

1893.
NEW ZEALAND.

ANNUAL REPORT ON WORKING RAILWAYS

BY THE NEW ZEALAND RAILWAY COMMISSIONERS.

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

To the Hon. the MINISTER for PUBLIC WORKS.

N.Z. Government Railways,

Head Office,

Wellington, 16th June, 1893.

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, 1893.

REVENUE, EXPENSES, AND TRAFFIC.

The returns of traffic, revenue, and expenses of the various sections of railways are presented in the same form as in the annual reports of previous years. Complete details of the expenditure in every branch of the service and other particulars of the year's transactions are given therein.

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

	£	s.	d.
Gross earnings	1,181,521	13	10
Working-expenses	732,141	11	10
Net profit	£449,380	2	0

This profit gives a return of £3 1s. per cent. on £14,733,120, which is the estimated cost of the 1,886 miles of railways open for traffic up to the 31st March, 1893.

The anticipated improvement in traffic and revenue referred to in the last annual report has been more than realised. The estimated revenue has been exceeded by £41,521; the working-expenses have exceeded the estimate of £717,000 given in the annual report by £15,141.

The traffic for the last fourteen 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	349,428	858,662	3,362,266	10,717
86-87	1,727	998,768	699,072	1,747,754	372,337	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	3,182,803	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
92-93	1,886	1,181,522	732,142	2,193,330	460,383	1,393,457	3,759,044	16,504

All branches of traffic show improvement ; the revenue also has substantially increased—under the head of Passengers by over £26,000, and under the head of Goods by over £36,000.

The expenses have risen in a less ratio than the revenue, the proportion being 61·97 per cent., against 63·34 for the former year. This ratio is lower than it has been for the last ten years.

Increased expenses arise from increased traffic as well as from exceptional flood damages ; more power and wear-and-tear are involved with the heavier loads, greater mileage open, and the increasing age of the system. The increase in revenue at a much greater rate than that of the expenses, however, must be satisfactory, and the improved net results, taken in connection with the very large reductions in fares and in rates and charges on the local productions, must be a source of congratulation to the colony.

For the coming year the revenue is estimated at £1,176,000, and the expenses at £732,000.

A diminished grain traffic is expected, on account of the lighter yield and smaller area in crop.

The length provided for in the estimated expenses is 1,892 miles, the additional mileage being : the Kaihu Railway, 17 miles ; Te Aro Extension, 1 mile ; Mangaonoho Extension, 4 miles. The estimated average expenses per mile are £387, against £390 during the past year.

CONDITION OF LINES AND APPLIANCES.

The lines and appliances have been thoroughly maintained, and their character and capacity have, as hitherto, been improved in the process of maintenance from working-expenses.

The Commissioners have derived advantages from the improvements inaugurated and carried on under the previous management ; and they have continued the same system of improvement under maintenance vigorously during their administration.

During last session a return (D.-11A) relating to engines and rolling-stock was made to the House of Representatives, explaining very fully the manner in which this portion of the plant had been improved and increased. Notwithstanding the carefully-considered assurances and data already given by the Commissioners in that paper, they have regretted to find it subsequently stated to the House that the capital of the railways had been reduced by the sale of twenty-six thousand pounds' worth of stock. The Commissioners repeat the statements they made in paper D.-11A, and deny the correctness of the statement made to the House that the capital of the railways has been reduced.

They repeat what has been pointed out in their former reports. The railways have been improved in value during maintenance by relaying old 40lb. iron rails with 53lb. steel ; by increasing the capacity of the sidings, passenger- and goods-sheds ; by renewing soft-timber structures with either masonry, hardwood, or iron ; by increasing the aggregate power of their engines, the passenger-carriage accommodation, the wagon capacity, and the brake-power. The execution of new work for private companies, and the sales of old plant and materials, have in no way at any time diminished or trespassed upon the capital.

New plant, supplied from working-expenses, of a more powerful, more commodious, more capacious, and better class, replaces the old plant abandoned and sold, and the capital value of the railways has been increased by the system pursued.

GENERAL.

It is desirable to make some remarks on the aims of and the position attained by the railway administration, for which the Commissioners are responsible to Parliament, during the four years of their office ending last financial year.

It has frequently happened that the Commissioners have been pursued by demands that they should manage the railways on " commercial principles "—a phrase which is very ambiguous. This idea is one of the abandoned theories of a past generation. Legislation in the United Kingdom, United States, all the nations of the Continent of Europe, Canada, and the South American Republics,

has for the last quarter of a century been in the direction of compelling the railway companies to adopt principles in railway management which are opposed to the practices of commerce: there is no proper analogy between the exchange of goods and the performance of the duties of a railway carrier. To give equality of treatment to all persons using the railways under similar conditions, and to give uniformity of charges, has been the direct tendency of nearly all modern railway legislation.

The processes known to commercial men, the essence of whose business lies in bargaining, are almost entirely condemned by all the civilised nations of the world as applied to charges for railway services; and commercial practice as a rule is regarded as inapplicable to railway management.

The Commissioners have endeavoured to conform to the spirit of the age, believing that the railways should be worked for assisting the development of the resources of the colony, rather than in a narrower commercial spirit which has in view the exaction of the utmost farthing from the producer. In pursuing this course they have also been guided by the Government Railways Act, in which Parliament has laid down that they shall give due consideration to the promotion of settlement and the encouragement of industries.

On these grounds they have made it one of their chief objects to reduce rates and charges affecting colonial productions and industries extensively. The extent to which this has been done is shown in return D.—24, presented to Parliament during last session, and in the returns attached to the annual reports.

That this principle has been applied prudently and advantageously is shown by the progressive character of the railway traffic and revenue.

The average results of the four years preceding the control of the Commissioners, and of the four years of their administration, are summarised in the figures following:—

			Revenue.	Expenses.
Average for four years, 1886 to 1889	...	...	£1,009,661	£680,946
" " 1890 to 1893	...	...	1,128,556	705,537
Increase ...	...	...	£118,895	£24,591

An average of 110 miles more railway has been worked during the latter four years. The capital has been increased by £1,260,283, and the interest earned on the capital has increased from £2 12s. to £3 1s. per cent. While the revenue shows this satisfactory average growth, the increase in the average expenditure has been insignificant, and contradicts the erroneous statements which have been made, charging the Commissioners with extravagance.

A return furnished to the order of the House of last session shows that the salaries paid by the Commissioners of £200 a year and upwards in 1892 amounted to £41,662; in 1889, when they took office, the corresponding amount was £41,509, which indicates that care has been taken not to increase the cost of administration.

Concurrently with the lowered charges, improved revenue, and economical administration, the Commissioners are able to show beyond doubt that the railways are better, the carriage and wagon stock accommodation is more extensive and convenient, and that the engine and brake powers are greater and better adapted to the traffic than when they took office. The time-tables also have been very materially improved and the train-times quickened on all the larger sections.

During the year legal difficulties have arisen in connection with working the Fernhill branch. This coal siding, which was constructed by the Crown from funds supplied from private sources, has become vested in the Commissioners; it would be better if it were by Act transferred to the legal representatives of the parties who paid for its construction.

Through the construction of the railway from Napier to Palmerston, and of the junction station initiated by the Government before the appointment of the Commissioners, litigation and expense to the colony have occurred from the occupation of the area needed for station purposes handed by the Minister to the Commissioners, which interferes with certain streets in Palmerston.

Very serious embarrassment and expense to the colony is liable to arise at this and other places from the present state of the law; neither the interests of the colony nor the lives and property of the public using the railways can be properly protected under the present conditions; and it would be beneficial if the Bill agreed on by the Commissioners with the Crown Law Officers, at the request of the Government, in 1891, could be passed.

The great improvements effected during late years in railway working and appliances in Europe and America have made it desirable in the interests of the colony that facilities should be afforded to the chief railway officers for personally studying them. During the past year the Commissioners made arrangements to give their Locomotive Superintendent and Chief Engineer the necessary opportunity, and they anticipate that the visit of these officers will be productive of much good in the colonial railway administration.

The conduct and efficiency of the staff during the past year has been satisfactory. The demand for a railway employees insurance scheme is still urged by a large section of the staff, who are convinced of the necessity for it.

The reports of the Chief Engineer for Working Railways and the Locomotive Superintendent are attached.

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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ACCOMPANYING ANNUAL REPORT OF NEW ZEALAND RAILWAY COMMISSIONERS, 1892-93.

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MAP SHOWING LINES OPEN FOR TRAFFIC.

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APPENDIX A.

GENTLEMEN,—

Locomotive Superintendent's Office, Wellington, 31st May, 1893.

I have the honour to report upon the Locomotive Department for the year ending 31st March, 1893.

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant, have been maintained in a thoroughly efficient condition, and in many cases have been considerably improved.

The various improvements that have been effected to the locomotives and rolling-stock generally continue to show excellent results, and warrant the department proceeding expeditiously with such works at every available opportunity.

The new class W^a locomotives recently built at the Addington Workshops are now running on the steep gradients between Wanganui and Turakina, and are doing excellent work.

The class E locomotives, which the W^a have replaced, were hauling 80 tons up the steepest gradient, whilst the new W^a engines are working 120 tons. Both engines are practically the same weight.

The rebuilt F class engines are giving good results, and can be further improved when the axle loads can be increased.

Locomotive Repairs and Rebuilding.—190 locomotives have passed through the shops. Of these, 7 have been entirely rebuilt to new designs, and their tractive-power largely increased; 41 were thoroughly overhauled; 46 received heavy repairs, and 96 light repairs; 61 were wholly painted; and 49 had the paint-work renewed or re-varnished. 128 boilers were overhauled, of which 15 had complete sets of new tubes; 25 had tubes pieced; 6 had new boiler-barrels; 13 new smoke-box tube-plates; 4 new copper fire-boxes complete; 4 new copper tube-plates; 40 received heavy repairs, and 85 light repairs; 10 locomotives and 1 crane had entirely new boilers; and 8 other new locomotive boilers are in hand.

Carriage and Wagon Repairs and Rebuilding.—526 carriages passed through the shops; 2 new carriages were built; 18 were rebuilt to an improved type; 152 were thoroughly overhauled; 52 received heavy repairs, and 300 light repairs; 157 were painted, and 202 had the paint-work renewed. One bogie brake-van was built, and 4 were rebuilt to an improved type; 56 were thoroughly overhauled; 22 received heavy, and 153 light repairs; 59 were painted, and 66 had the paint-work renewed. 3,555 wagons passed through the shops: of these, 29 were rebuilt; 26 converted to improved types; 854 thoroughly overhauled; 838 received heavy and 1,719 light repairs; 224 were fitted with standard continuous draw-gear; 1,050 were painted; and 1,040 had the paint-work renewed.

Thirteen bogie wagons have had their carrying capacity increased from 14 to 16 tons each, and twenty-one four-wheeled wagons from 5 to 6 tons each.

Steam Cranes and Stationary Boilers.—42 passed through the shops; 11 were thoroughly overhauled; 3 received heavy and 28 light repairs. One received a new boiler.

Tarpaulins.—4,703 were thoroughly repaired, and 274 new ones manufactured.

**Additional New Stock built in the Workshops and supplied out of Loan.—Four-wheeled Stock.*—16 highside wagons and 26 eight-ton coal-hoppers.

Bogie Stock.—5 highsides, 19 sheep-trucks, 3 cattle-trucks, 12 platform trucks, and 3 frozen meat trucks.

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

Year.	Train-mileage.	Engine-mileage.	Locomotive, per Train-mile.	Car and Wagon, per Train-mile.	Total.
1892	3,010,489	3,884,885	d. 14·12	d. 4·60	d. 18·72
1893	3,002,174	3,882,516	14·69	4·32	19·01

The running of a heavier traffic with a diminished train-mileage will mainly account for the higher rates of locomotive expenses per train-mile.

The usual returns are forwarded.

I have, &c.

The New Zealand Railway Commissioners,
Wellington.

T. F. ROTHERAM,
Locomotive Superintendent.

* This work was in completion of the previous year's order. Vide last year's annual report

APPENDIX B.

ANNUAL REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.

GENTLEMEN,—

Chief Engineer's Office, Wellington, 20th June, 1893.

I have the honour to report on the maintenance of the New Zealand railways for the year ending the 31st March, 1893.

Extensions.—The Te Aro extension of the Wellington line was opened during the year, having a length of 1 mile 10 chains.

Mileage.—The total mileage of the New Zealand railways open for traffic at the close of the financial year was 1,890 miles 40 chains.

Kaihu Valley Railway.—This line was taken over on the 1st January, 1893—16 miles 47 chains. In the following month a very severe flood occurred, which greatly damaged the line, washing out ballast and formation, and rising up to 4ft. above the rails. The approach to the bridge at 14m. 9ch. was washed away, and entailed the lengthening of this bridging. The Kaihu river-bed is much blocked with timber and snags, the accumulation of several years, consequently floods rise higher than they otherwise would, and steps are being taken to clear the course in places to remedy this. The repairing of these damages has added considerably to the expenditure on this line during the few months it has been in charge of this department.

Permanent-way.—Renewals of the lighter classes of permanent-way with heavier, and renewals of some of the heaviest classes with 53lb. steel, have been effected to the length of 36 miles 77 chains in all; and new rails have been laid instead of old in general repairs to the aggregate of 1 mile 64 chains more.

Included in the above there has been a mileage of about 28 miles 57 chains new rails laid in the lines.

Sleepers.—The total number of new sleepers put into the road was 145,045. About 133,000 of these were due to the ordinary course of renewal. The balance of about 12,000 have been put in to increase the standard number of sleepers per mile in relaying track, so as to give a greater stability to meet the steadily-increasing traffic, and consequent necessity for the use of heavier classes of engines.

The rate per mile of sleeper renewals for the year was—ordinary renewals, 70·4 per mile; extra sleepers due to respacing, 6·3 per mile: total, 76·7 per mile.

Ballasting.—A new ballast-pit has been acquired and opened on the Wanganui line, and other pits will be required to facilitate ballasting and minimise haulage.

Flood-damage.—Damages from storms have been comparatively heavy. A very large slip occurred at Kamo, on the Whangarei line. A heavy flood in the Waikato River caused a breach at Rangiriri and other damages. Heavy slips occurred in the Manawatu Gorge. At the Summit, Wellington Section, a large slip took place, choking the tunnel-mouth. There has been almost entire immunity from damage through floods in the large southern rivers. The protective works which have been established on all the large rivers are standing well. New protective works were completed at the Pahau and Waihao Rivers, in Canterbury. At Deep Creek, near Seacliff, subsidence occurred through underground soakage, requiring about 9,000 cubic yards of stone and other material to fill up the bank which had sunk.

Structures.—A great deal of reconstruction of bridges has been done. The growth of traffic is demanding an increase in weight of locomotives. To meet this a greater ratio of strength is required in the bridges. By a gradual introduction of an increased standard of strength during the past sixteen years a great deal has already been done in this direction, but on sections where the traffic has specially expanded it has been found necessary to strengthen the bridges throughout. This was completed last year between Wanganui and the Rangitikei River. Similar work will be taken in hand this year between Rangitikei River and Palmerston, and will next be continued north of Wanganui, so that the run of a heavier class of engine may be extended throughout the Wanganui Section. The deviation of the line at Carrington Road, New Plymouth, has been completed, and a new girder bridge built over the road. A cart overbridge for the road diversion has been constructed at Sentry Hill. The Mangaoraka Bridge, near Sentry Hill, has been renewed at a higher level, to improve the grade. The Goat Valley Bridge, near Kai-iwi, has been reconstructed in iron girders, and raised 3ft. to improve grade. The Waitangi Bridge, near Farndon, has been reconstructed in simple 20ft. spans. The Hawkins Bridge, on the Whitecliffs Branch, was reconstructed in simple 20ft. spans. At Whales Creek, near Timaru, new abutments, with iron girders of one span, have been constructed, and the old timber viaduct filled in. The Waitaki girder bridge has been scraped and painted throughout. At Kaka Creek, near Hampden, a 16ft. concrete arched culvert has been built in place of the timber viaduct, which will be removed on completion of the embankment. The Gore Bridge has been redecked. The large viaduct at Picton has had an extensive overhaul, and the Opawa traffic-bridge has been redecked. In addition, a very large number of timbers and piles have been renewed throughout the various bridges. An addition to the Onehunga Wharf has been completed. Heavy repairs have been in hand at the Port Chalmers wharves. At Greymouth the timber breastwork has been renewed throughout. Further renewals of the decking are in progress. At Westport an extension of the staiths 600ft. in length was completed by the Harbour Board in August last, and has been working satisfactorily. The approaches have been improved, and the whole structure lighted. The old staiths were repaired and altered to a new gradient, to correspond with the new portion. The old portion of Picton Wharf has had a thorough overhaul.

New Works.—At Hastings the street approaching the station has been formed and metalled, with asphalt footpaths on each side. Napier platform has been renewed in earthwork with a concrete face. The Railway Reserve at Stratford has been fenced in. At Christchurch a new 6in. artesian well has been put down, to provide further water-supply against fire. Millburn Station

has been rearranged, and the building shifted to a new site further south. A coaling-crane has been erected at Gore. A new road was formed over the sand-drift near Ocean Beach, and handed over to the local body. A large extension was made in the Bluff station-yard to meet the increased traffic. The ground was reclaimed from the sea, protected with stone pitching, and three new sidings laid. Addition was also made to the station-offices. A new transit-shed has been erected on the wharf at Greymouth. An addition to the Nelson Station offices has been completed. A car- and wagon-repairing shop has been erected at Picton. Home signals have been provided at Sentry Hill, Palmerston North, and Greymouth. The signals at Christchurch and at Ashburton have been rearranged, and south distant signal provided at Clinton. New water-services have been provided at Matahiwi, Eltham, Belfast, Rabbit Island, and at 18m. 60ch. on the Westport Section. A steam-pump has been erected at Palmerston South, and the water-services at Stratford, Hinds, Kurow, Gore, Riversdale, and Riverton improved. Stockyards have been provided at Makotuku, Oamaru, Kartigi, Orepuki, and Wright's Bush. A platform has been erected at the Wellington Agricultural and Pastoral Association's show-grounds near Petone, and another at School-road Station, on the Eyreton Branch; and loading-banks provided at Hamilton East, Sefton, Springston, St. Andrews, Waihao, and Waitaki South. Additional siding accommodation has been provided at Morningside, Te Roti, Danevirke, Masterton, Eketahuna, Christchurch, Southbrook, Burnham, Ladbroke, Winchester, Pelichet Bay, Invercargill, Colac, Croydon, and Spring Grove. New houses have been erected for Stationmasters at Ashurst, Waiareka, and Maitā, and for driver at Belgrove. Eleven unoccupied houses have been removed to new sites, where they were required for occupation, and twenty-six houses have been added to.

