

1899.
NEW ZEALAND.

RAILWAYS STATEMENT.

(1st August, 1899.)

BY THE MINISTER FOR RAILWAYS, THE HON. A. J. CADMAN.

MR. SPEAKER,—

In presenting this my fifth annual Railways Statement, I have again to congratulate the House and the colony on the remarkable expansion of our railway business.

I will review the transactions of the year in the same order as last year, viz.: First, the transactions as a whole, under the heading of "General"; second, "Earnings"; third, "Working-expenses"; fourth, "Expenditure for Additions to Open Lines and Rolling-stock charged to Capital Account"; fifth, "Midland Railway (results of working)"; sixth, "Concluding Remarks and Forecast."

1. GENERAL.

The number of miles now open for traffic is 2,090, as against 2,055 last year.

The revenue for 1898-99 has been	...	...	...	...	£1,469,665
" 1897-98	...	...	...	...	1,376,008
An increase of	...	...	...	...	£93,657
The working-expenses for 1898-99 have been	...	...	...	...	£929,738
" 1897-98	...	...	...	...	857,191
An increase of	...	...	...	...	£72,547
The excess of revenue over working-expenses for 1898-99 has been	...	...	...	...	£539,928
" " 1897-98	...	...	...	...	518,817
Giving an increased net return of	...	...	...	...	£21,111

The rate of interest earned on the capital cost of the open railways (£16,404,076) has been £3·29 per cent., against £3·24 per cent. last year, as compared with Victoria, £2·49; Queensland, £2·93; South Australia, £2·69; Tasmania, £1·07; New South Wales, £3·75; and Western Australia, £4·62. (See Return No. 15.)

The opening of the all-Government route to Napier, Wanganui, and New Plymouth, *via* the Wairarapa, has resulted in increased business and profit to the State railways. The interest earned by this system of railways has increased from £2 16s. 9d. per cent. for 1897-98 to £3 0s. 8d. per cent. for 1898-99.

The extensions from Whakapara to Waiotu, 3 miles 26 chains; Paeroa to Thames, 19 miles 20 chains; Kokonga to Ranfurly, 11 miles 13 chains—a total of 33 miles 59 chains—have been opened during the year. (See Return No. 22.)

The opening to the Thames is an event of great importance. From the date of the opening—19th December, 1898—to the close of the financial year on the 31st March, 1899, 36,876 passengers have travelled over the extension, and there is every prospect of this line developing a good passenger business.

As forecast in my last year's Statement the through train services between New Plymouth and Wanganui have been doubled, and arrangements have been

made with the Union Steamship Company and the Northern Steamship Company to connect to and from Auckland with these trains, thereby increasing the through services to and from Wellington, from and to Auckland, to four days a week instead of two days a week as formerly. These improved facilities for both passengers and mails have been much appreciated.

The demands for faster train services, improved station-accommodation, and more rolling-stock still continue. In the case of the two latter requirements, so far as the means at my disposal permit, every effort is being made to overtake pressing necessities; but, in respect to faster train services, as I have on previous occasions indicated, these can only be provided by separating the passenger and goods services, involving a large increase in working-expenses, which, in my opinion, the character of the business does not, except in exceptional cases, yet warrant.

Additions to rolling-stock, and additions and improvements to the lines and structures, at a cost of £197,100, have been made during the year, charged as follows: £179,932 to Capital Account, and £17,168 to working-expenses. (See Return No. 7 for details of the capital expenditure.)

Of the 1,865 casual labourers employed in the Traffic Branch and insured against accident at the cost of working-expenses, forty-eight were injured and received compensation during the year. The cost of premium amounted to £413 12s. 9d.

An average of 6,413 men were employed by the department, as compared with 6,051 men during the previous year. (See Return No. 26.)

Seventy-four members of the permanent staff resigned, thirty-one died, fifty-seven were retired, twenty-six were dismissed, and 404 engaged.

Five appeals against decisions of the department in regard to staff irregularities were heard by the Appeal Boards; four were dismissed and one allowed.

Nineteen members of the Second Division were during the year promoted or transferred to the First Division.

In my last Statement I alluded to the fact that some dissatisfaction had been expressed in regard to the regulations for the transfer of members from the Second Division of the service to the First Division, and that the executives of the Amalgamated Society of Railway Servants and the Railway Officers' Institute had been invited to assist in framing amended regulations which would be acceptable to the members of both divisions. The replies received indicated that the two organizations could not agree on a scheme which would be acceptable to both. The Government, therefore, referred the question to a conference of the Railway Managers, who have recommended amended regulations, which have since been under the consideration of the before-mentioned societies. The Officers' Institute has replied, advising additional restrictions to those proposed in respect to promotions from Division II. to Division I., but no definite reply has as yet been received from the Railway Servants' Society.

Amended regulations under the Classification Act, gazetted the 6th April, 1899, provide for (a) limiting the number of members of one family who may join the service to two instead of three; (b) fixing the maximum age of apprentices at sixteen years instead of sixteen and a half years; (c) employment of temporary hands where necessary, and providing for transfer of temporary hands to the permanent staff.

As announced in my last year's Statement, the Government, on the 1st January, 1899, increased the pay of all men in receipt of 6s. 6d. a day to 7s. a day. This involved, up to the 31st March, increased payments amounting to £2,856. For the year ending the 31st March, 1900, the expenditure under this head is estimated to amount to £12,383.

The Classification Amendment Act of 1897 provides extra remuneration for carpenters, engine-drivers, firemen, crossing- and bridge-keepers, and apprentices, which last year amounted to £1,014, and for current year is estimated to cost £2,633.

The Act providing for the classification of members of the staff has now had two years' working trial, and in actual practice is found to afford safeguards for impartial treatment which free selection does not secure. It, however, seems desirable to allow greater latitude in selecting for the higher positions of the

service members who by reason of experience and ability are especially fitted for such positions. I believe that the classification scheme has so far worked well, and that its abolition would be opposed by the staff as a whole.

Telegraph classes for training purposes have during the year been established at the principal centres. These classes are open to all members of Division I., and Class I., Division II.

On the 11th March last a rear collision took place at Rakaiia, in which four persons were killed and a considerable number injured, some very seriously. The collision took place between two excursion trains; the second excursion train ran into the rear of the first excursion, which was standing at the platform waiting the arrival of the ordinary afternoon train from Christchurch to Ashburton. The driver of the second excursion train has been tried for manslaughter and acquitted. A Royal Commission was appointed to investigate, and has, in addition to reporting on the causes of the accident, made valuable suggestions, which will receive the early attention of the Government. On behalf of the Government, I take this opportunity of expressing my deep regrets to the bereaved and injured. Hitherto the New Zealand railways have been remarkably free from accidents of so serious a nature, and I regret that our previous unblemished record should have been thus marred.

2. EARNINGS.

Notwithstanding the largely increased railway business of the previous financial year, the receipts for 1898-99 show a very large increase, amounting to £93,657, as compared with 1897-98, which in turn showed an increase of £89,850 as compared with 1896-97. My estimate for 1898-99 was £1,370,000, so that the actual receipts have exceeded the estimate by £99,665. As a set-off, however, I would call attention to the fact that the financial year ending 31st March last contained two Easter Thursdays and two Good Fridays.

The receipts per train-mile continue very steady—viz., 7s. 5d., 1898-99; 7s. 6d., 1897-98; and 7s. 6½d., 1896-97.

The number of passengers (exclusive of season-ticket holders) who have travelled is 4,955,553, or 283,289 more than last year; 6,367 more season tickets have been sold. The revenue from passengers exceeds that of last year by £42,123. The number of passengers increased 6 per cent., and the revenue from passengers 9½ per cent. The receipts from ordinary passengers last year have shown remarkable buoyancy—indeed the rise in the passenger revenue is the most striking feature in the business of the year.

The excursion fares (first class 2d. per mile, and second class 1d. per mile) and the excursions for school-children, factories, and friendly societies continue to give excellent results. At these rates 574,173 tickets have been sold, producing a revenue of £91,010, a substantial increase of £4,618 on last year. (See Return No. 11.) At the earnest request of promoters, experiment after experiment has been tried with cheap excursion fares, the results in every case tending to show that great care is necessary to restrict the issue of cheap fares to days upon which all are at liberty to travel, otherwise additional expense is incurred and less revenue is received.

In the concluding portion of my Statement I shall allude to the advisability of adopting a reduced scale of fares for every-day travel as soon as the facilities are available and the revenue will permit.

The revenue derived from parcels, luggage, and mails was £66,418, as compared with £60,872 in the previous year, an increase of £5,546.

The new parcels scale of charges came into force on the 1st April, 1897, since which date nothing has been more encouraging than the remarkable increase in the parcels business, the increase in numbers for the past year being 58,379, and for the past two years, as compared with the two previous years, 175,029 in number and £14,470 in revenue. This indicates that a large and lucrative business may be cultivated in this direction, and at the same time the producer and consumer may be brought into more direct communication, to the benefit of each other.

In the Goods Department 2,744,441 tons, including equivalent weight for live-stock, have been carried, producing a revenue of £927,694, an increase of 115,695 tons and £45,988 over last year. The average distance goods are carried is gradually increasing. The tonnage has increased 4½ per cent. and the revenue 5½ per cent.

The number of sheep carried was 2,518,233, as compared with 2,356,595 last year, an increase of 161,638. Since the reduction in rates (1895) the sheep traffic has increased by one million sheep per annum, equal to forty-five trucks a day all the year round.

The most noticeable increases in the goods-traffic were in cattle, sheep, chaff, lime, firewood, merchandise, and minerals.

Calves, pigs, wool, timber, and grain show decreases—wool due to short clip, timber to the falling-off in the kauri business on the Whangarei and Kaihu Sections, and grain due to short yield in the South Island for season 1898.

The reductions in fares and charges as indicated in my last Statement have been brought into force. (See Return No. 32.) From the 22nd August, 1898 (date on which free carriage of lime commenced), to 31st March, 1899, 8,643 tons of lime were carried for farmers free of charge, and 1,901 tons of lime paid freight, making a total of 10,544 tons, as compared with 5,860 tons carried during the corresponding period of the previous year. The concession in freight on above basis is at the rate of £4,000 per annum.

The results consequent upon the abolition of the stage system on the Whangarei Section continue highly satisfactory. Notwithstanding the serious falling-off in the timber business, this section earned more than during the previous year, the increase in the revenue from passengers being equal to 10 $\frac{3}{4}$ per cent.; whilst the rate of interest earned was £3 8s. 7d. per cent., as compared with £2 15s. 3d. per cent. in the previous year.

The partial failure of the coal-supply at Kawakawa has resulted in such a loss of revenue as to compel the Government to review the position. After consulting with the settlers, it has been decided to increase the railway-rates 50 per cent., amalgamate with the Postal Department, and reduce the staff employed, thereby to some extent curtailing facilities. This arrangement, which is for twelve months only, is, in view of future settlement and the possibility of more coal being opened up, considered preferable to closing the line altogether.

The remarkable expansion of business in the southern portion of the North Island is seen in the increased railway revenue on the Wellington-Napier-New Plymouth Section, which amounts to 11 per cent. No doubt the advantage of through communication and cheap fares and rates by the all-Government route has had a stimulating effect. This increasing business, however, demands increased station-accommodation and rolling-stock.

3. EXPENDITURE.

The expenditure for working has absorbed 63·26 per cent. of the revenue, an increase of nearly 1 per cent. over the rate for the previous year (62·30), which in turn showed an increase of nearly 1 per cent. over the rate for 1896-97.

This increased rate of spending is due entirely to the expenditure of the Maintenance, Locomotive, and Car and Wagon Branches, which are respectively 0·46, 0·54, and 0·26 per cent. of revenue more than last year. The traffic expenditure per cent. of revenue is 0·24 per cent. less than last year.

The amounts chargeable to the expenditure, Working Account, are as follows :—

	1898-99.	1897-98.
In the Traffic Department	£244,933	£232,646
" Locomotive Department	305,212	274,633
" Maintenance Department... ..	357,189	327,987
Management	44,318	41,062
	<hr/>	<hr/>
	£951,652	£876,328
Less credit recoveries	21,914	19,137
	<hr/>	<hr/>
	£929,738	£857,191

The percentage of expenditure to revenue received is as follows :—

	1898-99.	1897-98.
Traffic	16·67	16·91
Locomotive	15·75	15·21
Car and wagon repairs	5·01	4·75
Maintenance of way	24·30	23·84
Management { Head office	1·01	0·97
{ Departmental offices	2·01	2·01
	<hr/>	<hr/>
	64·75	63·69
Less credit recoveries	1·49	1·39
	<hr/>	<hr/>
	63·26	62·30

The train-miles run for 1898-99 were	...	...	...	3,968,708
As compared with 1897-98	...	...	...	3,666,483
Increase...	...	...	...	302,225

Express-train service, Auckland to Rotorua, train services consequent upon the opening of the Thames Railway in December, 1898, extra mail trains between New Plymouth and Wanganui, increased train services due to opening of the Wairarapa extension to Woodville in December, 1897, extra trains between Culverden and Waikari, extra train Little River line, extra Saturday train between Lyttelton and Christchurch, summer Saturday to Monday train between Dunedin and Palmerston South, train service between Kokonga and Ranfurly (twelve miles extension of line opened on the 1st December, 1898), and special goods services to overtake increased goods business explain the largely increased train-mileage.

The working-expenses on account of locomotive power have increased from £209,289 in 1897-98 to £231,532 in 1898-99, an increase of £22,243.

The cost per train-mile for locomotive charges has increased from 13·70d. in 1897-98 to 14·00d. per train-mile in 1898-99, due to payment of increased rate of wages, replacing old engines with new, and heavy repairs due to increased age of the stock.

Of the total amount charged to working-expenses under the head of locomotive power, £2,375, fairly chargeable to capital, has been spent on new locomotives and conversion of seven small engines to engines of heavier type.

Car and wagon repairs cost £73,680, as compared with £65,344 in 1897-98, an increase of £8,336. The increase is due to payment of increased rate of wages and large amount of rebuilding done.

Of the total amount charged to working-expenses under the heading of car and wagon repairs, £7,495 has been spent upon new work fairly chargeable to Capital Account.

The cost of maintenance of way has advanced from £327,987 in 1897-98 to £357,189 in 1898-99, an increase of £29,202. Of this increased amount, £8,199 has been spent on the Wellington-Napier-New Plymouth Section, £12,927 on the Hurunui-Bluff Section, £1,609 on the Westport Section, £4,844 on the Nelson Section (due to extensive wharf renewals), and £1,085 on the Picton Section. The increasing age of the lines, and the necessity for providing heavier rails and stronger structures to carry the heavier type of engines now running, renders the work of maintenance largely one of reconstruction. The cost per mile of railway for maintenance has advanced from £138·57 in 1894-95 to £172·92 in 1898-99. A sum of £7,298 for additions and improvements to the lines and structures has been debited to the working-expenses, which might fairly be charged to capital.

During the past year the cost of respacing and providing additional sleepers so as to strengthen the track amounted to £8,571, and the cost of the increased weight of rail, due to relaying with heavier rails, amounted to £4,993. These amounts might also fairly be charged to Capital Account, but have nevertheless been debited to working-expenses.

The increased rate of expenditure on permanent-way should continue until the railway-lines of the colony are relaid with heavier rails, and the structures rebuilt to carry heavier types of locomotives.

The work of replacing light iron rails with heavier steel rails, and rebuilding of soft-wood timber bridges with ironbark and iron, is carried out at the charge of working-expenses. It is quite open to question whether this should be so charged, or whether the difference in value should not be debited to the capital cost of the railways. At all events, I am satisfied that the cost of the more expensive structures rebuilt should be debited, and the original cost of the old structures removed credited, to Capital Account. In the case of extensive bridge renewals, the amount chargeable to working-expenses should be spread over several years' accounts, so as not to unduly disturb the finances in one year.

The Head Office expenditure is £1,442 over that of last year, which, as explained in my last year's Statement, was £1,186 less than the previous year. The increase over 1896-97 is therefore a very small one, and is due to scale

increases of salary to clerks and extra clerical assistance. The departmental and district management expenses show an increase of £1,815, due to the appointment of the Signal and Interlocking Engineer (Mr. A. H. Johnson) and his staff; also to scale increases of salary.

4. EXPENDITURE FOR ADDITIONS TO OPEN LINES.

There has been charged £179,932 to Additions to Open Lines Capital Account. Of this amount, £109,298 (in addition to £13,976, the value of materials on hand at the commencement of the year, and which was charged to the 1897–98 account) has been expended on account of rolling-stock, viz.: Nineteen locomotives, twelve carriages, fitting bogie wagons for holiday passenger traffic, eight brake-vans, 788 wagons, 1,022 tarpaulins, and one steam-crane, all of which have been completed during the year; also on account of nine locomotives, ninety-six carriages, 457 brake-vans and wagons, and one steam travelling crane, which were under construction in our railway workshops at the close of the year. An additional sum of £15,360 has been spent on compressed-gas lighting for our railway carriages, and £10,054 on machinery for our workshops. Also £45,220 on account of additions to wharves, station-buildings, platforms, sidings, workshop buildings, engine-sheds, turntables, bridges, dwellings, water-services, loading-banks, cattle- and sheep-yards, fencing, telegraphs, telephones, signals, purchase of land, &c.

The following are the additions to and renewals of rolling-stock for the four years, ending 31st March, 1899:—

Description.						Number of Additions.	Number of Renewals.
Locomotives	...	...	...	...	...	28	9
Carriages	...	...	...	...	...	60	43
Brake-vans	...	...	...	...	...	4	31
Wagons	...	...	...	...	...	1,370	513
Cranes	...	...	...	...	...	1	—

I would refer critics who allege that additions to the rolling-stock should be paid for out of revenue to the annual reports of the State railways of New South Wales, Queensland, Victoria, South Australia, and the Cape. For the five years ending 1893 New South Wales spent £989,599 on new rolling-stock, and £968,881 on improvements and additions to open lines, which amounts were debited to the capital cost of the railways, and I may say that this is, and rightly so, the almost universal practice.

In connection with this matter the Locomotive Superintendent reports that during the past year the tractive-power of our engines was increased by 15·98 per cent., of which increase 2·21 per cent. was charged to working-expenses; this means that the department is replacing light engines with heavy engines at the cost of working-expenses.

The work of fitting the standard bogie-carriage stock on the three principal sections with Pintsch gas is practically complete, and I am pleased to say that since the adoption of this system of lighting universal satisfaction has been expressed at the excellence of the light.

Additions to buildings and machinery for our railway workshops for the four years ending the 31st March, 1899, have been effected at a cost of £15,767 for buildings, and £14,268 for machinery.

5. MIDLAND RAILWAY: RESULTS OF WORKING.

The expenditure for working-expenses, also for new rolling-stock (twelve wagons for Belgrove extension, and six double-bogie wagons for Jackson line), protective works, and rates paid to local public bodies, exceeds the railway revenue for the year by £3,844. The revenue for the year ending the 31st March, 1899, was £20,204, and the expenditure £24,048, as compared with £19,382 revenue and £14,188 expenditure for the previous year. (See Appendix G.)

As anticipated in my last Statement, the cost of ordinary upkeep has increased. For the year ending the 31st March, 1899, working expenditure on lines and structures increased by £2,673 on locomotives, carriages, and wagons by £609, and for traffic expenses by £16, as compared with the previous year.

The increased working expenditure on account of upkeep of line and struc-

tures, also on account of motive-power, is accounted for by the additional work done, and also by the extensive repairs carried out in consequence of serious damage to the lines by floods. Lines passing through mountainous districts such as those served by the Midland Railway system are especially liable to flood-damages, and this to some extent accounts for the high rate of expenditure on maintenance of way and works in this colony.

