | "                  | 5 years*       | †                                       |                                 | 486 1 5                                                                          | 1 332 6 11         | 1 818 8 4            |  |  |
| R. 90/2311                       |         | Aug. 1, 1889   | B. C. Calverley                                      | 241 71         | Abbotsford       | "                  | "              | †                                       |                                 |                                                                                  | 69 17 0            | 69 17 0              |  |  |
| R. 90/3748                       |         | Oct. 1, 1890   | D. Thomas                                            | 58 76          | Ashburton        | Grantee            | 10 years*      | †                                       | Rental, £25                     | 168 14 1                                                                         | 639 11 4           | 868 5 5              |  |  |
| R. 90/3798                       |         | Aug. 1, 1889   | Edwards and Menlove                                  | 14 39          | Napapara         | Govt.              | 5 years*       | †                                       |                                 |                                                                                  | 42 13 4            | 42 13 4              |  |  |
| R. 90/4073                       |         | Dec. 1, 1890   | J A. McLauchlan                                      | 386 23         | Greenhills       | "                  | "              | †                                       |                                 | 0 5 6                                                                            | 112 13 0           | 112 13 0             |  |  |
| R. 90/4155                       |         | Aug. 1, 1890   | Dunedin City Corporation                             | 286 61         | Dunedin          | "                  | "              | †                                       |                                 |                                                                                  | 356 6 0            | 356 6 0              |  |  |
| R. 91/454                        |         | Nov. 1, 1890   | T Teschemaker                                        | 165 26         | Teschemaker's    | "                  | "              | †                                       |                                 | 21 0 7                                                                           | 234 15 8           | 255 16 3             |  |  |
| R. 91/696                        |         | Mar. 6, 1891   | Lytelton Harbour Board                               | 0 15           | Lytelton         | Grantees           | 10 years*      | †                                       | 150 0 0 (See No. 328A.)         |                                                                                  |                    |                      |  |  |
| R. 91/779                        |         | Feb. 2, 1891   | R. D. Thomas (Canterbury N.Z. Seed Company, tenants) | 7 60           | Addington        | "                  | "              | †                                       | Rental, £25                     | 241 16 8                                                                         | 82 13 4            | 324 10 0             |  |  |
| R. 91/1683                       |         | Feb. 9, 1891   | McCallum and Co.                                     | 365 32         | Longbush         | "                  | 5 years*       | †                                       |                                 | 68 17 7                                                                          | 4,706 3 4          | 4,775 0 11           |  |  |
| R. 91/2415                       |         | May 1, 1891    | Colonial Bank of New Zealand                         | 335 10         | Gore             | "                  | 8 years*       | †                                       | Rental, £25                     |                                                                                  |                    |                      |  |  |
| R. 91/2112                       |         | Aug. 5, 1891   | G. Jameson                                           | 59 4           | Ashburton        | Grantee            | 8½ years*      | †                                       | Rental, £25                     | 193 13 4                                                                         | 1,099 18 0         | 1 293 11 4           |  |  |
| R. 91/2834                       |         | July 1, 1891   | W Borlase                                            | 228 62         | Sawyers' Bay     | "                  | 5 years*       | †                                       |                                 |                                                                                  | 11 17 9            | 11 17 9              |  |  |
| R. 91/2986                       |         | Sept. 14, 1891 | J G. Ward                                            | 390 12         | Ocean Beach      | "                  | 10 years*      | †                                       | 250 0 0                         | 610 10 11                                                                        | 152 16 1           | 763 7 0              |  |  |
| R. 91/3338                       |         | Oct. 1, 1891   | Wood Brothers (Limited)                              | 7 60           | Addington        | Grantees           | "              | †                                       | Rental, £25                     | 899 0 5                                                                          | 746 10 4           | 1 645 10 9           |  |  |
| R. 91/3084                       |         | Sept. 1, 1891  | National Mortgage and Agency Co. of N.Z. (Limited)   | 7 57           | "                | "                  | "              | †                                       | Rental, £25                     | 363 19 9                                                                         | 344 5 4            | 708 5 1              |  |  |
| R. 91/3047                       |         | Nov. 6, 1891   | D. H. Brown and Son                                  | 7 29           | "                | Govt. and grantees | "              | †                                       | 20 0 0                          |                                                                                  |                    |                      |  |  |
| R. 91/3639                       |         | Oct. 1, 1891   | N.Z. Provision and Produce Co.                       | 7 0            | Belfast          | Grantees           | "              | †                                       | Rental, £25 (See No. 439.)      |                                                                                  |                    |                      |  |  |

|     |            |               |                                                                                           |        |                      |          |             |          |             |                |           |            |
|-----|------------|---------------|-------------------------------------------------------------------------------------------|--------|----------------------|----------|-------------|----------|-------------|----------------|-----------|------------|
| 478 | R. 91/3993 | Nov. 1, 1891  | N.Z. Loan and Mercantile Agency Company (Limited)                                         | 58 70  | Ashburton            | Grantees | 10 years*   | †        | Rental, £25 | 4 5 5          | 378 2 9   | 382 8 2    |
| 479 | R. 91/3995 | Oct. 25, 1891 | Royse, Smith, and Co.                                                                     | 237 11 | Kensington           | Govt.    | 5 years*    | †        | Rental, £25 | 182 10 1       | 0 16 4    | 183 6 5    |
| 482 | R. 92/509  | Jan. 1, 1892  | N.Z. Refrigerating Co. (Limited)                                                          | 239 27 | Burnside             | Grantees | 10 years*   | †        | Rental, £25 | 1 198 16 7     | 793 7 9   | 1 992 4 4  |
| 483 | R. 92/703  | Feb. 1, 1892  | N.Z. Loan and Mercantile Agency Company (Limited), and Executors of the late M. Studholme | 0 6    | Studholme Junction   | "        | "           | †        | Rental, £25 | 42 4 1         | 905 17 11 | 948 2 0    |
| 484 | R. 92/672  | Mar. 1, 1892  | W White and Co.                                                                           | 6 51   | Christchurch         | Govt.    | "           | †        | Rental, £50 | 815 19 5       | 6 7 0     | 822 6 5    |
| 485 | R. 92/807  | Jan. 10, 1892 | E. G. Allen                                                                               | 227 78 | Port Chalmers, Upper | Grantee  | 5 years*    | †        |             | 1 17 3         | 60 16 9   | 62 14 0    |
| 486 | R. 92/739  | Mar. 24, 1892 | Southland Frozen Meat and Produce Export Company (Limited)                                | 342 48 | Mataura              | Grantees | 10 years*.. | Premium. | 300 0 0§    | 42 15 6        | 120 7 1   | 163 2 7    |
| 487 | R. 92/852  | Feb. 1, 1892  | Canterbury Farmers' Co-operative Association (Limited)                                    | 106 8  | Timaru               | "        | "           | †        | Rental, £50 | (See No. 294.) |           |            |
| 488 | R. 92/806  | Mar. 1, 1892  | N.Z. Loan and Mercantile Agency Company (Limited)                                         | 6 50   | Christchurch         | "        | "           | †        | Rental, £50 | 900 7 0        | 350 9 0   | 1 250 16 0 |

\* Three months' notice.

† Originally laid under old agreement.

‡ Rental, £50.

§ Rental, £25.

RETURN No. 19  
COMPARATIVE STATEMENT of MILEAGE of RAILWAYS OPEN for TRAFFIC and UNDER MAINTENANCE on 31st March, 1892.