New Construction.—A number of works commenced in the previous year were completed under the vote for additions to open lines, among which were the extension of Picton Wharf, improvement of grades between Halcombe and Feilding, and between Clarendon and Milburn, cattle-loading wharf Onehunga, Wyndham goods-shed, and Petone Workshops additions.

Lake Ellesmere.—This lake was let out in July, 1892. It closed again in September, 1892.

Expenditure.—The cost of maintenance for the year amounted to £262,510 3s., or equal to £139·86 per mile.

The increase over preceding year is chiefly in the item of permanent-way materials—*i.e.*, new rails and sleepers. The next item of increased expense is in bridge renewals. Track surfacing is also higher than in previous years. All these increases of expenditure are due to the increase of traffic over the roads.

Private Sidings.—During the year there were five new siding rights granted and nineteen old grants renewed. These have an aggregate rental of £575 per annum.

Leases.—There were 187 new leases registered during the year. At 31st March, 1893, there were 909 current leases on the register, with an aggregate rental of £10,860 per annum.

I have, &c.,

The New Zealand Railway Commissioners.

J. HENRY LOWE, Chief Engineer.

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RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1893.

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. 395 14 6	£ s. d. 155 2 4	£ s. d. 4 17 3	£ s. d. ..	£ s. d. 555 14 1	£ s. d. 322 13 3	£ s. d. 19 8 3	£ s. d. ..	£ s. d. 101 19 4	£ s. d. 444 0 10	£ s. d. 40 12 6	£ s. d. 209 19 2	£ s. d. 758 16 8	£ s. d. 52 12 9	£ s. d. 2 6 6	£ s. d. 2,064 2 6
Whangarei	383 17 7	41 15 3	20 10 0	..	446 2 10	544 3 10	3 10 9	..	54 15 4	602 9 11	34 7 7	48 6 9	527 3 8	47 17 9	11 7 3	1,717 15 9
Kaihu	148 19 5	118 8 8	..	1 12 8	269 0 9	44 16 4	4 10 2	..	50 7 1	99 13 7	27 12 2	31 18 3	42 15 7	4 5 5	0 7 9	475 13 6
Auckland	16,076 10 6	3,581 1 3	1,037 18 1	673 15 10	21,369 5 8	7,658 8 3	672 18 9	..	3,394 5 8	11,725 12 8	1,334 6 5	2,267 4 6	18,999 1 4	2,350 12 10	543 7 3	58,589 10 8
Napier-Taranaki ..	27,098 7 3	5,381 4 0	1,331 15 11	2,276 16 6	36,088 3 8	11,133 13 3	661 11 9	..	5,198 4 1	16,993 9 1	3,001 10 7	2,877 0 9	24,049 15 0	3,804 1 0	756 4 8	87,570 4 9
Wellington	7,837 12 9	1,707 10 2	542 14 3	225 2 8	10,312 19 10	6,456 14 9	399 14 10	..	3,216 6 9	10,072 16 4	957 9 0	1,300 17 3	10,700 18 10	1,740 1 6	740 14 8	35,825 17 5
Hurunui-Bluff ..	79,218 19 1	18,707 6 5	6,894 16 4	6,010 8 6	110,831 10 4	41,547 11 0	2,358 17 5	..	19,544 2 7	63,450 11 0	5,907 17 8	12,112 14 3	115,800 2 7	14,105 16 2	603 18 4	322,812 10 4
Greymouth	1,584 10 1	1,242 14 10	301 11 2	153 1 3	3,281 17 4	1,112 10 3	113 5 5	..	667 5 10	1,893 1 6	539 3 8	741 3 0	4,555 12 7	480 3 1	152 12 1	11,643 13 3
Westport	1,610 4 10	608 17 4	39 7 3	303 3 6	2,561 12 11	1,647 3 3	61 18 11	..	563 1 10	2,272 4 0	98 17 9	1,533 10 2	3,362 0 5	553 18 6	150 1 0	10,532 4 9
Nelson	1,296 7 1	480 18 7	313 2 9	158 1 5	2,248 9 10	729 19 5	89 4 1	..	311 15 8	1,130 19 2	253 12 6	154 6 10	2,547 14 11	227 17 1	59 0 5	6,622 0 9
Picton	1,340 1 2	612 2 9	146 19 10	..	2,099 3 9	599 5 7	34 16 0	..	411 17 5	1,045 19 0	113 2 1	193 16 9	1,414 1 6	132 5 3	38 5 11	5,036 14 3
Total	136,991 4 3	32,637 1 7	10,633 12 10	9,802 2 4	190,064 1 0	71,796 19 2	4,419 16 4	..	33,514 1 7	109,730 17 1	12,308 11 1	21,470 17 8	182,758 3 1	23,499 11 4	3,058 5 10	542,890 7 11
STORES.																
Kawakawa	9 5 1	35 19 8	3 17 8	..	49 2 5	..	43 16 9	5 4 7	15 9 8	64 11 0	..	41 3 4	22 9 1	3 10 7	..	180 16 5
Whangarei	167 0 10	0 0 11	16 6 6	..	183 8 3	..	69 18 0	13 0 6	26 0 0	108 18 6	4 2 11	39 16 5	17 10 3	2 15 4	..	356 11 8
Kaihu	6 12 8	..	..	20 18 1	27 10 9	..	..	2 3 7	9 5 3	11 8 10	12 3 7	6 17 8	29 10 8	0 5 4	..	87 16 10
Auckland	5,710 12 2	1,526 15 10	659 9 0	418 10 10	8,315 7 10	..	1,735 0 3	236 7 9	2,613 19 1	4,585 7 1	531 8 3	744 12 10	1,560 16 7	134 15 3	16 5 8	15,888 13 6
Napier-Taranaki ..	7,465 16 6	2,274 9 5	850 10 1	222 6 8	10,813 2 8	..	8,795 9 9	365 10 1	3,209 14 2	12,370 14 0	1,445 16 4	1,550 13 5	2,428 10 5	232 15 9	39 9 0	28,881 1 7
Wellington	2,388 17 2	1,143 0 9	482 13 0	284 10 0	4,299 0 11	..	4,033 14 6	178 6 3	2,372 1 0	6,584 1 9	405 12 0	707 4 6	845 13 1	99 3 0	162 14 2	13,103 9 5
Hurunui-Bluff ..	28,660 3 11	9,224 10 9	3,425 18 9	2,146 16 10	43,457 10 3	..	26,140 18 5	1,451 4 2	13,074 17 10	40,667 0 5	2,811 6 0	4,430 3 1	9,294 16 9	840 19 1	92 9 8	101,594 6 1
Greymouth	222 19 9	841 18 3	259 14 2	329 18 5	1,654 10 7	..	280 17 9	29 9 7	112 15 3	423 2 7	132 3 8	222 0 5	644 4 9	27 16 0	3 1 8	3,106 19 8
Westport	509 6 3	329 17 8	37 18 2	241 11 5	1,118 13 6	..	306 19 5	48 5 5	859 14 11	1,214 19 9	7 6 1	456 17 3	293 1 6	32 11 8	0 8 0	3,123 17 9
Nelson	439 17 7	210 6 9	183 15 11	92 9 10	926 10 1	..	332 2 4	25 8 3	104 6 10	461 17 5	147 14 0	84 11 10	262 2 9	11 18 1	0 13 2	1,895 8 2
Picton	592 11 6	691 4 7	85 16 0	..	1,369 12 1	..	264 5 7	14 6 7	77 7 2	355 19 4	30 6 2	38 9 0	111 6 7	8 11 7	..	1,914 4 9
Total	46,173 3 5	16,278 4 7	6,005 19 3	3,757 2 1	72,214 9 4	..	42,003 2 9	2,369 6 9	22,475 11 2	66,848 0 8	5,528 0 8	8,322 9 9	15,510 2 5	1,395 1 8	315 1 4	170,133 5 10
MISCELLANEOUS.																
Kawakawa	0 4 0	..	..	..	0 4 0	..	..	..	3 7 11	3 7 11	..	6 11 10	1 13 0	..	..	11 16 9
Whangarei	0 10 6	..	..	..	0 10 6	..	..	..	4 13 3	4 13 3	..	3 2 4	12 4 3	..	..	20 10 4
Kaihu	..	..	..	..	..	..	..	..	3 9 11	3 9 11	2 15 8	1 9 6	..	..	..	7 15 1
Auckland	38 9 11	15 14 10	2 12 3	1 16 8	58 13 8	..	3 18 10	..	918 10 0	922 8 10	245 5 7	504 1 11	132 1 7	..	81 3 0	1,943 14 7
Napier-Taranaki ..	43 17 5	36 12 9	5 10 3	20 6 1	106 6 6	..	4 7 7	..	1,574 3 3	1,578 10 10	814 18 7	911 17 0	827 3 7	..	393 16 10	4,632 13 4
Wellington	1 15 0	0 2 4	0 17 5	..	2 14 9	..	3 16 8	..	947 4 5	951 1 1	187 0 10	343 4 2	309 7 6	..	36 14 10	1,830 3 2
Hurunui-Bluff ..	31 14 9	43 0 5	10 13 6	17 6 10	102 15 6	..	4 9 8	..	3,457 14 9	3,462 4 5	886 15 10	2,077 12 1	2,456 14 2	..	593 2 4	9,579 4 4
Greymouth	19 11 5	13 12 11	0 17 5	0 6 2	34 7 11	..	0 14 11	..	72 10 11	73 5 10	67 2 2	64 18 5	46 14 1	..	243 5 11	529 14 4
Westport	..	0 5 11	..	9 15 9	10 1 8	..	..	..	159 6 5	159 6 5	1 0 10	157 16 3	18 15 11	..	2 3 4	349 4 5
Nelson	..	1 0 0	..	..	1 0 0	..	..	..	6 6 2	6 6 2	40 12 5	8 16 9	28 14 8	..	5 9 8	90 19 8
Picton	2 4 1	2 18 7	..	..	5 2 8	..	..	..	30 2 2	30 2 2	0 5 3	6 14 2	50 18 2	..	28 19 8	122 2 1
Total	138 7 1	113 7 9	20 10 10	49 11 6	321 17 2	..	17 7 8	..	7,177 9 2	7,194 16 10	2,245 17 2	4,086 4 5	3,884 6 11	..	1,384 15 7	19,117 18 1
Grand total ..	183,302 14 9	49,028 13 11	16,660 2 11	13,608 15 11	262,600 7 6	71,796 19 2	46,440 6 9	2,369 6 9	63,167 1 11	183,773 14 7	20,082 9 9	33,879 11 10	202,152 12 5	24,894 13 0	4,758 2 9	732,141 11 10

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, 1893.

Section.	Mileage.		Revenue.				Classified Expenditure.										Proportion of each Class of Expenditure to Mileage and Revenue.																	
	Length open for Traffic.	Train-Mileage.	Total.	Per Mile of Railway per Annum (Average).		Per Train-Mile.	Maintenance of Way.	Locomotive Power.		Repairs of Carriages and Wagons.		Traffic Expenses.		General Charges.		Sundries.		Total.		Total for Year.			Maintenance.		Locomotive.		Carriage and Wagon Repairs.		Traffic Expenses.		General Charges.		Sundries.	
																				Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.
1892-93.			£ 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.	£	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.		
Kawakawa ...	8	5,340	2,807 19 7	350 19 11	10 6	605 0 6	511 19 9	298 6 10	782 18 9	56 3 4	2 6 6	2,256 15 8	80'37	282'10	101'43	75'63	27'19	64'00	23'01	37'29	13'41	97'87	35'19	7'02	2'53	'29	'10							
Whangarei ...	7	8,373	2,740 13 0	391 10 5	6 6½	630 1 7	716 1 8	129 16 0	556 18 2	50 13 1	11 7 3	2,094 17 9	76'44	299'27	60'05	90'01	18'06	102'30	20'53	18'54	3'72	79'56	15'96	7'24	1'45	1'62	'33							
Kaihu ...	17	1,676	410 2 11	96 10 1	4 10½	296 11 6	114 12 4	82 16 10	72 6 3	4 10 9	0 7 9	571 5 5	139'28	134'42	81'80	69'78	42'47	26'97	16'41	19'49	11'86	17'02	10'36	1'07	'65	'09	'05							
Auckland ...	265	344,910	116,860 15 2	440 19 8	6 9½	29,743 7 2	17,233 8 7	5,626 19 6	20,691 19 6	2,485 8 1	640 15 11	76,421 18 9	65'40	288'38	53'18	112'24	20'70	65'03	11'99	21'23	3'91	78'08	14'40	9'38	1'73	2'42	'45							
Napier-Taranaki ...	328	580,943	198,850 12 11	606 5 0	6 10	47,007 12 10	30,942 13 11	10,601 16 8	27,305 9 0	4,036 16 9	1,189 10 6	121,083 19 8	60'89	369'16	50'02	143'31	19'42	94'34	12'78	32'32	4'38	83'25	11'28	12'31	1'67	3'63	'49							
Wellington ...	91	232,971	82,368 1 1	905 2 10	7 0½	14,614 15 6	17,607 19 2	3,901 7 9	11,855 19 5	1,839 4 6	940 3 8	59,759 10 0	61'63	557'79	52'29	160'60	15'06	193'49	18'14	42'87	4'02	130'29	12'21	20'21	1'89	10'33	'97							
Hurunui-Bluff ...	1,101	1,705,033	705,552 2 7	640 16 7	8 3½	154,391 16 1	107,579 15 10	28,226 9 9	127,551 13 6	14,946 15 3	1,289 10 4	433,986 0 9	61'51	394'17	61'09	140'23	21'73	97'71	15'14	25'64	3'08	115'85	17'96	13'57	2'10	1'17	'18							
Greymouth ...	8	23,172	26,048 18 5	3,256 2 4	22 5½	4,970 15 10	2,389 9 11	1,766 11 4	5,246 11 5	507 19 1	398 19 8	15,280 7 3	58'66	1,910'05	158'26	621'35	51'48	298'69	24'75	220'82	18'30	655'82	54'34	63'50	5'26	49'87	4'13							
Westport ...	20	38,759	29,152 14 11	1,457 12 9	15 0½	3,690 8 1	3,646 10 2	2,255 8 4	3,673 17 10	586 10 2	152 12 4	14,005 6 11	48'04	700'27	86'74	184'52	22'86	182'33	22'58	112'77	13'97	183'69	22'75	29'33	3'63	7'63	'95							
Nelson ...	23	39,016	9,575 16 7	416 6 10	4 10½	3,175 19 11	1,599 2 9	689 15 2	2,838 12 4	239 15 2	65 3 3	8,608 8 7	89'00	374'28	52'95	138'09	19'54	69'53	9'84	29'99	4'24	123'42	17'46	10'42	1'47	2'83	'40							
Picton ...	18	21,990	7,153 16 8	397 8 8	6 6	3,473 18 6	1,432 0 6	382 13 5	1,576 6 3	140 16 10	67 5 7	7,073 1 1	98'87	392'95	77'20	193'00	37'92	79'56	15'63	21'26	4'18	87'57	17'20	7'82	1'54	3'74	'73							
Totals ...	1,886	3,002,174	1,181,521 13 10	630 14 8	7 10½	262,600 7 6	183,773 14 7	53,962 1 7	202,152 12 5	24,894 13 0	4,758 2 9	732,141 11 10	61'97	390'84	58'53	140'18	20'99	98'10	14'69	28'81	4'32	107'92	16'16	13'29	1'99	2'54	'38							
Postal, &c., services not recovered			26,000 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
			1,207,521 13 10	...	...	...	...	...	...	...	...	732,141 11 10	60'63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
1891-92.																																		
Kawakawa ...	8	10,140	4,050 16 4	506 7 0	7 11½	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 7½	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 4½	27,603 19 3	17,404 12 5	5,980 13 6	19,676 11 7	2,397 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 6½	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 10½	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 7½	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 1½	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	585'45	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 6½	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 6½	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							
Picton ...	18	27,994	8,840 11 1	491 2 10	6 3½	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 4½	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
			1,141,341 10 10	...	...	...	...	...	...	...	...	706,517 6 2	61'89	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		

A. C. FIFE, Railway Accountant.

ERRATUM.

RETURNS accompanying Annual Report of New Zealand Railway Commissioners, 1892-93: Return No. 5, page 15: Grand Total Revenue, Auckland Section, 1892-93, instead of "£160,860 15s. 2d.," *read* "£116,860 15s. 2d."

To be pasted on page 15.]

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1893.