The increase in general charges is due to payment of rates to local public bodies. (See Appendix G.)

The extension from Belgrove to Motupiko (9 miles 18 chains) was opened on the 1st March, and up to the 31st March 325 passengers, seventy-two parcels, 210 sheep, forty bales wool, 2,300 ft. timber, 24 tons grain, 54 tons merchandise, 22 tons minerals, were carried on the extension, producing a revenue of £66. The expenditure for working amounted to £104.

6. CONCLUDING REMARKS AND FORECAST.

As this is the last year of the present Parliament, and probably the last Railways Statement I shall have the honour of submitting to the House, it will not be out of place to place on record my views in regard to the New Zealand railways, and also to review the results of the last four years' working.

In the first place, the long-distance-transit business in New Zealand is carried on by ocean vessels and the Union Steamship Company, the railways really acting as feeders for the vessels which load and discharge at the numerous ports all along our extensive seaboard. Unlike most other systems, there is no one centre in New Zealand upon which all the railways converge, and from which they can be easily and economically controlled. The New Zealand railways consist of numerous disconnected systems, costly to maintain and difficult to administer in an economical manner. Time will doubtless rectify this, and each Island will eventually have its system of railways with unbroken connections throughout. No comparison can be made with the business and working results of our railways as compared with, for instance, the State railways of Victoria or New South Wales, each of which have one unbroken connected system, terminating in the one case at Melbourne and in the other at Sydney. Such systems command the business of distant places, thereby securing a lucrative revenue, a class of business, as I have before indicated, almost entirely carried on by sea in New Zealand. There is little inter-communication between the importing centres in New Zealand, and this brings me to a conclusion which has been forced upon me over and over again: that there is a tendency here, as elsewhere, to sacrifice local requirements and incur unjustifiable expense in running fast through services, for which our lines were never designed, and which any possible business will not support. With our numerous ports of entry the New Zealand railways are forced to live upon the local business procurable, and the ideal train services for this class of business are fast stopping-trains equipped with ample power and a continuous brake. Hitherto we have been principally concerned in providing additional power and rolling-stock to enable the department to carry the traffic; but at the same time improvements and additions to stations, station-yards, safety appliances, and the running-track are not keeping pace with the requirements of the times and increasing business. The remarkable expansion going on in the southern portion of the North Island urgently calls for increased accommodation at New Plymouth, Waitotara, Aramoho, Wanganui, Feilding, Palmerston North, and Masterton. In the South Island the contemplated alteration of the main line at Oamaru will necessitate the provision of a new through-passenger station to replace the existing station.

As the railway business expands, the weight of the trains increases, the lines become more crowded, the necessity for providing additional safety appliances is more and more apparent; and year by year it becomes more convincingly manifest that Parliament should deal with this important question in a comprehensive manner, as, in order to introduce an improved method of working, a very large capital expenditure will be required.

The provision of more powerful locomotives, additional carriages and wagons, enlargement of our stations and station-yards, to accommodate the increasing business, will also entail a very large expenditure. My officers

advise me that in order to put the railways in a position to cope with the increasing business in a proper manner the equipment of the lines should be added to and improved by carrying out the works enumerated in the following schedule, viz. :—

SCHEDULE OF PROPOSED ADDITIONS AND IMPROVEMENTS TO OPEN LINES.

	£
Additions and improvements to stations	182,250
Rebuilding and strengthening bridges	131,000
Improvements of lines (curves and gradients)	322,400
Signals and telegraphs	60,000
Dwellings—additions and improvements	24,900
Workshops—additions	42,250
Relaying	108,420
Respacing sleepers	46,750
Fencing	35,000
Wharves—additions and improvements	11,000
Ballast-plant and ballast-sidings	38,250
Additional locomotives	170,000
Water-services	7,200
Additional cars, and cost of conversions	82,000
Additional wagons, brake-vans, travelling-cranes, and cost of converting existing four-wheeled brake-vans to bogies	226,000
Additional machinery and electric light for workshops	25,000
Automatic continuous brake for existing stock	275,000
Automatic continuous brake for additional stock to be built	50,000
Contingencies	162,580
Total	<u>£2,000,000</u>

It is estimated that these works will take at least five years to complete.

Before such important undertakings are authorised it will be necessary for the Government to fully consider the whole question prior to the assembling of the new Parliament.

I propose to have surveys made, and plans and estimates prepared, for doubling the lines between Auckland and Penrose, Wellington and Lower Hutt, Dunedin and Port Chalmers, Dunedin and Mosgiel, Milton and Clarkesville, and Invercargill and the junction with Seaward Bush Branch, all of which works will have to be undertaken at no distant date, and will cost approximately between £500,000 and £600,000.

The work of strengthening the existing light lines by relaying with heavier rails (56 lb. steel) and rebuilding the bridges in iron and ironbark is an important one, and this will be realised when I tell you that we still have 556 miles of 40 lb. and sixty-four miles of 30 lb. track. I am advised that 190 miles of railway laid with 40 lb. rails and carrying the heavier traffic, besides 130 miles of 52 lb. iron, and various other weights of rails, should be relaid within the next five years; and 430 miles of 30 lb. and 40 lb. track in the branches during the following five years. Ordinary renewals of the main lines now laid with the heavier weight of rails and relaying as above for next five years will involve relaying at the rate of eighty-four miles a year, rising from sixty-nine miles this year to ninety-five miles in 1903–1904; as against an average of forty-one miles a year during the past five years—last year forty-eight miles, and in 1894–95 thirty-seven miles, were relaid. To provide for relaying, reconstruction of and repairs to bridges and other structures, at present rate of cost, and for ordinary maintenance of the lines, will require an annual expenditure chargeable to working-expenses (Maintenance Branch) of about £400,000 for the next five years.

With a large business such as is carried on by the Railway Department, it is absolutely essential to provide for the future. This cannot be done in the absence of the assurance that the funds will be forthcoming to carry out a scheme of improvement which will necessarily extend over a period of years; and until this is given we have no option but to continue our present method of working.

That the business has been carried on under the greatest pressure will, I am sure, be admitted on a perusal of the following figures, which indicate in a striking manner the increase of business largely consequent upon the substantial reductions in rates made by the present Government;—

COMPARATIVE STATEMENT showing Number of Passengers, Season Tickets, Tonnage of Goods and Live-stock, and Revenue, for Four Years ending the 31st March, 1895, and the 31st March, 1899.

Year ending	Number of Passengers.	Annual per Cent. Increase.	Revenue.	Annual per Cent. Increase.	Number of Season Tickets.	Annual per Cent. Increase.	Revenue.	Annual per Cent. Increase.	Tonnage.	Annual per Cent. Increase.	Revenue.	Annual per Cent. Increase.
31st March, 1892 ...	3,555,764	3.55	£ 342,563	17.72	16,341	2.83	£ 22,054	7.73	2,122,987	7.73	£ 671,469	...
" 1893 ...	3,759,044	5.71	367,594	0.99	16,504	7.30	23,025	4.39	2,258,235	4.39	707,785	5.40
" 1894 ...	3,972,701	5.68	378,480	4.37	17,226	2.96	23,540	2.23	2,128,709	2.23	686,459	...
" 1895 ...	3,905,578	...	360,243	66.16	28,623	...	24,906	5.80	2,123,343	5.80	683,726	...
Totals	15,193,087	...	1,448,880	...	78,694	...	93,525	...	8,633,274	...	2,749,449	...
31st March, 1896 ...	4,162,426	6.57	359,822	26.58	36,233	...	29,412	18.09	2,175,943	2.47	698,115	2.14
" 1897 ...	4,439,387	6.65	378,684	18.86	43,069	5.23	31,476	7.01	2,461,127	13.10	774,163	10.89
" 1898 ...	4,672,264	5.24	399,262	12.98	48,660	5.43	34,168	8.55	2,628,746	6.81	837,589	8.19
" 1899 ...	4,955,553	6.06	438,367	13.08	55,027	9.79	37,186	8.83	2,744,441	4.40	882,077	5.31
Totals	18,229,630	...	1,576,135	...	182,989	...	132,242	...	10,010,257	...	3,191,944	...
Increase for four years ending 1899 over four years ending 1895	3,036,543	19.98	127,255	132.53	104,295	8.78	38,717	41.39	1,376,983	15.94	442,495	16.09

The foregoing table indicates that the number of passengers has increased 19·98 per cent., the revenue from ordinary passengers £8·78 per cent.; season tickets, increase in number 132·53 per cent., and in revenue £41·39 per cent.; goods tonnage increase 15·94 per cent., goods revenue increase £16·09 per cent. It cannot be expected that existing facilities can successfully cope with a business increasing in such a remarkable manner, and which expansion, in view of the energy of the people, the fortunate results following upon the cutting-up of large estates for closer settlement, the increased production of gold, and cheap money, is, as far as I can see, likely to continue for some time to come.

It is proposed to provide all new second-class carriages and conversions with cushions for the base of the seats; also to similarly cushion existing second-class bogie-carriages as they are sent to the workshops for repairs.

In order to better protect trains from accidents arising from collisions with live-stock straying on the railway-lines, it is proposed to bring the Railway Department under the provisions of the Fencing Act, and to gradually erect fences along the unprotected portions of the existing lines.

With a view to encouraging workmen who pursue their calling in Wellington to live at Petone and Lower Hutt, the issue of workmen's tickets at specially low rates was inaugurated some time since as an experiment, in the hope that it will reduce the overcrowding now taking place in Wellington. The tickets are available on the outward journey by workmen's trains only, and are issued to persons residing in the suburbs. In the event of the experiment proving a success, I propose at the end of the present financial year to make similar arrangements in connection with Auckland, Christchurch, and Dunedin.

The following rate-concessions for year 1899–1900 have been decided upon—viz., 20 per cent. reduction on agricultural produce, 40 per cent. on butter and cheese, and 5 per cent. on artificial manures. These concessions involve a sacrifice of revenue amounting to at least £40,000 for the year. It is also intended to introduce a new and reduced scale of rates for small lots of goods of 28 lb. weight and upwards, with a view to encouraging by means of low freights the forwarding of small lots of goods. The concessions in freights and fares from 1st January, 1895, to 31st March, 1899, are valued approximately at £200,000. The additional train-miles run during the year under review were 302,225, at a cost of £70,796.

In the course of the next few years, should the equipment and revenue permit, I would advise the abolition of return tickets, and reduction of single fares to 1½d. per mile first-class and 1d. per mile second-class. This would, I feel sure, be a step in the right direction, and one in which all would participate.

In view of the large reductions made in the grain and other produce rates on 1st April, 1899, I estimate the revenue for the year ending 31st March, 1900, at £1,475,000. The estimates of expenditure amount to £967,320.

For the current year Parliament will be asked to vote the sum of £225,000, to be expended in providing additional rolling-stock and station accommodation for the open lines.

The usual reports and returns are attached to this Statement.

LIST OF APPENDICES

ACCOMPANYING REPORT ON NEW ZEALAND GOVERNMENT RAILWAYS
FOR 1898-99.

- A. REPORT ON WORKING RAILWAYS BY GENERAL MANAGER.
- B. REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT.
- C. REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.
- D. ANNUAL SIGNAL REPORT.
- E. REPORT BY STORES MANAGER.
- F. REPORTS ON WORKING AND CONDITION OF THE MIDLAND RAILWAY.
- G. STATEMENT OF REVENUE AND EXPENDITURE ON MIDLAND RAILWAY.
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APPENDICES.

APPENDIX A.

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

N.Z. Government Railways, Head Office,

Wellington, 17th June, 1899.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended 31st March, 1899.

The capital cost has increased from £15,993,903 to £16,404,076.

The revenue has been £1,469,665, against 1,376,008 last year, an increase of £93,657.

The net revenue has been £539,928, against £518,817 last year, an increase of £21,111.

The expenditure has been £929,738, against £857,191, an increase of £72,547.

The expenditure per cent. of revenue £63·26, as compared with £62·30 last year.

The rate of interest earned on capital cost—£3 5s. 10d., as compared with £3 4s. 10d. last year.

The revenue per train-mile, 7s. 5d., and the cost per train-mile, 4s. 8d., as against 7s. 6d. and 4s. 8d. respectively last year.

The following extensions have been opened during the year:—

						M.	ch.
Whakapara to Waiotu	...	...	...	...	...	3	26
Paeroa to Thames	...	...	...	...	...	19	20
Kokonga to Ranfurly	...	...	...	...	...	11	13
Total	...	...	...	...	...	33	59

Return No. 16 gives a comparative statement of the traffic and expenditure from 1881–82 to date.

The passenger-traffic shows an increase of 283,289 passengers and 6,367 season tickets, the increased revenue derived therefrom being £42,123. 482,278 holiday excursionists have travelled, yielding a revenue of £84,795.

51,940 scholars and teachers, and 39,955 parents and friends, travelled by school and factory excursions, yielding a revenue of £6,216.

There has again been a large increase in the goods and live-stock traffic—viz., 105,692 tons. The revenue from goods and live-stock has increased by £44,487.

Cattle have increased in number 11,407; and sheep, 161,638. Pigs have decreased 8,272, and calves 464 head. Chaff and lime traffic has increased by 5,858 tons; firewood, 3,382 tons; merchandise, 13,810 tons; minerals, 98,485 tons. Wool has decreased 5,659 tons; timber, 2,807 tons; and grain, 7,377 tons.

Twenty-two locomotives have been imported from America during the year, and are giving every satisfaction. Ten are expected shortly from Sharp, Stewart, and Co., of Glasgow.

The building of new carriage and wagon stock is keeping all the railway workshops very busy.

The maintenance expenditure is still increasing, and, until the lines are practically relaid throughout with new standard 56 lb. steel rails, and bridges strengthened so as to carry all classes of locomotives, is not likely to decrease.

The work of interlocking proceeds slowly. Consequent upon the rapidly increasing business the extension of the block system and provision of automatic continuous brakes should be provided for.

The railways are rapidly developing a business for which the light pioneer lines originally designed for New Zealand are inadequate, and the work of maintenance has now become largely one of reconstruction.

It is with great regret that I have to report a serious rear collision at Rakaia on the 11th March, by which four passengers lost their lives, and a large number were injured. As this accident is to be the subject of an inquiry by Royal Commission, I must at the present time refrain from any comment.

Appended to this report are the usual returns, together with the reports of the Locomotive Superintendent, Chief Engineer, Stores Manager, and Traffic Managers of the principal districts.

I have, &c.,

T. RONAYNE,

General Manager.

To the Hon. the Minister for Railways.

APPENDIX B.

ANNUAL REPORT OF THE WORKING OF THE LOCOMOTIVE DEPARTMENT, 1898-99.

SIR,— Locomotive Superintendent's Office, Wellington, 22nd May, 1899.

I have the honour to report on the working of the Locomotive Department for the year ending the 31st March, 1899.

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant have been maintained in good working condition, and various improvements have been effected to both locomotives and rolling-stock.

The following new locomotives were provided during the year :—

Description.	How charged.
Two Class U locomotives (passenger type), built at Addington ...	Additions to open lines.
One Class WA locomotive, built at Hillside ...	"
Ten Class U locomotives (passenger type), imported from America ...	"
Six Class WA locomotives, imported from America ...	"
Two Class WA locomotives, imported from America ...	Westport Harbour Board.
Four Class WA locomotives, imported from America ...	Working expenses.

Four old double Fairlie Class E locomotives—one of which has been in service since 1872, and the three others since 1875—have been written off, and have been replaced by four imported WA locomotives.

One Class D locomotive has been disposed of to the Public Works Department.

During the year the tractive power has been increased 15·98 per cent., of which increase 12·51 per cent. has been charged to additions to open lines, 2·21 per cent. to working expenses, and 1·26 per cent. to the Westport Harbour Board.

The new locomotives, locomotive conversions, and boiler renewals in hand in the workshops, and the new locomotives under order from Great Britain, will further increase the tractive power by 11·01 per cent.

Even with this addition to the tractive power, it is necessary to provide at once more locomotives of the Class U type with 4 ft. wheels, to enable the engines in service to be withdrawn for repairs as they become due.

The replacing of old types of locomotives with modern types, and supplementing the present locomotive stock, demands serious consideration.

The additional train mileage—viz., 302,225 miles—worked during the year has taxed the resources of the Department most severely.

I again direct attention to the urgent necessity that exists for providing that the permanent-way and structures be made suitable for carrying more powerful engines than have hitherto been in use.

The Class U and WA engines built by the Department, and the engines of the same type imported from America, are giving satisfactory results.

The increase in the rolling-stock already made, and that in course of manufacture, renders it necessary that further accommodation for the proper maintenance of the stock be provided at the most important workshops.

It is essential that more carriage stock be provided, so that the vehicles can have proper and regular attention.

These conditions equally apply in respect to the wagon stock.

Carriage-sheds should be available at all important centres.

In my last report I strongly urged equipping the engines and rolling-stock with an automatic continuous brake. I again most strongly urge that effect be given to my representation.

The increase in business, the constant demand for accelerated train-services, a heavier ton mileage, steep gradients, and numerous stoppages, renders it imperative that ample brake-power be provided for controlling trains at all times.

To further the commencement of this most important work the following scheme is outlined, so as not to unduly strain the finances in any one year.

The cost of equipping the whole of the rolling-stock may be estimated at £275,000, and could be extended over a period of about seven years. Of this amount not more than £60,000 would be required the first year, and not more than £35,000 per annum until the work was completed.

It would be most expedient to first equip the Auckland Section, Wellington-Napier-New Plymouth Section, and Hurunui-Bluff Section. To do this completely it is estimated it will cost about £250,000. This expenditure could be spread over a period of, say, seven years, and, so as to derive as quickly as possible the value of the continuous brake, it would be best to first equip the engines, carriages, brake-vans, and horse-boxes, and simply "pipe" the wagons.

The lighting of the principal workshops by electricity is a work of considerable urgency.

The following additions have been made to workshops during the year ending 31st March, 1899: New smiths' shop, Petone; additional shop, Petone, for signal and interlocking work; new shop for boiler machinery, Addington; new engine-house, Addington; new smiths' and boiler-shop, Hillside; new engine-house, Hillside; paint-shop, Hillside, extended 40 ft.; new springmaker's furnace, Hillside; two new scrap furnaces, Hillside; new timber-shed erected at East Town; new springmaker's furnace, East Town; addition to smiths' shop, Greymouth.

The following additions to plant have been made during the year: Two portable hydraulic riveters, one 10-cwt. steam-hammer, two slide-bar surfacing-machines, one Rawlinson's patent

grindstone, two punching- and shearing-machines; one rivet-, bolt-, and nut-making machine; one hydraulic wheel-making plant (complete), and one forging-press and one hydraulic riveter, one Brown's patent screwing-machine, one 10-in. centre lathe, two 12-in. centre lathes, one 8-in. centre capstan lathe, two wheel-turning lathes, one wheel-tyre boring lathe, one wheel-centre boring and turning lathe, four multiple drilling-machines, three vertical drilling-machines, three radial drilling-machines, one vertical milling-machine, one chain-saw mortising-machine, two sewing-machines, one small drilling-machine, two double-action steam-pumps.

During the year, two hundred and fifty-two cars and one bogie covered goods-van were fitted for the use of compressed gas, and compressed-oil gasworks have been erected at Palmerston North, Christchurch, and Wellington.

Three travelling storeholders for gas have been fitted on bogie platform wagons during the year.

The work of replacing old rolling-stock axles which have been in service for a period of years is in hand.