| Section.              | Mileage Open for Traffic on 31st March, 1891. | Additional Length Opened during Year.                  |                                          | Reduced Mileage equivalent to Maintenance for whole Period. | Length Closed during Year. |               | Net Addition to Mileage Open for Traffic. | Net Addition to Mileage under Maintenance. | Total Mileage Open for Traffic on 31st March, 1892. |
|-----------------------|-----------------------------------------------|--------------------------------------------------------|------------------------------------------|-------------------------------------------------------------|----------------------------|---------------|-------------------------------------------|--------------------------------------------|-----------------------------------------------------|
|                       |                                               | Line Opened.                                           | Date of Opening.                         |                                                             | Line.                      | Length.       |                                           |                                            |                                                     |
| Kawakawa              | M. ch.<br>7 41                                | ..                                                     | ...                                      | M. ch.<br>...                                               | ...                        | M. ch.<br>... | M. ch.<br>...                             | M. ch.<br>...                              | M. ch.<br>7 41                                      |
| Whangarei             | 6 52                                          | ...                                                    | ..                                       | ...                                                         | ..                         | ..            | ..                                        | ..                                         | 6 52                                                |
| Auckland              | 265 32                                        | ...                                                    | ..                                       | ...                                                         | ..                         | ..            | ..                                        | ..                                         | 265 32                                              |
| Napier-Taranaki       | 328 45                                        | ...                                                    | ..                                       | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 328 45                                              |
| Wellington            | 91 8                                          | ..                                                     | ...                                      | ...                                                         | ...                        | ..            | ...                                       | ...                                        | 91 8                                                |
| Hurunui-Bluff         | 1,069 27*                                     | (Glenomaru Extension ..<br>{ Middlemarch Extension ... | 7th July, 1891 ..<br>28th April, 1891 .. | M. ch.<br>6 18<br>22 78                                     | ..<br>...                  | ..            | 6 18<br>22 78                             | 4 46<br>21 23                              | 1,098 43                                            |
| Ditto, Private Lines— |                                               |                                                        |                                          |                                                             |                            |               |                                           |                                            |                                                     |
| Shag Point Branch     | 2 10                                          | ...                                                    | ...                                      | ...                                                         | ...                        | ..            | ...                                       | ...                                        | 2 10                                                |
| Nightcaps Branch      | 2 24                                          | ...                                                    | ..                                       | ...                                                         | ...                        | ...           | ...                                       | ..                                         | 2 24                                                |
| Greymouth             | 7 69                                          | ...                                                    | ...                                      | ...                                                         | ...                        | ...           | ...                                       | ..                                         | 7 69                                                |
| Westport              | 19 56                                         | ..                                                     | ...                                      | ...                                                         | ..                         | ...           | ...                                       | ..                                         | 19 56                                               |
| Nelson                | 22 73                                         | ...                                                    | ..                                       | ...                                                         | ...                        | ..            | ...                                       | ...                                        | 22 73                                               |
| Picton                | 17 70                                         | ..                                                     | ..                                       | ...                                                         | ..                         | ...           | ...                                       | ...                                        | 17 70                                               |
| Total                 | 1,841 27†                                     | ...                                                    | ..                                       | 29 16                                                       | ...                        | ...           | 29 16                                     | 25 69                                      | 1,870 43                                            |
| Forest Hill Tramway   | ..                                            | ...                                                    | ...                                      | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 10 0                                                |

\* Does not include Riversdale-Switzers (2 miles). † Re-chainages, &c.



## RETURN No. 20.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1892.

| Year.    | Approximate Length opened each Year. |                |        | Sleepers.                                      |                              |
|----------|--------------------------------------|----------------|--------|------------------------------------------------|------------------------------|
|          | North Island.                        | Middle Island. | Total. | Laid during Construction.<br>(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  | 141 382                                        |                              |
| 1880-81  | 68 39                                | 32 71          | 101 30 | 212 888                                        | 74 261                       |
| 1881-82  | 22 67                                | 40 16          | 63 3   | 132 379                                        | 73,947                       |
| 1882-83  | 2 2                                  | 40 19          | 42 21  | 88,751                                         | 106,763                      |
| 1883-84  | 22 19                                | 22 50          | 44 69  | 94 211                                         | 125,632                      |
| 1884-85  | 56 0                                 | 24 0           | 80 0   | 168,000                                        | 148 325                      |
| 1885-86  | 43 26                                | 47 52          | 90 78  | 191,048                                        | 137,993                      |
| 1886-87  | 58 72                                | 11 39          | 70 31  | 147,814                                        | 139,040                      |
| 1887-88  | 11 47                                | 17 32          | 28 79  | 60,874                                         | 122,027                      |
| 1888-89  | 18 31                                |                | 18 31  | 42 814                                         | 108,690                      |
| 1889-90  | 11 57                                | 20 68          | 32 45  | 68 381                                         | 129,634                      |
| 1890-91  | 28 21                                | 5 68           | 34 9   | 71 636                                         | 133,954                      |
| 1891-92  |                                      | 27 27          | 27 27  | 57 408                                         | 139,912                      |
| Totals   |                                      |                |        | 3 852,686                                      | 1 440,178                    |

\* Nine months only.

† Complete information not recorded until 1880-81.

## RETURN No. 21

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1891, and March 1892.

| Department.       | Kawakawa. | Whangarei. | Auckland. | Napier-Taranaki. | Wellington. | Hurunui-Bluff | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|-------------------|-----------|------------|-----------|------------------|-------------|---------------|------------|-----------|---------|---------|--------|
| 1890-91.          |           |            |           |                  |             |               |            |           |         |         |        |
| General .. ..     | 7         | 7          | 157       | 173              | 88          | 900           | 39         | 26        | 21      | 13      | 115    |
| Traffic .. ..     | 6         | 6          | 193       | 328              | 105         | 952           | 19         | 15        | 21      | 32      | 1,431  |
| Maintenance .. .. | 4         | 5          | 144       | 164              | 134         | 779           | 25         | 29        | 9       | 7       | 1,677  |
| Locomotive .. ..  |           |            |           |                  |             |               |            |           |         |         | 1,300  |
| Totals .. ..      | 17        | 18         | 494       | 665              | 327         | 2,631         | 83         | 70        | 51      | 52      | 4,523  |
| 1891-92.          |           |            |           |                  |             |               |            |           |         |         |        |
| General .. ..     | 7         | 5          | 159       | 204              | 89          | 931           | 38         | 25        | 20      | 13      | 122    |
| Traffic .. ..     | 6         | 3          | 208       | 391              | 98          | 1,114         | 63         | 21        | 24      | 43      | 1,491  |
| Maintenance .. .. | 4         | 3          | 150       | 164              | 137         | 814           | 24         | 30        | 9       | 9       | 1,971  |
| Locomotive .. ..  |           |            |           |                  |             |               |            |           |         |         | 1,344  |
| Totals .. ..      | 17        | 11         | 517       | 759              | 324         | 2,859         | 125        | 76        | 53      | 65      | 4,928  |

## RETURN No. 22.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1892.

| 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        | ...                                   | ..       | ...                                           | ...      | ...                                           | ..       | ..                                            | ..       | ...                                                          | ...      | ..           | ..       | ..         | ..       | ...            | ..       | ...           | ...            |
| Whangarei       | ...                                   | ..       | ..                                            | ..       | ...                                           | ..       | ..                                            | ...      | ...                                                          | ...      | ..           | ..       | ..         | ..       | ...            | ..       | ...           | ...            |
| Auckland        | ...                                   | ...      | 1                                             | ...      | ...                                           | 11       | ..                                            | 6        | ...                                                          | ..       | 1            | 2        | ...        | 10       | ...            | ..       | 1             | 30             |
| Napier-Taran'ki | ..                                    | ..       | ...                                           | 2        | ...                                           | 16       | ...                                           | 3        | ..                                                           | 2        | 1            | ...      | ...        | 2        | ...            | ...      | 1             | 25             |
| Wellington      | ..                                    | ..       | ...                                           | 3        | ...                                           | 4        | ..                                            | 5        | ...                                                          | ...      | ..           | ...      | ...        | 3        | ...            | ...      | ...           | 15             |
| Hurunui-Bluff   | ...                                   | ...      | 2                                             | 3        | 2                                             | 41       | ...                                           | 13       | ...                                                          | 1        | 1            | 1        | ..         | 22       | 1              | 4        | 6             | 85             |
| Greymouth       | ...                                   | ...      | ...                                           | ...      | ...                                           | 2        | ...                                           | 1        | ...                                                          | ..       | ...          | ...      | ...        | 1        | ...            | ..       | ...           | 4              |
| Westport        | ...                                   | ...      | ...                                           | ...      | ...                                           | 1        | 1                                             | 3        | ...                                                          | ...      | ...          | 1        | ..         | 1        | ...            | 1        | 1             | 7              |
| Nelson          | ...                                   | ..       | ..                                            | ...      | ...                                           | 1        | ...                                           | ...      | ..                                                           | 3        | ...          | ...      | ...        | ...      | ...            | ...      | ..            | 4              |
| Picton          | ..                                    | ...      | ..                                            | ...      | ..                                            | ...      | ...                                           | 1        | ...                                                          | ...      | ..           | ...      | ...        | ...      | ...            | ...      | ..            | 1              |
| Totals          | ...                                   | ...      | 2                                             | 9        | 2                                             | 76       | 1                                             | 32       | ...                                                          | 6        | 3            | 4        | ..         | 39       | 1              | 5        | 9             | 171            |