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.											
		Single.	Return.	Single.	Return.	No.		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.								
1892-93.																																																
Kawakawa	8	778	640	2,766	4,358	8,542	3	1,238	71	11	95	1,415	1	29	2	1,324	45	1,401	65	0	0	6	0	0	...	378	0	0	210	9	0	...	2,066	12	0	11,763	19	0	14,425	0	0	14,490	0	0				
Whangarei	7	2,486	...	8,464	...	10,950	3	...	...	...	...	...	13	199	...	1,278	...	1,490	123	19	0	6	0	0	...	56	16	0	...	150	9	0	...	4,936	10	0	14,618	11	0	19,768	6	0	19,892	5	0			
Kaihu	17	21	...	1,601	2,648	4,270	...	416	4	...	27	447	...	...	...	2	5	7	0	6	0	...	...	12	0	0	...	27	2	0	...	36	16	0	416	0	0	288	0	0	779	18	0	780	4	0		
Auckland	265	16,498	38,418	90,366	249,864	395,146	2,144	43,498	765	57	2,380	46,700	79	10,031	2,177	100,631	2,072	114,990	7,600	2	0	5,094	0	0	1,554	0	0	2,688	0	0	12,105	7	0	11,476	2	0	33,171	19	0	80,312	8	0	146,401	16	0	154,001	18	0
Napier-Taranaki	328	29,991	121,956	146,126	404,438	702,511	1,584	70,417	3,809	267	7,195	81,688	158	5,382	225	241,482	5,930	253,177	11,780	15	0	2,268	0	0	11,879	12	0	41,712	0	0	41,607	19	0	21,447	9	0	57,295	3	0	18,277	3	0	194,487	6	0	206,268	1	0
Wellington	91	8,242	79,744	42,417	243,562	373,965	2,036	37,307	990	90	2,748	41,135	42	1,770	850	224,154	1,165	227,981	9,666	5	0	2,118	0	0	6,799	0	0	8,328	0	0	19,863	11	0	4,538	8	0	24,515	2	0	11,354	18	0	77,516	19	0	87,183	4	0
Hurunui-Bluff	1,101	63,105	405,058	289,493	1,293,224	2,050,880	9,939	255,868	7,282	480	13,604	277,234	474	12,320	564	748,291	29,195	790,844	35,471	6	0	22,464	0	0	74,474	12	0	26,862	0	0	81,413	6	0	478,731	1	0	261,694	17	0	372,085	15	0	1,317,725	11	0	1,353,196	17	0
Greymouth	8	1,354	6,844	10,170	67,420	85,788	247	3,443	47	8	359	3,857	13	25	7	2,511	228	2,784	124	16	0	168	0	0	41	12	0	520	0	0	8,162	12	0	1,579	8	0	5,984	2	0	168,564	8	0	185,020	2	0	185,144	18	0
Westport	20	18	374	5,709	26,140	32,241	157	3,547	1	...	67	3,615	4	3	...	113	2	122	7	11	0	504	0	0	...	1,506	0	0	3,083	3	0	8	17	0	2,189	14	0	201,096	7	0	208,388	1	0	208,395	12	0		
Nelson	23	634	2,248	10,099	45,286	58,267	258	3,552	4	5	79	3,640	2	1	9	429	2	443	19	0	0	978	0	0	283	12	0	2,610	0	0	1,994	12	0	2,181	9	0	2,425	4	0	3,213	18	0	13,686	15	0	13,705	15	0
Pictou	18	1,764	5,354	6,652	22,714	36,484	133	1,324	20	3	226	1,573	10	1	2	831	170	1,014	45	10	0	708	0	0	1,752	8	0	3,570	0	0	291	14	0	3,637	5	0	2,715	13	0	2,455	14	0	15,130	14	0	15,176	4	0
Total	1,886	124,891	660,636	613,863	2,359,654	3,759,044	16,504	420,610	12,993	921	26,780	461,304	796	29,761	3,836	1,321,046	38,814	1,394,253	64,904	10	0	34,314	0	0	96,841	12	0	88,186	0	0	168,910	4	0	523,636	15	0	397,410	16	0	884,031	1	0	2,193,330	8	0	2,258,234	18	0
1891-92.																																																
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	1,224,082	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	...	224	10	10	0	45	0	0	...	1,596	0	0	5,944	13	0	...	...	2,350	12	0	200,220	10	0	210,156	15	0	210,167	5	0			
Nelson	23	793	3,940	11,109	54,358	70,200	198	4,217	...	10	82	4,309	4	...	2	196	...	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
Pictou	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

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.
1892-93.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Kawakawa ...	405	4 9	58	5 8	93	19 7	557	10 0	2,161	3 3	45	12 6	43	13 10	2,250	9 7	2,807	19 7	5,156	184	5,340	3,874	9,214	13,667	2,011		
Whangarei ...	315	16 6	45	10 2	8	8 1	369	14 9	2,291	13 1	19	17 2	59	8 0	2,370	18 3	2,740	13 0	8,303	70	8,373	5,294	13,667	2,011			
Kaihu ...	188	13 9	...	...	22	14 8	211	8 5	192	14 6	6	0 0	...	...	198	14 6	410	2 11	1,676	...	1,676	335	2,011				
Auckland ...	36,589	15 1	3,255	1 7	4,021	18 6	43,866	15 2	70,677	14 6	334	14 6	1,981	11 0	72,994	0 0	160,860	15 2	293,995	50,915	344,910	76,476	421,386	13,667			
Napier-Taranaki ...	86,723	7 9	2,993	14 11	9,276	3 8	98,993	6 4	93,737	7 4	3,239	14 6	2,880	4 9	99,857	6 7	198,850	12 11	554,694	26,249	580,943	119,644	700,587	2,011			
Wellington ...	28,850	14 8	2,296	16 3	3,719	0 7	34,866	11 6	45,646	6 8	271	17 10	1,583	5 1	47,501	9 7	82,368	1 1	189,480	43,491	232,971	71,110	304,081	13,667			
Hurunui-Bluff ...	203,860	10 3	13,506	19 3	27,096	19 6	244,464	9 0	430,162	13 0	12,631	9 5	12,293	11 2	461,087	13 7	705,552	2 7	1,520,367	184,666	1,705,033	527,287	2,232,320	13,667			
Greymouth ...	3,015	3 2	205	13 1	116	7 5	3,337	3 8	21,669	10 0	957	11 3	84	13 6	22,711	14 9	26,048	18 5	22,362	810	23,172	32,561	55,733	13,667			
Westport ...	2,106	10 6	176	18 6	152	0 5	2,435	9 5	25,890	17 10	616	9 8	209	18 0	26,717	5 6	29,152	14 11	38,750	...	38,750	33,402	72,152	13,667			
Nelson ...	3,330	7 3	349	1 8	209	4 2	3,888	13 1	5,161	17 10	370	8 2	154	17 6	5,687	3 6	9,575	16 7	38,283	733	39,016	5,056	44,072	13,667			
Pictou ...	2,208	5 2	136	11 10	84	8 3	2,429	5 3	4,193	9 1	336	9 4	194	13 0	4,724	11 5	7,153	16 8	21,381	609	21,990	5,303	27,293	13,667			
Total ...	367,594	8 10	23,024	12 11	44,801	4 10	435,420	6 7	707,785	7 1	18,830	4 4	19,485	15 10	746,101	7 3	1,181,521	13 10	2,694,447	307,727	3,002,174	880,342	3,882,516	13,667			
1891-92.																											
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	12,077			
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	13,667			
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	13,667			
Napier-Taranaki ...	79,648	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	13,667			
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	13,667			
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	13,667			
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	26,755	189	26,939	30,197	57,136	13,667			
Westport ...	2,166	6 2	164	3 0	180	6 8	2,510	15 10	28,425	11 6	969	7 2	160	3 8	29,555	2 2	32,065	18 0	41,252	...	41,252	38,228	79,480	13,667			
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	13,667			
Pictou ...	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	8,846	11 1	25,299	2,695	27,994	6,585	34,579	13,667			
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	13,667			

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.			1893.		
		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.	Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.	£	£	£ s. d.	£	£	£ s. d.	£	£	£ s. d.	£	£	£ s. d.	£	£	£ s. d.	£	£	£ s. d.	£	£	£ s. d.
Kawakawa	Opened	89,441	958	1 1 5	90,528	1,951	2 3 1	90,069	1,393	1 10 11	89,993	973	1 1 8	90,235	857	0 19 0	90,235	1,039	1 3 0	90,337	1,225	1 7 1	90,337	551	0 12 2
Whangarei-Kamo ..	Unopened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	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	70,145	646	0 18 5
Kaihu	Unopened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	Opened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Marton-Te Awamutu (North End)	Unopened	60,780	..	..	182,869	..	..	135,501	..	..	104,838	..	..	49,054	..	..	52,226	..	..	54,420	..	..	71,287	..	..
..	Opened	..	..	..	..	..	..	..	..	..	108,978	..	..	178,377	..	..	..	..	..	..	..	..	..	..	
Auckland	Unopened	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	1,725,583	42,342	2 4 4	1,725,333	39,756	2 1 7	1,727,703	40,439	2 2 3
..	Opened	81,437	..	..	51,694	..	..	112,500	..	..	161,186	..	..	134,414	..	..	168,465	..	..	208,819	..	..	252,940	..	..
Napier	Unopened	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	..	..	860,318	..	..
..	Opened	12,109	..	..	7,303	..	..	28,160	..	..	64,708	..	..	133,390	..	..	..	..	..	..	..	..	..	..	
Marton-Te Awamutu (South End)	Unopened	..	..	..	..	..	..	..	..	..	7,785	..	..	1,200	..	..	2,369	55,473	2 6 10	18,959	74,952	3 2 10	49,776	77,767	3 5 0
..	Opened	..	..	..	..	..	..	..	..	..	99,018	..	..	103,452	..	..	103,452	..	..	103,587	..	..	103,587	..	..
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	1,400,674	13,312	0 17 9	1,408,900	23,919	1 11 7	1,416,947	..	..	1,425,225	..	..	1,427,489	..	..
..	Opened	18,330	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wellington-Foxton (private line)	Unopened	41,815	..	..	41,816	..	..	41,798	..	..	41,895	..	..	41,898	..	..	42,117	..	..	42,117	..	..	42,117	..	..
Wellington	Opened	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	1,067,812	31,608	2 19 3
..	Unopened	92,762	..	..	18,236	..	..	49,344	..	..	74,510	..	..	15,459	..	..	15,194	..	..	17,237	..	..	25,383	..	..
Stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Surveys	..	17,129	..	..	17,334	..	..	20,229	..	..	26,163	..	..	27,206	..	..	27,498	..	..	27,498	..	..	27,502	..	..
Miscellaneous ..	..	5,168	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..
Hurunui-Bluff ..	Opened	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	8,328,213	271,566	3 5 3
..	Unopened	355,199	..	..	419,786	..	..	440,437	..	..	503,246	..	..	430,666	..	..	329,426	..	..	40,007	..	..	72,906	..	..
Greymouth	Opened	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	200,288	10,769	5 7 6
..	Unopened	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..
.. Harbour Works	..	127,230	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Greymouth-Hokitika ..	..	37,777	..	..	54,549	..	..	69,389	..	..	92,274	..	..	99,784	..	..	100,611	..	..	117,748	..	..	153,327	..	..
Westport	Opened	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	227,496	15,147	6 13 2
.. Harbour Works	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..
Nelson	Opened	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	165,609	967	0 11 8
..	Unopened	8,214	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..
Picton	Opened	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	204,917	81	0 0 9
..	Unopened	23,805	..	..	28,130	..	..	30,465	..	..	32,442	..	..	32,568	..	..	43,847	..	..	49,148	..	..	56,341	..	..
Stock	..	300,241	..	..	162,595	..	..	105,072	..	..	75,590	..	..	81,423	..	..	66,124	..	..	47,379	..	..	48,968	..	..
Stock in suspense	Opened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Surveys	..	36,117	..	..	37,095	..	..	37,094	..	..	37,572	..	..	37,600	..	..	37,619	..	..	37,619	..	..	37,619	..	..
Miscellaneous ..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,168	..	..	5,168	..	..	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	14,733,120	449,380	3 1 0
Total unopened ..	..	1,253,352	..	..	1,201,549	..	..	1,250,131	..	..	1,402,350	..	..	1,264,803	..	..	1,065,637	..	..	841,092	..	..	1,033,412	..	..
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	15,766,532	449,380	2 17 0

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.

RETURN No. 7.

COMPARISON of TRAFFIC REVENUE and EXPENDITURE for the last FOURTEEN FINANCIAL YEARS.

Year.	Miles.	Revenue.	Expenditure.	Expenditure per cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season Tickets.
		£	£			No.	No.	No.	No.
1879-80	1,172	762,573	580,010	76'06	1,108,108	180,331	285,209	2,967,090	5,077
1880-81	1,277	836,454	521,957	62'40	1,377,783	286,865	300,704	2,849,561	6,499
1881-82	1,319	892,026	523,099	58'64	1,437,714	316,611	343,751	2,911,477	7,207
1882-83	1,358	953,347	592,821	62'18	1,564,793	341,186	477,075	3,283,378	8,621
1883-84	1,396	961,304	655,990	68'24	1,700,040	359,896	686,287	3,272,644	9,036
1884-85	1,477	1,045,712	690,026	65'99	1,749,856	347,425	729,528	3,232,886	8,999
1885-86	1,613	1,047,419	690,340	65'91	1,823,767	349,428	858,662	3,362,266	10,717
1886-87	1,727	998,768	699,072	69'99	1,747,754	372,397	942,017	3,426,403	11,821
1887-88	1,758	994,843	687,328	69'09	1,735,762	399,109	940,209	3,451,850	11,518
1888-89	1,777	997,615	647,045	64'86	1,920,431	399,056	919,392	3,132,803	11,817
1889-90	1,809	1,095,570	682,787	62'32	2,073,955	405,838	1,068,575	3,376,459	12,311
1890-91	1,842	1,121,701	700,703	62'47	2,086,011	413,074	1,348,364	3,433,629	13,881
1891-92	1,869	1,115,432	706,517	63'34	2,066,791	430,216	1,153,501	3,555,764	16,341
1892-93	1,886	1,181,522	732,142	61'97	2,193,330	460,383	1,393,457	3,759,044	16,504

A. C. FIFE, Railway Accountant.

RETURN No. 8.

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

Section.	Ton-Mileage.		Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.		Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.		Rate of Work- ing, in Pence per Ton-Mile.
	1884-85.			1885-86.			1886-87.		
Auckland	...	7,085,574	2'43	8,539,210	2'24	8,158,758	2'60		
Napier	...	2,983,237	2'13	3,880,550	2'15	4,266,747	2'06		
Wellington	...	3,388,925	3'18	3,992,644	2'78	4,167,454	2'87		
Wanganui	...	2,536,332	3'38	3,497,669	3'81	3,465,445	4'33		
Hurunui-Bluff	...	42,877,369	2'47	41,097,413	2'48	39,068,490	2'59		
Totals	...	58,871,437	2'53	61,007,486	2'52	59,126,894	2'68		

Section.	1887-88.		Rate of Work- ing, in Pence per Ton-Mile.	1888-89.		Rate of Work- ing, in Pence per Ton-Mile.	1889-90.		Rate of Work- ing, in Pence per Ton-Mile.
	1887-88.			1888-89.			1889-90.		
Auckland	...	8,276,481	2'55	7,950,854	2'19	8,177,770	2'16		
Napier	...	4,094,397	2'30	4,182,146	1'95	4,963,864	1'65		
Wellington	...	4,028,006	2'81	4,012,443	2'84	4,516,965	2'42		
Wanganui	...	3,676,963	4'15	3,487,911	3'91	4,553,668	3'08		
Hurunui-Bluff	...	39,781,108	2'47	39,557,567	2'37	46,789,728	2'07		
Totals	...	59,856,955	2'60	59,190,921	2'44	69,001,995	2'14		

Section.	1890-91.		Rate of Work- ing, in Pence per Ton-Mile.	1891-92.		Rate of Work- ing, in Pence per Ton-Mile.	1892-93.		Rate of Work- ing, in Pence per Ton-Mile.
	1890-91.			1891-92.			1892-93.		
Auckland	...	9,228,869	1'85	9,899,396	1'76	10,146,797	1'80		
Napier-Taranaki	...	10,093,156	2'51	11,710,544	2'15	13,205,014	2'15		
Wellington	...	5,063,457	2'35	5,632,828	2'11	5,816,437	2'21		
Hurunui-Bluff	...	53,350,677	1'93	50,106,636	2'00	51,699,231	2'04		
Totals	...	77,736,159	2'02	77,349,404	2'00	80,867,479	2'04		

A. C. FIFE, Railway Accountant.

RETURN No. 9.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Twelve Months ending 31st March, 1893.

Classification of Work.	SECTIONS.													Total.
	Kawakawa.	Whanga- rei.	Kaihu.	Auckland.	Napier- Taranaki.	Wellington.	Christchurch.	Dunedin.	Invercargill.	Greymouth.	Westport.	Nelson.	Pictou.	
	£ 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.
Track surfacing ..	133 18 3	243 2 2	145 17 7	13,706 10 6	20,785 6 7	5,851 5 2	27,665 12 5	22,768 11 2	13,992 1 8	934 9 11	1,158 12 3	1,002 8 9	941 19 10	109,329 16 3
Track renewals ..	17 19 10	201 10 10	2 18 6	6,781 13 2	10,400 10 6	2,629 13 8	16,198 8 9	10,773 17 9	6,954 10 7	468 5 11	789 0 6	691 1 6	836 12 1	56,746 3 7
Ballasting ..	17 14 9	7 19 0	..	563 0 9	733 2 11	65 4 1	1,643 8 3	1,084 11 3	82 2 0	267 5 9	132 7 4	37 18 7	5 8 9	4,640 3 5
Banks, cuttings, ditches, tunnels ..	235 10 9	98 16 11	6 16 0	774 8 2	2,689 1 2	1,682 2 0	1,377 8 0	4,419 2 6	951 3 5	156 19 8	39 11 0	4 15 10	150 16 1	12,586 11 6
Bridges, culverts, drains ..	174 3 0	11 17 11	17 19 5	2,192 11 3	5,662 14 10	1,846 6 0	7,386 8 7	5,306 18 11	3,231 4 11	739 12 2	778 10 1	447 3 8	666 15 7	28,562 6 4
Fences, gates, cattle-stops, hedges..	6 10 9	23 17 9	..	755 11 7	1,178 3 2	361 11 0	1,803 10 8	3,590 6 9	1,102 7 3	54 4 5	1 9 10	126 2 7	44 6 1	9,048 1 10
Roads, approaches, &c. ..	2 13 6	6 0 6	..	1,121 10 0	309 19 10	112 13 10	588 13 0	612 13 6	223 15 6	36 18 7	13 8 6	32 7 10	14 4 0	3,074 18 7
Water-services, signals, cranes, ap- pliances	7 14 9	..	0 9 3	461 6 6	530 18 9	530 2 5	1,666 7 10	728 5 11	431 15 3	86 19 8	89 6 5	1 17 1	12 2 9	4,547 6 7
Wharves ..	..	..	..	592 12 7	10 9 7	..	49 17 10	1,237 10 11	15 0 9	1,180 11 2	56 6 1	84 14 2	568 17 6	3,796 0 7
Buildings ..	8 14 11	36 16 6	..	1,699 19 4	2,187 16 3	1,026 4 8	6,239 18 7	2,482 0 6	1,609 9 6	562 2 9	77 5 5	496 18 8	232 15 10	16,660 2 11
Miscellaneous ..	..	..	22 10 9	1,094 3 4	2,519 9 3	509 12 8	1,643 8 7	4,070 15 11	2,460 7 8	483 5 10	554 10 8	250 11 3	..	13,608 15 11
Totals ..	605 0 6	630 1 7	296 11 6	29,743 7 2	47,007 12 10	14,614 15 6	66,263 2 6	57,074 15 1	31,053 18 6	4,970 15 10	3,690 8 1	3,175 19 11	3,473 18 6	262,600 7 6
Rate per mile opened ..	75 12 7	90 0 3	69 15 8	112 4 9	143 6 4	160 12 0	145 12 8	158 19 7	108 14 0	621 7 0	184 10 5	138 1 9	192 19 11	140 3 9

A. C. FIFE,
Railway Accountant.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1893.

6—D. 2.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1893.

6A—D. 2.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1893.

7-D 2.

RETURN No. 10—continued.

[illegible]

RETURN No. 11.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1893.