On 11th March, a rear collision occurred at Rakaia, resulting in the death of three adults and one child, and injury to fifteen persons. The locomotive (American-built U) escaped with slight injury; three carriages were telescoped, and the end of one bogie brake-van severely damaged; also, eighteen cars were more or less damaged.

The following table gives particulars of repairs, &c., to locomotives for the year ending the 31st March, 1899:—

—				Number.	Class of Engine.
Number passed through shops ...				259	1 A, 6 C, 15 D, 6 E, 45 F, 15 FA, 3 G, 7 H, 28 J, 3 K, 3 L, 2 LA, 4 M, 13 N, 8 O, 14 P, 14 R, 6 S, 5 T, 16 U, 7 V, 4 W, 31 WA, 1 locomotive for Public Works Department, 1 locomotive for New Plymouth Harbour Board, and 1 locomotive for Manawatu County Council.
Built new ...				3	2 U, and 1 WA.
Erected ...				22	10 U, 12 WA (imported from America).
Rebuilt ...				...	...
Converted ...				...	...
Thoroughly overhauled ...				40	4 D, 3 E, 12 F, 3 FA, 2 H, 7 J, 1 P, 2 R, 3 S, 1 W, 1 locomotive for New Plymouth Harbour Board, and 1 locomotive for Manawatu County Council.
Heavy repairs ...				68	1 C, 3 D, 17 F, 6 FA, 2 G, 1 H, 9 J, 1 K, 1 L, 2 N, 3 O, 4 P, 5 R, 4 T, 1 U, 4 V, 1 W, and 3 WA.
Light repairs ...				126	1 A, 5 C, 8 D, 3 E, 16 F, 6 FA, 1 G, 4 H, 12 J, 2 K, 2 L, 2 LA, 4 M, 11 N, 5 O, 9 P, 7 R, 3 S, 1 T, 3 U, 3 V, 2 W, 15 WA, and 1 locomotive for Public Works Department.
Painted and varnished ...				57	1 C, 5 D, 2 E, 17 F, 3 FA, 1 G, 2 H, 10 J, 2 M, 1 O, 1 P, 1 R, 4 T, 2 U, 4 WA, and 1 locomotive for Manawatu County Council.
Touched up and revarnished ...				74	1 A, 1 D, 1 E, 12 F, 4 FA, 7 J, 2 K, 2 L, 1 LA, 2 M, 2 N, 2 O, 4 P, 8 R, 3 S, 1 T, 13 U, 3 V, 2 W, 2 WA, and 1 locomotive for New Plymouth Harbour Board.

The following new work is in hand: Six locomotives, Class B, heavy consolidation for goods traffic; two locomotives, Class U, for passenger traffic; and one locomotive, Class WA, for mixed traffic on heavy grades. The conversion of seven Class L locomotives to LA is also in hand.

The following table gives particulars of repairs, &c., to boilers for the year ending the 31st March, 1899:—

Year ending 31st March, 1899.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Barrels.	New Smoke-box Tube-plates.	New Copper Fire- boxes complete.	New Copper Tube-plates.	Boilers patched.
Boilers ...	144	18	53	73	32	42	1	6	5	4	44

Twenty-four new boilers are in hand.

The following cars, brake-vans, wagons, and tarpaulins were completed and added to stock during the year :—

	Cars.	Brake-vans.	Wagons.		Tarpaulins.
			4-wheel.	Bogie.	
Additions to open lines	12	8†	690	84	1,022
Working expenses	16*	8‡	4§	...	6
Westport Harbour Board ... ..	...	...	34	...	...
	28	16	728	84	1,028

Twenty-five cars, fifteen brake-vans, and one hundred and thirty-six wagons were fitted with standard draw-gear.

Carriage Repairs and Rebuilding.—Six hundred and fifty-eight carriages passed through shops, thirteen new Class A cars were built, and fifteen four-wheeled and three six-wheeled old-type cars were condemned and replaced by thirteen new bogie-cars, Class A.

The following table gives particulars of repairs, &c., to carriages for the year ending the 31st March, 1899 :—

	Number.	Class of Car.
Number passed through shops	658	552 A, 48 B, 36 C, and 22 D.
Erected new	13	Class A.
Rebuilt ... ..	...	...
Converted	15	15 D and 3 C to 13 Class A, 1 B to A, and 1 C to B.
Thoroughly overhauled... ..	50	33 A, 9 C, and 8 D.
Heavy repairs	168	146 A, 16 B, 3 C, and 3 D.
Light repairs	412	346 A, 31 B, 24 C, and 11 D.
Wholly painted and varnished	207	160 A, 21 B, 13 C, and 13 D.
Touched-up and revarnished	188	154 A, 13 B, 16 C, and 5 D.
Fitted with standard draw-gear	25	24 A, 1 B.

The following new work is in hand: Seventy-one Class A cars; and forty-three old four- and six-wheeled cars are under conversion to double-bogie Class A cars.

Brake-van Repairs and Rebuilding.—Two hundred and twenty-eight vans have passed through shops. One incline van was built to replace one burnt, and fifteen four-wheeled vans were rebuilt to bogie type.

The following table gives particulars of repairs, &c., to brake-vans for the year ending the 31st March, 1899 :—

Description.	Number passed through Shops.	Erected new.	Rebuilt.	Converted from 4-wheel to Bogie.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted and varnished.	Touched-up and Revarnished.	Fitted with Standard Draw-gear.
Brake-vans	228	...	1	15	11	70	131	77	26	15

Twelve new bogie-vans are in hand.

Wagon Repairs and Rebuilding.—Five thousand and thirty-eight wagons passed through shops. Eighty-four bogie wagons and seven hundred and twenty-four four-wheeled wagons were completed and added to stock during the year.

* Includes thirteen Class A cars converted from Classes C and D, one Class A car converted from Class B, and one Class B car converted from Class C.

† Converted from four-wheel vans, and one-third charged to "Additions to open lines" and two-thirds to "Working expenses."

‡ Seven converted from four-wheel vans, and one Incline van built to replace one burnt.

§ Four old four-wheel vans rebuilt to sleeping-vans.

The following table gives particulars of repairs, &c., to wagons for the year ending the 31st March, 1899:—

Description.	Number passed through Shops.	Erected new.	Rebuilt.	Converted.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched-up.	Fitted with Standard Draw-gear.
Wagons	5,038	*809	49	45	45	1,559	2,531	1,742	1,371	136

* Includes one Class "K" wagon for Castlecliff Railway Company.

The following new work is in hand: Three hundred and sixty four-wheel wagons, and thirty-five bogie wagons.

The following table gives particulars of repairs, &c., to tarpaulins for the year ending the 31st March, 1899:—

Description.	Number passed through Shops.	New.	Condemned and replaced.	Repaired.
Tarpaulins	6,848	1,028	629	5,191

Stationary Engines and Cranes.—The following table gives particulars of repairs, &c., to stationary engines and cranes for the year ending the 31st March, 1899:—

Type.	Number passed through Shops.	Erected new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched-up.	New Tubes.	Tubes pieced.	Boiler Repairs.			
										Boiler patched.	Heavy Repairs.	Light Repairs.	New Boiler.
Hand-cranes ...	23	...	3	4	16	4	4	...	...	...	...	...	...
Steam-cranes ...	20	1	5	3	11	5	1	1	...	2	2	3	...
Stationary engines	14	...	...	...	14	4	...	...	...	1	1	1	...
Hoisting-engines ...	4	...	...	...	4	...	...	...	...	...	1	...	...
Hydraulic engines	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals ...	61	1	8	7	45	13	5	1	...	3	4	4	...

Eighteen new crane boilers are in hand.

The expenditure per train-mile has been as follows:—

Year.	Train Mileage.	Engine Mileage.	Cost in pence Locomotive Branch per Train-mile.	Cost in pence Car and Wagon Branch per Train-mile.	Total.
1898-99	3,968,708	5,233,061	d. 14-00	d. 4-46	d. 18-46
1897-98	3,666,483	4,792,417	13-70	4-27	17-97

The additional expenditure in the Locomotive Branch per train-mile is principally due to the payment of increases under the Classification Schedule, to the cost of four new Class WA engines charged to "Working expenses," and to the conversion of seven Class L engines to LA type, and also generally to the repairs all round being of a much heavier character, due to the increased age of the stock.

The increase in the Car and Wagon Department is due to the payment of increased rate of wages under the Classification Schedule, and to the large amount of rebuilding done during the year.

The usual returns have been forwarded.

I have, &c.,

T. F. ROTHERAM,
Locomotive Superintendent.

The General Manager,
New Zealand Railways, Wellington.

APPENDIX C.

ANNUAL REPORT ON THE MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 1st June, 1899.

I have the honour to report on the maintenance of the New Zealand Railways and the working of the Maintenance Branch for the year ending 31st March, 1899.

Mileage.—New lines opened for traffic:—

On the Whangarei Section—					M. ch.
Extension from Whakapara to Waiotū ...	...	...	...	...	3 26
On the Auckland Section—					
Extension from Paeroa to Thames ...	...	...	...	...	19 20
On the Hurunui-Bluff Section—					
Extension of Otago Central Railway from Kokonga to Ranfurly ...	...	...	...	...	11 13
Total	...	...	...	...	33 59

Total mileage of railways open for traffic on 31st March, 1899, was 2,084 miles 27 chains.

Permanent-way.—Speaking generally, the railway-lines have been kept up in fair condition, and are in many respects showing improvement.

Rail Renewals.—There have been about 47 miles of permanent-way relaid. During the year the removal of the original 40 lb. way from the main line on the Hurunui-Bluff Section and the relaying with standard rails was completed. Similar work in the North Island has been pushed on.

The rate of renewals over the past four years shows an increase over the previous four years; but the rate of renewal must be further accelerated to keep pace with the increasing traffic.

Another element has lately come into prominence, and that is the rusting of steel rails in certain limited localities. This is due to climatic and other causes, and in some places is advancing at a comparatively rapid rate, so much so as to demand special provision being made to meet it. When iron rails were more generally used this trouble was not experienced.

Sleeper Renewals.—New sleepers to the number of 331,301 have been laid in the track during the year. Of this amount 282,326 are due to ordinary renewals, and 48,975 are additional sleepers laid to raise the track to a higher standard of stability. This represents the closer sleepers under the forty-seven miles of track relaid, and sixty miles more of existing track reinforced by re-spacing of sleepers. In this manner 107 miles have been raised to a higher standard. Speaking generally, the re-spacing implies the placing of eleven sleepers under a 24 ft. rail-length instead of nine, which was the previous practice, with the object of giving better bearing to the rail; other rail-lengths are sleepered in proportion.

Ballasting.—There has been more ballasting done than in any other previous year on record. There is still a great deal more to be done, and this will be undertaken as engines and wagons are available.

Floods, Slips, &c.—A flood in the Kaihu River damaged the south abutment of one of the bridges, which required protection with stone pitching.

A heavy flood in January last did some damage on the Thames line.

The breastwork at Te Aro Station, Wellington, was considerably undermined by action of the sea. This has been reinstated and strengthened.

Slips on the Wellington line have been frequent during the year, but only on one or two occasions has traffic been suspended in consequence.

Temporary protective works have been carried out to prevent scouring by the Hutt River, and similarly in the Pakuratahi.

Two slips on the Wellington line have been drained by tunnels.

In the Christchurch district the foreshore protective work at Timaru has been further extended. The Waimakariri River has widened its bed considerably at Stewart's Gully, near Kaiapoi, and the protective works there have been extended to meet this. The heaviest flood recorded for twenty years occurred in February last in the Rangatata River. The protective works there stood well. The Rakaia River also had a heavier flood than has been known since 1887, but no damage was done.

In the Dunedin district the stone protective works have been extended and strengthened at the Upper Waitaki Bridge.

In the Invercargill district a rock-slip occurred near Lumsden, requiring a considerable amount of work to reduce the batters. Protective works were built to check encroachment of the Oreti River at Josephville, and similarly at the Oreti Bridge, on the Mararoa Branch.

On the Nelson Section the protective works on the Wai-iti River suffered some damage during a severe flood, and have been repaired and extended.

On the Picton Section floods have been unusually severe, and occasioned some slips near Picton, and washouts at Para, Tuamarina, and Blenheim. New flood-openings have been provided.

Bridges.—Whangarei Section: Several bridges have been renewed in ironbark, and otherwise strengthened.

Auckland Section: The bridge-work on this section has been chiefly directed to increasing the strength of bridges, in view of the use of heavier locomotives.

Wanganui District: The reconstruction of the Rangitikei Bridge has progressed as far as the supply of material has allowed. Iron cylinders for four new spans of 120 ft. have been sunk, braced, and filled with concrete. The original 120 ft. span has been lifted 4 ft. to the new level. Iron lower chords for the new spans are practically complete, and most of the ironwork provided. As soon as the timber, which has been some time under order, is delivered the bridge will be rapidly completed. The cylinders were supplied under contract with Messrs. Luke and Sons, of Wellington. The Whenuakura Bridge has been completely rebuilt to a stronger type.

The Patea Viaduct has been superseded by a deviation of the line in solid cutting and filling, and a short bridge constructed for the waterway.

Three 60 ft. bridges in the Taranaki District have been rebuilt.

Napier District: The bridges between Woodville and Waipukurau were strengthened to allow of the running of N Class engines. The iron viaduct at Makotuku was completed under contract with Messrs. J. and A. Anderson, of Christchurch, and a commencement has been made with a

similar structure at Piripiri, concrete foundations for which are in progress; and a contract for construction and erection of ironwork has been placed with Messrs. J. and A. Anderson. A number of concrete abutments to bridges have been built. At the Waitangi, near Napier, the piers are complete for two new bridges; five of the spans have been erected, and material is coming to hand for the remainder. This work has been seriously retarded through delays in supply of the required timber.

Wellington District: A large quantity of bridge-repairs has been done, also renewals in ironbark and other strengthening, completing a number of bridges up to a higher standard.

Christchurch District: The Rakaia, Ashburton, and Rangitata Bridges have had additional piers driven where required. The reconstruction of the Ashburton Bridge has been continued. This work has been much delayed for want of timber. The strengthening of the two Rangitata bridges is in progress.

Dunedin District: The strengthening of the Clutha Bridge has been commenced, and will be completed during current year. New foundations for the Waiareka Creek Viaduct, near Totara, have been laid. The Little Kuri Bridge, near Hampden, has been completely rebuilt. Piers of the Upper Waitaki Bridge have been strengthened.

Invercargill District: The Pukerau Bridge has been rebuilt to new standard, also several others on the main line. Five bridges on the Tapanui Branch, six on the Waimea Plains Branch, two on the Kingston line, and one on Orepuki Branch have been rebuilt. Twenty-one timber culverts have been renewed in concrete.

Greymouth Section: The Brunner Suspension-bridge had the cables thoroughly cleaned and tarred. Considerable renewals were effected in the horse-track and footway. The north approaches of the Arahura Bridge were heavily protected with rock, decking of bridge repaired, and new cart approach constructed. The iron plates and rivets in the Teremakau Bridge, which showed a tendency to abnormal corrosion, have been cleaned and painted. This work was commenced last financial year, and was completed in this.

Westport Section: Deadman's Creek Bridge has had extensive renewals and strengthening. Orowaiti, Wareatea, and Rapid Creek Bridges have been renewed in ironbark up to new standard. Similar work has been in progress on the Waimangaroa Bridge.

Nelson Section: The Wairoa Bridge has been substantially strengthened.

Picton Section: The Picton Viaduct has had extensive renewals of the piers in ironbark. The Wairau Bridge has had two of the 60 ft. spans rebuilt, and the piers newly braced with iron. The Opawa Bridge has had four of the 30 ft. spans renewed in ironbark, together with the decking.

Besides the above specially enumerated works, a large number of other bridges have received lesser repairs and renewals.

Supplies of Ironbark.—Early last year the supply of bridge timber became very unsatisfactory both in quality and rate of supply. It was therefore arranged to send the Inspecting Engineer to the timber-producing districts of New South Wales and Queensland. While there he was able to make fresh arrangements, which give promise of placing the supply on a satisfactory basis; and the timber since received has been of superior quality. Arrangements have been made for the inspection of the timber in Australia through the courtesy of the Public Works Department of New South Wales.

Fences.—The fencing on the railways now amounts to 3,056 miles, showing an addition during the year of fifty-one miles.

A large number of cattle-stops and gates have been renewed.

Water-services, Signals, &c.—Very extensive repairs, improvements, and extensions of water-services have been undertaken during the year, and the supplies have been largely increased. Still further extensions of water-services are required to meet increasing demands for the watering of locomotives. A special report on the subject of signals and interlocking, by the Signal and Electrical Engineer, is appended.

Wharves.—At Port Chalmers the Export Wharf renewals were continued, a further length being renewed in ironbark. A portion, also, of the approach to the George Street Wharf has been repaired. Considerable repairs of structure and decking have been done at the Greymouth Wharf. Some repairs have been effected to the merchandise wharf and coal-staiths at Westport. The most important work under this head has been the reconstruction of the Nelson Wharf, about one-third of which has been rebuilt in ironbark. This work has been much retarded by delay in supply of timber.

Buildings.—A very large amount of work has been done on railway buildings. Increasing age of the wooden buildings tends to increase the expenditure under this heading.

Miscellaneous Improvements.—The principal works under this head were the deviation of the line at Patea, superseding the old viaduct; removing engine-shed from Patea to Hawera; shifting and alterations of station at Cross Creek; and alterations to station-buildings, Wellington and Dunedin. New sidings have been put in at ten stations; eight houses removed from old to new sites; twenty houses have had additions built to them; and thirty-one houses have been supplied with coppers or wash-houses. At various stations there have been erected three new shelter-sheds; twenty-one stations have had extra rooms, offices, and other enlargements; four stations have been supplied with new lighting appliances; three platforms extended; five sheep- and cattle-yards extended, &c.; two new coal sheds and yards; and four new signals have been erected, besides a number of minor works.