RETURN NO. 23.  
LOCOMOTIVE RETURNS for the Year ending 31st March, 1892.  
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.         |        |          |        |                     |         |       |        |        |          |         |       |                                |        |      |     |                |      |       |     |
|                 |                 |           |                                 |        |                 |        |          |        |                     |         |       |        |        |          |         |       |                                |        |      |     |                |      |       |     |
|                 | Train.          | Shunting. | Ballast.                        | Total. | Coal.           | Oil.   | Tallow.  | Waste. | Repairs.            | Stores. | Fuel. | Wages. | Total. | Repairs. | Stores. | Fuel. | Wages.                         | Total. |      |     |                |      |       |     |
| A               | 1               | 6         | 1,088                           | 1,803  | 842             | 3,823  | Cwt. 214 | 70     | 12                  | 48      | lb.   | 53     | £      | 4        | 5       | 62    | £                              | 124    | 3'32 | '25 | '31            | 3'89 | 7'78  | 137 |
| F               | 2               | 10        | 9,052                           | 3,587  | ...             | 12,639 | 2,241    | 217    | 41                  | 175     | ...   | 223    | ...    | 13       | 56      | 317   | ...                            | 609    | 4'23 | '27 | 1'06           | 6'00 | 11'56 | 321 |
| Total           | 3               | ..        | 10,140                          | 5,480  | 842             | 16,462 | 2,455    | 287    | 53                  | 223     | ...   | 276    | ...    | 17       | 61      | 379   | ...                            | 733    | 4'02 | '26 | '89            | 5'51 | 10'68 | 458 |
| General charges | ..              | ..        | ..                              | ..     | ..              | ...    | ...      | ...    | ...                 | ...     | ...   | ...    | ...    | ..       | ...     | ...   | ...                            | 89     | ..   | ... | ..             | ..   | 1'30  | ..  |
| Total           | ..              | ..        | ..                              | ..     | ..              | ...    | ...      | ...    | ...                 | ...     | ...   | ...    | ...    | ...      | ...     | ...   | ...                            | 822    | ...  | ... | ...            | ..   | 11'98 | ..  |

WHANGAREI SECTION.

|                 |    |    |       |       |        |       |     |     |     |    |    |     |      |      |      |       |       |     |
|-----------------|----|----|-------|-------|--------|-------|-----|-----|-----|----|----|-----|------|------|------|-------|-------|-----|
| F               | 3  | 18 | 6,856 | 5,221 | 12,077 | 2,280 | 202 | 137 | 229 | .. | .. | 509 | 823  | 4'55 | 1'24 | 10'12 | 16'35 | 265 |
| General charges | .. | .. | ..    | ..    | ..     | ..    | ..  | ..  | ..  | .. | .. | 138 | 3'14 | ..   | ..   | ..    | 3'14  | ..  |
| Total           | .. | .. | ..    | ..    | ..     | ..    | ..  | ..  | ..  | .. | .. | 981 | ..   | ..   | ..   | ..    | 19'49 | ..  |

AUCKLAND SECTION.

|                 |    |    |         |        |         |         |       |     |       |       |       |       |        |      |      |      |       |       |
|-----------------|----|----|---------|--------|---------|---------|-------|-----|-------|-------|-------|-------|--------|------|------|------|-------|-------|
| D               | 1  | 18 | 8,581   | 12,997 | 8,581   | 2,404   | 92    | 8   | 105   | 24    | 1,184 | 181   | 246    | 6'7  | 1'04 | 5'06 | 6'88  | 241   |
| F               | 15 | 20 | 155,835 | 35,938 | 204,770 | 52,818  | 2,886 | 146 | 1,290 | 52    | 391   | 3,181 | 5,255  | 1'18 | 11   | 3'17 | 5'24  | 2,184 |
| J               | 6  | 25 | 60,406  | 7,010  | 67,421  | 26,200  | 1,017 | 101 | 978   | 52    | 391   | 1,044 | 2,557  | 3'81 | 18   | 3'72 | 9'10  | 911   |
| L               | 4  | 20 | 55,166  | 4,026  | 59,701  | 13,661  | 855   | 47  | 352   | 37    | 201   | 659   | 1,533  | 2'55 | 15   | 2'65 | 6'16  | 515   |
| P               | 3  | 18 | 31,478  | 1,861  | 33,339  | 17,850  | 498   | 37  | 379   | 24    | 267   | 592   | 1,439  | 4'00 | 18   | 4'26 | 10'36 | 332   |
| R               | 3  | 20 | 51,275  | 4,284  | 55,575  | 19,115  | 655   | 61  | 636   | 35    | 285   | 777   | 1,685  | 2'54 | 15   | 3'36 | 7'28  | 597   |
| Total           | 32 | .. | 354,160 | 61,700 | 429,387 | 132,108 | 5,793 | 400 | 3,740 | 4,058 | 265   | 6,434 | 12,715 | 2'27 | 15   | 3'60 | 7'11  | 4,780 |
| General charges | .. | .. | ..      | ..     | ..      | ..      | ..    | ..  | ..    | ..    | ..    | ..    | 4,690  | ..   | ..   | ..   | 2'62  | ..    |
| Total           | .. | .. | ..      | ..     | ..      | ..      | ..    | ..  | ..    | ..    | ..    | ..    | 17,405 | ..   | ..   | ..   | 9'73  | ..    |



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.                       |        |         | Total. |                |       |        |      |     |
|       |                 | Train.          | Shunting. | Ballast. |        | Coal.               | Oil.  | Tallow. |          | Waste.   | Stores. | Fuel. |          | Wages.                         | Total. | Stores. |        |                | Fuel. | Wages. |      |     |
|       |                 |                 |           |          |        |                     |       |         |          |          |         |       |          |                                |        |         |        |                |       |        |      |     |
| D     | 3               | 18              | 21,636    | 3,870    | 828    | 26,334              | Cwt.  | qt.     | b.       | lb.      | £       | 520   | 23       | 251                            | 482    | £       | 1,276  | 4.73           | .21   | 2.29   | 4.39 | 366 |
| F     | 1               | 18              | 18,937    | 1,832    | ...    | 20,769              | 3,066 | 285     | 26       | 191      | 259     | 16    | 191      | 332                            | 798    | £       | 798    | 3.00           | .18   | 2.21   | 3.83 | 213 |
| Total | 4               | ...             | 40,573    | 5,702    | 828    | 47,103              | 7,236 | 705     | 61       | 416      | 779     | 39    | 442      | 814                            | 2,074  | £       | 2,074  | 3.97           | .19   | 2.25   | 4.15 | 579 |

WESTPORT SECTION

|                 |    |    |        |        |       |        |        |       |     |     |     |       |      |     |      |      |     |
|-----------------|----|----|--------|--------|-------|--------|--------|-------|-----|-----|-----|-------|------|-----|------|------|-----|
| C               | 2  | 15 | 247    | 10,606 | 85    | 10,938 | 1,362  | 222   | 11  | 33  | 67  | 380   | 1.47 | .19 | .82  | 5.86 | 186 |
| F               | 4  | 15 | 41,005 | 26,393 | 1,144 | 68,542 | 12,293 | 1,293 | 132 | 761 | 390 | 2,016 | 1.37 | .21 | 1.18 | 4.29 | 754 |
| Total           | 6  | .. | 41,252 | 36,999 | 1,229 | 79,480 | 13,655 | 1,515 | 143 | 794 | 457 | 2,396 | 1.38 | .21 | 1.13 | 4.50 | 940 |
| General charges | .. | .. | ..     | ..     | ..    | ..     | ..     | ..    | ..  | ..  | ..  | 821   | ..   | ..  | ..   | 2.48 | ..  |
| Total           | .. | .. | ..     | ..     | ..    | ..     | ..     | ..    | ..  | ..  | ..  | 3,217 | ..   | ..  | ..   | 9.71 | ..  |

GREYMOUTH SECTION

|                 |    |    |        |        |     |        |       |     |     |     |       |     |      |     |       |       |     |
|-----------------|----|----|--------|--------|-----|--------|-------|-----|-----|-----|-------|-----|------|-----|-------|-------|-----|
| F               | 3  | 12 | 26,842 | 20,074 | 90  | 47,006 | 8,377 | 499 | 74  | 376 | 870   | 731 | 4.44 | .16 | 1.54  | 3.73  | 534 |
| R               | 1  | 12 | ...    | ...    | ... | ...    | ...   | ... | ... | ... | 255   | ... | ...  | ... | ...   | ...   | ..  |
| D               | 1  | 12 | 97     | 9,954  | 79  | 10,130 | 1,377 | 106 | 14  | 94  | 72    | 214 | 1.70 | 18  | 1.20  | 5.07  | 189 |
| Total           | 5  | .. | 26,939 | 30,028 | 169 | 57,136 | 9,754 | 605 | 88  | 470 | 1,197 | 945 | 5.02 | 16  | 1.4 8 | 3.96  | 723 |
| General charges | .. | .. | ..     | ..     | ..  | ..     | ..    | ..  | ..  | ..  | ..    | ... | ...  | ... | ...   | ...   | ..  |
| Total           | .. | .. | ..     | ..     | ..  | ..     | ..    | ..  | ..  | ..  | ..    | ... | ...  | ... | ...   | 12.96 | ..  |