Service.	Period.	Name of Contractor.	Rate.
General stores, as under—			
Ironmongery, oils and Auckland colours, iron and steel ...	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 Wellington colours, ship-chandlery, iron and steel ...	"	E. W. Mills and Co. ...	"
Drain-pipes, &c. ... "	"	Grey Valley Coal Company ...	"
Ironmongery, oils and Christchurch colours, ship-chandlery, drain-pipes, &c. ...	"	Ashby and Bergh ...	"
Ironmongery ... Dunedin	"	N.Z. Hardware Company ...	"
Oils and colours, ship-chandlery, drain-pipes, &c. ...	"	Thomson, Bridger, and Co. ...	"
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 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 Company (Limited)	21/9 and 22/9 per 100ft., hewn; 1/10 and 1/11 per lin. ft., piles.
" ... North Island	Delivery by 29/6/92	James Fox ...	24/ and 25/6 per 100ft., hewn; 2/4½ per lin. ft. piles.
Coal-supply ... Auckland	For 1892	J. J. Craig ...	5/11 and 4/6 perton.
" ... Wellington	"	Grey Valley Coal Company ...	20/ per ton.
" ... Napier	"	"	23/6 "
" ... Wanganui, Foxton, and New Plymouth	"	"	22/6 "
" ... 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 15/4/92	Nathaniel Bragg ...	16/ per 100ft.
" ... "	Delivery by 26/5/92	Henry Baigent ...	8/6 "
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.
Sleepers, as under—			
2,000 birch ... West Oxford	Delivery by 30/11/92	Walter Ryde ...	3/ each.
3,000 " ... "	"	A. Vallance ...	3/ "
2,000 " ... View Hill	"	John Ingram ...	3/ "
3,500 " ... "	"	Alice Perham ...	3/ "
4,000 " ... "	"	E. B. Youngman ...	3/ "
4,000 " ... "	"	W. Langesen ...	3/ "
4,000 " ... West Oxford	"	Ben Sharplin ...	3/ "
4,000 " ... Sheffield	"	John Lace ...	3/ "
1,000 totara ... Little River	"	William Coop ...	3/6 "
500 matai ... "	"	"	3/4 "

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

Service.	Period.	Name of Contractor.	Rate.
<i>Sleepers, as under—continued.</i>			
6,000 birch ... Springburn ...	Delivery by 30/11/92 ...	Sharplin and Co. ...	3/ each.
6,000 " ... " ...	" ...	Boyd and Sharplin ...	3/ "
2,000 " ... Lyttelton ...	" ...	Feary Brothers ...	3/ "
1,000 silver-pine ... " ...	" ...	" ...	3/7 "
10,000 birch ... " ...	" ...	John Scott ...	3/1 "
8,000 birch and matai ... " ...	" ...	H. C. Seymour ...	3/1 "
4,000 totara ... " ...	" ...	C. N. Clausen ...	3/9 "
2,000 " ... Waitati ...	" ...	T. Gillies ...	4/ "
3,000 matai ... " ...	" ...	" ...	3/ "
10,000 totara ... Dunedin ...	" ...	Findlay and Murdoch ...	4/ "
2,000 matai ... Glenomaru ...	" ...	Robert Greig and Co. ...	3/ "
2,000 kamai ... " ...	" ...	" ...	2/ "
2,000 " ... Riverton ...	" ...	James More ...	2/ "
1,500 " ... Union Mills ...	" ...	New Zealand Pine Company ...	2/ "
4,000 " ... Riverton ...	" ...	Small and Co. ...	2/ "
4,000 " ... Paihia ...	" ...	Robert Dykes ...	2/ "
2,000 " ... Wakapatu ...	" ...	W. J. Perry ...	2/ "
500 totara ... " ...	" ...	" ...	3/3 "
2,000 kamai ... " ...	" ...	Watson Brothers ...	2/ "
4,000 totara ... Timaru ...	" ...	Fritz Jenssen ...	4/ "
1,000 birch ... Wakefield ...	Delivery by 31/8/92 ...	Edwin White ...	1/9 "
1,000 " ... Westport ...	Delivery by 3/6/92 ...	W. and J. Marris ...	2/7 "
500 silverpine ... Kaitia ...	" ...	P. Weenick ...	2/5 "
500 " ... Brunner ...	" ...	Algie and Priest ...	2/9 "
4,000 birch ... Kaitoke ...	Delivery by 21/1/93 ...	William Lawrence ...	2/10 "
4,000 totara ... Featherston ...	" ...	William Burt ...	3/ "
2,000 birch ... Para and Koromiko ...	Delivery by 17/8/92 ...	Nathaniel Bragg ...	2/6 "
1,000 " ... Mount Pleasant ...	" ...	Joseph Parfitt ...	2/6 "
1,000 " ... Picton ...	" ...	W. H. Gomez ...	2/6 "
1,000 yellow-pine and Westport birch ...	Delivery by 6/10/92 ...	Gershom, Curtis, and Son ...	2/6 "
2,000 totara ... Oringi ...	Delivery by 31/12/92 ...	Smith and Clark ...	2/4 "
2,000 " ... Tamaki ...	" ...	Henry Carlson ...	2/8½ "
3,000 " ... Woodville ...	" ...	George Gardner ...	2/7 and 2/7½ each.
2,000 broad kamai, Wakapatu and totara ...	" ...	Watson Brothers ...	2/2½ and 3/5½ "
1,500 broad kamai ... " ...	" ...	W. J. Perry ...	2/4 each.
4,000 totara ... Manchester Mill ...	Delivery by 31/3/93 ...	J. H. Ashworth ...	2/4½ "
2,500 totara and Dunedin broadleaf ...	Delivery by 30/6/93 ...	George Foster ...	3/9 "
2,000 totara, broad-leaf, and black-pine ...	" ...	Burrows Irwin ...	3/6 "
4,000 totara and kamai ... Ringway ...	" ...	George Harrington ...	3/3 and 1/11 each.
4,000 kamai ... Wakapatu ...	" ...	W. J. Perry ...	1/9½ each.
5,000 " ... Riverton ...	" ...	James More ...	1/11½ "
3,000 " ... Wakapatu ...	" ...	Watson Brothers ...	1/11½ "
5,000 silverpine ... Bluff ...	" ...	J. D. Gillies ...	3/10 "
5,000 " ... " ...	" ...	Gardiner Wilson ...	3/10 "
2,000 " ... Port Chalmers ...	" ...	Harry Feary ...	3/10 "
7,000 " ... " ...	Delivery by 21/3/93 ...	Saddler and Gosling ...	3/5 "
1,000 birch ... Belgrove ...	Delivery by 31/7/93 ...	Price and Higgins ...	1/11½ "
2,000 " ... Wakefield ...	" ...	Henry Baigent ...	1/11 "
4,000 totara ... Wellington ...	Delivery by 14/7/93 ...	Whiley and Co. ...	3/ "
2,000 " ... Eketahuna ...	" ...	George Gardner ...	2/10 "
2,000 birch ... Koromiko ...	Delivery by 30/6/93 ...	Freeth and Standen ...	2/6 "
1,000 " ... Para ...	" ...	Nathaniel Bragg ...	2/6 "
2,000 totara ... Oringi ...	Delivery by 31/7/93 ...	G. W. Grainger ...	2/6 "
4,000 " ... " ...	" ...	C. N. Clausen ...	2/6 "
1,000 " ... " ...	" ...	Charles Smith ...	2/6 "
1,000 " ... Bunnythorpe ...	Delivery by 18/7/93 ...	G. H. Christensen ...	2/5 "
2,000 " ... Taonui ...	" ...	P. Rugsted ...	2/4½ "
2,000 " ... Manchester Mill ...	" ...	J. Stewart ...	2/4 "
1,000 birch ... Westport ...	Delivery by 10/5/93 ...	W. and J. Marris ...	2/2½ "
8,612 puriri, 1st class Auckland Section ...	Year ending 31/3/93 ...	Sundry settlers ...	3/9 "
1,902 " 2nd " ... " ...	" ...	" ...	3/3 "
4,741 totara ... Wanganui Section ...	" ...	" ...	2/4 and 2/6 each.
Birch timber ... Greymouth ...	Delivery by 20/7/92 ...	Stratford and Blair ...	9/6 per roof.
" ... " ...	Delivery by 7/1/93 ...	Otto Peterson ...	11/ "
" ... " ...	Delivery by 15/1/93 ...	Butler Brothers ...	9/5 "
Red-pine ... " ...	" ...	" ...	5/5 "
Birch ... " ...	Delivery by 27/3/93 ...	Otto Peterson ...	8/ "
Ironbark timber ... N.Z. Railways ...	Delivery by 27/1/93 ...	National Mortgage and Agency Company ...	20/3 per roof., hewn; 2/2 per lin. ft., piles.
2,000 kamai fencing-Tisbury posts ...	Delivery by 4/10/92 ...	Thomas Bain ...	20/7 per 100.
700 totara fencing-posts ...	Delivery by 8/11/92 ...	P. Rugsted ...	62/6

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

Service.	Period.	Name of Contractor.	Rate.
950 totara fencing-posts ...	Delivery by 18/11/92...	P. Rugsted ...	62/6 per 100.
45 totara straining-posts ...	Delivery by 21/9/92 ...	L. Lassen ...	3/9 each.
Iron castings ... Auckland ...	Delivery by 30/6/93 ...	A. Hawkeswood ...	12/6 and 10/3 p. cwt.
" ... Wellington ...	" ...	Smith Brothers ...	14/ "
" ... Christchurch ...	" ...	John Anderson ...	13/ and 12/6 "
" ... Dunedin ...	" ...	A. and T. Burt ...	13/6 and 12/6 "
Horse forage... ... Christchurch ...	Delivery by 30/6/93 ...	Collie Brothers ...	As per schedule.
Tallow-wood ... Wellington and Lyttelton	Delivery by 4/1/93 ...	James Fox ...	25/6 per 100ft.
Timber-supplies, as under—			
Sawn birch timber... Christchurch ...	Delivery by 30/11/92...	Sharplin and Co. ...	12/6 per 100ft.
Kauri, junk ... Waimauku and Helensville	Delivery by 24/12/92...	J. Foster ...	4/10½ "
Puriri " ... Auckland ...	Delivery by 14/3/93 ...	John Howland ...	11/ "
" " " " " " " "	" " " " " " " "	M. Mackenzie ...	11/ "
Sawn totara timber Lyttelton ...	Delivery by 21/1/93 ...	John Waller and Co. ...	16/8 "
" " " Oamaru, Dunedin, and Bluff	" " " " " " " "	Findlay and Murdoch ...	16/5 and 15/11 per 100ft.
Native timber ... Napier and Wanganui	Delivery by 31/12/93...	Hawke's Bay Timber Company	As per schedule.
" ... Christchurch ...	" " " " " " " "	J. T. Brown and Son ...	" "
" ... Southland ...	" " " " " " " "	Findlay and Murdoch ...	" "
Kauri and foreign ... Christchurch ...	" " " " " " " "	R. W. England ...	" "
" " " Dunedin ...	" " " " " " " "	Findlay and Murdoch ...	" "
Sawn birch ... Picton ...	Delivery by 22/12/92...	Price and Higgins ...	9/6 per 100ft.
" and piles Belgrove ...	Delivery by 17/3/93 ...	Joseph Price ...	9/6 per 100ft., sawn; 45/ each, piles.
Sawn totara for long sleepers Lyttelton	Delivery by 7/5/93 ...	Williams, Stephens, and Co. ...	18/ per 100ft.
Freight, 2,000 puriri Auckland to Spit sleepers	Delivery by Dec., 1892	M. Niccol ...	/8 each.
Freight, 2,000 puriri Onehunga to New sleepers Plymouth	Delivery by 23/1/93 ...	Union Steamship Company ...	/7 "
General stores, as under—			
Ironmongery, ship- Auckland	2 years ending 31/12/94	T. and S. Morrin and Co. ...	As per schedule.
chandlery, oils and colours, iron and steel			
Drain-pipes " "	" " " " " " " "	J. J. Craig ...	" "
Ironmongery, oils and Wellington	" " " " " " " "	E. W. Mills and Co. ...	" "
colours, iron and steel			
Ship-chandlery " "	" " " " " " " "	J. Duthie and Co. ...	" "
Drain-pipes " "	" " " " " " " "	W. Murphy ...	" "
Ironmongery, ship- Christchurch	" " " " " " " "	Ashby, Bergh, and Co. ...	" "
chandlery, oils and colours, drain-pipes			
Iron and steel " "	" " " " " " " "	John Anderson ...	" "
Ironmongery, ship- Dunedin	" " " " " " " "	Arthur Briscoe and Co. ...	" "
chandlery, oils and colours, iron and steel			
Drain-pipes " "	" " " " " " " "	N.Z. Hardware Company ...	" "
Coal-supply... ... Auckland	For 1893 ...	Taupiri Reserve Colliery Co....	3/10 per
" ... Napier ...	" " " " " " " "	Grey Valley Coal Company ...	23/3 "
" ... Foxton, Wanganui, and New Plymouth	" " " " " " " "	" " " " " " " "	22/6 "
" ... Wellington	" " " " " " " "	" " " " " " " "	19/9 "
" ... Picton	" " " " " " " "	" " " " " " " "	24/ "
" ... Nelson	" " " " " " " "	" " " " " " " "	21/ "
<i>Hurunui-Bluff.</i>			
" ... Lyttelton	" " " " " " " "	" " " " " " " "	20/3 "
" ... Whitecliffs	" " " " " " " "	William Leeming and Co. ...	8/9 "
" ... Timaru	" " " " " " " "	Grey Valley Coal Company ...	20/9 "
" ... Oamaru	" " " " " " " "	" " " " " " " "	19/6 "
" ... Stirling	" " " " " " " "	Kaitangata Railway and Coal Company	7/ "
" ... Nightcaps	" " " " " " " "	Nightcaps Coal Company ...	6/ "
" ... Newmarket shops	" " " " " " " "	J. J. Craig ...	16/ "
" ... Petone	" " " " " " " "	Grey Valley Coal Company ...	19/ "
" ... Addington	" " " " " " " "	" " " " " " " "	19/6 "
" ... Hillside	" " " " " " " "	" " " " " " " "	18/6 "

R. CARROW, Railway Stores Manager.

RETURN No. 12.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPULINS, for the Year ending 31st March, 1893.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Blenf.	Greymouth.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Saloon, bogie, 37½-feet	...	...	...	...	2	...	...	...	...	...	...	2
" " 39½-feet	...	...	...	1	5	1	7	...	...	...	...	14
" " 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	...	...	...	...	...	2	5	...	...	...	...	7
" " 40-feet	...	...	...	1	...	...	9	...	...	...	...	10
" " 44-feet	...	...	...	...	...	...	...	...	...	...	...	...
Composite, 6-wheel	...	1	...	4	11	...	24	...	...	2	1	43
" 4-wheel	...	2	2	6	11	...	15	1	...	1	...	38
" bogie, 30-feet	...	...	...	4	2	6	19	...	...	...	...	31
" " 39½-feet	...	...	...	2	1	3	...	...	...	1	...	7
" " 40-feet	...	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet	...	...	...	25	34	18	93	1	1	1	2	175
2nd class, 6-wheel	...	...	1	6	8	...	31	1	...	2	...	49
" 4-wheel	...	2	1	3	6	...	14	3	2	1	1	33
" bogie, 30-feet	...	...	...	...	1	2	11	...	...	...	...	14
" " 39½-feet	...	...	...	...	1	2	...	1	...	1	...	5
" " 40-feet	...	...	...	8	7	1	15	...	...	...	...	31
" " 44-feet	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	6	2	65	92	35	262	8	4	10	5	491
WAGONS, ETC.												
Passenger brakes	...	...	...	...	...	...	...	...	...	...	...	...
Goods " bogie	2	2	1	22	28	14	76	5	4	4	2	160
Fell " bogie	...	...	...	8	7	3	14	...	...	...	...	32
Fell " bogie	...	...	...	...	...	2	...	...	...	...	...	2
Trucks, &c.—												
Platform coal	68	70	...	1	...	...	...	...	...	...	...	139
Timber	2	6	...	81	116	82	257	8	4	8	6	570
Cattle	6	2	...	75	58	4	161	...	...	2	2	310
" bogie	...	...	...	6	8	2	5	...	...	...	...	21
Sheep, double-floor	...	...	...	37	60	35	165	...	...	...	...	297
" " bogie	...	...	...	6	20	17	18	...	...	...	...	61
Horse-boxes	...	...	...	17	28	6	51	...	...	1	1	104
Covered goods	1	2	...	42	39	19	279	2	3	2	3	392
" (refrigerating)	...	...	...	3	4	6	40	...	...	...	...	53
" bogie do.	...	...	...	...	3	7	19	...	...	...	...	29
High-side	3	8	...	314	393	110	2,952	19	37	31	44	3,911
" bogie	...	...	1	47	22	15	30	...	...	...	...	115
Low-side	4	8	16	100	327	79	795	30	...	12	31	1,402
Iron hopper, mineral	...	...	...	80	...	...	...	257	256	...	...	593
Platform, bogie	...	...	...	...	14	31	7	...	...	...	...	52
Cool trucks	...	...	...	7	23	25	54	...	...	...	5	114
Total	86	98	18	846	1,150	457	4,923	321	304	60	94	8,357
TARPULINS	6	16	6	500	575	175	3,972	31	9	30	45	5,365

RETURN No. 13.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1893.