Additions to Open Lines.—The following are some of the principal works in hand during the year:—

Auckland—Wheel drop-pit. Ellerslie—Enlargement of office. Frankton—Oil-engine and pump. Mount Rex—Shelter-shed. Morrinsville—New signals. Palmerston North—Extensive alterations and additions to yard and sidings, including new cattle-yard; addition to engine-shed and pits; new

coaling-crane and buckets; and building for Pintsch's gas plant. Bunnythorpe—Improved track alignment and new platform. Feilding—New luggage-room, and station verandah extended. Halcombe—New 4,000-gallon vat. Rangitikei Bridge—Two new 4,000-gallon vats. Marton—Completion of new station and sidings, new cattle-yards, subway for passengers. Turakina—Two new 4,000-gallon vats. Ratana—New station. Fordell—New 4,000-gallon vat. Wanganui—New signals, office for Inspector, 2 in. artesian well sunk, 20 chains of new siding. Kai Iwi—New 4,000-gallon vat, telephone at station. Patea—New 4,000-gallon vat. Manutahi—New 4,000-gallon vat. Hawera—New 4,000-gallon vat, new signals. Eltham—Two new 4,000-gallon vats. Stratford—Two new 4,000-gallon vats. Inglewood—New 4,000-gallon vat. Corbett Road—Shelter-shed and platform. Egmont Road—Shelter-shed and platform. Wellington—Building for Pintsch's gas plant. Petone—Workshops extension, new stockyards and pens, and siding, iron store and racks, signal-fitting shop. Lower Hutt—New signal. Kaitoke—Refreshment-room extension. Summit—New 2,000-gallon vat. Cross Creek—Completion of engine-shed. Masterton—New 2,000- and 4,000-gallon vats, goods-shed crane. Mauriceville—New 4,000-gallon vat, new house for Stationmaster. Eketahuna—New 2,000- and 4,000-gallon vats. Pahiatua—Engine-pit, new 4,000-gallon vat. Mangatainoka—Cattle-yards. Ngawapurua Bridge—New signals and cabins. Woodville—Station-yard rearrangement, station-buildings alteration. Makotuku—New 4,000-gallon vat and oil-engine and pump. Takapau—New 4,000-gallon vat. Wai-pukurau—Two new 4,000-gallon vats. Kaikora—Two new 4,000-gallon vats and windmill. Te Aute—Two new 4,000-gallon vats. Hastings—Gas-engine and pumps, and artesian well. Roy's Hill—Land compensation. Farndon—New 2,000-gallon vat. Napier—Coal-yard. Christchurch—12,000 gallons water-storage at engine depot. Addington Workshops—Boiler-shop extension, and lean-to addition to boiler-shop. Hornby—Two new 2,000-gallon tanks. Islington—Siding extension. Weedon's—Siding extension. Ealing—Additional siding. Timaru—Lamps in yard, goods-shed overhead traveller. Studholme—New signals. Rangiora—Siding alterations. Waikari—Cattle-yard and siding. Moeraki—Cattle-yard. Bennett's—Windmill. Rabbit Island—Windmill, and water-service improvements. $3\frac{1}{2}$ m., Malvern Branch—New crossing-siding. Waimate—Cattle-yard. Bushey—Siding alterations. Palmerston—Additional tank. Seacliff—Water-service improvements. Warrington—Additional tank. Dunedin—Goods-shed and traversing crane. Hillside Workshops—Addition to paint-shop, new smith- and boiler-shop, foundations for hydraulic plant. Abbotsford—New signals. Wingatui—Racecourse-station. Mosgiel—Completion of station rearrangement, verandah. Allanton—New signals. Otakia—Goods-shed. Waiholo—Windmill. Balclutha—Improvements to station-buildings and water-service. Upper Waitaki—Stone protective works and raking piles in bridge. Papakaio—Loading-bank. Peebles—Stockyards and loading-bank. Borton's—Stockyards. Tokarahi—Windmill. Inch Valley—New junction and siding alterations for lime-quarry line. Port Chalmers—Extra lamps on George Street Pier. Ranfurly—50 ft. turntable. Otago Central Railway—Lightening rock cuttings. Fencing Edendale estate. Invercargill—Additions to engine-shed. Kelso—Additions to station-yard. Riversdale—Additions to goods-shed. Kingston Crossing—Goods-shed and siding extension. Balfour—Station additions and alterations, cattle-yards, new house for Stationmaster. Lintley—Platform and shelter-shed. Waimatua—Shelter-shed. Winton—Approach road. Josephville—New cottage. Lumsden—Completion of new signals. Five Rivers—New cottage. Sea View—Shelter-shed. Greymouth—Workshop addition. Westport—New station and offices and goods-shed, outbuildings Cottage No. 4, new cottage for District Engineer, five high-level coal-shoots on staiths, roadway under staiths. Sergeant's Hill—Loop siding, and removal of platform and shelter-shed. Fairdown—Siding. Waimangaroa—Urinals, &c. Granity—Station-buildings removed from Westport, Stationmaster's house removed from Westport, new 20-ton wagon weighbridge, new 2,000-gallon tank. Mokihinui—Shelter-shed removed from Seddonville. Seddonville—Station-buildings, station house, and weighbridge removed from Mokihinui.

General: Additions to telephone and telegraph services were carried out in various districts, additions, &c., to thirteen dwellinghouses, and improvements and lengthening of four station-platforms, besides numerous minor additions.

Expenditure.—The expenditure on maintenance of way and works during the past year amounts to £353,946, being at the rate of £172 per mile of railway. The expenditure shows an increase over the previous year of £28,247. This may be accounted for by the following abnormal items of expenditure:—

	£
The extra 6d. a day allowed to certain classes of workmen	2,243
Additional charges due to new railway extensions	1,200
Additional sleepers laid over the number laid the previous year	5,330
Conversion of M wagons to ballast-hoppers, hire of ballast-wagons from Public Works Department, and transfer of ballast plant from South Island to Wellington	1,255
Additional ballasting	1,346
Ballasting Forest Hill Railway (recoverable)	608
Protective works, Wai-iti, Upper Waitaki, Pahau River, and Te Aro Breastwork	1,023
Flood-damages on Thames line	500
Reconstruction of bridges through floods of previous years, and strengthening for the running of heavier engines	8,960
Enclosure of Dunedin Station	380
Reconstruction of Greymouth and Nelson Wharves	4,927
Improvements to water-services	500
Total	£28,272

Generally speaking, the expenditure of this department has been largely increased in consequence of the transition from original light-type railways to a more substantial one, in order to meet the demands of developing traffic. It has further been affected by the great increase in number of sleepers requiring renewal.

The rate of progress in reconstruction of track and structures has been greatly accelerated during the last few years, which also accounts for the increase of expenditure that has marked the same period. The necessity for this transition from a light to a heavier class of railway has become compulsory to provide for the great augmentation of traffic as well as the large additions made in the number of the heaviest classes of engines. Analysing last year's expenditure, it is found that the proportionate cost due to reconstruction is very large.

The items which come under the head of reconstruction are the actual relaying of tracks, exclusive of repairs; the respacing of sleepers, which increases the standard of stability; and the reconstruction of bridges, also exclusive of repairs. Reduced to money value the statement is as under:—

						£
Reconstruction of tracks	...	...	...	...	...	29,867
Re-spacing of sleepers	...	...	...	...	...	8,571
Reconstruction of bridges	...	...	...	...	...	18,317
Total	...	...	...	...	...	<u>£56,755</u>

With these items eliminated the ordinary maintenance of the New Zealand railways stands at the rate of about £148 per mile per annum.

Comparing the statements of cost of maintenance of way upon other colonial railways, it is observed that the South Australian rate per mile is the lowest. In that colony, according to the published analysis, the expenditure includes sleepers £6,604, and rails £7,874; together £14,478. On our railways £78,430 was laid out for similar materials. On the Queensland railways no relaying proper was done. On the New South Wales railways the Maintenance Account is not much detailed, but the whole of the materials for maintenance and renewals of permanent-way came to £48,078, as against £89,703 on New Zealand railways for the same class of materials. Most of the Australian railways use ironbark or jarrah sleepers, which have an immense advantage in point of strength and durability over the bulk of the sleepers in the New Zealand railways. These facts largely account for the disparity in the mileage rates of maintenance expenditure in the various colonies.

New Zealand has an item of expense which is peculiar when comparing with other colonial lines—that is, the mountainous nature of the country, its heavy rainfall, numerous and swift-running rivers, which, since the railways were constructed, have annually caused damages more or less costly to repair, and involving expensive works to hold the rivers in control. Expenditure on this head still exists, although it has been immensely reduced by the successful protective works established in former years.

Forecast.—Notwithstanding the large amount of conversion of light lines into more substantial ones that has been done in the past, there is yet a great deal to do in this direction. There still remains in the lines which carry the heavier traffic about 190 miles of 40 lb. way. This should be relaid within five years. After this there are branch lines carrying lighter traffic, having about 430 miles of 30 lb. and 40 lb. way, which should be provided for during the following five years or thereabouts. Besides the above there are 130 miles of 52 lb. and various other weights of iron rails in main lines, all of which should be relaid within the next five years; and a further amount must be provided annually for the renewal of 53 lb. and 70 lb. way on the main lines.

Having lately placed on the railways a large additional number of the heaviest classes of engines, and having a still further number already under order, it becomes imperative to provide for these in the estimates for the current year, and prudence requires that provision be made for future relaying, approximately at the following rates :—

Year.	Miles.	Year.	Miles.
1899-1900 ...	69	1904-1905 ...	98
1900-1901 ...	78	1905-1906 ...	97
1901-1902 ...	85	1906-1907 ..	97
1902-1903 ...	90	1907-1908 ...	94
1903-1904 ...	95	1908-1909 ...	93

Relaying.—The following statement shows the relaying that has been done during the previous eight years :—

TABLE showing WEIGHTS and LENGTH of RAILS REMOVED and RELAID during the Years 1891-92
to 1898-99 inclusive.

REMOVED.

Year.	30lb. Iron.	40lb. Iron.	40lb. Steel.	52lb. Iron.	53lb. Steel.	56lb. Iron.	64lb. Iron.	70lb. Iron.	72lb. Iron.	Total.
1891-92...	M. ch. 1 64	M. ch. 24 75	M. ch. 0 55	M. ch. 7 63	M. ch. ...	M. ch. 0 61	M. ch. 0 41	M. ch. ...	M. ch. 0 5	M. ch. 36 44
1892-93...	... 6 68	... 25 26	... 0 39	... 4 23	... ...	... ...	... ...	... ...	... 0 1	... 36 77
1893-94...	... ...	... 33 8	... 0 41	... 10 8	... ...	... 1 2	... 1 7	... ...	... ...	... 45 66
1894-95...	... 4 23	... 26 47	... 1 16	... 3 54	... ...	... 0 18	... 0 31	... 0 11	... 0 2	... 36 42
1895-96...	... 0 8	... 25 61	... 0 4	... 10 32	... ...	... ...	... 0 22	... ...	... ...	... 36 47
1896-97...	... 2 28	... 21 60	... 0 31	... 10 64	... 0 3	... ...	... ...	... 0 5	... ...	... 35 31
1897-98...	... 1 35	... 27 28	... 8 52	... 6 68	... 1 43	... 0 40	... 0 40	... 0 10	... ...	... 46 76
1898-99...	... 1 1	... 26 4	... 7 39	... 7 19	... 3 54	... 1 7	... ...	... 1 13	... ...	... 47 57
Totals	... 17 67	... 210 69	... 19 37	... 61 11	... 5 20	... 3 48	... 2 61	... 1 39	... 0 8	... 322 40

RELAID.

Year.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	53 lb. Steel.	56 lb. Steel.	70 lb. Iron.	70 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
1891-92...	0 62	2 66	...	0 27	32 49	...	...	...	36 44
1892-93...	5 42	0 33	1 26	0 35	29 21	...	...	...	36 77
1893-94...	...	1 44	...	...	44 22	...	...	...	45 66
1894-95...	3 58	1 62	0 34	...	30 46	...	0 2	...	36 42
1895-96...	0 4	0 37	...	...	36 6	...	...	...	36 47
1896-97...	2 28	0 18	...	...	31 15	1 28	0 22	...	35 31
1897-98...	1 35	0 21	...	...	3 68	41 32	...	...	46 76
1898-99...	0 17	0 19	...	...	5 63	39 68	...	1 50	47 57
Totals	14 6	7 60	1 60	0 62	213 50	82 48	0 24	1 50	322 40

The weights and kinds of rails now existing in the lines are as under, at date 31st March, 1899:—

Weight.	Kind.	Length.
72 lb. ...	Iron ...	M. ch. 0 11
70 lb. ...	Steel ...	4 26
70 lb. ...	Iron ...	52 53
64 lb. ...	" ...	3 4
56 lb. ...	Steel ...	124 36
56 lb. ...	Iron ...	14 50
53 lb. ...	Steel ...	1,118 9
52 lb. ...	" ...	33 12
52 lb. ...	Iron ...	106 49
45 lb. ...	Steel ...	6 62
40 lb. ...	" ...	225 43
40 lb. ...	Iron ...	330 42
30 lb. ...	" ...	64 30
Total ...	...	2,084 27*

* The total mileage of the lines.

Sleepers: The number of sleepers relaid and removed during the past eight years is as under:—

Year.	Relaid.	Removed.	Difference due to Re-spacing.	
			Number.	Number per Mile of Track open for Traffic.
1891-92	139,257	139,912	...	...
1892-93	145,045	132,569	12,476	6·6
1893-94	177,502	155,827	21,675	11·1
1894-95	194,971	170,681	24,290	12·2
1895-96	214,474	188,291	26,183	13·0
1896-97	243,398	210,588	32,810	16·3
1897-98	286,343	243,479	42,864	20·8
1898-99	331,301	282,326	48,975	23·5

The column showing difference between those relaid and removed indicates the additional sleepers put in in new-standard tracks over the previous practice.

The current year's requirements are estimated thus:—

Ordinary renewals	...	...	...	287,000
For relaying sixty-nine miles, at 484	...	...	...	33,396
For re-spacing, say, fifty-eight miles	...	...	...	25,604

Total ... 346,000

I estimate that the sleepers required for relaying during the next six years will be approximately according to subjoined table:—

TABLE showing SLEEPERS required for Ordinary Repairs and Re-spacing for the Years named.

Year.	Ordinary Renewals.	Respacing.			Total Number of Sleepers required.
		Extra for relaying New Standard.	Respacing without Relaying.	Per Mile of Track. (Present Mileage.)	
1899-1900 ...	287,000	33,396	25,604	28.3	346,000
1900-1901 ...	303,000	37,752	18,248	26.9	359,000
1901-1902 ...	319,000	41,140	12,860	25.9	373,000
1902-1903 ...	335,000	43,560	7,440	24.5	386,000
1903-1904 ...	351,000	45,980	3,020	23.5	400,000
1904-1905 ...	350,000	47,432	2,568	24.0	400,000

The following table shows the charges made to the Maintenance Account for the past eight years (as per Railway Accountant's returns):—

Year.	Amount.	Year.	Amount.
1891-92 ...	£245,163	1895-96 ...	£282,593
1892-93 ...	262,600	1896-97 ...	301,981
1893-94 ...	268,451	1897-98 ...	327,987
1894-95 ...	272,718	1898-99 ...	357,189

The estimated expenditure for the Maintenance Branch for the current year and forecast for ensuing years are as under:—

Year.	Reconstruction.		Ordinary Maintenance.		Total.	
	Amount.	Rate per Mile.	Amount.	Rate per Mile.	Amount.	Rate per Mile.
	£	£	£	£	£	£
1899-1900 ...	101,810	49	294,309	141	396,119	190
1900-1901 ...	100,000	48	295,000	142	395,000	190
1901-1902 ...	97,500	47	309,500	148	407,000	195
1902-1903 ...	95,000	46	303,000	145	398,000	191
1903-1904 ...	92,500	44	305,500	147	398,000	191
1904-1905 ...	90,000	43	300,000	144	390,000	187

The amounts set down for reconstruction are the estimated value of rails and labour for relaying, additional sleepers for re-spacing, and reconstruction of bridge structures, based upon present mileage of line, rates of wages, and prices of material, and it will be found that the cost of track renewals will increase and that of bridge reconstruction will decrease during the years included in the forecast.

Provision is included for an anticipated increase of traffic, but it is assumed that the present maximum engine-axle load will be maintained.

It will be wise to take advantage of an expanding revenue to provide for the inevitable increasing cost of reconstruction of the lines.

Private Sidings.—Seven new private sidings were granted during the year, and the number on the register at the 31st March, 1899, was 252, with an aggregate rental of £4,162.

Leases.—New leases registered during the year were 311; the number of leases in force 1,497, having an aggregate rental of £13,749.

Staff.—The working staff employed during the year was 2,210, with an office staff of seventy-five.

This is my last annual report, by reason of my retirement. It occasions me many regrets to leave the Railway service, in which I have so many friendships as well as interests, which have grown strong during twenty-seven years. I wish to express my esteem and regard for the whole staff of officers and employes. Harmony and good-feeling characterizes the working of the various branches of the service in their relation to each other. I shall continue to take a great interest in the progress of New Zealand railways.

I append the usual returns.

I have, &c.,
J. HENRY LOWE,
Chief Engineer, Working Railways.

The General Manager, New Zealand Railways.

APPENDIX D. ANNUAL SIGNAL REPORT.

SIR,—

Wellington, 1st April, 1899.

As the traffic on the New Zealand railways developed in weight and speed it became increasingly apparent that some measure of modern railway signalling should be gradually introduced. To this end about a year ago a branch of the Engineering Department was formed to construct and supervise interlocking and block signalling, together with the other signalling appliances suitable to the New Zealand lines.

The signalling of a railway is generally subdivided under the following heads—viz.: (1.) Interlocking of signals and points. (2.) All fixed signals not interlocked. (3.) Electric telegraph. (4.) Electric block system.

INTERLOCKING POINTS AND SIGNALS.

The use of this system is one of the Board of Trade requirements under which railways are operated in Great Britain, and to show the extent of its application one example may suffice. The London and North-western Railway Company has 1,600 signal-boxes and interlocking-machines, with an aggregate of 36,000 point and signal levers, and 18,500 fixed signals. The system aims at the prevention of collisions at junctions, yards, and such places through misplaced points or conflicting signals. This is accomplished by concentrating all point and signal levers in one machine, and so interlocking them as to mechanically prevent the formation of any dangerous combination of points and signals. Interlocking is performed by machines operated either by manual force or by mechanical force. The latter class may be further subdivided—viz.: (1) The electric system; (2) the hydraulic system; (3) the electro-pneumatic system; (4) the pneumatic system.

More than twenty years ago interlocking was introduced at one or two points in New Zealand, but since that time the system has not been extended, except in one case. It is now proposed to manufacture the apparatus with signals and point appliances in the railway workshops, and take in hand the various yards and junctions in order of their importance. To this end a complete set of designs and drawings has been prepared, and the first sample machine has just been finished.

FIXED SIGNALS AT STATIONS.

There are at present seventy-five stations with fixed semaphore signals, and 154 stations remain to be similarly equipped. These signals will be interlocked.

Expenditure for the year on new work in connection with this branch was £1,066 17s. 8d. The annual maintenance cost is included in the maintenance accounts of Engineering Department.

TELEGRAPH.

The salient feature about railway telegraph circuits is the large number of intermediate instruments. The through wire is the exception.

On single lines of way, especially those not worked under some good form of block system, it is important, where the extent of the traffic is such as to make the same liable to derangement, that there should be direct and ample telegraphic communication between the Traffic Manager's office and all important stations at which trains may cross. At present the New Zealand lines are not as well equipped in this respect as is desirable, and of the present telegraphic facilities only about 1,049 miles of wire are operated exclusively, while about 2,202 miles of wire are used conjointly by the Postal and Railway Departments.

In Great Britain the railways have constructed 105,000 miles of telegraph-wire, which they use exclusively.

The extent to which the single-needle telegraph instrument is used on the railways in Great Britain is shown by the following figures—viz.: Single-needle sets, 13,494; Morse-sounder sets, 431. The sounder is used exclusively on the New Zealand lines.

Greater facilities are, however, being added in New Zealand to suit pressing requirements, to the extent of about £3,000 per annum, and this should in a few years bring us up to efficiency. In many cases the telephone is used instead of the telegraph, and as soon as the obsolete second-hand instruments have been replaced by new instruments of the latest design, to suit the large number of instruments usually found on railway circuits, very satisfactory results may be looked for. Below is a tabular statement of the telegraph statistics:—

TABULAR STATEMENT OF ELECTRICAL SYSTEM.
Owned and used exclusively by Railway Department.

District.	Instruments.					Length of Lines.			
	Block.	Telephone.	Telegraph.	Signal Repeaters.	Light Indicators.	Miles of Wire.	Miles of Poles.	Miles of Railway.	Miles of Telegraph.
Kawakaŵa ... ..	...	...	...	...	...	...	...	7	...
Whangarei ... ..	...	...	...	...	...	...	...	21	...
Kaihu ... ..	...	...	...	...	...	...	...	17	...
Auckland	8	40	10	12	...	217	6	328	129
Wellington	16	76	60	26	...	579	84	451	468
Napier									
New Plymouth									
Christchurch	4	22	34	8	4	45	2	455	26
Dunedin	26	61	22	30	4	118	13	375	24
Invercargill ... ..	...	6	9	...	...	1	...	324	...
Greymouth ... ..	...	25	...	...	1	76	62	32	...
Westport ... ..	...	5	...	...	...	13	...	30	...
Nelson ... ..	...	...	...	...	...	...	...	23	...
Picton ... ..	...	...	...	...	...	...	...	21	...
	54	235	135	76	9	1,049	167	2,084	642

Owned by Postal Department and conjointly used by Railway and Postal Departments.