HURUNUI-BLUFF SECTION.

|                                        |     |    |           |         |        |           |         |        |       |        |        |       |        |        |         |       |     |      |      |       |        |
|----------------------------------------|-----|----|-----------|---------|--------|-----------|---------|--------|-------|--------|--------|-------|--------|--------|---------|-------|-----|------|------|-------|--------|
| A                                      | 5   | 6  | 21        | 27,231  | ...    | 27,252    | 2,444   | 371    | 42    | 190    | 289    | 18    | 149    | 648    | 1,104   | 2'55  | '16 | 1'31 | 5'70 | 9'72  | 349    |
| C                                      | 1   | 6  | 681       | 14,241  | 1,339  | 16,261    | 1,905   | 240    | 26    | 155    | 138    | 12    | 115    | 373    | 638     | 2'03  | '18 | 1'70 | 5'50 | 9'41  | 245    |
| D                                      | 17  | 18 | 133,784   | 137,389 | 65     | 271,238   | 45,693  | 4,621  | 348   | 2,309  | 1,366  | 208   | 2,403  | 5,216  | 9,193   | 1'21  | '18 | 2'13 | 4'61 | 8'13  | 3,373  |
| F                                      | 37  | 20 | 306,428   | 173,085 | 43,010 | 522,523   | 120,878 | 9,523  | 798   | 4,022  | 6,382  | 424   | 4,510  | 9,653  | 21,109  | 3'02  | '20 | 2'07 | 4'43 | 9'72  | 6,695  |
| G                                      | 3   | 20 | 40,536    | 4,241   | 2,165  | 46,942    | 11,324  | 823    | 85    | 345    | 645    | 33    | 455    | 775    | 1,908   | 3'30  | '17 | 2'32 | 3'96 | 9'75  | 516    |
| J                                      | 22  | 25 | 410,708   | 36,743  | 296    | 447,747   | 164,620 | 8,665  | 637   | 4,724  | 5,070  | 398   | 5,365  | 5,975  | 16,808  | 2'72  | '21 | 2'87 | 3'20 | 9'00  | 3,971  |
| K                                      | 8   | 25 | 78,319    | 6,892   | 71     | 85,282    | 22,076  | 1,419  | 130   | 1,120  | 635    | 72    | 1,207  | 1,413  | 3,327   | 1'79  | '20 | 3'40 | 3'97 | 9'36  | 1,065  |
| L                                      | 1   | 20 | 6,436     | 1,054   | ..     | 7,490     | 1,699   | 137    | 17    | 69     | 365    | 5     | 72     | 135    | 577     | 11'69 | '16 | 2'31 | 4'32 | 18'48 | 87     |
| M                                      | ..  | .. | 28        | 9       | ..     | 37        | 10      | 1      | ..    | ..     | 2      | ..    | 1      | 1      | 4       | 12'97 | ..  | 6'49 | 6'48 | 25'94 | 1      |
| N                                      | 6   | 35 | 137,957   | 5,260   | ..     | 143,217   | 34,598  | 2,663  | 146   | 1,377  | 2,112  | 121   | 2,162  | 1,480  | 5,875   | 3'54  | '20 | 3'62 | 2'48 | 9'84  | 1,052  |
| O                                      | 6   | 18 | 95,238    | 15,228  | 20     | 110,486   | 60,923  | 2,904  | 227   | 1,584  | 1,654  | 125   | 1,559  | 2,001  | 5,339   | 3'59  | '27 | 3'38 | 4'35 | 11'59 | 1,318  |
| P                                      | 7   | 18 | 123,548   | 12,606  | 36     | 136,190   | 70,347  | 3,443  | 276   | 1,795  | 1,394  | 147   | 2,955  | 2,261  | 5,857   | 2'46  | '25 | 3'62 | 3'99 | 10'32 | 1,478  |
| Q                                      | 2   | 20 | 18,617    | 5,692   | 1,348  | 25,657    | 8,425   | 521    | 79    | 418    | 157    | 28    | 217    | 504    | 966     | 1'47  | '26 | 2'03 | 4'71 | 8'47  | 449    |
| R                                      | 6   | 20 | 74,749    | 16,639  | 13,140 | 104,528   | 43,300  | 2,109  | 210   | 1,109  | 2,088  | 97    | 1,950  | 1,932  | 5,167   | 4'79  | '22 | 2'41 | 4'44 | 11'86 | 1,178  |
| T                                      | 6   | 18 | 29,655    | 7,713   | ..     | 37,368    | 19,603  | 1,102  | 90    | 686    | 1,998  | 54    | 719    | 791    | 3,562   | 12'83 | '34 | 4'62 | 5'08 | 22'87 | 546    |
| V                                      | 10  | 25 | 253,953   | 15,504  | 56     | 269,573   | 99,668  | 6,072  | 350   | 2,424  | 2,439  | 250   | 3,226  | 3,025  | 8,940   | 2'17  | '22 | 2'87 | 2'60 | 7'95  | 1,935  |
| W                                      | 2   | 12 | 792       | 186     | ..     | 978       | 279     | 29     | 5     | 15     | 7      | 1     | 15     | 26     | 49      | 1'72  | '24 | 3'68 | 6'38 | 12'02 | 19     |
| Total                                  | 139 | .. | 1,711,450 | 479,773 | 61,546 | 2,252,769 | 707,852 | 44,643 | 3,466 | 22,942 | 26,941 | 1,993 | 25,280 | 36,209 | 90,423  | 2'87  | '21 | 2'69 | 3'86 | 9'63  | 24,277 |
| Less recoverable mileage & expenditure |     |    |           |         | 5,288  | 5,288     | ..      | ..     | ..    | ..     | ..     | ..    | ..     | ..     | 491     | ..    | ..  | ..   | ..   | '03   | ..     |
| General charges                        |     |    |           | ..      | 56,258 | 2,247,481 | ..      | ..     | ..    | ..     | ..     | ..    | ..     | ..     | 89,932  | ..    | ..  | ..   | ..   | 9'60  | ..     |
| Total                                  |     |    | ..        | ..      | ..     | ..        | ..      | ..     | ..    | ..     | ..     | ..    | ..     | ..     | 13,146  | ..    | ..  | ..   | ..   | 1'40  | ..     |
|                                        |     |    |           | ..      | 56,258 | 2,247,481 | ..      | ..     | ..    | ..     | ..     | ..    | ..     | ..     | 103,078 | ..    | ..  | ..   | ..   | 11'00 | ..     |

T. F. ROTHERAM,  
Locomotive Superintendent, N.Z.R.

RETURN No. 24.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1892.