Class.	Cylinder.		Coupled Wheels.		Truck-Wheels.		Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington.	Napier-Taranaki.	Hurunui-Blenf.	Greymouth.	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
"	R	10	18	8	3	9	...	...	...	...	...	1	...	...	...	...	...	1
Single Fairlie	S	12½	16	6	3	0½	...	...	...	3	4	4	6	1	...	...	...	18
"	K	13	16	6	3	0½	...	...	...	...	2	2	...	...	...	...	...	4
American	N	12	20	4	4	0½	4	30½	...	...	...	...	8	...	...	...	...	8
"	O	15	20	6	4	1½	4	28½	...	...	...	...	6	...	...	...	...	6
"	Q	15	18	8	3	0½	2	28½	...	...	...	...	6	...	...	...	...	6
"	T	11	18	4	4	0½	2	28½	...	...	...	...	2	...	...	...	...	2
English	P	15	18	8	3	0½	2	28½	...	...	...	...	6	...	...	...	...	6
"	V	15	20	8	3	5	2	26½	...	...	3	...	7	...	...	...	...	10
Fell	H	15	20	6	4	1½	4	26½	...	...	...	...	10	...	...	...	...	10
"	A	14	16	4	2	8	2	30	...	...	...	...	6	...	...	...	...	6
"	C	8	15	4	2	6½	...	1	...	1	...	...	6	...	...	...	...	9
"	D	9½	18	4	2	6½	2	18	...	...	2	2	...	...	2	...	...	7
"	F	9½	18	4	3	0½	2	18	...	...	1	4	5	17	1	...	3	32
"	G	10½	18	6	3	0½	...	...	2	2	13	15	34	3	4	1	...	75
"	J	10½	18	4	3	0½	4	21	...	...	...	...	2	...	...	...	...	4
"	L	14	20	6	3	6½	2	24	...	...	...	...	5	21	...	...	...	32
"	M	10½	18	4	3	0½	2	24½	...	...	4	5	...	1	...	...	...	10
"	W	13	20	4	3	6½	6	28½	...	...	...	4	...	...	...	...	...	4
"	WA	14	20	6	3	0½	4	26½	...	...	...	...	2	...	...	...	...	2
"	FA	14	20	6	3	3½	4	26½	...	...	...	...	2	1	...	...	...	3
"	FA	12	18	6	3	0½	...	...	...	2	2	...	3	...	...	...	...	7
Total	...	...	...	...	...	...	3	2	2	32	28	47	136	5	6	4	4	269

RETURN No. 14.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, and PUMPS, for the Year ending 31st March, 1893.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Huruni-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
WEIGHING-MACHINES:—												
1 cwt. ...	...	...	...	...	1	...	...	...	...	...	...	1
2 " ...	...	...	...	1	4	3	35	...	1	...	...	44
2½ " ...	...	...	...	...	...	1	...	...	...	...	...	1
3 " ...	...	...	...	6	2	1	8	5	1	2	...	25
4 " ...	1	...	...	16	24	...	18	...	...	...	...	59
5 " ...	...	1	...	10	8	5	30	...	...	6	4	64
5½ " ...	...	...	...	...	...	...	3	...	...	...	...	3
6 " ...	...	...	...	15	3	3	31	...	1	...	...	53
7 " ...	...	...	...	2	3	1	2	...	...	...	...	8
8 " ...	...	...	...	...	2	...	3	...	...	...	...	5
9 " ...	...	...	...	...	1	...	1	...	...	...	...	2
10 " ...	...	2	1	3	7	2	25	1	...	...	3	44
11 " ...	1	...	...	1	3	5	37	...	...	1	...	48
12 " ...	...	...	...	...	2	...	8	...	...	...	...	10
13 " ...	...	...	...	...	...	...	6	...	...	...	...	6
14 " ...	...	...	...	...	...	...	2	...	...	...	...	2
15 " ...	...	...	...	2	6	1	8	...	1	...	...	18
16 " ...	...	...	...	...	11	1	21	...	...	2	...	35
20 " ...	...	...	...	...	2	1	...	...	...	...	...	3
21 " ...	...	...	...	...	...	...	1	...	...	...	...	1
22 " ...	...	...	...	...	1	...	1	...	...	...	...	2
23 " ...	...	...	...	...	...	...	1	...	...	...	...	1
27 " ...	...	...	...	...	...	...	2	...	...	...	...	2
50 " ...	...	...	...	1	...	...	...	...	...	...	...	1
60 " ...	...	...	...	2	...	...	...	...	...	...	...	2
Total	2	3	1	59	80	24	243	6	4	11	7	440
WEIGHBRIDGES:—												
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
TRAVERSERS												
...	...	...	...	1	...	...	13	1	...	1	1	17
TURNABLES:—												
40-foot (engine)	...	...	...	...	...	...	1	...	...	...	...	1
50 " "	...	...	...	4	4	...	20	...	...	...	...	28
12 " (wagon)	...	...	...	...	...	...	4	...	...	...	...	4
13 " "	...	...	...	4	4	...	31	...	...	...	1	41
14 " "	...	...	...	...	7	3	8	1	...	1	...	20
Total	...	...	...	8	15	3	64	2	...	1	1	94
CRANES:—												
½-ton, stationary, hand	...	...	...	...	3	...	...	...	...	...	...	3
1 " " "	...	...	...	...	...	...	4	...	...	...	...	4
1½ " " "	...	...	...	5	16	2	8	2	...	1	1	35
2 " " "	...	...	...	...	1	...	11	...	1	...	...	13
3 " " "	...	...	...	...	...	...	4	...	...	...	...	4
4 " " "	...	...	...	...	...	...	1	...	...	...	...	1
5 " " "	...	...	...	...	...	...	28	...	...	...	...	28
8 " " "	...	...	...	...	...	...	1	...	...	...	...	1
10 " " "	...	...	...	1	...	1	4	...	...	...	...	6
20 " " "	...	...	...	...	...	...	...	...	...	1	...	1
8 " " hydraulic	...	...	...	...	...	...	...	2	...	...	...	2
2 " " travelling, hand	...	...	...	3	4	3	...	1	...	1	1	13
3 " " "	...	...	...	...	...	...	2	...	...	...	...	2
5 " " "	...	...	...	3	5	1	5	1	1	1	1	18
6 " " "	...	...	...	...	...	...	1	...	...	...	...	1
1½ " " steam	...	...	...	...	...	...	5	...	...	...	...	5
2 " " "	...	...	...	3	...	...	7	2	1	...	...	13
3 " " "	3	3	...	...	...	...	6	...	1	1	...	14
5 " " "	...	...	...	...	...	...	1	...	1	...	...	1
12 " " "	...	...	...	...	...	...	...	1	1	...	...	2
Hoisting engines, steam	...	...	...	...	1	...	3	...	...	...	...	4
Pile-driving engine	...	...	...	...	1	1	...	...	...	...	...	2
Total	3	3	...	15	31	8	91	9	5	5	3	173
WATER SERVICES:—												
Steam	...	1	...	6	2	...	10	1	1	...	...	21
Hand	1	1	2	16	25	4	75	...	1	2	...	129
Windmill	...	...	...	1	6	...	36	...	...	...	1	44
Hot-air	1	...	...	3	3	...	10	...	...	...	...	17
Hydraulic	...	...	...	5	17	3	16	...	...	1	...	42
Gravitation	...	...	...	4	6	8	24	4	2	...	1	49
Propeller	...	...	...	...	1	...	...	...	...	...	...	1
Total	2	2	2	35	60	15	171	5	4	3	4	303

RETURN No. 15.
STATEMENT of RAILS RELAID during the Year ending 31st March, 1893.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—												
40-lb. steel ...	...	...	...	...	...	...	99	...	...	...	178	277
45-lb. steel ...	...	...	...	...	...	...	9	...	...	...	...	9
52-lb. iron ...	...	...	...	...	...	...	236	...	...	...	...	236
52-lb. steel ...	...	...	...	...	...	...	1	...	...	...	...	1
53-lb. steel ...	...	...	...	1,508	3,538	372	5,845	164	487	212	...	12,126
70-lb. iron ...	...	...	...	...	...	...	8	...	...	...	...	8
70-lb. steel ...	...	...	...	...	...	41	...	...	...	...	...	41
Total ...	...	...	...	1,508	3,538	413	6,198	164	487	212	178	12,698

RETURN No. 16.
STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1893.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—												
Black-pine ...	...	...	...	40	23	...	8,737	...	...	...	...	8,800
Totara ...	...	...	...	595	22,201	1,921	25,090	...	...	...	...	49,807
Black-birch ...	...	...	...	...	...	5,143	23,777	90	1,315	1,693	2,146	34,164
Rata ...	...	...	...	...	...	...	252	...	...	...	...	252
Jarrah ...	...	...	...	...	14	...	1,302	...	...	...	...	1,316
Silver-pine ...	...	...	...	...	...	...	3,107	214	...	...	...	3,321
Puriri ...	...	292	205	15,413	2,399	...	46	...	...	...	...	18,355
Kauri ...	...	16	35	163	...	...	...	...	...	...	...	214
Ironbark ...	...	...	...	...	...	...	525	...	...	...	...	525
Kamai ...	...	...	...	...	...	...	22,021	...	...	...	...	22,021
Cedar ...	...	...	...	...	...	...	179	...	...	...	...	179
Yellow-pine ...	...	...	...	...	...	...	...	...	773	...	...	773
Maire ...	...	...	...	...	540	...	...	...	...	...	...	540
Karri ...	...	...	...	...	169	1,516	3,093	...	...	...	...	4,778
Total ...	308	205	35	16,211	25,346	8,580	88,129	304	2,088	1,693	2,146	145,045
SLEEPERS REMOVED :—												
Black-pine ...	...	...	...	110	6,532	2,975	38,334	...	...	577	259	48,787
Totara ...	...	...	...	92	6,379	1,837	8,895	...	...	94	4	17,301
Black-birch ...	...	...	...	...	457	2,313	21,680	311	2,133	792	1,876	29,562
Rata ...	...	...	...	...	127	...	127	...	...	...	...	254
Jarrah ...	...	...	...	...	...	293	829	...	...	...	...	1,122
Silver-pine ...	...	...	...	...	...	...	4	29	...	...	...	33
Puriri ...	...	...	...	1,462	104	...	41	...	...	...	...	1,607
Kauri ...	...	308	205	13,107	2,176	13	4,173	...	...	...	...	20,017
Blue-gum ...	...	...	...	...	4,469	194	4,846	...	...	...	...	9,509
Kamai ...	...	...	...	...	...	...	1,750	...	...	...	...	1,750
Oregon ...	...	...	...	...	45	...	408	...	...	...	...	453
Cedar ...	...	...	...	...	...	...	20	...	...	...	...	20
Rimu ...	...	...	...	...	1,776	...	154	7	...	...	...	1,937
Creosoted ...	...	...	...	...	...	...	216	...	...	...	...	216
White-pine ...	...	...	...	...	...	...	1	...	...	...	...	1
Total ...	308	205	35	14,771	22,065	7,625	81,478	347	2,133	1,463	2,139	132,569

RETURN No. 17.
RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1893.

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
Kaihu ...	17	10	...	...	...
Auckland ...	265	93	9	2	11
Napier-Taranaki ...	328	129	25	11	36
Wellington ...	91	31	7	4	11
Hurunui-Bluff ...	1,101	398	146	31	177
Greymouth ...	8	5	2	3	5
Westport ...	20	9	...	...	...
Nelson ...	23	12	1	...	1
Picton ...	18	9	2	2	4
Total ...	1,886	704	193	53	246

RETURN No. 18. PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1893.

H.A. Office No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1893.							
										In.	Out.	Total.	£	s.	d.	£	s.
WHANGAREI SECTION.																	
1341	R. 86/1887 ..	Aug. 2, 1886	Kamo Colliery Company ..	M. ch. 3 55	Kamo ..	Grantees	10 years*	Premium..	£ 60 0 0	£ ..	s. ..	d. ..	1,179	16	10	£ s. d. 1,179 16 10	
AUCKLAND SECTION.																	
303	R. 83/2494 ..	Jan. 10, 1884	Union Oil, Soap, and Candle Company (Limited)	7 34	Westfield..	Grantees	10 years*	Premium..	86 0 0	562	2	10	355	5	10	917 8 8	
333	R. 84/3379 ..	July 20, 1885	N.Z. Frozen Meat and Storage Co.	0 0	Auckland..	"	"	"	Extension, £15	420 0 0	1,048	2	7	94	1	11	1,142 4 6
339	R. 86/846 ..	Mar. 22, 1886	Waikato Coal and Shipping Company	64 59	Huntly ..	"	"	"	140 0 0	..	..	..	1,444	0	9	1,444 0 9	
346	R. 86/233 ..	Aug. 25, 1886	Miranda Coal and Iron Company ..	44 40	Mercer ..	"	"	"	892 17 0	..	..	..	..	..	..	..	
358	R. 87/1613 ..	Jan. 10, 1884	N.Z. Frozen Meat and Storage Co.	7 48	Westfield ..	Govt. ..	"	+	70 10 0	1,972	11	7	1,740	13	9	3,713 5 4	
373	R. 88/2692 ..	Jan. 17, 1889	T. and S. Morrin and Co. (Limited)	7 56	Onehunga ..	Grantees	6 years*	Premium..	360 0 0	742	0	8	117	9	3	859 9 11	
417	R. 89/3364 ..	May 30, 1889	Taupiri Extended Coal Company ..	64 56	Huntly ..	"	10 years*	"	..	..	..	..	8,032	19	0	8,032 19 0	
441	R. 90/1345 ..	April 1, 1890	Ralph Brothers ..	64 61	"	"	5 years*	Premium..	..	(see No. 441)	..	..	2,238	8	6	2,238 8 6	
477	R. 91/3909 ..	Dec. 18, 1891	Ralph Brothers ..	64 65	"	"	"	+	464 0 0	..	..	..	7 11	11	..	7 11 11	
492	R. 92/1775 ..	Mar. 25, 1892	Kauri Timber Company (Limited)	35 25	Helensville South ..	"	"	+	..	121	7	4	621	12	10	743 0 2	
504	R. 93/60 ..	Nov. 1, 1892	J. Bycroft and Co. (Limited)	6 29	New Lynn ..	"	"	+	..	..	..	..	..	..	..	..	
NAPIER-TARANAKI SECTION.																	
24	C. R. 75/845 ..	—	Napier Gas Company ..	2 30	Napier ..	Govt. ..	Undefined	Premium..	..	112	1	1	82	12	4	194 13 5	
301	R. 83/3089 ..	Oct. 26, 1883	Nelson Brothers (Limited)	12 8	Tomona ..	Grantees	10 years*	Premium..	206 0 0	3,055	0	7	2,130	12	10	5,185 13 5	
322	R. 84/3540 ..	Dec. 8, 1884	W. F. Burnett ..	13 79	Hastings ..	Grantee	"	"	133 0 0	290	16	5	..	..	..	290 16 5	
328	R. 85/794 ..	April 4, 1885	Tamaki Timber Company	81 15	Tahoraita ..	Grantees	"	"	60 0 0	4	5	0	1,631	0	1	1,635 5 1	
329	R. 85/373 ..	April 11, 1885	Hawke's Bay Timber Company	70 78	Makotuku ..	"	"	"	192 0 0	1	11	3	1,093	12	4	1,095 3 7	
334	R. 85/1508 ..	July 24, 1885	Tanner and Mortensen ..	73 56	Matamau ..	"	"	"	Extension, £30	84 10 0	..	..	404	2	2	404 2 2	
335	R. 85/2840 ..	Dec. 1, 1884	Hawke's Bay Timber Company	69 21	Makotuku ..	"	"	"	172 0 0	..	..	..	..	..	..	..	
336	R. 85/2434 ..	Nov. 19, 1885	Robert Holt ..	1 72	Napier ..	"	"	"	72 0 0	2,844	9	6	1 16	0	..	2,856 5 6	
340	R. 85/2362 ..	April 4, 1886	Knight Brothers ..	13 74	Hastings ..	"	7 years*	"	Rental, £50	1,595	18	2	4 10	9	..	1,600 8 11	
345	R. 86/1516 ..	Sept. 2, 1886	Napier Gas Company	14 1	"	"	10 years*	"	75 0 0	35	0	4	..	..	..	35 0 4	
356	R. 87/1399 ..	Dec. 15, 1884	Henderson and Wratt ..	80 12	Dannevirke ..	"	"	"	300 0 0	1,060	10	6	1,060	10	6	1,060 10 6	
361	R. 87/2721 ..	Aug. 27, 1887	Nelson Brothers (Limited)	60 4	Takapau ..	"	"	"	117 4 1	..	..	..	1,829	6	10	1,829 14 10	
438	R. 90/1165 ..	Oct. 9, 1887	Murray, Roberts, and Co.	0 4	Spit ..	Govt. ..	"	"	157 0 0	0	8	0	..	..	..	..	
462	R. 91/873 ..	April 1, 1891	Nelson Brothers (Limited)	96 17	Woodville ..	Grantees	"	Premium..	Rental, £100	955	19	7	128	7	9	1,084 7 4	
463	R. 91/872 ..	Mar. 1, 1891	Nelson Brothers (Limited)	1 74	Napier ..	"	"	+	1,085 0 0	57	6	9	1,181	19	9	1,239 6 6	
467	R. 91/2365 ..	June 1, 1891	Wilding and Co. ..	63 0	Kopua ..	"	"	+	Rental, £25	252	5	6	3 4	0	..	255 9 6	
468	R. 91/2496 ..	Aug. 5, 1891	Carlson and Co. ..	32 50	Tamaki Siding ..	"	5 years*	Premium..	Rental, £50	4 4	6	6	1,115	19	8	1,120 4 2	
480	R. 92/213 ..	Jan. 1, 1892	Nelson Brothers (Limited)	68 31	Waipukurau ..	"	10 years*	+	224 0 0	27	3	1	1,673	8	9	1,700 11 10	
									Rental, £25	458	0	4	2,078	9	0	2,536 9 4	

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

RETURN NO. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1893.