115 telegraph sounder sets, 82 telephones, 2,202 miles of wire, and 1,543 miles of poles.

Expenditure on Electric Work, 1898-99.

New work, £3,283; maintenance, £4,390: total, £7,673.

BLOCK SYSTEM.

At the present time block working is confined to the operation of suburban and race traffic, between the following points—viz.: Auckland and Ellerslie, Te Aro and Lower Hutt, Upper Hutt and Cross' Creek, Lyttelton and Heathcote, Kaiapoi and Eyreton, Oamaru and Waiareka Junction, Waitati and Dunedin, Dunedin and Mosgiel. It is proposed this year to apply the "Lock and block" system between Wanganui and Aramoho, and between Addington and Hornby. The block system in its most improved and up-to-date form will be from time to time extended as traffic becomes more congested.

Owing to the lack of experienced electrical-instrument makers in the colony, it will be necessary to import the instruments. The following figures will indicate the great extent to which the block system has been adopted in Great Britain:—

Double passenger lines in 1896	...	...	...	...	11,252 miles.
Worked under the block, 1896	...	...	...	...	11,232 "
Single passenger lines in 1896	...	...	...	...	8,774 "
Worked under the block, 1896	...	...	...	...	8,735 "

ELECTRIC LIGHT AND POWER.

At present no light or power plant has been installed. In order to show what is being done in this direction by some other railways, the following statistics of plant operated by the Midland Railway of England may suffice. There were in 1898 oil-, gas-, and steam-engines amounting to 3,500 B.H.P. installed to drive dynamos for the generation of electric-light and power.

This is being added to at the rate of about 400 H.P. per annum.

I have, &c.,

The Chief Engineer, W.R., Wellington.

ARTHUR H. JOHNSON, A.M.I.E.E.,
Signal and Electrical Engineer.

APPENDIX E.

SIR,—

Stores Manager's Office, Wellington, 13th June, 1899.

I have the honour to report that the value of stores on hand on the 31st March, 1899, at the various depots amounted to £109,934 15s. 3d., as against £79,290 19s. 3d. on the 31st March, 1898.

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

I have, &c.,

GEORGE FELTON,
Stores Manager.

The General Manager, New Zealand Railways.

APPENDIX F.

ANNUAL REPORT of the MIDLAND RAILWAY.

Locomotive Superintendent's Office,
Wellington, 23rd May, 1899.

SIR,—

I have the honour to report upon the Midland Railway for the year ending 31st March, 1899:—

Locomotives.—During the year one Class D locomotive was thoroughly overhauled. One LA locomotive received heavy repairs, and three LA locomotives received light repairs.

Carriages.—One carriage received a thorough overhaul, and the other six carriages received light repairs. The lighting has been greatly improved.

Brake-vans.—Two brake-vans were thoroughly overhauled, and one received light repairs. The brake gear has been materially improved.

Wagons.—Nine wagons were thoroughly overhauled; seven received heavy and eighteen light repairs. Sixty-nine were painted.

New Stock.—Six Class U platform wagons have been added to stock; four of these were fitted with seats for carrying passengers. For the Belgrove Extension, ten Class L high-side wagons, two Class K covered wagons, and ten tarpaulins have been supplied.

I have, &c.,

T. F. ROTHERAM,
Locomotive Superintendent.

The General Manager, New Zealand Railways, Wellington.

REPORT ON CONDITION OF THE MIDLAND RAILWAYS.

Chief Engineer's Office, Wellington, 1st June, 1899.

Reefton and Jackson Lines.—The track has been maintained generally in good order. The maintenance of railways in New Zealand has always been costly as compared with other lines, in consequence of the nature of the country, heavy rainfall, and liability to destructive floods. This applies to the Midland railways in a special degree. During the last financial year the lines were visited with several severe floods, which washed away considerable lengths of formation and ballasting, and also left the line in places liable to dangerous scour from the rivers. Several large

APPENDIX H.

SIR,—

District Traffic Manager's Office, Auckland, 24th April, 1899.

I have the honour to report that the revenue from the traffic on this section for the financial year ending the 31st March, 1899, increased by £10,657 16s. 3d. as compared with the previous year, an improvement of about 7 per cent.

The school-excursion bookings have increased from a total of 2,097, with a revenue of £228 6s., to a total of 6,216, with a revenue of £544 9s. 2d. You will notice here that the number carried has almost trebled, while the revenue has little more than doubled. This is owing to the fact that a big proportion of the increase is caused by the large number of school excursions run from Thames and intermediate stations to Te Aroha since the extension was opened. When it is remembered that in many of these instances extra staff, carriages, and engines have to be run all the way from Auckland to Thames and back to cope with these excursions, it is evident that traffic of this nature is not of a very payable character. There is no doubt, however, of the educative effects of the trips on the children concerned. Ordinary holiday-excursion bookings increased by 19,020 passengers and £2,724 in revenue.

The total passenger bookings, including the school and ordinary excursions, show an increase in number of 61,477, or equal to about 10 per cent. This is attributable to the opening of the Thames extension, to the fact that the Auckland Industrial and Mining Exhibition was held last year, and doubtless some of the improvement is also owing to a proportion of the Easter holiday bookings for 1899 having been included. Season tickets give an increase of 1,103. Parcels have increased by 6,836, approximately 10 per cent. Horses, carriages, and dogs all show slight increases. The following table shows the increases and decreases in the goods traffic:—

	Increase.		Decrease.	
	Number.	Tons.	Number.	Tons.
Cattle	1,408	...	...	...
Sheep	500	...	...	...
Pigs	577	...
Chaff	3,132	...	...
Wool	129
Firewood	284
Timber	1,847
Grain	1,628	...	...
Merchandise	2,479	...	...
Coal	6,059	...	...
Other minerals	3,889	...	...

The small increase in the number of sheep and the decrease in the quantity of wool and timber carried is partly due to competitive sea traffic, which competition is, as you are aware, hardly avoidable on a section so situated geographically as the Auckland one is. The increase in grain is satisfactory, and represents an improvement of about 12 per cent. on the previous year's traffic. The increase in coal is principally in traffic from the Waikato mines, and is an indication that the local coal is gradually becoming more used all over the district. The four Waikato coal companies have now amalgamated. The brick traffic from Craig's Siding to Auckland has also increased during the year, due to the large amount of building still going on in Auckland City. The sulphur traffic from Rotorua to Auckland has been heavier this year than previously.

The line from Paeroa to Thames was opened for traffic on the 19th December, 1898. The local passenger traffic on the extension has been of a satisfactory nature, but so far the volume of goods and other traffic has been of a disappointing character. The Thames people have greatly appreciated the opening of the line, and the passenger bookings at Christmas and other holiday occasions have been heavy, especially to Te Aroha and back. I have also noticed that one result of the opening has been that passengers from Auckland to Rotorua are now more inclined to return *via* Thames, taking steamer from latter place to Auckland. This enables them to visit the Te Aroha Springs on the road home. I have been watching this phase of the question, and will shortly endeavour to inaugurate a series of combined rail and steamer round-trip tickets to meet the wishes of those of our customers who prefer to travel this route. As regards the disappointing nature of the goods traffic, this was only to be expected when one considers the excellent steamer service plying between Auckland and Thames. Any district so well served by sea routes as the Thames one is can hardly furnish satisfactory goods traffic to a railway, especially when one considers the short time (about four hours) occupied in the sea trip between Thames and Auckland. It is very difficult for land carriage to compete with competition of this nature, and the difficulty is, if anything, accentuated by the long and circuitous nature of the railway route from Auckland to the Thames. However, with the growth of the settlement in the Thames Valley it is possible that a business connection between that and the Waikato district will in course of time be built up, and thus enable the department to obtain a certain local goods traffic to compensate for the absence of the long-distance trade.

In order to facilitate the tourist traffic to Rotorua and Te Aroha Hot Springs, it has now been decided to continue the express service between Auckland and those points all the year round, instead of running it in the summer months only. This change has been greatly appreciated by the travelling public, and will be a boon to invalid tourists.

During the last Christmas and New Year holidays, what with the heavy race and excursion traffic and the extra Thames passenger trade, I found my stock of passenger-carriages utterly inadequate for requirements. More are now being built, and I trust by next Christmas to be in a better position to cope with the traffic. The supply of trucks on the section has also been found insufficient for the necessities of the goods traffic. Additions are, however, gradually being made to the stock, and we are in consequence getting into a more satisfactory state in that respect.

During the past year railway-, telegraph-, and telephone-lines have been extended from Morrinsville to the Thames, Putaruru to Rotorua, and from Helensville to Waitakerei. These extensions are of great assistance in aiding the effective manipulation of the trains. A telephone connection has also been made between Auckland, Newmarket, Remuera, Green Lane, and Ellerslie Stations, in order to insure the prompt handling of the heavy race trains run in connection with Ellerslie meetings.

Business throughout the Auckland Province is generally in a good condition. In the city itself the local traders are feeling the result of the closing of the Exhibition, but I am of opinion this is only a temporary dulness. I anticipate that our traffic for the current year will show a fair increase on that of last year.

I have, &c.,

A. GRANT,

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Wanganui, 29th April, 1899.

I have the honour to report that the revenue from traffic forwarded from stations in this district for the year ended the 31st March, 1899, amounted to £138,677 8s. 3d. In comparison with the previous year this shows an increase of £10,921 6s. 1d.

The following table gives the increases under the various headings:—

	Number.	Tons.	Value.
			£ s. d.
Passengers	37,348	...	6,404 12 10
Parcels, &c.	6,198	...	561 3 10
Luggage ... ..	...	...	114 14 4
Cattle	5,585	...	3,318 3 6
Sheep and pigs	22,487	...	
Firewood ... ..	...	309	
Timber ... ..	...	823	
Grain ... ..	...	1,302	
Merchandise ... ..	...	4,127	
Coal ... ..	...	1,203	
Other minerals ... ..	...	3,554	522 11 7
Rents and miscellaneous ... ..	...	...

There were decreases of 248 tons of chaff, &c., and 824 tons of wool.

The cash banked shows an increase of £16,280 12s. 4d. as compared with the previous year.

The numbers of passengers, exclusive of season-ticket holders, booked at stations in this district were:—

	Number.	Value of Fares.
		£ s. d.
At ordinary fares	448,234	49,156 2 2
At holiday excursion fares	46,548	9,569 12 1
At school and factory fares	7,072	400 6 0
Total	501,854	£59,126 0 3

The total of parcels handled was 50,088 forwarded and 56,495 received.

An unfavourable season caused a falling-off in the live-stock traffic and a shortage in the wool-clip at the southern end of the district.

The total tonnage of goods forwarded from all stations was 143,020 tons. The tonnage received was 158,607 tons. There were also 80,155 tons dealt with at the wharves.

The dairying industry still shows rapid expansion; 3,956 tons of butter and cheese were shipped at New Plymouth and Waitara during the year.

Commencing on the 1st December, an addition of two mail trains per week was made to the train service between New Plymouth and Wanganui, and steamer connections arranged between New Plymouth and Onehunga. This gives a through service on four days a week between Wellington and Auckland, instead of bi-weekly as previously. The results of this additional service have so far been satisfactory.

The revenue prospects for the ensuing year are good, but the expansion of business will not be so rapid as in the last two years.

Taking into consideration the recent reductions in rates, an increase of 5 per cent. upon last year's revenue would be a fair estimate.

I have, &c.,

H. Buxton,

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Wellington, 24th May, 1899.

I have the honour to report that the traffic operations in the Wellington-Napier district for the year ended 31st March, 1899, produced a revenue amounting to £224,451, as against £196,793 for the previous year, giving an increase of £27,658.

v—D. 2.

This satisfactory result fulfils the prediction contained in my 1898 report, and indicates clearly that the large amount of new business which was secured on completion of the line through the Forty-mile Bush to Woodville has not only been retained, but also that traffic generally has improved.

The following table will also show the principal items of traffic dealt with, and the most material increases and decreases in quantities respectively as compared with last year's working :—

Description.	Number.	Tons.	Increase.		Decrease.	Revenue.			Increase.			Decrease.		
			Number.	Tons.		£	s.	d.	£	s.	d.	£	s.	d.
Passengers ...	827,877	...	72,433	...	...	80,587	14	5	11,133	2	7	...	...	...
Season tickets ...	14,981	...	2,290	...	...	...	...	...	...	...	...	...	...	...
Parcels ...	114,938	...	15,410	...	...	...	...	...	...	...	...	...	...	...
Horses ...	2,064	...	47	...	...	...	...	...	...	...	...	...	...	...
Carriages ...	189	...	74	...	...	...	...	...	...	...	...	...	...	...
Dogs ...	4,883	...	576	...	...	10,877	2	10	2,171	5	2	...	...	...
Cattle ...	6,894	...	326	...	...	...	...	...	...	...	...	...	...	...
Sheep ...	561,158	...	99,854	...	...	...	...	...	...	...	...	...	...	...
Chaff, &c. ...	...	7,684	...	383	...	...	...	...	...	...	...	...	...	...
Timber ...	...	75,164	...	6,212	...	...	...	...	...	...	...	...	...	...
Grain ...	...	15,203	...	809	...	132,986	10	9	14,353	15	7	...	...	...
Merchandise ...	...	51,338	...	4,200	...	...	...	...	...	...	...	...	...	...
Other minerals ...	...	12,358	...	3,773	...	...	...	...	...	...	...	...	...	...
Wool ...	...	15,873	...	...	1,040	...	...	...	...	...	...	...	...	...
Firewood ...	...	23,496	...	...	413	...	...	...	...	...	...	...	...	...
Coal ...	...	19,990	...	...	325	...	...	...	...	...	...	...	...	...

Net increase of tonnage, 13,599.

Traffic originating on the Palmerston-New Plymouth lines and carried over the Wellington or Napier lines is not included herein.

The revenue for the two years 1898 and 1899 shows an increase of £52,746 as compared with 1897.

This table shows there has been a substantial improvement in the carriage of all classes of traffic, with the exception of wool, firewood, and coal.

Last year I had to report an increase in the carriage of 10,000 bales of wool over and above the quantity carried in 1897; the year under review shows a decrease in carriage of 5,200 bales as compared with last year. The decrease is due almost entirely to shortage of the wool-clip, the average quantity per sheep produced being less last season than for the previous one, which was abnormally high, owing to a particularly fine winter and late shearing.

The decrease in the quantity of firewood carried is attributable in a great measure to the diminishing supply available adjacent to railway-stations within such distance of consuming centres as would make its cutting and transit profitable.

The quantity of coal carried remains practically the same, the slight decrease representing one ship-load only.

An experiment of running trains between Napier and Hastings at cheap fares was tried during the summer months, but it did not prove successful.

The Saturday and Sunday cheap fares between Te Aro and Upper Hutt are largely availed of and appreciated by passengers.

The Wellington suburban passenger traffic continues to improve, and suggestions are frequently made that the suburban train services should be accelerated, but unfortunately this cannot be done to any extent with the present speed restrictions rendered necessary by the curved nature of the track between Wellington and Petone.

With the exception of a female passenger being killed at a flag-station, owing to her want of care, there have been no fatal accidents or injuries to passengers. Injuries to members of the staff have been of a very trivial nature.

The train services have been well maintained. The only serious interruption to traffic was caused by some heavy slips on the Rimutaka Range and its vicinity in November last, due to phenomenally heavy rains.

The Fell service has proved to be more than equal to the heaviest traffic which has had to be taken over the Rimutaka Incline. Passengers, goods, &c., amounting to a gross weight of 2,338 tons have been conveyed over the Incline in one day without the service having to be worked to its full capacity.

The large additions to rolling-stock during the year permit of orders for wagons being fulfilled with promptitude, excepting during the wool season.

Heavy expenditure is required at many stations to provide conveniences for the public and facilities for properly carrying on the largely increased business.

The conduct of members of the staff has been good, and they have performed their duties in an intelligent and zealous manner.

I have, &c.,

T. E. DONNE,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Christchurch, 29th April, 1899.

I have to report on the working of the Christchurch district of the New Zealand Government railways for the year ending the 31st March, 1899.

Notwithstanding the increase in the passenger traffic for the last financial year, a further large increase in the number of passengers and revenue has again to be recorded. This is the more satisfactory as the additional traffic is in the ordinary business, from which an increased revenue of £8,140 12s. 10d. is derived.

The excursion traffic at cheap fares shows a slight reduction on last year's business, the celebration of the Record Reign and Otago Jubilee during the previous financial year, for which excursion fares were issued, having been the inducement for a larger excursion traffic, which was non-existent in 1898-99.

The cheap holiday excursion fares are still maintaining their popularity, there being a large increase of business during the Christmas and New Year holidays, the following being the bookings for 1897-98 and 1898-99 respectively:—

				First Class.	Second Class.	Amount.		
						£	s.	d.
1898-99	...	...	...	3,416	22,135	6,573	8	7
1897-98	...	...	...	2,732	17,483	5,325	13	0
			Increase	...	684	4,652	1,247	15 7

The tourist traffic to Hanmer Plains is steadily growing, there being an increase of over 20 per cent.

There is also a slight increase in the tourist traffic to the southern lakes, but to Mount Cook the business remains stationary.

The parcels traffic has increased to the extent of 10,966 parcels, the result, no doubt, of the reduced rates.

The revenue derived from goods traffic is about the same as in the previous year.

The sheep traffic from stations in Canterbury is slightly less than last year, but the decrease is counterbalanced by a large increase in the traffic from the southern districts, the quantity received at all stations during the year being 1,111,596, as compared with 978,617 for last year, the increase —132,979—representing sheep forwarded from the south.

The grain traffic is 9,268 tons less than for the last financial year, the result of a deficient harvest.

A very large area was sown in grain last season, and the yield has been much above the average.

There will be an unusually large quantity to convey during the current year, and it is estimated that the grain traffic will exceed that of any previous year to a large extent.

There is a slight decrease in the wool traffic, which is, no doubt, attributable to the previous dry season causing a reduction in the stock, and consequently in the clip.

The road competition, which for 1897-98 had fallen off considerably from the previous year, shows a still further decrease, and in many of the country districts where wool-carting has been in existence the tendency is to abandon carting and resort to the former method of sending by rail.

In coal and other minerals there is an increase of 12,658 tons, and in timber of 6,343 tons.

Having in view the abundant harvest and the general prosperity in the district, a large increase in the traffic for the current year may be confidently anticipated.

The traffic is still suffering from an insufficient supply of rolling-stock—both carriages and wagons—which should be increased as soon as possible.

I have, &c.,

W. H. GAW,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Dunedin, 2nd May, 1899.

I have the honour to report on the working of the Dunedin district of New Zealand railways for the financial year ending the 31st March, 1899.

For the year ended the 31st March, 1898, the cash takings of this district increased by £13,513 2s. 9d., and for the year just ended by £13,812 16s. 4d., independent of the large amount of haulage of freight traffic from Christchurch district to Invercargill district, and *vice versa*, for which those districts collect charges.

During the year 475 wagons (loaded) were received at Oamaru from stations in Canterbury District for stations south of Clinton, and 2,602 loaded wagons (including live-stock) were received at Clinton from Invercargill district for stations in the Canterbury District.