| Mine.                                            | 1891-92. | 1890-91. | Increase. | Decrease. |
|--------------------------------------------------|----------|----------|-----------|-----------|
|                                                  | Tons.    | Tons.    | Tons.     | Tons.     |
| Austin, J., Sheffield ...                        | 1,331    | 1,286    | 45        | ...       |
| Springfield Coal Company, Springfield ...        | 254      | 2,000    | ..        | 1,746     |
| Leeming, Whitecliffs ..                          | 2,755    | 4,031    | ..        | 1,276     |
| McIlraith, J., Glentunnel ...                    | 3,126    | 1,724    | 1,402     | ..        |
| Levick, H., Glentunnel ...                       | 237      | ...      | 237       | ..        |
| Smith and Taylor, Springfield ...                | 651      | 1,238    | ..        | 587       |
| Studholme and McPherson, Waimate ..              | 24       | 75       | ..        | 51        |
| Kurow ...                                        | 353      | 344      | 9         | ..        |
| Abbotsford ...                                   | 33       | ..       | 33        | ..        |
| Ngapara ...                                      | 44       | 21       | 23        | ..        |
| Herbert ...                                      | 186      | 103      | 83        | ..        |
| Shag Point ...                                   | 8,034    | 10,692   | ..        | 2,658     |
| Bushey ...                                       | 7,492    | 7,082    | 410       | ..        |
| Walton Park ...                                  | 14,168   | 15,089   | ..        | 921       |
| Fernhill ...                                     | 6,254    | 7,930    | ..        | 1,676     |
| Green Island ...                                 | ..       | 2,499    | ..        | 2,499     |
| Freeman's ...                                    | 13,162   | 12,463   | 699       | ..        |
| Salisbury ...                                    | 1,961    | ..       | 1,961     | ..        |
| Nelson's ...                                     | 1,034    | 1,188    | ..        | 154       |
| Lovell's Flat ...                                | 383      | 150      | 233       | ..        |
| Milton ...                                       | 9        | 9        | ..        | ..        |
| Kaitangata ...                                   | 58,872   | 71,431   | ..        | 12,559    |
| Castle Hill ...                                  | 52       | 224      | ..        | 172       |
| Cormack's ...                                    | 568      | 699      | ..        | 131       |
| Carruthers ...                                   | ..       | 64       | ..        | 64        |
| Conical Hills ...                                | 1,714    | 1,159    | 555       | ..        |
| Mosgiel ..                                       | 158      | ..       | 158       | ..        |
| McKenzie, J., Pukerau ...                        | 559      | 306      | 253       | ..        |
| Hagan, C. O., Pukerau ...                        | 182      | 107      | 75        | ..        |
| Dudley, J., Pukerau ...                          | 5        | 10       | ..        | 5         |
| Divers, G., Pukerau ...                          | ..       | 10       | ..        | 10        |
| Hoffman, Waikaka ...                             | ..       | 5        | ..        | 5         |
| Johnston, A., Waikaka ...                        | 10       | ..       | 10        | ..        |
| Adams and Tweedie, Gore ...                      | ..       | 346      | ..        | 346       |
| Hoffman, Gore ..                                 | 222      | 152      | 70        | ..        |
| Fryer's, Gore ...                                | 34       | ..       | 34        | ..        |
| Hood's, Gore ..                                  | 4        | ..       | 4         | ..        |
| Adams, Gore ...                                  | 95       | ..       | 95        | ..        |
| Cossgrove, Croydon ..                            | 5        | ..       | 5         | ..        |
| Tweedie, D., Pyramids ...                        | 4        | ..       | 4         | ..        |
| Fox, J., Pyramids ...                            | 10       | ..       | 10        | ..        |
| Adams, Riversdale ..                             | ..       | 4        | ..        | 4         |
| Pease, Riversdale ...                            | ..       | 4        | ..        | 4         |
| New Zealand Agricultural Company, Riversdale ... | ..       | 5        | ..        | 5         |
| Carmichael, Waimea ...                           | 4        | 12       | ..        | 8         |
| New Zealand Agricultural Company, Waimea ..      | 10       | 4        | 6         | ..        |
| Smith, J., Waimea ..                             | 6        | ..       | 6         | ..        |
| Beattie, J., Maitaura ...                        | 5        | 5        | ..        | ..        |
| Town, C., Maitaura ..                            | 199      | 99       | 100       | ..        |
| Sleeman, C. P., Maitaura ...                     | 29       | 5        | 24        | ..        |
| Sutherland, Fairfax ..                           | 4        | 4        | ..        | ..        |
| Slaterry, N., Fairfax ...                        | 5        | ..       | 5         | ..        |
| Spooner and Son, Wairio ...                      | 8        | 6        | 2         | ..        |
| Brazier, J., Wairio ..                           | 35       | ..       | 35        | ..        |
| Reed, W., Wairio ...                             | 680      | ..       | 680       | ..        |
| Benson, S., Wairio ..                            | 40       | ..       | 40        | ..        |
| Nightcaps Coal Company, Nightcaps ...            | 11,570   | 19,579   | ..        | 8,009     |
| Reed, W., and Co., Nightcaps ...                 | 191      | 173      | 18        | ..        |
| Brazier, J., Nightcaps ...                       | 5        | ..       | 5         | ..        |
| Cassels, A., Orepuki ..                          | 213      | 326      | ..        | 113       |
| Hokonui Coal Company, Winton ...                 | ..       | 1,776    | ..        | 1,776     |
| Totals ...                                       | 136,989  | 164,439  | 7,329     | 34,779    |

## RETURN No. 25.

## 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, 1892.

| Port.         |     |     |     |     | 1891-92. | 1890-91. | Increase. | Decrease. |
|---------------|-----|-----|-----|-----|----------|----------|-----------|-----------|
|               |     |     |     |     | No.      | No.      | No.       | No.       |
| DISCHARGED :— |     |     |     |     |          |          |           |           |
| Lyttelton     | ..  | ... | ... | ..  | 1,532    | 1,594    | ..        | 62        |
| Timaru        | ..  | ..  | ..  | ... | 326      | 372      | ..        | 46        |
| Oamaru        | ..  | ... | ... | ..  | 156      | 230      | ..        | 74        |
| Port Chalmers | ... | ... | ... | ..  | 392      | 303      | 89        | ..        |
| Dunedin       | ... | ..  | ..  | ..  | 55       | 64       | ..        | 9         |
| Bluff         | ... | ... | ..  | ... | 386      | 329      | 57        | ...       |
| Totals        |     |     |     |     | 2,847    | 2,892    | 146       | 191       |
| LOADED :—     |     |     |     |     |          |          |           |           |
| Lyttelton     | ..  | ... | ..  | ... | 1,264    | 1,309    | ..        | 45        |
| Timaru        | ..  | ..  | ... | ... | 322      | 380      | ..        | 58        |
| Oamaru        | ..  | ... | ... | ... | 154      | 225      | ...       | 71        |
| Port Chalmers | ..  | ..  | ... | ... | 398      | 311      | 87        | ..        |
| Dunedin       | ... | ..  | ..  | ... | ...      | 3        | ..        | 3         |
| Bluff         | ..  | ... | ... | ... | 384      | 325      | 59        | ..        |
| Totals        |     |     |     |     | 2,522    | 2,553    | 146       | 177       |

## RETURN No. 26.

## HURUNUI-BLUFF SECTION

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1892, 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. 64 26 | M. ch. ... | M. ch. 64 26 | M. ch. 282 31                     |
| Rangiora—Sheffield and Eyreton Junction—Bennett's | ...           | ...         | 53 56      | 242 65         | ...          | 4 17       | 23 1         | 57 73                             |
| Southbridge and Little River Branches             | ...           | ...         | 48 7       |                |              | 5 22       |              | 53 29                             |
| Springfield and Whitecliffs Branches              | ..            | ...         | 42 27      |                |              | 4 61       |              | 47 8                              |
| Mount Somers Branch                               | ..            | ..          | 27 35      |                |              | 1 53       |              | 29 8                              |
| Albury Branch                                     | ...           | ..          | 36 13      |                |              | 2 45       |              | 38 58                             |
| Waimate Branch                                    | ...           | ...         | 4 46       |                |              | 1 4        |              | 5 50                              |
| Rakaia and Ashburton Forks Branch                 | ...           | ...         | 22 20      |                |              | 2 65       |              | 25 5                              |
| Waimate Gorge Branch                              | ..            | ...         | 8 21       |                |              | 0 54       |              | 8 75                              |
| Totals, Christchurch Division                     | 211 57        | 6 28        | 242 65     | 460 70         | 64 26        | 23 1       | 87 27        | 548 17                            |
| DUNEDIN DIVISION :—                               |               |             |            |                |              |            |              |                                   |
| Main Line ..                                      | 175 20        | ...         | ...        | 175 20         | 46 20        | ...        | 46 20        | 221 40                            |
| Pukeuri—Duntroon Branch                           | ...           | ..          | 22 3       | 185 35         | ...          | 1 35       | 17 33        | 23 38                             |
| Duntroon—Hakateramea Branch                       | ...           | ..          | 15 38      |                |              | 1 3        |              | 16 41                             |
| Oamaru—Breakwater Branch                          | ..            | ..          | 0 63       |                |              | 0 25       |              | 1 8                               |
| Ngapara & Livingstone Branches                    | ...           | ...         | 27 4       |                |              | 1 75       |              | 28 79                             |
| Shag Point Branch                                 | ..            | ..          | 2 10       |                |              | 0 10       |              | 2 20                              |
| Waihemo Branch                                    | ...           | ..          | 8 55       |                |              | 0 57       |              | 9 32                              |
| Port Chalmers Branch                              | ..            | ..          | 1 26       |                |              | 3 41       |              | 4 67                              |
| Walton Park Branch..                              | ...           | ...         | 2 49       |                |              | 0 52       |              | 3 21                              |
| Otago Central Railway                             | ...           | ...         | 40 8       |                |              | 1 69       |              | 41 77                             |
| Outram Branch                                     | ..            | ...         | 9 0        |                |              | 0 65       |              | 9 65                              |
| Lawrence Branch                                   | ...           | ...         | 22 1       |                |              | 1 78       |              | 23 79                             |
| Catlin's River Branch                             | ..            | ...         | 14 14      |                |              | 1 2        |              | 15 16                             |
| Tapanui Branch                                    | ..            | ...         | 20 4       |                |              | 2 1        |              | 22 5                              |
| Totals, Dunedin Division                          | 175 20        | ..          | 185 35     | 360 55         | 46 20        | 17 33      | 63 53        | 424 28                            |
| INVERCARGILL DIVISION :—                          |               |             |            |                |              |            |              |                                   |
| Main Line ...                                     | 72 54         | ..          | ..         | 72 54          | 17 0         | ...        | 17 0         | 89 54                             |
| Waimea Plains Branch                              | ...           | ..          | 36 41      | 215 6          | ...          | 2 3        | 16 62        | 38 44                             |
| Wyndham Branch                                    | ..            | ..          | 9 36       |                |              | 0 43       |              | 9 79                              |
| Seaward Bush Branch                               | ..            | ..          | 11 25      |                |              | 0 56       |              | 12 1                              |
| Kingston Branch                                   | ...           | ...         | 87 0       |                |              | 5 77       |              | 92 77                             |
| Makarewa—Orepuki Branch                           | ...           | ...         | 35 52      |                |              | 4 6        |              | 39 58                             |
| Thornbury—Wairio and Wairio—Nightcaps Branches    | ...           | ..          | 24 51      |                |              | 2 34       |              | 27 5                              |
| Lumsden—Mararoa Branch                            | ...           | ...         | 10 41      |                |              | 1 3        |              | 11 44                             |
| Totals, Invercargill Division                     | 72 54         | ...         | 215 6      | 287 60         | 17 0         | 16 62      | 33 62        | 321 42                            |
| Grand Totals—Whole Line                           | 459 51        | 6 28        | 643 26     | 1109 25        | 127 46       | 57 16      | 184 62       | 1294 7                            |
| Riversdale—Switzers Line*                         | ..            | ..          | ...        | 2 0            | ...          | ...        | ..           | ...                               |
| Forest Hill Tramway ..                            | ...           | ...         | ..         | 10 0           | ..           | ...        | ...          | ..                                |