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, 1896.			
									In.	Out.	Total.	
NAPIER-TARANAKI SECTION—continued.												
495	R. 92/1948 ..	Sept. 1, 1892	Williams and Kettle (Limited)	M. ch. 100 4	Hastings ..	Grantees	10 years* ..	Premium..	£ s. d. 248 0 0	£ s. d. 15 1 1	£ s. d. 18 7 6	£ s. d. 33 8 7
508	R. 93/313 ..	Jan. 1, 1893	Dalgely and Co. (Limited)	113 64	Spit ..	"	3 years* ..	†	Rental, £25	324 5 6	11 0 4	335 5 10
287	R. 83/338 ..	Jan. 27, 1883	Wellington and Manawatu Railway Company (Limited)	66 28	Longburn Junction	"	10 years* ..	Premium..	381 19 6	..	..	..
310	R. 84/1399 ..	April 5, 1884	James Robson ..	33 20	Ngaire ..	Govt. and grantee	"	"	200 0 0	57 9 3	689 7 5	746 16 8
315	R. 84/1846 ..	Sept. 4, 1884	Manawatu County Council	79 61	Carnarvon ..	Grantees	"	"	273 12 0	19 9 11	8 9 1	27 19 0
354	R. 87/881 ..	Aug. 7, 1887	N. King ..	0 9	New Plymouth	Grantee	10 years* ..	"	150 0 0	249 10 7	210 5 1	459 15 8
360	R. 87/2630 ..	Aug. 16, 1887	P. and J. Bartholomew ..	151 44	Feilding ..	Govt. ..	"	†	Rental, £25	..	58 11 2	58 11 2
375	R. 89/1008 ..	April 10, 1889	J. R. Lysaght ..	54 1	Mokoia ..	Grantee	"	Premium..	112 0 0	3 2 6	1 6 9	4 9 3
384	R. 89/1328 ..	May 1, 1889	Wanganui Sash and Door Factory and Timber Co.	106 20	Wanganui	Govt. ..	"	†	Rental, £25	1,865 17 5	26 14 7	1,892 12 0
406	R. 89/2835 ..	Sept. 13, 1889	H. Brown ..	15 42	Inglewood	"	5 years* ..	†	..	43 4 11	327 1 9	370 6 8
407	R. 89/2957 ..	Sept. 24, 1889	Richter, Nannestad, and Co.	58 45	Hokowhitu	"	"	†	..	1,390 9 3	290 19 9	1,681 9 0
408	R. 89/3046 ..	Oct. 2, 1889	Bailey Brothers ..	50 61	Taonui ..	"	"	†	..	7 4 3	209 4 3	216 8 6
416	R. 89/3275 ..	Aug. 1, 1889	Bailey and Co. ..	9 31	Rata ..	"	"	"	..	19 4 11	820 0 8	820 5 7
481	R. 92/323 ..	Feb. 16, 1892	H. Brown ..	221 31	Stratford	Grantee	"	Premium..	138 0 0	39 18 5	458 6 8	498 5 1
494	R. 92/2337 ..	Mar. 2, 1893	W. Aiken ..	142 59	Okia ..	"	"	†	..	2 1 6	63 6 11	65 8 5
497	R. 92/3694 ..	Nov. 5, 1892	New Plymouth Sash and Door Factory and Timber Co.	238 70	Tariki Road	"	"	Premium..	242 0 0	32 19 2	5 3 0	38 2 2
503	R. 92/4218 ..	Nov. 1, 1892	C. Brown (Mrs.)..	217 58	Ngaire ..	"	"	†	..	0 18 2	466 3 1	467 1 3
WELLINGTON SECTION.												
221	R. 80/1588 ..	Dec. 13, 1880	Gear Meat Company (Limited)	6 37	Petone ..	Grantees	10 years* ..	Premium..	117 19 11	186 14 7	389 17 7	576 12 2
272	R. 84/133 ..	Dec. 29, 1883	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	6 6 0	63 4 11	69 10 11
313	R. 84/1443 ..	May 9, 1884	Wellington Meat-preserving and Refrigerating Company (Limited)	3 21	Ngahauranga	"	"	"	425 19 7	177 18 2	850 12 0	1,028 10 2
423	R. 89/3822 ..	Aug. 1, 1889	C. Lett. .	28 44	Kaitoke ..	Govt. ..	5 years* ..	†	..	..	36 7 2	36 7 2
452	R. 90/2828 ..	July 7, 1890	William Booth and Co. ..	57 22	Carterton	"	"	†	..	71 11 11	2,125 18 2	2,197 10 1
456	R. 90/3843 ..	Nov. 1, 1890	W. Bock ..	44 42	Featherston	"	10 years* ..	†	Rental, £25	52 14 6	452 2 8	504 17 2
PICTON SECTION.												
299	R. 83/2271 ..	Oct. 2, 1883	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim..	Grantees	10 years* ..	Premium..	275 1 7	35 2 5	531 14 3	566 16 8
465	R. 91/2179 ..	July 10, 1891	Nelson Brothers (Limited)	13 34	Spring Creek	"	"	"	270 0 0	9 6 2	201 19 3	211 5 5
473	R. 91/3490 ..	Nov. 2, 1891	N.Z. Loan and Mercantile Agency Company (Limited)	0 10	Picton ..	"	"	"	190 0 0	470 11 8	108 8 3	578 19 11
491	R. 92/1824 ..	Feb. 1, 1892	Union Steamship Company (Limited)	17 69	Blenheim..	"	"	†	Rental, £25	99 16 9	72 3 6	172 0 3

NELSON SECTION.														
238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow ..	..	1 0	Nelson ..	..	Grantees	10 years*	Premium..	150 0 0	240 4 1	45 16 10	286 0 11
GREYMOUTH SECTION.														
319	R. 84/2977 ..	Oct. 28, 1884	A. McKenzie and Co. ..	..	5 70	Wallsend ..	..	Grantees	10 years*	Premium..	55 0 0	..	..	..
344	R. 86/2585 ..	Aug. 20, 1886	Westport Colliery Company ..	..	8 0	Brunner ..	..	Grey'm'th Har.Bd.	..	..	..	..	..	..
405	R. 89/2985 ..	Aug. 1, 1889	T. W. Wilson ..	..	2 52	Kaiata ..	..	Govt. ..	5 years*	†	..	143 11 10	143 11 10	143 11 10
HURUNUI-BLUFF SECTION.														
1	R. 81/1026 ..	April 28, 1866	J. T. Brown ..	..	7 39	Addington ..	..	Grantee	For ever ..	..	..	..	..	..
3	R. 92/646 ..	Dec. 28, 1870	Wood Brothers (Limited) ..	..	1 17	Riccarton ..	..	Grantees	"	..	..	892 4 8	406 7 7	1,298 12 3
12	R. 82/2186 ..	Aug. 14, 1874	White and Co. ..	..	21 29	Leeston ..	..	Govt. ..	"	..	..	273 7 2	..	273 7 2
13	P.W. 76/3501 ..	Dec. 18, 1874	Oamaru Harbour Board ..	..	157 77	Oamaru ..	..	Grantees	Undefined	..	..	4,676 2 8	2,742 9 11	7,418 12 7
20	P.W. 76/2946 ..	Dec. 11, 1875	Kaipoi Produce and Milling Co. ..	..	1 52	Wilson's Siding ..	..	Grantees	For ever ..	..	..	196 9 5	527 0 10	723 10 3
32	R. 82/432 ..	April 7, 1876	Miles, Archer, and Co. ..	..	105 54	Timaru ..	..	Govt. ..	"	..	..	724 19 8	464 7 3	1,189 6 11
33	P.W. 76/823 ..	April 22, 1876	James A. McIlraith ..	..	8 75	Glentunnel ..	..	"	"	..	..	7 17 2	681 9 6	689 6 8
37	P.W. 76/3721 ..	July 18, 1876	N.Z. and Australian Land Company (Limited)	..	166 27	Maheno ..	..	"	Undefined	..	..	64 3 10	117 11 10	181 15 8
120	P.W. 77/4412 ..	Jan. 23, 1878	Oamaru Harbour Board ..	..	157 64	Oamaru (1st sidg.)	..	"	10 years*	300 0 0	50 0 0	(See No. 13.)	..	..
142	R. 78/649 ..	Aug. 3, 1878	N.Z. and Australian Land Company (Limited)	..	157 65	" (2nd sidg.)	..	"	"	300 0 0	48 0 0	293 11 10	494 7 6	787 19 4
178	R. 83/1171 ..	— 1878	Mosgiel Woollen Factory Company	..	0 73	Mosgiel ..	..	"	Undefined	..	..	167 19 4	100 13 8	268 13 0
249	R. 82/379 ..	Jan. 10, 1882	S. Ogdon (Bowler and Rutledge, tenants)	..	10 71	South Malvern ..	..	Govt. ..	10 years*	..	..	46 10 1	209 17 1	256 7 2
266	R. 82/554 ..	Mar. 24, 1882	S. Bailey ..	..	15 0	Templeton ..	..	Grantee	10 years*	Premium..	153 0 0	..	128 7 2	128 7 2
275	R. 82/2105 ..	Sept. 26, 1882	D. Reid and Co. ..	..	236 12	Dunedin ..	..	Grantees	"	..	310 0 0	3,202 5 10	410 9 3	3,612 15 1
278	R. 82/1997 ..	Oct. 23, 1882	Invercargill Corporation ..	..	0 7	Makarewa Junc.	..	Govt. and grantees	"	..	5 0 0	..	..	..
281	R. 82/2605 ..	Dec. 2, 1882	C. W. Turner ..	..	105 57	Timaru ..	..	Grantee	"	..	40 0 0	45 12 1	96 6 11	141 19 0
285	R. 82/2955 ..	Jan. 11, 1883	R. M. Morten ..	..	11 76	Hornby Junction ..	..	"	"	..	132 0 0	22 19 3	1 1 8	24 0 11
290	R. 83/669 ..	April 3, 1883	Shaw, Savill, and Albion Company ..	..	0 0	Lytelton ..	..	Grantees	"	..	312 0 0	4,474 9 4	1,191 14 9	5,666 4 1
292	R. 83/1007 ..	April 18, 1883	Edwards, Bennett, and Co. ..	..	391 63	Bluff ..	..	"	"	..	145 0 0	3,053 14 5	787 3 2	3,845 17 7
294	R. 83/2987 ..	May 21, 1883	Nichol Brothers ..	..	105 57	Timaru ..	..	"	"	..	130 0 0	2,429 10 1	1,447 0 2	3,876 10 3
295	R. 83/1690 ..	June 26, 1883	Canterbury Farmers' Co-operative Association (Limited)	..	240 33	Burnside ..	..	"	"	..	140 0 0	12 2 5	29 12 11	41 15 4
297	R. 83/2672 ..	Sept. 18, 1883	J. Kitchen and Sons, and Apollo Company	..	244 8	Wingatui ..	..	Grantee	"	..	423 0 0	52 4 7	316 5 7	368 10 2
298	R. 83/2904 ..	Oct. 1, 1883	James Gore ..	..	163 6	Whitecraig ..	..	"	"	..	326 0 0	9 7 6	285 8 3	294 15 9
302	R. 83/3196 ..	Nov. 22, 1883	Benjamin Perry ..	..	106 11	Timaru ..	..	"	"	..	100 0 0	336 11 3	143 11 2	480 2 5
304	R. 84/71 ..	Jan. 25, 1884	John Jackson ..	..	391 44	Bluff ..	..	"	"	..	120 0 0	3,903 16 0	970 18 8	4,874 14 8
309	R. 84/1239 ..	May 10, 1884	J. G. Ward ..	..	155 16	Oamaru Town Belt ..	..	Grantees	"	..	175 0 0	108 11 0	443 2 6	551 13 6
311	R. 84/1324 ..	May 23, 1884	N.Z. Refrigerating Co. (Limited)	..	6 29	Wright's Bush ..	..	"	"	..	192 0 0	6 6 7	609 9 6	615 16 1
316	R. 84/2669 ..	Sept. 9, 1884	N.Z. Pine Company ..	..	235 79	Dunedin ..	..	"	"	..	190 0 0	2,349 8 0	356 3 3	2,705 11 3
			N.Z. Loan and Mercantile Agency Company (Limited)	..			..	"	"	..				

* Three months' notice. + Originally laid under old agreement.

RETURN NO. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1893.

H.O. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1893.		
										In.	Out.	Total.
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
321	R. 84/3313 ..	Nov. 7, 1884	N.Z. Loan and Mercantile Agency Company (Limited)	374 55	Invercargill ..	Grantees	10 years; 1 month's notice	Premium ..	75 0 0	1,266 6 9	801 16 0	2,068 2 9
323	R. 84/3646 ..	Dec. 8, 1884	G. R. Waddell ..	319 65	Bluff ..	Grantee	10 years*	"	145 0 0	3,856 5 1	729 12 9	4,585 17 10
324	R. 84/1670 ..	Dec. 31, 1884	South Canterbury Refrigerating Company (Limited)	103 64	Washdyke June.	Grantees	"	"	500 0 0	351 4 2	1,043 6 3	1,394 10 5
328A	R. 90/3990 ..	April 27, 1885	Lytelton Harbour Board	0 20	Lytelton ..	Govt. and grantees	"	"	..	1,867 11 4	1,268 13 5	3,136 4 9
337	R. 85/3780 ..	Dec. 9, 1885	A. Tapper ..	374 46	Invercargill ..	Grantees	"	Premium ..	435 0 0†	122 3 2	..	122 3 2
338	R. 85/3974 ..	Dec. 24, 1885	Ward and Cleave ..	374 49	"	Grantees	"	"	18 0 0†	518 16 11	280 10 0	799 6 11
342	R. 86/1880 ..	June 17, 1886	James Macfie and Co. ..	235 45	Dunedin ..	"	"	"	18 0 0†	1,237 16 10	123 7 9	1,361 4 7
347	R. 86/3194 ..	Sept. 21, 1886	Findlay and Co. ..	235 53	"	"	"	"	18 0 0†	824 2 9	606 8 1	1,430 10 10
348	R. 86/3012 ..	Sept. 25, 1886	Smellie Brothers ..	240 15	Burnside ..	"	"	"	102 0 0§	599 0 0	1 13 6	600 13 6
351	R. 87/327 ..	Feb. 9, 1887	H. B. Webster and Co. ..	90 75	Winchester ..	"	"	"	168 0 0§	3 13 6	230 11 5	234 4 11
362	R. 87/2835 ..	Sept. 30, 1887	Mutual Agency Company	236 10	Dunedin ..	"	"	"	90 0 0†	2,829 17 4	245 13 6	3,075 15 10
363	R. 87/3016 ..	Sept. 30, 1887	P. McGill ..	271 40	Milton ..	Govt. ..	"	"	Rental, £25	1,141 6 6	1,910 6 3	3,051 12 9
364	R. 87/3093 ..	Oct. 4, 1887	J. Gough, W. Summerville, R. Kemp, and H. Fentz	10 36	Kirwee ..	"	"	"	Rental, £25	29 14 0	75 15 5	105 9 5
365	R. 87/3312 ..	Oct. 25, 1887	Timaru Milling Company	106 18	Timaru ..	"	"	"	Rental, £50	1,533 8 9	815 1 2	2,348 9 11
367	R. 87/2863 ..	Jan. 1, 1881	N.Z. Agricultural Company	21 0	Waimea (District line)	"	Undefined	"	..	21 12 3	9 6 0	30 18 3
368	R. 88/926 ..	April 4, 1888	J. Anderson ..	0 16	Lytelton ..	Govt. ..	10 years*	"	Rental, £50	122 13 1	268 2 5	390 15 6
369	R. 88/925 ..	April 4, 1888	J. Palmer ..	234 53	Pelichet Bay ..	"	"	"	Rental, £25	..	76 14 9	76 14 9
370	R. 88/2418 ..	Aug. 16, 1888	J. H. Lambert ..	237 2	Kensington ..	"	"	"	Rental, £25	187 0 0	15 2 1	202 2 1
372	R. 88/3259 ..	Jan. 3, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	0 20	Lytelton ..	Grantees	"	Premium ..	460 0 0†	390 5 1	369 15 4	760 0 5
374	R. 88/885 ..	Mar. 29, 1889	Friedlander Brothers ..	16 40	Lyndhurst ..	"	"	"	260 0 0§	15 11 9	1,153 6 1	1,168 17 10
377	R. 89/1511 ..	June 8, 1889	Farmers' Agency Company	236 32	Dunedin ..	"	"	"	Extens'n, £33†	2,693 0 3	161 11 2	2,854 11 5
378	R. 89/1878 ..	May 1, 1889	W. Booth and Co. ..	5 79	Christchurch ..	Govt. ..	"	"	Rental, £50	513 8 3	..	513 8 3
379	R. 89/1259 ..	May 1, 1889	Rollitt and Co. ..	58 72	Ashburton ..	"	"	"	Rental, £25	1,769 1 1	2,449 9 2	4,218 10 3
381	R. 89/1310 ..	May 1, 1889	Belford Mills Company ..	106 8	Timaru ..	"	"	"	Rental, £50	715 12 4	709 8 3	1,425 0 7
382	R. 89/1393 ..	May 1, 1889	J. Goss ..	6 62	Christchurch ..	"	"	"	Rental, £50	717 5 11	97 1 2	814 7 1
383	R. 89/2433 ..	Aug. 5, 1889	Mutual Agency Company	236 21	Dunedin ..	Grantees	"	Premium ..	90 0 0†	37 16 0	..	37 16 0
385	R. 89/1392 ..	May 1, 1889	Permanent Investment and Loan Association of Canterbury	5 76	Christchurch ..	Govt. ..	"	"	Rental, £50	978 0 1	139 7 6	1,117 7 7
386	R. 89/1988 ..	May 1, 1889	M. Friedlander ..	60 68	Tinwald ..	"	"	"	Rental, £25	24 16 5	1,524 1 4	1,548 17 9
387	R. 89/1963 ..	May 1, 1889	Fleming and Gilkison ..	335 5	Gore ..	"	"	"	Rental, £25	425 19 1	572 5 0	998 4 1
388	R. 89/1624 ..	May 1, 1889	J. Grigg ..	64 54	Winslow ..	"	"	"	Extension, £110	264 13 8	1,770 2 4	2,034 16 0
389	R. 89/1964 ..	May 1, 1889	Fleming and Gilkison ..	374 10	Elles Road ..	"	"	"	Rental, £50	1,677 9 8	704 13 4	2,382 3 0
390	R. 89/1309 ..	May 1, 1889	Wigram Brothers ..	1 78	Heathcote ..	"	"	"	Rental, £25	412 13 9	410 10 3	823 4 0
391	R. 89/1279 ..	May 1, 1889	Friedlander Brothers ..	58 73	Ashburton ..	"	"	"	Rental, £25	369 5 10	3,862 19 6	4,232 5 4
392	R. 89/2261 ..	May 1, 1889	J. A. Redpath ..	6 51	Christchurch ..	"	"	"	Rental, £50	333 12 9	6 12 9	360 5 6

HURUNUI-BLUFF SECTION—continued.

RETURN No. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1893.