Passenger traffic during the year increased by 41,335 passengers, and, including an increase of 3,072 season-ticket holders, gave a cash increase against the previous year of £8,191 16s. 1d.

Schools and factory excursions have been well patronised during the summer season, and in connection therewith we carried 11,908 children, 1,618 teachers and senior scholars, and 14,258 adults, the amount realised being £1,682 16s. 10d., or an increase on the previous year's takings of £278 17s. 1d.

The increase in parcels traffic during 1898 was 7,333 parcels, and during the year just ended we have had a further increase of 11,802 parcels and twenty-seven carriages, thereby increasing the revenue as against the previous year by £861 1s.

Traffic in cattle and sheep has also increased, in the former by 731 head and in the latter by 18,866. Total number of sheep consigned, 264,416.

The chaff industry continues to increase, and exceeded previous year's returns by 2,892 tons, whilst the decrease in grain traffic amounted to 10,827 tons.

The coal traffic has increased by about 16,000 tons.

The free carriage of lime for manure gave a great impetus to the lime business, and orders come in much faster than they can be executed.

D.—2.

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We continue to experience considerable difficulty owing to shortage of rolling-stock.
The prospects for the ensuing year are very bright, and I anticipate a further large increase of traffic.

I have, &c.,

THOS. ARTHUR,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Invercargill, 28th April, 1899.

I have the honour to report on the working of the Southland district New Zealand railways for the financial year ending the 31st March, 1899.

The traffic has far exceeded that of any previous year's, showing an increase in the forwarded traffic of £19,981 over last year's, which was, up to that date, the record for the district.

All classes of traffic have been very heavy, and the only business showing any falling-off is in wool. This is to be accounted for by the enormous number of sheep which have been sent away to the north during the last eighteen months.

From various causes the demand for timber has been phenomenal, and I do not anticipate that any increase in this industry can be looked for during the current year.

The rabbit traffic still continues to increase, and has absorbed all surplus labour. Seeing the importance of this industry, we have lately been experimenting on the best means of carrying loose rabbits to the depots, and one of our men has invented a plan which allows of a very large number being carried in a truck, whilst every rabbit hangs separately, preventing bruising and securing ventilation. The arrangement permits trucks to be used for any class of traffic.

Owing to the very low prices obtainable for all kinds of grain, I do not anticipate that there will be such a large area under crop for the coming season. Although our tonnage will be larger, the large reductions lately made in freights will prevent any great increase in revenue. I anticipate the reduction in grain freights alone will cause this district a loss of £5,000 on the season's crop.

The passenger traffic has been most satisfactory, and there is every indication of still further expansion in the future.

Traffic carried by the railways shows an increase over last year of 34,000 tons and gives a good idea of the continued prosperity of the Southland district.

The alterations in the train services continue to give general satisfaction.

With the exception of one or two slight mishaps, there have been no accidents to our trains, and everything has worked satisfactorily.

Whilst the late additions to our rolling-stock have been of great assistance, we are still much hampered, and a further large addition will have to be made before traffic can be worked satisfactorily.

I have, &c.,

S. F. WHITCOMBE,

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

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RETURN NO. 1.

SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1899.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Cash in hand and outstanding, 1st April, 1898	21,276 7 9	By Gross payments into Public Account to 31st March, 1899	...	...	1,560,806 15 10
Passengers, parcels, goods, &c., 31st March, 1899	1,469,665 1 6	Less Refunds	...	...	95,946 4 3
			<u>£1,490,941 9 3</u>	Cash in hand and outstanding, 31st March, 1899	...	...	*1,464,860 11 7
							<u>26,080 17 8</u>
							<u>£1,490,941 9 3</u>
To Net amount paid into Public Account, 31st March, 1899	1,464,860 11 7	By Expenditure to 31st March, 1899	...	...	929,737 10 6
Less Cash in hand and outstanding, 1st April, 1898	21,276 7 9	Balance available for interest	...	...	539,927 11 0
			<u>1,443,584 3 10</u>	* Receipts per Treasury	...	...	£1,465,507 6 9
				Balance Refund Account, March 31, 1898	...	...	7,259 17 2
							<u>1,472,767 3 11</u>
				Balance Refund Account, March 31, 1899	...	...	7,906 12 4
							<u>£1,464,860 11 7</u>
Cash in hand and outstanding, 31st March, 1899	26,080 17 8				<u>£1,460,665 1 6</u>
			<u>£1,469,665 1 6</u>				

3

RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1899.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance, 31st March, 1898	7,259 17 2	By Treasury payments to 31st March, 1899	...	...	95,299 9 1
Wharfares, &c., 31st March, 1899	95,946 4 3	Balance due to Harbour Boards, &c.	...	...	7,906 12 4
			<u>£103,206 1 5</u>				<u>£103,206 1 5</u>

A. C. FIFE, Railway Accountant.

RETURN NO. 2.
GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1899.

Dr.

Cr.

	£	s.	d.	£	s.	d.
To Balance brought forward:— Outstanding accounts at 1st April, 1898,— Other Government departments, for stores, work done, &c. ... Personal accounts, for stores, work done, &c. ...	...	11,356	6	...	...	74,818
	...	553	5	...	...	16
	11,909	11	11			
Stock of stores on hand at 1st April, 1898	...	...	79,290	19	3	
Payments per Treasury to 31st March, 1899, Vote 60*	...	...	1,110,059	13	6	
Deposit Account—Permanent-way material	...	...	25,000	0	0	
Payments outstanding on 31st March, 1899, carried forward	...	...	66,169	16	11	
						4
* <i>Nota</i> .—Payments per Treasury Recoveries	£1,110,059	13	6			
Net charge to Vote	141,142	13	3			
	£908,917	0	3			
By Payments outstanding on 31st March, 1898, brought forward	...	...	...	...	...	74,818
Classified expenditure, as per Return No. 4	...	...	...	...	...	16
Recoveries to credit of Vote 60,— Other Government departments, for stores, work done, &c. ... Personal accounts, for stores, work done, &c. ... Miscellaneous recoveries	...	...	92,376	13	6	
	...	...	26,851	11	3	
	...	...	21,914	8	6	
			141,142	13	3	
Deposit Account,— Cash in Treasury	...	...	17,925	16	7	
Cash with Agent-General	...	...	7,974	3	5	
			25,000	0	0	
Balance :— Outstanding accounts at 31st March, 1899,— Other Government departments, for stores, work done, &c. ... Personal accounts, for stores, work done, &c. ...	10,464	17	1			
	1,331	9	0			
	11,796	6	1			
Stock of stores in hand at 31st March, 1899	...	...	...	...	...	109,934
						15
						3
	£1,292,430	1	7			
	£1,292,430	1	7			

A. C. FIFE, Railway Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1899.

Sections.	Maintenance of Way and Works.						Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.	
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.								
WAGES.																				
Kawakawa	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Whangarei	413 4 3	213 15 11	12 0 9	..	..	639 0 11	276 14 0	12 0 5	..	79 9 7	..	368 4 0	15 16 3	183 2 5	700 16 6	21 12 6	191 13 7	16 0 0	2,104 6 2
Kaihu	1,231 1 8	297 13 2	119 8 9	..	..	1,648 3 7	594 16 8	9 6 4	..	574 6 2	..	1,178 9 2	68 8 8	712 14 10	1,323 13 5	131 5 6	420 7 3	98 19 4	5,384 3 1
Auckland	1,019 18 1	157 14 4	13 18 0	..	..	1,191 10 5	378 16 4	158 17 3	..	194 14 9	..	732 8 4	35 15 10	396 17 1	737 13 10	86 19 10	442 18 6	94 10 5	3,529 13 5
Wellington - Napier - New Plymouth	21,822 16 11	5,260 12 4	1,660 5 8	202 16 5	..	28,946 11 4	11,287 15 0	907 12 10	..	4,588 13 8	..	16,784 1 6	2,183 3 9	2,907 16 10	22,737 12 2	1,626 0 2	3,743 10 8	1,321 16 6	77,606 19 11	
Hurunui-Bluff	43,281 10 4	14,450 19 6	4,623 6 9	3,557 1 4	..	65,912 17 11	24,855 13 3	1,979 1 4	..	14,280 2 0	..	41,114 16 7	4,874 7 0	5,827 0 3	51,225 4 1	3,812 11 1	8,116 5 2	2,425 15 2	178,457 6 11	
Grey-Brunner	91,845 18 11	25,027 1 8	8,482 5 2	1,336 19 11	..	126,692 5 8	48,448 4 0	3,054 2 2	..	18,115 1 6	..	69,617 7 8	7,194 19 11	11,879 6 4	125,836 11 3	8,094 18 9	13,246 4 3	6,131 4 7	356,430 9 3	
Grey-Hokitika	1,091 10 3	545 7 7	255 11 3	..	..	1,892 9 1	1,097 6 4	124 3 9	..	1,085 14 6	..	2,307 4 7	127 14 2	459 4 8	4,621 1 0	251 8 0	858 5 5	1 0 0	10,516 6 11
Westport	1,361 0 10	636 18 7	35 4 2	..	..	2,033 3 7	458 0 3	12 9 8	..	135 7 0	..	605 16 11	123 12 11	177 13 2	1,090 14 9	106 15 3	297 8 10	22 0 11	4,413 4 6
Nelson	3,287 10 5	929 11 10	322 4 5	29 18 6	..	4,569 5 2	2,327 18 10	109 4 0	..	923 7 2	..	3,360 10 0	70 18 5	2,225 16 4	5,017 11 4	523 15 7	1,195 9 6	50 9 10	16,912 16 6	
Picton	1,812 19 0	1,710 3 10	101 5 2	70 19 0	..	3,695 7 0	766 5 2	37 0 11	..	198 17 9	..	1,002 3 10	417 10 9	106 0 5	2,828 3 1	107 14 7	476 3 10	248 17 5	6,384 6 1	
Totals	1,947 5 10	1,052 17 5	95 13 5	..	..	3,095 16 8	659 4 4	25 11 5	..	379 8 5	..	1,064 4 2	329 4 4	191 5 7	1,426 18 11	82 13 9	484 12 3	5 0 4	6,669 15 4
STORES.																				
Kawakawa	179 1 3	23 16 3	12 18 3	..	..	215 15 9	..	33 7 4	0 5 6	8 6 8	..	41 19 6	2 12 11	143 13 10	35 13 0	..	..	2 17 0	436 18 0
Whangarei	164 10 6	148 3 5	56 16 1	..	..	369 10 0	..	228 15 4	33 7 7	360 17 1	..	623 0 0	26 12 2	539 10 5	78 15 2	..	..	49 4 9	1,588 3 0
Kaihu	316 3 11	80 0 7	10 15 4	..	..	406 19 10	..	108 14 7	13 3 0	51 12 9	..	173 10 4	16 14 5	135 16 9	65 13 4	..	..	16 4 6	782 10 2
Auckland	7,458 8 3	1,671 18 9	912 9 8	128 19 9	..	10,171 16 5	..	3,221 17 8	470 6 5	2,742 5 7	..	6,434 9 8	1,268 14 1	1,869 12 2	2,065 15 2	..	..	1,519 15 1	20,290 12 5
Wellington - Napier - New Plymouth	23,879 14 2	6,273 9 4	2,827 15 8	770 1 0	..	33,751 0 2	..	19,294 19 5	1,513 19 9	14,790 1 6	..	35,599 0 8	2,967 12 7	4,115 10 11	5,075 6 5	..	..	4,754 11 0	76,753 19 9
Hurunui-Bluff	40,387 17 8	10,876 19 9	4,367 12 7	1,067 11 8	..	56,700 1 8	..	27,057 8 1	2,154 9 5	10,631 14 7	..	39,843 12 1	4,198 18 11	8,217 2 2	9,660 11 9	..	..	4,942 18 1	113,686 8 6
Grey-Brunner	149 16 5	776 11 3	175 13 4	..	..	1,102 1 0	..	203 6 2	37 8 6	350 1 7	..	590 16 3	39 8 9	202 0 5	521 6 3	..	..	82 15 0	2,372 17 8
Grey-Hokitika	380 4 2	540 3 3	35 5 4	..	..	955 12 9	..	105 8 8	18 15 3	43 16 9	..	168 0 8	38 17 3	71 19 3	128 0 4	..	..	3 3 0	1,359 7 3
Westport	1,551 12 4	559 18 11	301 1 11	62 8 2	..	2,475 1 4	..	458 2 2	103 4 10	360 3 8	..	921 10 8	12 14 6	946 10 9	396 9 7	..	..	29 10 7	4,722 16 3
Nelson	742 11 3	3,309 0 6	59 2 9	54 10 1	..	4,165 4 7	..	494 16 7	29 14 8	136 11 5	..	661 2 8	156 0 0	66 17 4	245 12 4	..	..	57 0 3	5,237 16 8
Picton	1,049 18 8	1,085 12 10	44 10 6	..	..	2,180 2 0	..	345 12 11	20 5 8	199 12 1	..	565 10 8	183 2 6	144 12 0	103 18 3	..	..	40 14 9	3,136 10 8
Totals	76,259 18 7	25,345 14 10	8,804 1 5	2,083 10 8	..	112,493 5 6	..	51,552 8 11	4,395 0 7	29,675 3 8	..	85,622 13 2	8,911 8 1	16,453 6 0	18,386 1 7	..	..	11,498 14 0	230,368 0 4
MISCELLANEOUS.																				
Kawakawa	1 9 0	0 3 0	..	..	..	4 7 6	5 19 6	..	..	1 19 5	1 13 2	3 12 7	1 8 11	27 18 1	6 4 5	..	..	..	45 3 6
Whangarei	2 15 4	1 9 4	..	..	..	28 1 0	32 5 8	..	..	87 9 8	10 7 11	97 19 9	5 8 8	53 6 2	21 16 2	..	..	..	210 16 5
Kaihu	2 6 2	0 5 6	..	..	..	18 11 7	21 3 3	..	..	10 19 7	7 8 9	18 14 4	4 4 7	22 10 2	12 15 8	..	..	..	79 8 0
Auckland	176 2 6	23 8 7	1 0 6	1 15 4	..	350 15 0	553 1 11	..	..	817 13 10	125 10 5	954 19 11	371 8 6	538 12 4	1,116 2 7	..	..	..	3,534 5 3
Wellington - Napier - New Plymouth	83 8 8	299 7 4	10 14 10	13 13 5	..	831 14 5	1,238 18 8	8 11 10	..	2,710 11 4	300 10 4	3,019 13 6	1,005 17 8	1,320 0 6	9,152 3 9
Hurunui-Bluff	183 1 10	182 17 0	11 19 11	1 4 8	..	1,757 7 1	2,136 10 6	17 19 2	..	2,584 10 3	652 8 2	3,254 17 7	1,374 15 6	2,298 19 8	13,849 13 11
Grey-Brunner	4 6 6	14 16 8	54 18 4	74 1 6	0 9 5	..	220 13 9	19 9 2	240 12 4	70 14 8	134 6 2	755 0 1
Grey-Hokitika	4 16 4	8 8 8	23 6 7	36 11 7	0 9 5	..	12 12 6	8 9 6	22 11 5	28 12 1	33 1 7	210 15 11
Westport	1 16 6	113 3 0	114 19 6	0 1 7	..	49 11 9	43 2 4	92 15 8	22 4 5	332 6 8	664 11 7
Nelson	0 17 8	88 2 4	..	0 2 10	..	23 7 4	112 10 2	0 4 6	..	17 7 1	8 12 6	26 4 1	50 19 5	15 12 7	249 3 4
Picton	6 5 8	26 17 8	0 19 11	18 12 1	52 15 4	0 9 1	..	34 16 9	6 17 4	42 3 2	67 14 11	26 6 1	209 0 4
Totals	465 9 8	647 12 7	24 15 2	16 16 3	3,224 3 11	4,378 17 7	..	40 8 10	..	6,549 5 11	1,184 9 7	7,774 4 4	3,003 9 4	4,803 0 0	9,000 10 10	..	..	..	28,960 2 1
Grand totals	245,840 4 9	76,276 3 7	24,550 0 1	7,208 2 1	3,224 3 11	357,188 14 5	91,150 14 2	58,022 7 10	4,395 0 7	76,779 12 1	1,184 9 7	231,532 4 3	27,356 9 5	46,323 3 11	241,932 12 9	14,845 15 0	29,472 19 3	21,914 8 6	929,737 10 6	

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, 1899.