\* Taken over, but not yet open for traffic.

## RETURN No. 27

STATEMENT of NET EXPENDITURE from Vote for ADDITIONS to OPEN LINES, Public Works Fund, 1891–92.

| Vote No. | Name of Vote.           | Appropriation. |     | Expenditure. |      | Credits. |  | Net Expenditure. |      |
|----------|-------------------------|----------------|-----|--------------|------|----------|--|------------------|------|
|          | PUBLIC WORKS FUND.      | £ s. d.        |     | £ s. d.      |      | £ s. d.  |  | £ s. d.          |      |
|          | PART I.                 |                |     |              |      |          |  |                  |      |
| 89       | Additions to open lines | 43,000         | 0 0 | 30,388       | 4 11 |          |  | 30 388           | 4 11 |
| 91       | Railway Capital Account | 3 300          | 0 0 | 3,300        | 0 0  |          |  | 3,300            | 0 0  |

Accountant's Office, New Zealand Railways,  
25th April, 1892.

A. C. FIFE,  
Railway Accountant.

Examined and found correct.

JAMES EDWARD FITZGERALD,  
26th April, 1892. Controller and Auditor-General.

## RETURN No. 28.

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES during the Year ending 31st March, 1892.

## PART I.—PASSENGERS.

## GENERAL FARES AND REGULATIONS.

(23.) Teachers' Saturday Season Tickets Duration of term fixed.

(30.) Athletic Teams Regulation extended to rifle-clubs.

(33.) Miscellaneous Additional clause.

## LOCAL FARES AND REGULATIONS.

*Auckland Section.*

Suburban traffic Second-class return fare, Auckland and Newmarket, reduced.

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

Regulation respecting commercial travellers' luggage altered.

Regulation respecting storage of parcels inserted and removed.

Regulation respecting horses of members of hunt-clubs returning from meets altered.

Cream to be charged same rates as milk.

Local milk-rate to Wellington inserted.

## PART III.—GOODS

## CLASSIFIED RATES.

Classes F, H, N, P, and Q Inserted up to 250 miles, and altered for distances beyond 250 miles.

Classes A, B, C, D, E, K, and M Altered for distances beyond 400 miles.

## REGULATIONS.

(7.) Class K, Timber When timber is conveyed in double-bogie trucks, check-wagon or -wagons to be charged for when required.

(8.) Class M, Live-stock Drovers' dogs included.

(9.) Class N, Special Regulation as to minimum quantity amended.

(10.) Class P, Native Coal, &c. Clause in regard to minimum quantity of bone-dust, guano, &c., inserted.

(18.) Demurrage regulation altered.

(19.) Private stores and sidings Regulation amended, also new clause about responsibility of siding-holders for safety of railway property

(21.) Stock, implements, dogs, and poultry exhibited at Agricultural Shows, and entire horses exhibited at Horse Parades Regulation altered.

(23.) Miscellaneous New regulation respecting supply of trucks, also respecting non-responsibility of Commissioners for delivery of goods by particular trains, &c. New clause about goods remaining on hand four working-hours after arrival. Charge provided to cover cost of sending a messenger with any consignment exceeding £500 in value.

(24.) Tasmanian Exhibition, Launceston Regulation inserted respecting free carriage of exhibits.

## PART IV.—LOCAL RATES.

The words "unless otherwise provided to the contrary" added to the direction in regard to charging small lots.

*Whangarei Section.*

New regulation about storage of goods.

Rate for P and Q goods between coal-mines, Whangarei, and Railway Wharf reduced.

*Auckland Section.*

Rate, Auckland to Westfield, for copra, candlenuts, peanuts, rapeseed, linseed, sodas, and other raw material, reduced.

Clause in regard to rate for raw materials, ex ship, for manufacture of artificial manures, Railway Wharf to Westfield, amended.

Rate for oil, soap, candles, soda-crystals, refined tallow, and oilcake, Westfield to Auckland, reduced.

Rate for tallow, Westfield to private sidings at Auckland, removed.



*Napier-Taranaki Section.*

Permanent-way material removed from regulation about charging as Class D.  
 Wool-rate, Spit to Hastings, inserted.  
 Wool-rate, Turakina to Wanganui, made applicable from Wangaehu.  
 Regulation *re* export of white-pine amended.  
 Local cement-rates to Woodville cancelled.  
 New rate for native coal, Foxton to Longburn.  
 Regulation in regard to goods of Class P being charged as Class N altered.  
 Rate for fruit, New Plymouth Breakwater or Waitara to Wanganui, inserted.  
 Rate for dead meat, &c., Woodville to Spit, inserted.  
 Butter in 4-ton lots, and dead meat in 2-ton lots, from Wanganui line. Special rates now made applicable to Napier-Taranaki Section.  
 Lined pelts and tallow, Longburn to Foxton. Rate reduced.  
 Charge provided for live-stock not conveyed by rail using railway cattle-yards at Wanganui.  
 Cheese in 10cwt. lots. Local regulation amended.

*Napier-Taranaki and Wellington Sections*

Class M, to Johnsonville, Wellington, Ngahauranga, and Petone. Rates from stations south of Wanganui not to exceed Wanganui rates.

*Wellington Section.*

Permanent-way material removed from regulation about charging as Class D.  
 Class K, Timber. Regulation *re* white-pine timber for export amended.  
 Regulation in regard to goods of Class P being charged as Class N altered.  
 Cheese in 10cwt. lots. Local regulation amended.  
 Special rate for tallow, Petone to Wellington, made applicable to pelts.  
 New rates for cased meat, tallow, pelts, manure, and wool, Ngahauranga to Wellington, also for coal, Wellington to Ngahauranga.

*Greymouth Section.*

Rate for coal and coal-dross from the mines at Brunnerton and Wallsend removed, and rate for coal and coal-dross consigned to port for shipment inserted.  
 Rate for coal to Greymouth inserted.  
 Rate for coke consigned to Greymouth for export beyond New Zealand reduced.

*Westport Section.*

Rate for native coals and minerals from Waimangaroa Branch to port removed, and rate for coals and coal-dross consigned to port for shipment inserted.  
 Native coals and minerals from Waimangaroa Branch to Waimangaroa, &c. Clause altered to apply to coal and coal-dross, and Westport included.  
 Rate for coke from Waimangaroa Branch removed.  
 Rate for native coals and coke from Ngakawau to port removed.  
 Rates for goods over Waimangaroa Branch line inserted.

*Nelson Section.*

Class H. Rate for wool, Belgrove to Nelson or Port, reduced.

*Picton Section.*

Hides and pelts added to local rate for tallow to Picton for export.  
 Class E. Consigned to ships for shipment. Regulation and rate altered.  
 Class F, Hay, &c. Regulation altered.  
 Class H, Wool. Regulation altered, and rates amended.