H.O. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1893.		
										In.	Out.	Total.
									£ s. d.	£ s. d.	£ s. d.	£ s. d.
HURUNUI-BLUFF SECTION—continued.												
449	R. 90/2561 ..	Aug. 1, 1889	J. Freeman ..	241 71	Abbotsford ..	Govt. ..	5 years* ..	+	Rental, £50	39 3 8	1,066 8 2	1,105 11 10
450	R. 90/2675 ..	May 1, 1890	E. B. Cargill (Farmers' Agency Company, tenants)	236 40	Dunedin ..	" ..	10 years* ..	+	Rental, £50	(See No. 377.)		
451	R. 90/1133 ..	Aug. 1, 1889	Millburn Lime and Cement Co. ..	267 50	Millburn ..	" ..	5 years* ..	+	..	365 13 6	1,220 3 9	1,585 17 3
453	R. 90/2311 ..	Aug. 1, 1889	B. C. Calverley ..	241 71	Abbotsford ..	" ..	" ..	+	..	..	348 6 11	348 6 11
454	R. 90/3748 ..	Oct. 1, 1890	D. Thomas ..	58 76	Ashburton ..	Grantee ..	10 years* ..	+	Rental, £25	414 8 3	1,102 2 6	1,516 10 9
455	R. 90/3798 ..	Aug. 1, 1889	Edwards and Menlove ..	14 39	Ngapara ..	Govt. ..	5 years* ..	+	..	..	46 10 6	46 10 6
457	R. 90/4073 ..	Dec. 1, 1890	J. A. McLanehan ..	386 23	Greenhills ..	" ..	" ..	+	..	..	124 9 11	124 9 11
458	R. 90/4155 ..	Aug. 1, 1890	Dunedin City Corporation ..	236 61	Dunedin ..	" ..	" ..	+	..	..	342 10 0	342 10 0
459	R. 91/454 ..	Nov. 1, 1890	T. Teschemaker ..	165 26	Teschemaker's ..	" ..	" ..	+	..	35 2 11	627 8 2	662 11 1
460	R. 91/636 ..	Mar. 6, 1891	Lyttelton Harbour Board ..	0 15	Lyttelton ..	Grantees ..	10 years* ..	Premium..	150 0 0	(See No. 328A.)		
461	R. 91/779 ..	Feb. 1, 1891	R. D. Thomas (Canterbury N.Z. Seed Company, tenants)	7 60	Adlington ..	" ..	" ..	+	Rental, £25	264 4 2	317 11 10	581 16 0
464	R. 91/1683 ..	Feb. 9, 1891	McCallum and Co. ..	365 32	Longbush ..	" ..	5 years* ..	+	..	52 0 1	8,327 12 1	8,379 12 2
466	R. 91/2415 ..	May 1, 1891	Colonial Bank of New Zealand ..	335 10	Gore ..	" ..	8 years* ..	+	..	3 6 6	35 16 7	39 3 1
469	R. 91/2112 ..	Aug. 5, 1891	Miles and Co. ..	59 4	Ashburton ..	Grantee ..	8½ years* ..	+	Rental, £25	249 4 0	1,287 1 11	1,536 5 11
470	R. 91/2834 ..	July 1, 1891	W. Borlase ..	228 62	Sawyers' Bay ..	" ..	5 years* ..	..	..	..	42 8 4	42 8 4
471	R. 91/2986 ..	Sept. 14, 1891	J. G. Ward ..	390 12	Ocean Beach ..	" ..	10 years* ..	Premium..	250 0 0	4,311 6 4	1,023 19 10	5,335 6 2
472	R. 91/3338 ..	Oct. 1, 1891	Wood Brothers (Limited) ..	7 60	Adlington ..	Grantees ..	" ..	+	Rental, £25	1,417 7 9	1,132 11 7	2,549 19 4
474	R. 91/3084 ..	Sept. 1, 1891	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	" ..	" ..	" ..	+	Rental, £25	842 19 11	433 14 11	1,276 14 10
475	R. 91/3047 ..	Nov. 6, 1891	D. H. Brown and Son ..	7 29	" ..	Govt. and grantees ..	" ..	Premium..	20 0 0	168 18 7	117 7 1	286 5 8
476	R. 91/3639 ..	Oct. 1, 1891	N.Z. Provision and Produce Co. ..	7 1	Belfast ..	Grantees ..	" ..	+	Rental, £25	68 13 7	210 2 8	278 16 3
478	R. 91/3993 ..	Nov. 1, 1891	N.Z. Loan and Mercantile Agency Company (Limited)	58 70	Ashburton ..	" ..	" ..	+	Rental, £25	359 2 4	658 4 0	1,017 6 4
479	R. 91/3995 ..	Oct. 25, 1891	Royse, Smith, and Co. ..	237 11	Kensington ..	Govt. ..	5 years* ..	+	Rental, £25	166 9 10	..	166 9 10
482	R. 92/509 ..	Jan. 1, 1892	N.Z. Refrigerating Co. (Limited) ..	239 27	Burnside ..	Grantees ..	10 years* ..	+	Rental, £25	898 15 11	395 0 9	1,293 16 8
483	R. 92/703 ..	Feb. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	0 6	Studholme Junction ..	" ..	" ..	+	Rental, £25	..	119 7 6	119 7 6
484	R. 92/672 ..	Mar. 1, 1892	W. White and Co. ..	6 51	Christchurch ..	Govt. ..	" ..	+	Rental, £50	306 3 5	32 3 5	338 6 10
485	R. 92/807 ..	Jan. 10, 1892	E. G. Allen ..	327 78	Pt. Chalmers, Upper ..	Grantee ..	5 years* ..	+	..	..	33 7 5	33 7 5
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	29 8 4	995 10 1	1,024 18 5
487	R. 92/852 ..	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Timaru ..	" ..	" ..	+	Rental, £50	(See No. 294.)		
488	R. 92/806 ..	Mar. 1, 1892	N.Z. Loan and Mercantile Agency ..	6 50	Christchurch ..	" ..	" ..	+	Rental, £50	1,009 13 1	537 11 1	1,547 4 2
489	R. 92/1249 ..	Jan. 1, 1892	J. S. White ..	2 54	Wetheral ..	" ..	" ..	+	Rental, £25	20 15 3	76 2 10	96 18 1
490	R. 92/1487 ..	May 1, 1892	P. Cunningham (Atlas Milling Company tenants)	105 78	Timaru ..	" ..	5 years* ..	+	Rental, £50	..	..	..

493	R. 92/1937 ..	Feb. 1, 1892	Executors of late M. Studholme ..	0 6	Studholme Junction	Grantees	10 years* ..	†	Rental, £25	52 2 9	729 0 2	781 2 11
496	R. 92/3650 ..	July 1, 1891	Kemphorne, Prosser, and Co.'s N.Z. Drug Company	239 24	Cattle-yards	"	"	†	Rental, £25	182 7 7	262 11 4	444 18 11
498	R. 92/3835 ..	Oct. 1, 1892	Canterbury Frozen Meat and Dairy- produce Export Company	7 8	Belfast	"	"	†	Rental, £25	5,102 5 5	3,323 15 7	8,426 1 0
499	R. 92/4111 ..	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company	7 50	Addington	"	"	Premium ..	46 0 0§	..	..	..
500	R. 92/3737 ..	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru	"	"	†	Rental, £50	1,286 9 7	1,079 3 4	2,315 12 11
501	R. 92/4184 ..	Dec. 21, 1892	A. Lischner ..	4 72	Conical Hill	"	5 years* ..	Premium ..	186 0 0	1 6 8	48 17 3	50 3 11
502	R. 92/4217 ..	Oct. 1, 1892	J. and T. Meek ..	158 1	Oamaru	Govt. and grantees	1 year * ..	†	Rental, £50	746 15 10	492 14 1	1,239 9 11
505	R. 92/40 ..	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	Timaru	Grantees	1 year 8 months*	†	Rental, £50	1,018 4 6	491 11 10	1,509 16 4
506	R. 92/109 ..	Jan. 1, 1893	W. Christmas ..	2 25	Wetheral	"	10 years* ..	†	Rental, £25	76 12 9	209 10 9	286 3 6
507	R. 92/4306 ..	Jan. 1, 1893	Evans and Co. (Limited) ..	105 75	Timaru	"	5 years* ..	†	Rental, £50	1,543 10 9	1,369 2 2	2,912 12 11
509	R. 92/593 ..	Feb. 1, 1893	J. Borgfeldt ..	3 31	Papanui	"	3 years* ..	†	Rental, £25	..	103 10 11	103 10 11
510	R. 92/1075 ..	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Gore ..	"	10 years* ..	†	Rental, £25	170 15 2	617 17 5	788 12 7

* Three months' notice.

† Originally laid under old agreement.

‡ Rental, £50.

§ Rental, £25.

E. G. PILCHER, Secretary.

RETURN NO. 19.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1893.

Section.	Mileage Open for Traffic on 31st March, 1892.	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, 1893.
		Line Opened.	Date of Openings.	Length Opened.		Line.	M. ch.			
Kawakawa	M. ch. 7 41	...	...	M. ch. ...	M. ch. ...	...	M. ch. ...	M. ch. ...	M. ch. 7 39†	
Whangarei	6 52	...	...	...	...	...	...	...	6 52	
Kaihu	...	Dargaville-Opanake	1st January, 1893	16 47	4 07	...	16 47	4 07	16 47	
Auckland	265 32	...	...	...	...	...	...	...	265 32	
Napier-Taranaki	328 45	...	...	...	...	...	...	...	328 45	
Wellington	91 8	Wellington-Te Aro	27th March, 1893	1 10	0 01	...	1 10	0 01	92 18	
Hurunui-Bluff	1,098 43*	Bluff Station Extension	17th October, 1892	0 07	0 03	...	0 07	0 03	1,098 33†	
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	...	...	...	...	...	...	...	23 5†	
Pictou	17 70	...	...	...	...	...	...	...	17 79†	
Total	1,870 43†	...	...	17 64	4 11	...	17 64	4 11	1,888 29†	
Forest Hill Tramway	...	...	...	...	...	...	...	...	...	10 0

* Does not include Riversdale-Switzerland (2 miles). † Re-chains by re-chainage. ‡ Mileage reckoned to end of rails.

RETURN No. 20.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1893.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.†
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80*	26 33	40 73	67 26	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
1892-93	17 26	..	17 26	36,382	132,569
Totals	..	..	..	3,889,068	1,572,747

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 21.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1892, and March, 1893.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1891-92.												
General	...	...	...	...	...	...	...	...	...	...	...	122
Traffic	7	5	...	159	204	89	931	38	25	20	13	1,491
Maintenance	6	3	...	208	391	98	1,114	63	21	24	43	1,971
Locomotive	4	3	...	150	164	137	814	24	30	9	9	1,344
Totals	17	11	...	517	759	324	2,859	125	76	53	65	4,928
1892-93.												
General	...	...	...	...	...	...	...	...	...	...	...	125
Traffic	6	5	2	155	205	94	924	30	22	18	10	1,471
Maintenance	6	6	16	195	310	95	896	23	16	17	23	1,603
Locomotive	4	5	2	143	161	140	739	24	29	10	6	1,263
Totals	16	16	20	493	676	329	2,559	77	67	45	39	4,462

RETURN No. 22.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1893.

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 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kaihu ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland ...	...	...	1	2	...	15	...	18	...	...	...	...	...	4	...	...	...	1	39
Napier-Taranaki ...	...	...	...	1	...	16	...	3	1	1	1	...	...	5	...	...	...	2	26
Wellington ...	...	...	...	1	...	9	1	1	...	...	1	...	...	8	...	...	...	2	19
Hurunui-Bluff ...	...	...	2	5	...	36	1	18	...	4	2	1	...	17	...	1	...	5	82
Greymouth ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	2
Westport ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nelson ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1
Picton ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1
Totals ...	...	...	3	9	...	78	2	42	1	5	4	1	...	34	...	1	10	170	

RETURN NO. 23.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1893.

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.		Running.										Repairs.			Running.		Total.	
Train.	Shunting.	Ballast.	Coal.	Oil.	Tallow.	Waste.					Repairs.	Stores.	Fuel.	Wages.	Stores.	Fuel.	Wages.	Total.					

KAWAKAWA SECTION.

A	1	6	120	499	108	727	Cwt.	31	15	lb.	2	9	£	11	£	1	£	34	£	6'93	11'22	24
F	2	10	5,220	2,264	1,003	8,487	1,478	146	42	42	121	95	37	311	21	452	2'69	8'79	12'78	194		
Total	3	...	5,340	2,763	1,111	9,214	1,509	161	44	130	...	106	38	332	486	276	...	8'65	12'66	218		
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0'68	...		
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	512	...	...	...	13'34	...		

WHANGAREI SECTION.

F	2	17	8,373	5,195	99	13,667	2,590	212	25	83	29	70	511	42	1'23	8'97	11'13	634	0'51	8'97	11'13	270
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	82	...	...	1'44	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	716	...	...	12'57	...

KAIHU SECTION.

A	1	12	488	55	120	663	87	8	2	4	17	4	14	36	1'45	5'07	13'03	36	6'15	5'07	14
F	1	12	1,188	160	...	1,348	141	21	...	9	34	7	24	66	1'25	4'27	11'75	...	6'05	4'27	29
Total	2	...	1,676	215	120	2,011	228	29	2	13	51	11	38	102	1'31	4'53	12'17	102	6'09	4'53	43
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	1'55	13	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	115	...	...	13'72	115	...	...	...

RETURN No. 23—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1893—continued.

Type.	No. of Engines.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Stream.							
		Detail.		Total.	Running.				Repairs.	Running.			Repairs.	Running.										
		Train.	Shunting.		Ballast.	Coal.	Oil.	Tallow.		Waste.	Wages and Material.	Stores.		Fuel.	Wages.									
WELLINGTON SECTION.																								
A	1	12	5,112.	2,756	...	7,868	912	86	10	85	£	2	4	45	£	210	£	261	0'08	1'10	1'38	6'40	7'96	221
C	2	4	...	...	...	...	7,593	...	...	338	195	...	30	377	1,029	1	18	1,631	0'86	1'13	1'67	4'57	7'23	795
D	4	15	25,476	25,788	2,826	54,090	20	...	...	...	16	...	...	...	...	...	...	29'63	...	...	1'90	2'20	33'73	3
E	...	...	...	126	...	126	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
FA	2	20	6,751	893	169	7,813	2,199	109	6	62	77	...	4	109	139	1	18	1,029	0'86	1'13	1'67	4'57	7'23	795
H	6	6	10,606	916	...	18,471	18,471	1,036	62	612	1,021	...	37	908	809	...	...	2,775	11'85	14	10'55	9'41	32'25	643
L	5	20	38,266	10,555	1,359	50,180	8,862	653	27	240	797	...	23	439	731	...	...	3,400	3'81	11	2'10	3'49	9'51	442
R	4	20	80,489	7,292	443	88,224	21,719	1,103	67	577	1,105	...	41	1,076	1,178	...	...	3,400	3'01	12	2'91	3'35	7'11	310
S	2	15	30,206	2,935	...	33,141	8,097	391	36	291	101	...	16	402	463	...	...	982	0'73	12	2'91	3'35	7'11	310
W	2	12	36,065	5,117	807	41,989	13,272	497	56	438	585	...	23	658	720	...	...	1,986	3'35	13	3'76	4'11	11'35	521
Total	28	...	232,971	64,590	6,520	304,081	81,145	4,625	399	2,644	3,899	178	4,015	5,280	...	...	13,372	3'08	14	3'7	4'16	10'55	13'89	3,790
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,236	...	...	...	...	3'34	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17,608	...	...	...	...	...	...
HURUNUI-BLUFF SECTION.																								
A	6	6	28,448	14	6	28,468	2,046	395	31	228	546	17	151	629	1,343	460	1,343	4'60	14	1'27	1'51	5'31	11'32	414
C	...	...	4,064	379	...	4,562	656	61	8	42	6	3	31	108	148	0'31	148	0'31	14	1'64	1'64	5'08	7'77	69
D	17	18	131,251	153,062	1,674	285,087	41,719	3,867	197	2,270	1,107	157	2,087	5,414	8,765	0'93	157	0'93	13	1'75	4'34	4'54	7'35	3,681
F	34	20	293,149	169,959	38,951	502,059	90,705	6,805	461	4,056	12,467	285	4,183	9,279	26,214	5'96	461	5'96	14	2'00	4'43	4'39	12'27	6,547
FA	3	20	7,543	2,065	...	9,608	2,472	162	12	95	207	7	122	180	516	5'18	207	5'18	17	3'05	4'79	4'79	12'89	148
G	2	20	34,875	4,631	1,452	40,958	8,011	601	38	261	189	23	394	671	1,277	1'11	189	1'11	13	2'31	3'93	3'93	7'48	446
J	21	25	421,218	38,745	470	460,433	127,699	6,305	479	4,302	5,086	265	5,470	6,165	16,086	2'65	479	2'65	14	2'85	3'21	3'21	8'85	410
K	8	25	57,029	4,433	...	62,062	15,200	905	66	692	2,809	40	770	1,008	4,027	10'86	40	10'86	15	2'98	3'90	3'90	17'89	778
L	1	20	21,152	2,372	55	23,579	4,620	299	20	158	53	12	228	390	683	0'54	53	0'54	12	2'32	3'97	3'97	6'05	252
N	6	35	159,140	5,776	...	164,916	37,748	2,317	138	1,388	1,796	96	1,889	1,888	5,369	2'61	138	2'61	14	2'75	2'31	2'31	7'81	1,183
O	6	18	87,988	10,935	...	98,923	40,491	1,767	138	1,291	1,437	79	1,734	1,808	5,058	3'48	79	3'48	19	4'21	4'39	4'39	12'27	1,165
P	7	18	95,089	7,469	42	102,600	38,111	1,746	125	1,202	2,355	77	1,770	1,672	5,874	5'51	125	5'51	18	4'14	3'91	3'91	13'74	1,053
Q	2	20	19,520	2,750	1,056	23,326	6,108	312	47	321	428	15	247	465	1,155	4'40	428	4'40	16	2'54	4'78	4'78	11'88	428
R	6	20	77,357	14,609	11,704	103,070	27,651	1,315	120	940	1,414	61	1,111	1,891	44,777	3'27	61	3'27	14	2'37	4'38	4'38	10'36	1,138
Re	6	18	52,746	11,413	23	64,182	27,681	1,191	101	942	1,235	53	1,245	1,301	3,854	4'62	101	4'62	20	4'65	4'86	4'86	14'33	894
T	6	18	243,799	17,681	2	261,482	78,177	4,036	222	2,135	2,262	167	3,616	3,091	9,136	2'08	222	2'08	15	3'32	2'83	2'83	8'38	894
V	10	25	243,799	17,681	2	261,482	78,177	4,036	222	2,135	2,262	167	3,616	3,091	9,136	2'08	222	2'08	15	3'32	2'83	2'83	8'38	894
WA	1	12	2,444	622	...	3,066	927	78	6	43	22	3	47	60	132	1'70	6	1'70	26	3'97	4'74	4'74	10'37	1,910
Total	136	...	1,705,033	479,034	55,814	2,239,881	550,922	32,162	2,209	20,366	33,419	1,360	125,095	35,720	95,594	3'58	1,360	3'58	15	2'69	3'82	3'82	10'24	24,259
Less recoverable mileage & expenditure	...	...	...	...	7,561	7,561	...	...	...	...	...	...	...	...	...	571	...	571	...	...	...	...	0'03	...
General charges	...	...	...	...	48,253	2,232,320	...	...	...	...	...	...	...	...	...	95,023	...	95,023	...	...	...	...	10'21	...
Total	...	...	...	...	48,253	2,232,320	...	...	...	...	...	...	...	...	...	12,557	...	12,557	...	...	...	...	1'35	...
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	107,580	...	107,580	...	...	...	...	11'56	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

RETURN NO. 23—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1893—continued.