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.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.	Maintenance.			Locomotive.			Carriages and Wagons.			Traffic.			Head Office.			Departmental Offices.			Credit Recoveries.			Total.		
															Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.
1898-99.			£ 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.			
Kawakawa ...	8	4,552	2,110 15 0	263 16 10	9 3½	860 16 2	413 16 1	374 12 5	742 13 11	21 12 6	191 13 7	18 17 0	2,586 7 8	40'78 107'60 45'38	19'61	51'73	21'82	17'75	46'83	19'75	35'18	92'84	39'16	1'02	2'70	1'14	9'08	23'96	10'10	0'89	2'36	0'99	122'53	323'70	136'36			
Whangarei ...	21	29,067	12,738 11 0	675 4 8	8 9½	2,049 19 3	1,899 8 11	1,406 0 11	1,424 4 9	131 5 6	420 7 3	148 4 1	7,183 2 6	16'09 108'66 16'93	14'91	100'69	15'68	11'04	74'53	11'61	11'18	75'49	11'76	1'03	6'96	1'08	3'30	22'28	3'47	1'16	7'85	1'22	56'35	380'76	59'31			
Kaihu ...	17	14,689	7,820 5 4	460 0 4	10 7½	1,619 13 6	924 13 0	611 18 10	816 2 10	86 19 10	442 18 6	110 14 11	4,391 11 7	20'71 95'27 26'46	11'82	54'39	15'11	7'83	36'00	10'00	10'44	48'01	13'33	1'11	5'12	1'42	5'66	26'05	7'24	1'41	6'51	1'81	50'16	258'33	71'75			
Auckland ...	332	502,675	159,419 4 3	501 13 8	6 4	39,671 9 8	24,173 11 1	9,139 7 8	25,919 9 11	1,626 0 2	3,743 10 8	2,841 11 7	101,431 17 7	24'88 124'84 18'94	15'16	76'07	11'54	5'73	28'76	4'36	16'26	81'57	12'38	1'02	5'12	0'78	2'35	11'78	1'79	1'78	8'94	1'36	63'62	319'20	48'43			
Wellington-Napier- New Plymouth ...	451	1,141,170	381,753 6 6	846 9 2	6 8½	100,902 16 9	79,733 10 9	20,110 8 11	58,868 3 11	3,812 11 1	8,116 5 2	7,180 6 2	2,264,363 10 5	26'43 223'73 21'22	20'89	176'79	16'77	5'27	44'59	4'23	15'42	130'53	12'38	1'00	8'45	0'80	2'13	18'00	1'71	1'89	15'92	1'51	69'25	586'17	55'00			
Hurunui-Bluff ...	1,154	2,090,381	800,437 7 3	698 10 2	7 8	185,528 17 10	112,715 17 4	35,164 2 6	140,290 13 8	8,094 18 9	13,246 4 3	11,074 2 8	4,483,966 11 8	23'18 161'90 21'30	14'08	98'36	12'94	4'39	30'69	4'04	17'53	122'43	16'11	1'01	7'06	0'93	1'65	11'56	1'52	1'38	9'66	1'27	60'46	422'34	55'57			
Greymouth-Brunner ...	8	19,700	24,577 5 1	3,072 3 2	24 11½	3,068 11 7	3,138 13 2	1,033 8 10	5,377 12 8	251 8 0	858 5 5	83 15 0	13,644 4 8	12'49 383'57 37'38	12'77	392'33	38'24	4'21	129'18	12'59	21'88	67'21	65'51	1'02	31'43	3'06	3'49	107'28	10'46	0'34	10'47	1'02	55'52	1,705'53	166'22			
Greymouth-Hokitika ...	24	32,822	10,536 7 7	439 0 4	6 5	3,025 7 11	796 9 0	473 16 3	1,308 14 4	106 15 3	297 8 10	25 3 11	5,983 7 8	28'71 126'06 22'12	7'56	33'19	5'82	4'50	19'74	3'47	12'42	54'53	9'57	1'02	4'45	0'78	2'82	12'39	2'17	0'24	1'05	0'18	50'79	249'31	43'75			
Westport ...	31	67,677	51,391 2 4	1,657 15 7	15 2½	7,159 6 0	4,374 16 4	3,610 11 1	5,516 6 3	523 15 7	1,195 9 6	80 0 5	22,300 4 4	13'93 230'94 25'39	8'51	141'12	15'51	7'03	116'47	12'80	10'73	177'95	19'56	1'02	16'90	1'86	2'33	38'56	4'24	0'16	2'58	0'28	43'29	719'36	79'08			
Nelson ...	23	41,585	10,588 4 9	460 7 2	5 1	7,973 1 9	1,689 10 7	813 0 6	3,117 12 6	107 14 7	476 3 10	305 17 8	13,871 6 1	75'30 346'66 46'02	15'96	73'46	9'75	7'68	35'35	4'69	29'44	135'55	17'99	1'02	4'68	0'62	4'50	20'70	2'75	2'89	13'30	1'76	131'01	603'10	80'06			
Picton ...	21	24,390	8,292 12 5	394 17 9	6 9½	5,328 14 0	1,671 18 0	942 5 5	1,550 18 0	82 13 9	484 12 3	45 15 1	10,015 6 4	64'26 253'75 52'44	20'16	79'61	16'45	11'36	44'87	9'27	18'70	73'85	15'26	1'00	3'94	0'81	5'84	23'08	4'77	0'55	2'18	0'45	120'77	476'92	98'55			
Totals ...	2,090	3,968,708	1,469,655 1 6	711 10 2	7 5	357,188 14 5	231,532 4 3	73,679 13 4	244,032 12 9	14,845 15 0	29,472 19 3	21,914 8 6	929,737 10 6	24'30 172'92 21'60	15'75	112'09	14'00	5'01	35'67	4'46	16'67	118'56	14'81	1'01	7'19	0'90	2'01	14'27	1'78	1'49	10'61	1'33	63'26	450'11	56'22			
1897-98.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.				
Kawakawa ...	8	5,120	2,322 15 5	290 6 11	9 0½	1,199 4 0	609 9 7	246 11 0	721 8 11	23 17 7	193 15 4	34 6 6	2,959 19 11	51'63 149'90 56'21	26'24	76'19	28'57	10'61	30'82	11'56	31'06	90'18	33'82	1'03	2'98	1'12	8'34	24'22	9'08	1'48	4'29	1'61	127'43	370'00	138'75			
Whangarei ...	18	28,200	12,522 5 7	695 13 8	8 10½	2,661 11 7	1,748 0 1	2,142 10 9	1,626 15 4	124 16 4	361 3 9	126 15 3	8,538 2 7	21'25 147'86 22'65	13'96	97'11	14'88	17'11	119'03	18'24	12'99	90'38	13'84	1'00	6'93	1'06	2'88	20'07	3'07	1'01	7'04	1'08	68'18	474'34	72'66			
Kaihu ...	17	20,337	11,737 9 10	690 8 10	11 6½	1,790 19 3	1,338 11 11	616 5 0	1,109 14 6	116 10 0	387 6 2	106 7 2	5,252 19 8	15'26 105'35 21'14	11'41	78'74	15'80	5'25	36'25	7'27	9'45	65'28	13'10	0'99	6'86	1'37	3'30	22'78	4'57	0'91	6'26	1'26	44'75	309'00	61'69			
Auckland ...	312	469,827	148,117 0 2	475 12 3	6 3½	39,036 7 7	20,038 17 10	6,202 11 2	24,387 4 10	1,433 18 8	3,075 0 9	3,481 7 10	91,292 13 0	26'36 125'34 19'94	13'53	64'35	10'23	4'19	19'92	3'17	16'46	78'31	12'46	0'97	4'61	0'73	2'48	11'80	1'88	2'35	11'18	1'78	61'64	293'15	46'63			
Wellington-Napier- New Plymouth ...	451	990,947	342,699 7 8	770 14 10	6 11	92,704 3 0	64,652 2 7	18,221 16 5	52,477 9 11	3,391 5 10	7,161 11 7	3,623 15 9	9,234,984 13 7	27'05 208'40 22'45	18'87	145'41	15'66	5'32	40'98	4'41	15'31	118'02	12'71	0'99	7'63	0'82	2'09	16'11	1'74	1'06	8'15	0'88	68'57	528'49	56'91			
Hurunui-Bluff ...	1,142	1,971,881	760,021 10 1	668 7 1	7 8½	172,601 10 8	109,106 18 5	31,687 8 2	135,764 10 8	7,322 10 2	12,761 8 6	11,056 17 11	4,458,187 8 8	22'71 151'78 21'01	14'36	95'95	13'28	4'17	27'86	3'86	17'86	119'39	16'52	0'96	6'44	0'89	1'68	11'22	1'55	1'45	9'72	1'34	60'29	402'92	55'77			
Greymouth-Brunner ...	8	19,726	25,049 0 7	3,131 2 7	25 4½	2,618 13 4	2,673 6 5	1,009 10 8	5,581 10 6	263 17 5	787 11 9	29 11 6	12,904 18 7	10'46 327'33 31'86	10'67	334'17	32'53	4'03	126'19	12'28	22'28	697'69	67'91	1'05	32'99	3'21	3'15	98'45	9'58	0'12	3'70	0'36	51'52	1,613'12	157'01			
Greymouth-Hokitika ...	24	31,116	9,826 3 10	409 8 6	6 3½	2,450 13 7	1,238 2 4	860 17 3	1,235 15 11	98 11 7	271 4 11	15 14 6	6,139 11 1	24'94 102'11 18'90	12'60	51'59	9'55	8'76	35'87	6'64	12'58	51'49	9'53	1'00	4'11	0'76	2'76	11'30	2'09	0'16	0'65	0'12	62'48	255'82	47'35			
Westport ...	31	65,517	45,655 17 6	1,472 15 5	13 11½	5,550 5 3	4,026 3 4	2,760 0 1	5,235 15 6	454 14 10	1,143 13 7	247 19 5	18,922 13 2	12'16 179'04 20'33	8'82	129'88	14'75	6'04	89'03	10'11	11'47	168'60	19'18	1'00	14'67	1'67	2'50	36'89	4'19	0'54	8'00	0'91	41'45	610'41	69'32			
Nelson ...	23	39,894	10,097 5 11	439 0 3	5 0½	3,129 5 4	2,334 2 11	541 5 3	3,024 3 4	100 14 5	442 6 7	266 19 11	9,304 17 11	30'99 136'06 18'83	23'11	101'48	14'04	5'36	23'53	3'26	29'95	131'49	18'19	1'00	4'38	0'61	4'38	19'23	2'66	2'64	11'61							

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1899.

[illegible]

Sections.	Revenue.																								Mileage.											
	Ordinary Passengers.			Season Tickets.			Parcels, Luggage, and Mails.			Total Coaching.			Goods.			Miscellaneous.			Rents and Commission.			Total Goods.			Grand Total Revenue.			Train.			Shunting and Hauling.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	No.	No.	No.	No.	No.	No.			
1898-99.																																				
Kawakawa	337	14	5	16	2	11	63	12	10	417	10	2	1,653	2	3	19	18	7	20	4	0	1,693	4	10	2,110	15	0	4,552	3,941	8,493						
Whangarei	1,474	3	3	180	7	3	114	3	9	1,768	14	3	10,515	19	10	344	11	5	109	5	0	10,969	16	9	12,738	11	0	29,087	12,246	41,313						
Kaiku	1,214	18	6	105	5	0	135	14	4	1,455	17	10	5,999	8	5	297	15	1	67	4	0	6,364	7	6	7,820	5	4	14,639	5,429	20,113						
Auckland	55,972	16	5	4,521	12	2	6,818	8	9	67,311	4	4	88,944	12	10	336	2	4	2,825	11	9	92,166	6	11	159,419	6	3	502,675	118,361	621,036						
Wellington-Napier-New Plymouth	138,107	15	4	9,499	16	4	22,048	15	7	169,656	7	3	200,493	19	9	4,568	11	11	7,034	7	7	212,066	19	3	381,753	6	6	1,141,170	344,067	1,485,237						
Hurunui-Bluff	225,310	11	11	21,894	11	11	35,851	12	9	283,056	16	7	492,603	4	7	10,413	6	10	14,273	19	3	517,380	10	8	800,437	7	3	2,090,381	675,863	2,766,244						
Greymouth-Brunner	2,665	5	1	210	1	7	287	10	3	3,162	16	11	19,543	10	9	1,732	6	3	158	11	2	21,414	8	2	24,577	5	1	19,700	29,264	48,964						
Greymouth-Hokitika	4,303	15	4	238	16	3	361	11	1	4,639	13	8	5,493	5	11	Cr.	12	16	4	4	0	5,590	13	11	10,536	7	7	32,822	7,556	40,378						
Westport	2,947	0	8	152	9	4	264	18	11	3,261	18	11	46,224	0	9	1,556	5	10	249	6	10	48,039	13	5	51,391	2	4	67,677	51,052	118,729						
Nelson	2,457	11	0	290	3	1	278	8	6	4,026	2	7	5,752	5	9	654	7	9	155	8	0	6,652	2	2	10,588	7	4	41,586	49,461	61,047						
Pictou	2,575	5	5	76	5	1	161	1	10	2,812	12	4	4,793	4	0	418	0	1	276	16	0	5,480	0	1	8,292	12	5	24,390	8,668	33,058						
Totals	438,360	17	4	37,185	12	11	66,418	7	7	541,970	17	10	882,076	14	10	20,328	9	9	25,288	19	3	927,694	3	8	1,469,665	1	6	3,968,708	1,264,353	5,233,061						
1897-98.																																				
Kawakawa	332	8	2	16	9	6	78	18	3	427	15	11	1,854	6	4	19	12	6	21	0	8	1,894	19	6	2,322	15	5	5,120	3,364	8,484						
Whangarei	1,320	19	5	166	18	8	115	19	10	1,609	17	11	10,562	5	11	249	17	8	100	4	1	10,912	7	8	12,522	5	7	28,200	11,695	39,895						
Kaiku	1,289	19	9	88	15	4	131	2	4	1,548	17	4	9,632	11	10	485	5	8	70	15	0	10,188	12	6	11,737	9	10	20,337	7,088	27,425						
Auckland	50,680	3	6	4,062	9	4	6,432	15	6	61,184	8	4	83,993	15	9	198	12	1	2,740	4	0	86,932	11	10	148,117	0	2	469,827	104,691	575,518						
Wellington-Napier-New Plymouth	120,162	6	2	8,815	19	9	19,112	0	6	148,900	5	8	183,486	9	6	4,563	2	11	6,559	9	7	194,609	2	8	342,699	7	8	990,947	284,199	1,274,146						
Hurunui-Bluff	210,115	16	2	19,869	19	0	33,699	0	7	263,584	15	9	472,405	5	8	9,975	19	1	14,055	9	7	496,436	15	4	760,021	10	1	1,971,881	618,415	2,590,296						
Greymouth-Brunner	2,667	16	4	235	4	2	269	17	7	3,162	15	10	19,558	18	11	1,704	9	1	104	4	9	21,386	9	9	25,040	0	7	19,726	30,446	50,172						
Greymouth-Hokitika	4,065	9	0	281	8	11	363	1	1	4,799	19	0	5,035	12	11	Cr.	1	6	112	18	6	5,116	4	10	9,826	3	10	31,116	6,099	37,815						
Westport	3,054	17	7	146	16	7	240	11	11	3,442	5	6	46,224	3	3	1,221	17	3	255	3	6	42,213	12	0	45,655	17	6	65,517	44,995	110,512						
Nelson	3,384	12	6	367	16	10	291	3	6	4,043	12	10	5,271	13	2	630	14	2	151	5	5	6,053	13	1	10,997	5	11	39,894	8,010	47,904						
Pictou	2,433	2	7	126	12	0	137	13	1	2,497	8	6	4,885	18	6	380	19	9	254	11	6	5,461	9	7	7,958	18	3	23,918	5,607	29,525						
Totals	399,261	11	2	34,168	8	9	60,872	4	8	494,304	4	7	837,580	9	9	19,630	13	11	24,485	6	7	881,705	10	3	1,376,007	14	10	3,666,483	1,125,209	4,791,692						

A. C. FIFE, Railway Accountant

RETURN No. 6.

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

Section.	State of Line.	1898.			1899.		
		Cost of Construction.	Net Revenue.	Rate of Interest.	Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.	£	£	£ s. d.
Kawakawa	Opened	91,681	-637	..	91,688	-475	..
Whangarei	Unopened	144,105	3,984	2 15 3	162,058	5,555	3 8 7
Kaibu	Opened	6,696	..	..	..	..	..
Auckland	Opened	70,544	6,485	9 3 10	70,644	3,429	4 17 1
Wellington-Napier-New Plymouth ..	Unopened	2,214,903	56,824	2 11 4	2,370,235	57,987	2 8 11
Wellington-Foxton (private line) ..	Opened	217,156	..	..	143,216	..	..
Surveys, North Island	Unopened	3,796,473	107,715	2 16 9	3,867,281	117,390	3 0 8
Miscellaneous	Unopened	140,048	..	..	171,079	..	..
Hurunui-Bluff	Opened	42,116	..	..	42,116	..	..
Greymouth-Brunner	Unopened	30,182	..	..	21,611	..	..
Greymouth-Hokitika	Opened	5,169	..	..	5,169	..	..
Westport	Unopened	8,666,899	301,834	3 9 8	8,832,421	316,471	3 11 8
Nelson	Unopened	83,097	..	..	77,660	..	..
Picton	Unopened	196,972	12,144	6 3 4	196,972	10,933	5 11 0
Stock, permanent-way	Unopened	15,959	..	..	15,959	..	..
Stock, A.O.L. stores	Unopened	127,234	..	..	127,234	..	..
Surveys, Middle Island	Unopened	195,127	3,687	1 17 9	195,549	4,553	2 6 7
Miscellaneous	Unopened	220,772	26,733	12 2 2	220,773	29,091	13 3 6
Stock in suspense	Unopened	14,111	..	..	14,111	..	..
Total opened	Unopened	165,192	792	0 9 7	165,225	-3,283	..
Total unopened	Unopened	12,537	..	..	12,537	..	..
Gross total	Unopened	206,235	-744	..	206,230	-1,723	..
	Unopened	58,711	..	..	63,568	..	..
	Unopened	49,169	..	..	33,262	..	..
	Unopened	31,964	..	..	17,988	..	..
	Unopened	38,825	..	..	36,213	..	..
	Unopened	5,168	..	..	5,168	..	..
	Unopened	25,000	..	..	25,000	..	..
Total opened .. .. .	..	15,993,903	518,817	3 4 10	16,404,076	539,928	3 5 10
Total unopened .. .. .	..	878,142	..	..	786,891	..	..
Gross total .. .. .	..	16,872,045	518,817	3 1 6	17,190,967	539,928	3 2 10

NOTE.—The amount stated as cost of construction of opened lines include the Provincial and General Government expenditure on railways. It does not include expenditure by the Greymouth and Westport Harbour Boards on Harbour-works, &c.

A. C. FIFE,
Railway Accountant.

RETURN No. 7.

EXPENDITURE under VOTE for ADDITIONS to OPEN LINES charged to Capital Account, for the Twelve Months ending 31st March, 1899.

Department.										Total Expenditure.
										£ s. d.
Way and Works	..	..	..	..	..	..	..	..	..	45,220 2 6
Locomotive	..	..	..	..	..	..	..	..	..	134,711 14 6
										<u>£179,931 17 0</u>

WAY AND WORKS DEPARTMENT: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Kawakawa	Shelter-shed, &c.	6 15 6	6 15 6
Whangarei	Additional wharf-accommodation	1,053 18 10	
	Hut, Opau Wharf	22 16 6	
	Purchase of land	30 0 0	
			1,106 15 4
Auckland	Additions and improvements to station buildings, platforms, and signals	172 0 0	
	Stockyards	17 5 11	
	Additions to dwellings	612 14 0	
	Additional coal-accommodation, &c., for Locomotive Department	225 2 7	
	Telegraph and telephone facilities	1,742 6 2	
	Building for gas-lighting plant	4 13 9	
	Fencing	69 5 8	
			2,843 8 1
Wellington—Napier—New Plymouth	Additions and improvements to station buildings, platforms, and signals	2,714 0 2	
	Sidings, loading-banks, stockyards, approaches, and crossings	2,729 0 11	
	Additions to dwellings	393 2 6	
	Additions to Petone Workshops	1,040 9 1	
	Additional coal-accommodation, water-services, engine-sheds, &c., for Locomotive Department	4,976 12 6	
	Turntable and engine-pit, Pahiatua	127 12 3	
	Telegraph and telephone facilities	916 8 5	
	Fencing	115 10 10	
	Purchase of land, surveys, &c.	258 13 11	
	Deviation of line, Makotuku Viaduct	1,108 9 5	
	Bridges over breach at Waitangi, and wash-out near Napier (part cost)	718 1 7	
	Reconstruction, Rangitikei Bridge (part cost)	5,759 10 3	
	Buildings for gas-lighting plant	1,116 14 6	
			21,969 6 4
Hurunui—Bluff— (Christchurch District)	Additions and improvements to station buildings, platforms, and signals	1,683 6 9	
	Sidings, loading-banks, stockyards, approaches, and crossings	2,676 7 9	
	Additions to dwellings	592 16 4	
	Additions to Addington Workshops	1,178 9 0	
	Additional coal-accommodation, water-services, &c., for Locomotive Department	655 9 10	
	Telegraph and telephone facilities	40 3 3	
	Buildings, &c., for gas-lighting plant	367 17 10	
	Triangle, Rolleston	124 7 5	
			7,318 18 2
(Dunedin District) ..	Additions and improvements to station buildings, platforms, and signals	5,309 15 6	
	Sidings, loading-banks, stockyards, approaches, and crossings	324 15 0	
	Additions to dwellings	21 14 11	
	Additions to Hillside Workshops	2,222 9 11	
	Additional coal-accommodation, water-services, &c., for Locomotive Department	668 3 9	
	Telegraph and telephone facilities	22 11 0	
	Purchase of land	687 0 0	
	Stone protection, Upper Waitaki Bridge	295 6 4	
	Lengthening cuttings, Otago Central Railway	800 16 5	
			10,352 12 10
(Invercargill District)	Additions and improvements to station buildings, platforms, &c.	379 4 10	
	Sidings, loading-banks, stockyards, crossings, &c.	65 3 8	
	Additions to dwellings	288 9 11	
	Additional coal-accommodation, &c., for Locomotive Department	586 19 1	
	Fencing	112 0 8	
			1,431 18 2
Greymouth—Hokitika ..	Shelter-shed and signals	36 1 11	
	Fencing	119 1 9	
			155 3 8
Nelson	Additions to dwelling	35 4 5	
			35 4 5
			<u>£45,220 2 6</u>

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Particulars.				Additional Stock.		Conversions.		—
				Completed on 31st March, 1899.	Incomplete on 31st March, 1899.	Completed on 31st March, 1899.	Incomplete on 31st March, 1899.	
Total locomotives	38	19	19	One-third cost of conversions charged to "Additions to Open Lines."
" carriages	..	..	108	12	72	..	24
" brake-vans	..	..	20	..	12	8	..
" wagons, bogie	..	..	119	84	35	..	..
" " four-wheel	..	..	1,114	690	360	14	50
" cranes, steam	..	..	2	1	1	..	..
" tarpaulins	..	..	1,022	1,022	..	..	..