*Hurunui-Bluff Section.*

Terminal charge of 1s. 3d. per ton on goods of A, B, C, D, and E at Invercargill not to be made when goods are consigned to the Jetty.  
 Class H, Wool. Livingston Branch stations added to stations from which local rates for distances over 71 miles are provided.  
 Timber, Mount Somers Branch. Local impost abolished.  
 Timber. Local rate from Springburn to Tinwald and Ashburton provided.  
 Regulation *re* export of white-pine amended.  
 Goods of Classes A, B, and C, from Christchurch to stations between Ashley and Amberley, inclusive, to be charged as Class D.  
 Lyttelton Station. Rate for frozen meat and butter shed to ship's side, inserted.  
 A, B, C, and D goods between Dunedin, Port Chalmers, and Invercargill. Local rates cancelled.  
 New regulations between Dunedin and Invercargill.  
 New rates for bar-iron and castings from Burnside to Christchurch, Timaru, Oamaru, and Invercargill.  
 Burnside and Dunedin. Rate for oil, soap, candles, &c., reduced, and other goods included.  
 Classes K, N, and P, Clarkesville and Lawrence, Duntroon, Ngapara, Livingston, and Mount Somers Branches. Regulation removed.  
 Invercargill Jetty. Amended regulation.  
 Rates on district railways altered.  
 Coal from Nightcaps. Terminal charge inserted.  
 Reduction of rates for paper consigned from local paper-mills.  
 Goods of Classes A, B, C, and D (branch lines). Regulation amended.  
 Ships' goods on port lines. Wire-netting removed.

## PART V.—CLASSIFICATION OF GOODS.

|                                                                                           | Class.                                 |
|-------------------------------------------------------------------------------------------|----------------------------------------|
| Bone-dust, packed. Owners' risk ..                                                        | P                                      |
| Bones. Owners' risk                                                                       | Q                                      |
| Briquettes, coal                                                                          | P                                      |
| Carriage-covers (returned empty, free)                                                    | A                                      |
| Cheese, packed, consigned from makers' factories, in consignments of not less than 10cwt. | D                                      |
| Cream. Owners' risk                                                                       | As milk see Part II.                   |
| Empties Cider, and crates and cases for poultry, not "returned empties"                   | { As returned empties<br>see Part III. |
| Furniture, skeleton. Owners' risk. Double rate. <i>Special goods</i>                      | A                                      |
| Gravestones. Owners' risk                                                                 | D                                      |
| <i>Removed.</i> —Gravestones, rough. Owners' risk ..                                      | C                                      |
| Guano, packed                                                                             | P                                      |
| Hearthstones. Owners' risk                                                                | D                                      |
| Manure, artificial. Owners' risk                                                          | P                                      |
| Manure, salt                                                                              | P                                      |
| <i>Removed.</i> —Poultry, crates or cases, empty, not "returned empties." Half rate ..    | A                                      |
| Rails, steel, and fastenings                                                              | N                                      |
| <i>Removed.</i> —Seeds, flax                                                              | D                                      |
| Soot, in bags, as artificial manure. Owners' risk                                         | P                                      |
| Sulkies, with wheels removed. Double rate. Owners' risk                                   | A                                      |
| Water, in tanks                                                                           | C                                      |
| Wire-netting. Owners' risk ..                                                             | D                                      |

## PART VI.—WHARVES.

*Auckland Section.*

Onehunga Wharf Wharfage rate for cattle and horses amended.

*Greymouth Section.*

Greymouth Wharf Wharfage rate for minerals inserted.

*Westport Section.*

Westport Wharf Charges for use of wharf amended.

*Nelson Section.*

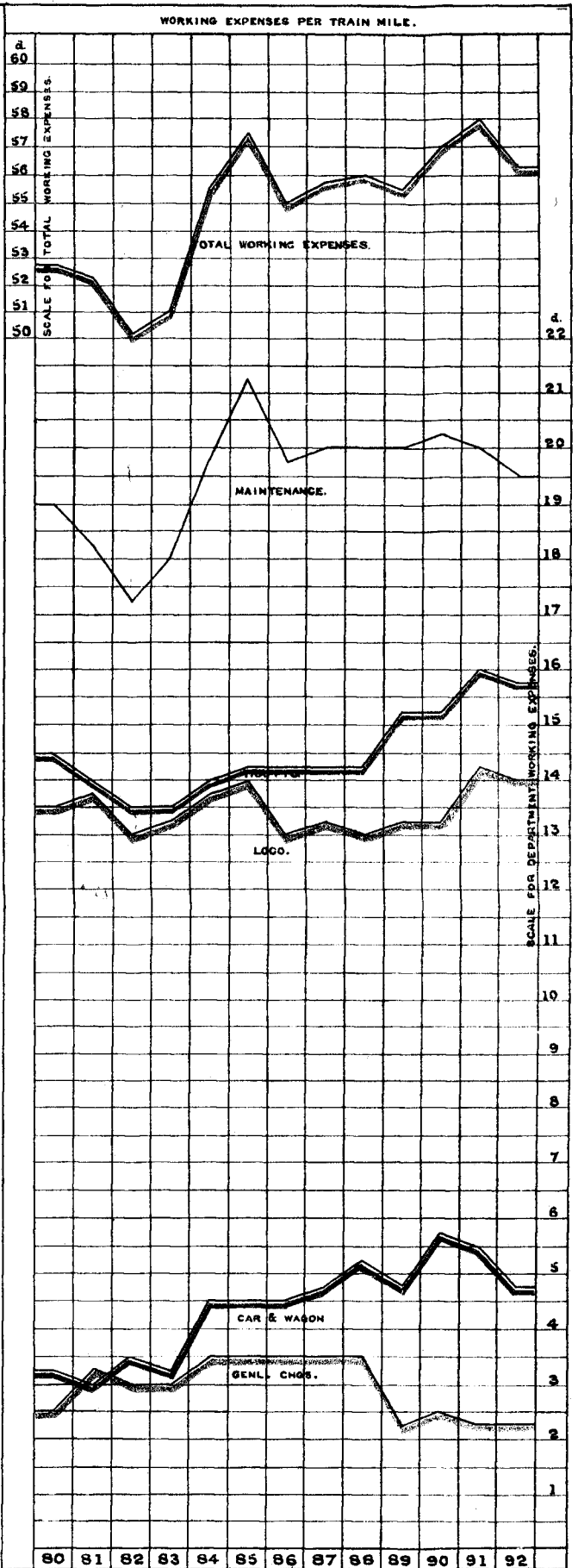
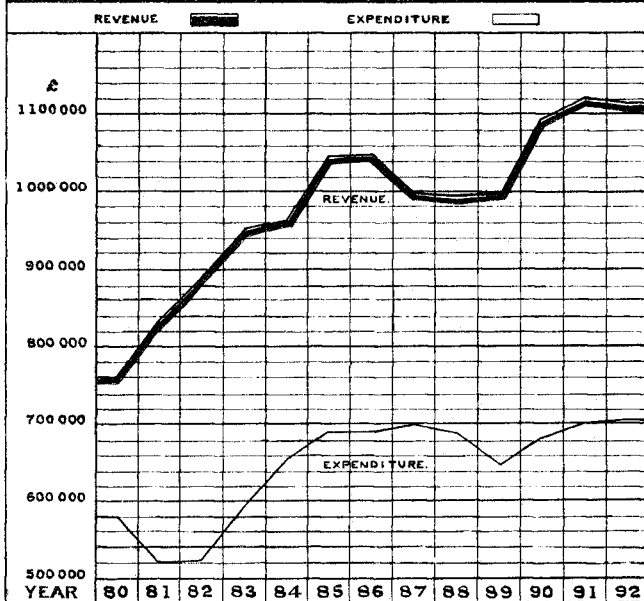
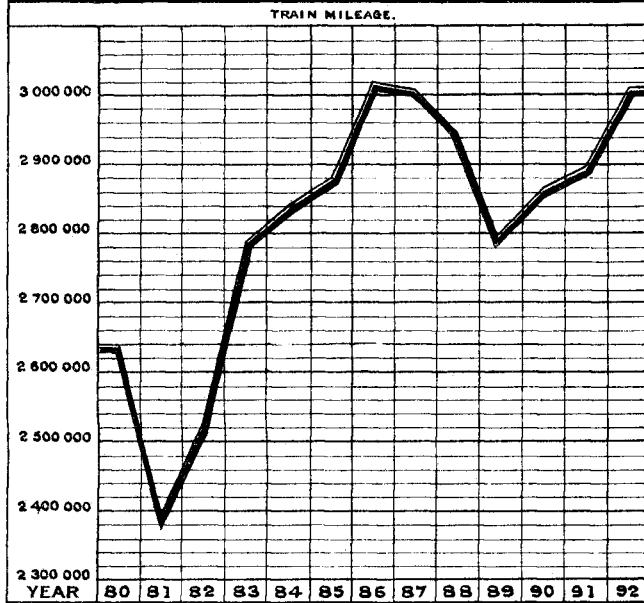
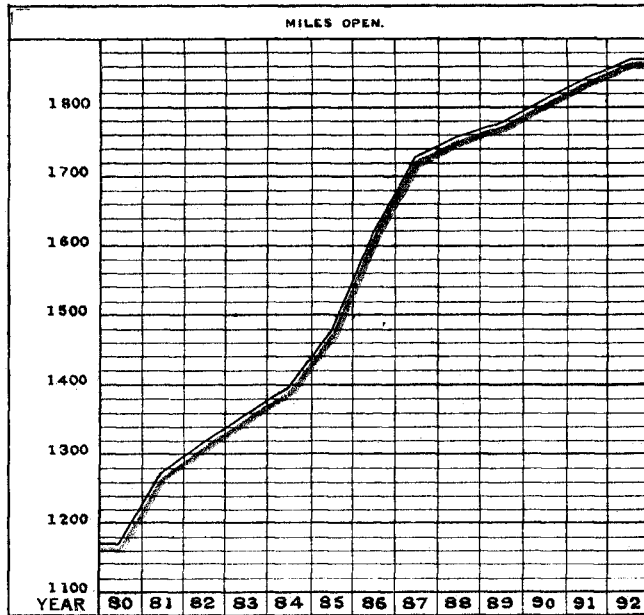
Nelson Wharf Wharfage rate for bricks reduced.