Type.	No. of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.		Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.		
	1	2	3	4	5	6	Running.				Repairs.	Running.			Repairs.	Running.		Total.			
							Coal.	Oil.	Tallow.	Waste.		Wages and Material.	Stores.	Fuel.		Wages.					
GREYMOUTH SECTION.																					
D	1	12	201	7,567	3,148	10,916	1,387	110	22	85	192	6	58	271	527	4'22	0'13	1'27	5'96	11'58	200
F	3	12	19,447	21,323	927	41,697	6,686	448	90	338	315	21	209	669	1,214	1'82	0'12	1'20	3'85	6'09	569
R	1	12	3,524	2,455	30	6,009	1,015	83	12	53	273	3	32	89	397	10'90	0'12	1'28	3'56	15'86	60
Total	5	...	23,172	31,345	4,105	58,622	9,088	641	124	476	780	30	299	1,029	2,138	3'19	0'12	1'23	4'21	8'75	838
Less recoverable mileage & expenditure																					
General charges																					
Total	...	...	...	...	1,216	55,733	...	...	...	...	...	...	...	...	2,389	...	...	...	...	10'29	...
WESTPORT SECTION.																					
C	2	12	824	15,983	347	17,154	2,212	210	27	150	35	9	61	438	543	0'49	0'13	0'85	6'13	7'60	282
F	4	15	37,926	16,666	406	54,998	10,878	911	102	655	1,104	40	299	1,042	2,485	4'82	0'17	1'30	4'55	10'84	704
Total	6	...	38,750	32,649	753	72,152	13,090	1,121	129	805	1,139	49	360	1,480	3,028	3'79	0'16	1'20	4'92	10'07	986
General charges																					
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,647	...	...	...	...	12'13	...
NELSON SECTION.																					
D	3	18	18,125	2,708	250	21,083	3,277	326	21	191	258	13	222	375	868	2'93	0'15	2'53	4'27	9'88	274
F	1	18	20,891	2,088	10	22,989	3,601	362	31	226	135	12	229	355	731	1'41	0'12	2'39	3'71	7'63	241
Total	4	...	39,016	4,796	260	44,072	6,878	688	52	417	393	25	451	730	1,599	2'14	0'14	2'46	3'97	8'71	515
PICTON SECTION.																					
C	1	15	3,978	817	2,837	7,632	1,092	103	9	61	34	4	69	146	253	1'07	0'13	2'17	4'59	7'96	114
D	1	15	5,802	889	95	6,786	1,067	83	4	52	161	3	70	117	351	5'09	0'11	2'47	4'14	12'41	75
G	2	15	12,210	2,219	621	15,050	2,567	213	16	153	255	8	153	310	726	4'07	0'13	2'44	4'94	11'58	215
Total	4	...	21,990	3,925	3,553	29,468	4,726	399	29	266	450	15	292	573	1,330	3'66	0'12	2'38	4'67	10'83	404
Less recoverable mileage & expenditure																					
General charges																					
Total	...	...	...	...	1,378	27,293	...	...	...	...	...	...	...	...	1,140	...	...	...	...	10'02	...
General charges																					
Total	...	...	...	...	1,378	27,293	...	...	...	...	...	...	...	...	1,432	...	...	...	...	12'50	...

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

RETURN No. 24.
HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1893.

Mine.	1892-93.	1891-92.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin, J., Sheffield	1,341	1,331	10	...
Springfield Coal Company, Springfield	81	254	...	173
Smith and Taylor, Springfield	66	237	...	171
Leeming and Co., Whitecliffs	2,047	2,755	...	708
McIlraith, J. A., Glentunnel	2,814	3,126	...	312
E. F. Wright, Mount Somers	...	651	...	651
Knight and Harris, Mount Somers	1,200	...	1,200	...
Albury	193	...	193	...
Studholme and McPherson, Waimate	21	24	...	3
Kurow	217	353	...	136
Abbotsford	65	33	32	...
Ngapara	36	44	...	8
Herbert	160	186	...	26
Shag Point	3,102	8,034	...	4,932
Bushey	12,720	7,492	5,228	...
Walton Park,	17,716	14,168	3,548	...
Fernhill	74	6,254	...	6,180
Saddle Hill	420	...	420	...
Freeman's	12,053	13,162	...	1,109
Salisbury	2,078	1,961	117	...
Nelson's	1,124	1,034	90	...
Lovell's Flat	110	383	...	273
Milton	4	9	...	5
Kaitangata	53,392	58,872	...	5,480
Carson's	56	...	56	...
Castle Hill	...	52	...	52
Cormack's	460	568	...	108
Conical Hills	2,115	1,714	401	...
Mosgiel	366	158	208	...
McKenzie, J., Pukerau	25	559	...	534
Hagan, C. O., Pukerau	354	182	172	...
Dudley, J., Pukerau	40	5	35	...
Johnston, A., Waikaka	...	10	...	10
Hoffman, Gore	88	222	...	134
Fryer's, Gore	34	34	...	...
Hood's, Gore	...	4	...	4
Adams, Gore	146	95	51	...
Cossgrove, Croydon	...	5	...	5
Tweedie, D., Pyramids	...	4	...	4
Fox, J., Pyramids	...	10	...	10
Carmichael, Waimea	...	4	...	4
New Zealand Agricultural Company, Waimea	...	10	...	10
Smith, J., Waimea	...	6	...	6
Beattie, J., Maitaura	...	5	...	5
Town, C., Maitaura	116	199	...	83
Sleeman, C. P., Maitaura	25	29	...	4
Sutherland, Fairfax	...	4	...	4
Slattery, N., Fairfax	5	5	...	...
Spooner, Wairio	...	8	...	8
Brazier, J., Wairio	10	35	...	25
Reed, W., Wairio	380	680	...	300
Benson, S., Wairio	4	40	...	36
Nightcaps Coal Company, Nightcaps	7,137	11,570	...	4,433
Reed, W., Nightcaps	428	191	237	...
Brazier, J., Nightcaps	...	5	...	5
Cassels, A., Orepuki	330	213	117	...
Hokonui Coal Company, Winton	2,360	...	2,360	...
Totals	125,513	136,989	14,475	25,951

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, 1893.

Port.	1892-93.	1891-92.	Increase.	Decrease.
DISCHARGED :—	No.	No.	No.	No.
Lyttelton	1,614	1,532	82	...
Timaru	297	326	...	29
Oamaru	156	156	...	...
Port Chalmers	365	392	...	27
Dunedin	51	55	...	4
Bluff	306	386	...	80
Totals	2,789	2,847	82	140
LOADED :—	No.	No.	No.	No.
Lyttelton	1,311	1,264	47	...
Timaru	290	322	...	32
Oamaru	156	154	2	...
Port Chalmers	377	398	...	21
Dunedin	1	...	1	...
Bluff	309	384	...	75
Totals	2,444	2,522	50	128

RETURN No. 26.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1893, 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 :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	211 57	6 28	...	218 5	64 65	...	64 65	282 70
Rangiora-Sheffield and Eyreton Junction-Bennett's	...	...	53 56	242 65	...	4 31	23 18	58 7
Southbridge and Little River Branches	...	...	48 7			5 26		53 33
Springfield and Whitecliffs Branches	...	...	42 27			4 60		47 7
Rakaia and Ashburton Forks Branch	...	...	22 20			2 65		25 5
Mount Somers Branch	...	...	27 35			1 53		29 8
Albury Branch	...	...	36 13	185 19	...	2 45	17 76	38 58
Waimate Branch	...	...	12 67			1 58		14 45
Totals, Christchurch Division	211 57	6 28	242 65	460 70	64 65	23 18	88 3	548 73
DUNEDIN DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	175 20	...	...	175 20	46 61	...	46 61	222 1
Duntroon Branch	...	...	37 41	185 19	...	2 57	17 76	40 18
Oamaru-Breakwater Branch	...	...	0 63			0 25		1 8
Ngapara & Livingstone Branches	...	...	27 4			1 77		29 1
Shag Point Branch	...	...	2 10			0 14		2 24
Waihemo Branch	...	...	8 65			0 57		9 42
Port Chalmers Branch	...	...	1 26			3 41		4 67
Walton Park Branch	...	...	2 49			0 52		3 21
Otago Central Railway	...	...	39 62			2 1		41 63
Outram Branch	...	...	9 0			0 65		9 65
Lawrence Branch	...	...	22 1			1 78		23 79
Catlin's River Branch	...	...	14 14	215 5	...	1 2	16 54	15 16
Tapanui Branch	...	...	20 4			2 7		22 11
Totals, Dunedin Division	175 20	...	185 19	360 39	46 61	17 76	64 57	425 16
INVERCARGILL DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	72 61	...	...	72 61	17 48	...	17 48	90 29
Waimera Plains Branch	...	...	36 41	215 5	...	2 6	16 54	38 47
Wyndham Branch	...	...	9 35			0 43		9 78
Seaward Bush Branch	...	...	11 25			0 56		12 1
Kingston Branch	...	...	87 0			5 77		92 77
Makarewa-Orepuki Branch	...	...	35 52			3 75		39 47
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 61	...	215 5	287 66	17 48	16 54	34 22	322 8
Grand Totals—Whole Line	459 58	6 28	643 9	1,109 15	129 14	57 68	187 2	1296 17
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, 1892-93.

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
	PUBLIC WORKS FUND. PART I.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
87	Additions to open lines	12,612 0 0	12,612 0 0	..	12,612 0 0

Accountant's Office, New Zealand Railways,
21st April, 1893.

Examined and found correct.

JAMES EDWARD FITZGERALD,
27th April, 1893. Controller and Auditor-General.

A. C. FIFE,
Railway Accountant.

RETURN No. 28.

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES during the Year ending 31st March, 1893.

PART I.—PASSENGERS.

LOCAL FARES AND REGULATIONS.

Kaihu Section.

Fares inserted.

Napier-Taranaki and Wellington Sections.

Through-return fares between Wellington and Napier Section stations reduced.

PART III.—GOODS.

REGULATIONS.

(5.) Class F: Maximum load per truck fixed at 6 tons.

(23.) Miscellaneous: Regulation *re* conveyance of arsenic and other poisonous substances inserted.

(24.) Imperial Institute, London: Regulations *re* free carriage of exhibits inserted.

Queensland Relief Fund: Regulation inserted respecting free carriage of goods for this fund.

PART IV.—LOCAL RATES.

Whangarei Section.

Ships' goods of Classes A, B, C, D, E to be charged by weight or measurement at option of department.

Kaihu Section.

Rates inserted.

Auckland Section.

Rates for goods of Classes A, B, C, and D between Auckland or Newmarket and ports on the Kaipara cancelled, and rates between Auckland or Newmarket and Helensville for Kaipara ports traffic inserted.

Rate for cement, Auckland or Auckland Railway Wharf to Onehunga Wharf, reduced.

Napier-Taranaki Section.

Regulation providing for charging goods of Class E rate and a quarter cancelled.

Wellington Section.

Regulation providing for charging goods of Class E rate and a quarter cancelled.

Greymouth Section.

Rate for timber, Kaiata to Greymouth, reduced.

Westport Section.

Rate for flax, native, dressed, reduced.

Nelson Section.

Rate for bark, native, rough, Wakefield to Nelson, reduced.

Picton Section.

Rate for straw, pressed, consigned to Picton for shipment, reduced.

Hurunui-Bluff Section.

Rate for wool, undumped, from stations on Duntroon and Hakateramea District Railway to Oamaru and Breakwater reduced.

Rate for wool, undumped, Ocean Beach to Bluff, reduced.

Rate for threshing-machines, &c., and bulky machinery, between Dunedin and Invercargill, inserted.

Rate for nightsoil, Kensington to Wingatui, inserted.

Rates for cased meats, tallow, pelts, native coal, artificial manures, and ships' ballast between Bluff and Ocean Beach reduced.

PART V.—CLASSIFICATION OF GOODS.

						Reduced to	Class.
Binder-twine ...	...	...	...	...	...	D	D
Machinery, refrigerating and paper-making.	Owners' risk.	<i>Special goods</i>	...	...	...	"	C
Rabbits, dead. Half-rate.	Owners' risk	...	...	...	...	"	C
Sheep-runners, in casks	...	...	...	...	...	"	D
Tin plates, packed, consigned to rabbit-factories	...	...	...	...	...	"	D
Willows, green. Owners' risk	...	...	...	...	...	"	N

PART VI.—WHARVES.

Kaihu Section.

Dargaville Wharf: Wharf rates and charges for use of wharf inserted.

Wellington Section.

Kaiwarra Railway Wharf: Rates and regulations for landing and shipping gunpowder and explosives inserted.

Greymouth Section.

Greymouth Wharf: Charges for use of wharf amended.

Westport Section.

Westport Wharf: Wharfage rate for flax and tow inserted.

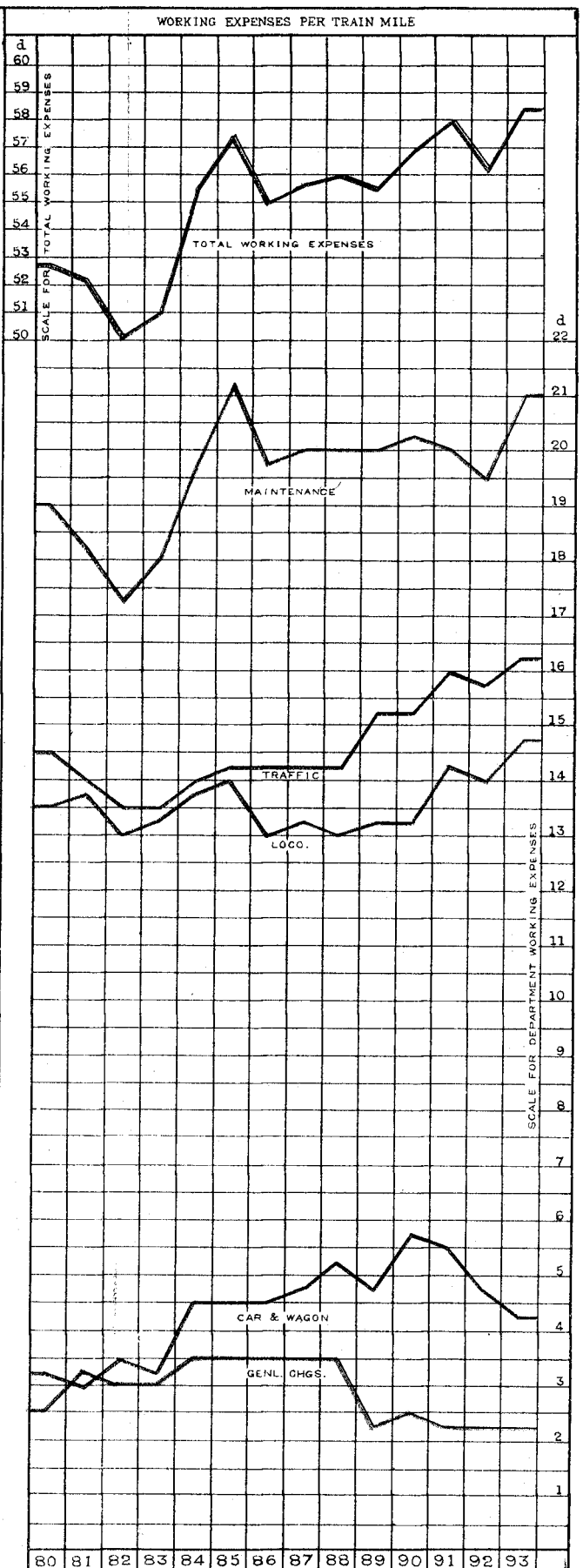
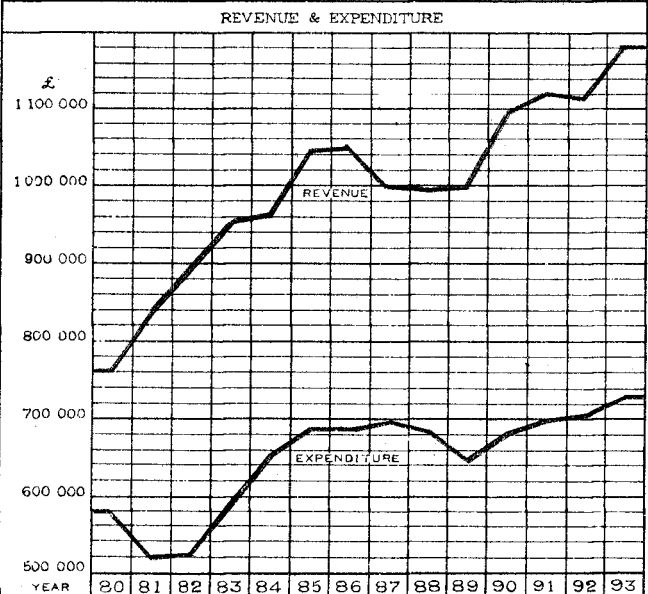
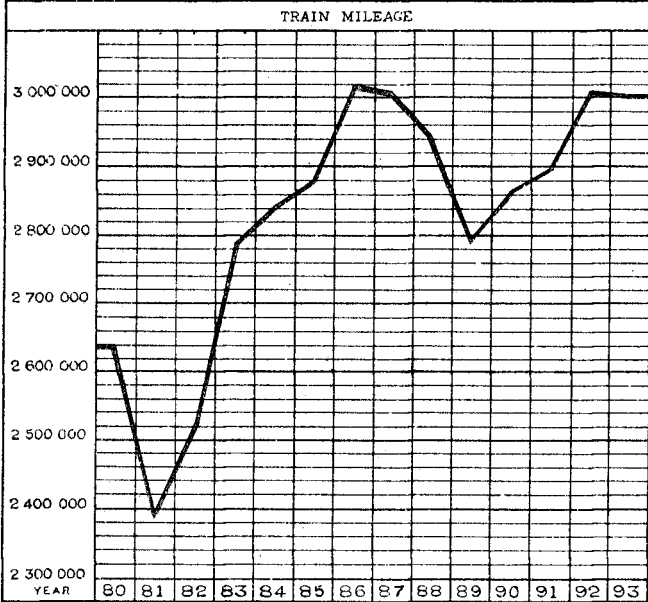
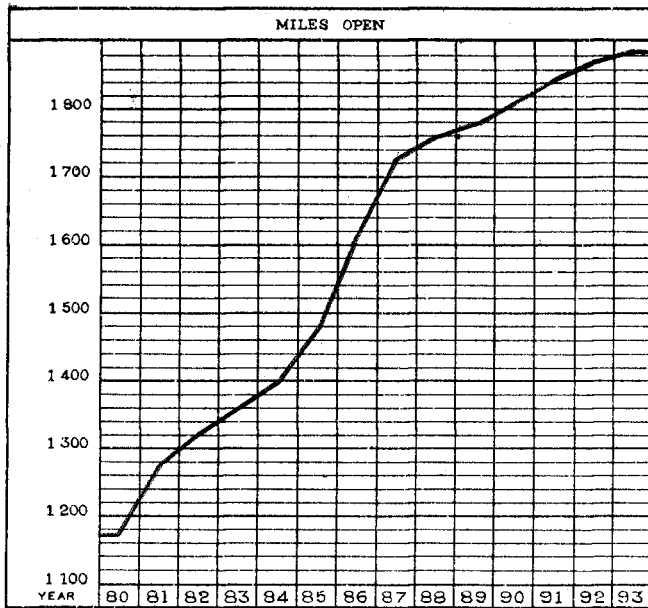
E. G. PILCHER, Secretary.

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By Authority: SAMUEL COSTALL, Government Printer for the time being, Wellington.—1893.

Price 1s. 6d.]

NEW ZEALAND GOVERNMENT RAILWAYS





MAP OF NEW ZEALAND

SHEWING
RAILWAYS OPEN FOR TRAFFIC
JUNE 1893.

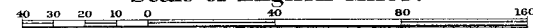
North Island

Middle Island



S. PERCY SMITH
Surveyor General

Scale of English Miles.



Reference.

Government Railways open for traffic, 1892 miles	
Private Lines 132 "	
Coach routes.....	
Roads and tracks.....	
Steamer routes.....	