*Approximate Cost of Paper.*—Preparation (not given); printing (1,700 copies), £64 10s.

By Authority: GEORGE DIDSBUXX, Government Printer, Wellington.—1892.

Price, 1s 6d.]

# NEW ZEALAND GOVERNMENT RAILWAYS.





# ITINERARY.

## ORDINARY ROUTES.

|                                                                                  | Miles. | Time.     |
|----------------------------------------------------------------------------------|--------|-----------|
| Bluff to Invercargill, rail                                                      | 17     | 1 hour.   |
| Invercargill to Kingston, rail                                                   | 87     | 1 day.    |
| Kingston to Queenstown, steamer                                                  | 22     |           |
| Invercargill to Dunedin, rail                                                    | 139    | 7½ hours. |
| Queenstown to Glenorchy, steamer                                                 | 27     | 4 hours.  |
| Queenstown via Kingston, Lumsden, and Waimea Plains to Dunedin, steamer and rail | 197    | 1 day.    |
| Dunedin to Fairlie via Timaru, rail                                              | 165    | 7 hours.  |
| Dunedin to Christchurch, rail                                                    | 230    | 1 day.    |
| Fairlie to Hermitage Mount Cook coach                                            | 96     | 2 days.   |
| Fairlie to Christchurch, rail                                                    | 132    | 7 hours.  |
| Christchurch to Hokitika or Greymouth via Oira Gorge, rail and coach             | 154    | 2 days.   |
| Hokitika to Nelson via Greymouth and Reefton, coach                              | 214    | 3½ days.  |
| Nelson via Picton to Wellington, steamer                                         | 159    | 1 day.    |
| Christchurch to Wellington, rail and steamer                                     | 215    | 15 hours. |
| Wellington to Napier via Wairarapa, rail and coach                               | 213    | 2 days.   |
| Wellington to Napier via Manawatu, rail and coach                                | 200    | 1 day.    |
| Wellington to New Plymouth, rail                                                 | 252    | 1 day.    |
| New Plymouth to Auckland, steamer                                                | 155    | 1 day.    |
| Napier to Auckland, steamer                                                      | 470    | 2 days.   |
| Napier via Runanga and Taupo to Rotorua, coach                                   | 142    | 3 days.   |
| Rotorua via Oxford to Auckland, coach and rail                                   | 166    | 2 days.   |
| Auckland to Waiwera, steamer                                                     | 32     | 4 hours.  |

## OTHER ROUTES.

|                                                                                          |     |           |
|------------------------------------------------------------------------------------------|-----|-----------|
| Invercargill to Manapori and Te Anau via Lumsden, rail and coach                         | 116 | 1 day.    |
| Te Anau to Milford Sound, steamer and foot                                               | 66  | 4 days.   |
| Glenorchy to Mount Earnslaw, horse and foot                                              |     | 1 day.    |
| Kintoch to Lake Harris, horse and foot                                                   |     | 3 days.   |
| Queenstown to Lake Wanaka, coach                                                         | 47  | 1 day.    |
| Lake Wanaka to Mount Aspiring, horse and foot                                            | 25  | 2 days.   |
| Lake Wanaka to Lake Hawea, horse                                                         | 12  | 1 day.    |
| Lake Wanaka via Lindis Pass to Mount Cook, buggy                                         | 122 | 3 days.   |
| Lake Wanaka via Clutha Valley to Dunedin, coach and rail                                 | 165 | 2 days.   |
| Queenstown via Cromwell and Naseby to Dunedin, coach and rail                            | 185 | 3 days.   |
| Christchurch via Culverden and Kaikoura to Blenheim, rail and coach                      | 198 | 3½ days.  |
| Christchurch to Hammer Hot Springs, rail and coach                                       | 86  | 1 day.    |
| Hammer Springs via Clarence and Awatere to Blenheim, horseback                           | 120 | 3 days.   |
| Hammer Springs via Rainbow and Wairau Gorge to Nelson, horseback                         | 123 | 3 days.   |
| Hokitika to Mount Cook and Francis Joseph Glacier, coach and horse, or steamer and horse | 90  | 2 days.   |
| Greymouth to Christchurch via Amuri Pass, horseback and rail                             | 170 | 3 days.   |
| Reefton to Westport, coach                                                               | 45  | 1 day.    |
| Reefton to Hammer Hot Springs via Cannibal Gorge, horseback                              | 80  | 3 days.   |
| Nelson to Blenheim, coach                                                                | 68  | 1 day.    |
| Auckland to New Plymouth, overland, via Kuiti and Mokau, rail, horse, and canoe          | 233 | 4 days.   |
| Auckland to Bay of Islands, steamer                                                      | 147 | 12 hours. |
| Bay of Islands to Whangaroa, steamer                                                     | 48  | 5 hours.  |
| Bay of Islands, overland, to Auckland, buggy, steamer, and rail                          | 158 | 4 days.   |
| Bay of Islands to Hokitanga, Herd's Point, coach and steamer                             | 60  | 1 day.    |
| Hokitanga to Dargaville, horseback                                                       | 60  | 2 days.   |
| Auckland to Whangarei, steamer                                                           | 88  | 1 day.    |
| Whangarei to Tangiteroria, horseback                                                     | 24  | 1 day.    |
| Tangiteroria to Dargaville, steamer                                                      | 23  | 1 day.    |
| Dargaville to Helensville, steamer                                                       | 62  | 1 day.    |
| Helensville to Auckland, rail                                                            | 38  | 3 hours.  |
| Auckland to Thames, steamer                                                              | 42  | 5 hours.  |
| Thames to Tauranga, coach                                                                | 75  | 2 days.   |
| Auckland to Tauranga, steamer                                                            | 160 | 12 hours. |
| Tauranga to Rotorua, coach                                                               | 35  | 1 day.    |
| Morrinsville via Te Aroha and Thames to Auckland, rail and steamer                       | 105 | 1½ days.  |
| Auckland to Waitomo Caves, rail and horseback                                            | 125 | 1 day.    |
| Auckland via Lichfield to Taupo, rail and coach                                          | 190 | 2 days.   |
| Taupo via Tokaanu to Taumarunui, horseback                                               | 70  | 4 days.   |
| Taumarunui to Pipiriki, canoe                                                            | 81  | 2½ days.  |
| Pipiriki to Wanganui, steamer                                                            | 55  | 1 day.    |
| Taumarunui to Wanganui, canoe                                                            | 136 | 4 days.   |
| Wanganui to Wellington, rail                                                             | 151 | 1 day.    |
| Taupo via Tokaanu and Karioi to Wanganui, horseback                                      | 130 | 4 days.   |
| Rotorua via Galatea, Te Teko, and Opotiki to Gisborne, horseback                         | 158 | 6 days.   |
| Gisborne via Wairoa and Mohaka to Napier, horseback                                      | 128 | 2 days.   |
| Wairoa via Waiau Valley to Waikaremoana, horseback                                       | 30  | 1 day.    |

|                                        |             |
|----------------------------------------|-------------|
| Bluff to West Coast Sounds, and return | 8 days.     |
| Lyttelton to Waitangi, Chatham Islands | 536 2 days. |

# North Island

North Taranaki Bight

South Taranaki Bight

# Middle Island



S. PERCY SMITH  
Survey General.

# NEW ZEALAND

Scale of English Miles.



## REFERENCE.

Government railways open for traffic, 1872 miles

Private lines

Coach and steamer routes

Roads and tracks