* Additional expenditure on orders B, P, and X brought into stock year ending 31st March, 1898.

RETURN No. 8.

COMPARISON of TRAFFIC REVENUE and EXPENDITURE for the last NINETEEN 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.
1880-81	1,277	836,454	521,957	62'40	1,377,783	286,865	300,704	2,849,561	6,499
1881-82	1,310	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	1,504,793	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
1893-94	1,948	1,172,793	735,359	62'70	2,060,645	486,787	1,433,679	3,972,701	17,226
1894-95	1,993	1,150,851	732,160	63'62	2,048,391	479,683	1,604,103	3,995,578	28,623
1895-96	2,014	1,183,041	751,368	63'51	2,087,798	489,177	1,932,709	4,162,426	36,233
1896-97	2,018	1,286,158	789,054	61'35	2,368,927	524,063	2,052,346	4,439,387	43,069
1897-98	2,055	1,376,008	857,191	62'30	2,518,367	563,998	2,444,314	4,672,264	48,660
1898-99	2,090	1,469,665	929,737	63'26	2,624,059	624,683	2,608,623	4,955,553	55,027

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1899.

Description.	No.	Amount.
		£ s. d.
Travellers' tickets, all lines...	9	566 10 0
Travellers' tickets, North Island	72	2,603 10 0
Travellers' tickets, Middle Island	122	6,263 0 0
Reporters' tickets, North Island	26	260 11 0
Reporters' tickets, Middle Island	32	320 0 0
Tourists' tickets, all lines	168	1,391 0 0
Tourists' tickets, North Island	55	291 10 0
Tourists' tickets, Middle Island	45	276 0 0
Fifty-trip com. ordinary	2,563	1,729 12 6
Fifty-trip com. family	1,454	2,168 2 0
School	8,042	4,429 0 1
Teachers' Saturday	315	358 2 0
Twenty-trip com.	241	152 7 4
Twelve-trip workmen's	36,357	5,985 7 0
All other season tickets	5,526	10,391 1 0
Totals	55,027	37,185 12 11

A. C. FIFE,
Railway Accountant.

RETURN NO. 10.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Twelve Months ending 31st March, 1899.

Classification of Work.	SECTIONS.																		Total.																							
	Kawakawa.	Whanga- rei.	Kaiti.	Auckland.		Wellington- Napier- New Plymouth.		Christchurch.		Dunedin.		Invercargill.		Grey- Brunner.	Grey- Hokitika.	Westport.		Nelson.		Picton.																						
				£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.			£	s. d.	£		s. d.	£	s. d.	£	s. d.	£	s. d.																
Track-surfacing ..	204	0	3	927	15	8	838	6	4	15,930	17	4	29,991	5	7	25,766	3	3	23,063	5	7	16,657	2	10	868	9	21	1,119	8	10	2,111	3	8	1,020	7	4	1,059	1	11	119,557	7	9
Track-renewals ..	262	19	3	151	0	0	417	19	6	8,652	16	1	29,306	5	9	21,924	6	7	23,356	14	11	11,348	16	10	128	19	9	405	12	8	2,299	2	1	1,158	17	0	1,634	5	10	101,047	16	3
Ballasting ..	107	19	9	248	7	1	26	9	2	1,570	13	8	3,038	7	6	1,581	4	3	2,099	6	8	1,780	17	10	79	16	7	111	8	2	287	19	5	164	7	3	193	14	3	11,290	11	7
Banks, cuttings, ditches, tunnels ..	18	15	3	71	4	9	55	13	2	3,303	0	7	4,908	14	4	1,791	19	1	1,627	4	5	1,419	16	2	168	7	8	109	11	8	140	17	7	212	16	4	116	8	2	13,944	9	2
Bridges, culverts, drains ..	206	13	0	295	5	9	114	4	9	3,976	3	116	661	11	6	11,586	8	11	8,252	2	1	4,582	8	8	130	2	7	910	2	3	1,077	12	0	57	11	10	1,910	9	3	49,760	15	8
Fences, gates, cattle-stops, hedges ..	1	8	0	45	2	7	4	15	2	981	3	10	1,972	17	1	1,094	0	6	2,841	13	9	1,842	3	4	23	5	8	35	5	0	40	12	0	411	7	7	39	7	8	9,333	2	2
Roads, approaches, &c. ..	2	2	6	47	1	1	1	0	11	521	15	9	533	18	9	257	14	8	1,219	16	9	205	12	2	18	7	0	33	5	7	25	5	8	6	1	3	24	5	0	2,896	7	1
Water-services, signals, cranes, appliances ..	17	8	8	35	1	4	13	16	5	796	4	1	1,842	2	1	1,595	18	0	1,528	2	5	461	5	2	303	1	4	206	17	8	157	16	6	57	5	10	125	0	1	7,139	19	7
Wharves ..	10	3	0	24	15	2	104	3	2	680	12	11	13	6	9	2	10	5	551	10	4	65	11	3	861	18	11	190	1	14	575	0	2	66	5	11	7,145	19	1
Buildings ..	24	19	0	176	4	10	24	13	4	2,573	15	10	7,461	17	3	5,346	6	11	5,606	15	0	1,908	15	9	431	4	7	70	9	6	623	6	4	160	7	11	141	3	10	24,550	0	1
Miscellaneous	333	11	6	4,340	15	9	949	8	4	950	3	3	506	4	8	92	6	8	125	11	11	7,298	2	1
General charges ..	4	7	6	28	1	0	18	11	7	350	15	0	831	14	5	697	5	2	564	10	9	495	11	2	54	18	4	23	6	7	113	3	0	23	7	4	18	12	1	3,224	3	11
Totals ..	860	16	2	2,049	19	3	1,619	13	6	39,671	9	8	100,902	16	9	72,593	6	17	1,661	5	11	41,274	5	10	3,068	11	7	3,025	7	11	7,159	6	0	7,973	1	9	5,328	14	0	357,188	14	5
Rate per mile opened ..	107	12	0	108	13	3	95	5	6	124	16	10	223	14	7	159	10	11	195	6	1	127	7	9	383	11	5	126	1	2	230	18	11	346	13	1	253	14	11	172	18	6

A. C. FIFE, Railway Accountant.

RETURN NO. 11.

STATEMENT showing NUMBER OF PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1899.

Section.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.			
	Schools, Factories, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue. £ s. d.	1st Class. No.	2nd Class. No.	Total. No.	Revenue. £ s. d.	Number of Tickets.	Revenue. £ s. d.		
Kawakawa	No. 159	No. ...	No. 289	No. 448	£ 13 9 9	No. ...	No. ...	No. ...	...	448	£ 13 9 9		
Whangarei	...	...	...	...	...	...	...	...	...	...	...
Kaiti	279	26	295	600	29 13 1	...	...	...	...	600	29 13 1		
Auckland	3,280	571	2,365	6,216	544 9 2	3,271	80,788	84,059	12,387 8 11	90,275	12,931 18 1		
Wanganui	4,090	569	2,413	7,072	400 6 0	5,708	40,840	46,548	9,569 12 1	53,620	9,969 18 1		
Wellington-Napier	5,167	1,025	3,113	9,305	617 18 6	15,116	62,782	77,898	14,082 12 5	87,203	14,700 10 11		
Pictou	265	5	94	364	15 6 10	262	1,948	2,210	244 4 6	2,574	259 11 4		
Nelson	2,008	230	1,003	3,241	143 7 6	1,279	3,819	5,098	459 1 0	8,339	602 8 6		
Westport	142	5	121	268	6 0 9	11	3,405	3,416	212 11 8	3,684	218 12 5		
Greymouth	2,440	199	1,633	4,272	196 5 8	1,220	15,343	16,563	1,320 7 3	20,835	1,516 12 11		
Christchurch	11,198	1,412	11,141	23,751	1,843 12 8	26,723	99,585	126,308	19,078 16 1	150,059	20,922 8 9		
Dunedin	11,908	1,618	14,253	27,779	1,682 16 10	12,204	60,342	72,546	17,040 18 10	100,325	18,723 15 8		
Invercargill	4,812	532	3,235	8,579	722 4 11	4,737	42,895	47,632	10,399 2 9	56,211	11,121 7 8		
Totals 1899	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2		
1898	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,822 8 1	530,006	86,392 6 2		
Increase	5,785	794	4,891	11,470	645 13 7	4,519	28,178	32,697	3,972 7 5	44,167	4,618 1 0		
Decrease	...	...	...	...	...	...	...	...	...	...	...

RETURN No. 12.

6—D. 2.

GREY-BRUNNER SEC.—
 Greymouth.
 Through.
 Brunner.
 Through.
 Accountant.
 General.

Totals.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1899.

7. 7 9

Carried forward.

Totals.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1899.

Description.	Class.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Saloon, bogie, 44 feet ...	A	...	...	...	...	...	1	...	...	...	...	1
" " 41 feet ...	A	...	...	...	3	2	4	...	...	...	...	9
" " 39½ feet ...	A	...	...	...	1	6	7	...	...	...	...	14
" " 37½ feet ...	A	...	...	...	...	2	...	...	...	...	...	2
" " 35 feet ...	A	...	...	...	...	3	...	...	...	...	...	3
First class, bogie, 44 feet ...	A	...	...	...	...	...	1	...	...	...	...	1
" " 42½ feet ...	A	...	...	...	...	...	8	...	...	...	...	8
" " 30 feet ...	B	...	...	...	...	1	5	...	...	...	...	6
" 6-wheel ...	C	...	...	...	2	...	10	...	...	...	...	12
" 4-wheel ...	D	...	1	...	1	3	4	1	...	1	1	12
Composite, bogie, 44 feet ...	A	...	...	...	36	48	80	4	2	1	3	174
" " 42½ feet ...	A	...	...	...	...	13	31	...	...	...	...	44
" " 39½ feet ...	A	...	...	...	2	4	4	2	1	1	...	14
" " 30 feet ...	B	...	...	...	5	10	19	...	...	...	...	34
" 6-wheel ...	C	...	1	1	1	9	18	...	...	2	...	32
" 4-wheel ...	D	2	2	...	4	6	8	...	...	1	...	23
Second class, bogie, 44 feet ...	A	...	...	...	20	20	32	1	...	...	...	73
" " 42½ feet ...	A	...	...	...	...	1	6	...	...	...	...	7
" " 39½ feet ...	A	...	...	...	...	9	...	1	...	1	...	11
" " 35 feet ...	A	...	...	...	...	3	...	...	...	...	...	3
" " 30 feet ...	B	...	...	...	...	3	11	...	...	...	...	14
" 6-wheel ...	C	...	...	2	3	8	26	...	...	2	...	41
" 4-wheel ...	D	...	2	1	1	2	4	...	...	1	1	12
Total ...	...	2	6	4	79	153	279	9	3	10	5	550
WAGONS, ETC.												
Brake-vans, 4-wheel ...	F	2	2	2	17	29	66	5	4	4	2	133
" bogie ...	F	...	...	...	12	31	30	...	2	...	...	75
" Fell ...	F	...	...	...	...	4	...	...	...	...	...	4
Horse-boxes ...	G	...	...	...	17	47	56	...	...	1	1	122
Cattle-trucks ...	H	2	2	...	55	54	161	...	1	2	2	279
Sheep-trucks ...	J	...	...	...	49	187	266	...	...	...	2	504
Covered goods ...	K	1	4	1	52	75	283	11	4	4	3	438
High-side ...	L	3	12	4	463	806	3,586	25	1	31	54	4,985
Low-side ...	M	4	18	12	59	232	681	14	18	12	21	1,071
Timber ...	N	...	60	74	75	102	171	12	29	8	...	531
Iron hopper ...	O	...	...	...	80	...	...	243	325	...	...	648
Platform, coal ...	P	23	83	...	33	...	...	...	...	...	...	139
Movable iron hopper ...	Q	...	...	...	...	...	...	...	53	...	...	53
Frozen meat ...	W	...	...	...	8	20	40	...	...	...	...	68
Cool " ...	X	...	...	...	14	73	59	...	...	...	5	151
Ballast hopper ...	Y	...	...	...	40	45	...	...	...	...	...	85
High-side, bogie ...	R	...	...	2	51	69	41	9	...	...	...	172
Sheep-trucks, " ...	S	...	...	...	6	37	36	...	...	...	...	79
Cattle-trucks, " ...	T	...	...	...	6	10	5	...	...	...	...	21
Platform, " ...	U	...	...	...	16	102	43	10	...	...	...	171
Frozen meat " ...	V	...	...	...	...	18	34	...	...	...	...	52
Covered goods " ...	Z	...	...	...	...	5	6	...	...	...	...	11
Total ...	...	35	181	95	1,053	1,946	5,564	329	437	62	90	9,792
TARPAULINS ...	...	8	22	9	675	1,280	4,932	45	9	40	90	7,110

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1899.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaikohe.	Auckland.	Wellington- Napier-New Plymouth.	Haurangi-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total Engines.
		Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.											
A	Tank	8	15	4	2 6 $\frac{1}{2}$	...	18	1	...	...	1	1	2	...	...	...	...	5
C	"	9 $\frac{1}{2}$	18	4	2 6 $\frac{1}{2}$	2	18	...	...	1	...	2	...	...	...	...	...	6
D	"	9 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	18	1	...	...	...	9	17	1	...	2	1	31
E	Double Fairlie	10	18	8	3 3 $\frac{1}{2}$	...	...	...	...	...	...	3	...	...	...	...	...	3
F	Tank	10 $\frac{1}{2}$	18	6	3 0 $\frac{1}{2}$	...	...	...	1	2	12	11	36	5	3	2	...	72
F _A	"	12	18	6	3 0 $\frac{1}{2}$	...	...	...	2	...	3	3	4	...	1	...	...	13
F _B	"	12	18	6	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	...	...	1	...	...	1
G	"	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	4	21	...	...	...	...	...	2	...	...	...	2	4
H	Fell	14	16	4	2 8	2	30	...	...	...	...	6	...	...	...	...	...	6
J	Tender	14	20	6	3 6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	8	6	18	...	...	...	...	32
L	Tank	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	2	4	1	...	...	...	...	7
L _A	"	12	18	4	3 6 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	2	1	...	...	...	...	...	3
M	"	13	20	4	3 6 $\frac{1}{2}$	6	28 $\frac{1}{2}$	...	...	...	...	4	...	...	...	...	...	4
P	Tender...	15	20	8	3 5	2	26 $\frac{1}{2}$	...	...	...	4	...	6	...	...	...	...	10
R	Single Fairlie	12 $\frac{1}{2}$	16	6	3 0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	...	3	9	6	...	...	...	...	18
S	"	13	16	6	3 0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	...	...	4	...	...	...	...	...	4
U	Tender...	16	20	6	4 6	4	30	...	...	...	...	6	...	...	...	...	...	5
V	"	15	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	10	...	...	...	...	...	10
W	Tank	14	20	6	3 0 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	2	...	...	...	...	...	2
W _A	"	14	20	6	3 3 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	6	1	...	...	...	...	7
K	American tender	12	20	4	4 0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	...	2	6	...	...	...	...	8
N	"	15	20	6	4 1 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	...	2	4	...	...	...	...	6
O	"	15	18	8	3 0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	...	...	2	4	...	...	...	...	6
Q	" tank	11	18	4	4 0 $\frac{1}{2}$	6	30 $\frac{1}{2}$	...	...	...	...	...	1	...	...	...	...	1
T	" tender	15	18	8	3 0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	...	...	...	6	...	...	...	...	6
U	"	16	20	6	4 1	4	26 $\frac{3}{8}$	...	...	...	...	10	...	...	...	...	...	10
W _A	" tank	14	20	6	3 3 $\frac{1}{2}$	4	25	...	1	...	...	9	...	...	2	...	...	12
Total		...	...	...	...	...	...	2	4	3	35	86	140	6	9	4	4	293

RETURN NO. 15.

COMPARATIVE STATEMENT OF THE MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, &c., OF RAILWAYS IN THE FOLLOWING COLONIES (taken from latest Official Records):—

Colony.	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile for Total Mileage constructed.	Population of Railway.	Cost per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.	Working expenses per Train Mile.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working expenses to Earnings.	Earnings per Average Mile open.	Working expenses per Average Mile open.	Net Earnings per Average Mile.	Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train Mile.	Traffic per Cent. of Revenue.	General Charges (including Commission, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
Victoria ..	87,884	1,169,434	3,123	5 3	£ 38,602,304	£ 12,404,374	£ 33 0	29,239,657	2,608,896	£ 67.77	d. 1,646,054	d. 42.76	£ 962,842	25.01	d. 2.49	63.09	£ 4 8	£ 835	£ 527	£ 308,131	£ 14.84	d. 20.20	5.33	517	1,061	9,171	1898.
New South Wales	310,700	1,335,800	2,659	4 8½	£ 37,719,402	£ 14,015,502	£ 28 4	98,340,338	3,026,748	£ 87.10	d. 1,614,605	d. 46.46	£ 1,412,143	40.64	d. 3.75	53.34	£ 5 4	£ 1,138	£ 607	£ 531,193	£ 21.19	d. 15.05	2.26	494	1,050	10,470	1897.
Cape of Good Hope	221,311	440,000	1,894	3 6	£ 19,323,155	£ 10,165,231	£ 43 18	48,873,288	3,070,897	£ 83.10	d. 1,898,316	d. 51.30	£ 1,159,606	31.80	d. 6.13	61.30	£ 6 19	£ 1,621	£ 1,002	£ 619,197	£ 23.00	d. 17.00	5.0	422	522	7,752	1897. 31 Dec.
Queensland	668,224	484,700	2,586	3 6	£ 18,056,235	£ 6,851,184	£ 37 5	15,007,370	1,215,811	£ 53.27	d. 686,066	d. 32.88	£ 529,745	25.39	d. 2.98	56.43	£ 10 2	£ 470	£ 265	£ 205,101	£ 10.78	d. 14.19	2.21	310	944	4,850	1898. 30 June.
South Australia	903,690	360,000	1,868	3 6	£ 13,919,258	£ 7,451,193	£ 38 13	43,745,753	998,352	£ 63.97	d. 623,742	d. 39.97	£ 374,610	24.00	d. 2.69	62.48	£ 15 4	£ 534	£ 334	£ 200	£ 89.18	d. 58.15	1.52	338	372	6,137	1897.
Natal ..	20,461	59,596	420	3 6	£ 6,588,507	£ 15,687,142	£ 11 11	12,424,152	1,051,359	£ 104.08	d. 583,088	d. 57.72	£ 468,271	46.36	d. 7.10	55.46	£ 17 12	£ 1,388	£ 1,388	£ 1,115	£ 22.22	d. 71.12	12.19	117	268	1,822	1897. 31 Dec.
Tasmania	26,215	177,341	425	3 6	£ 3,526,322	£ 8,302,417	£ 19 17	764,938	166,833	£ 52.34	d. 128,544	d. 40.33	£ 38,289	12.01	d. 1.07	77.04	£ 18 10	£ 386	£ 297	£ 89,114	£ 12.76	d. 19.77	3.78	64	156	1,077	1898.
Western Australia	975,876	171,021	974	3 6	£ 5,047,361	£ 5,088,176	£ 29 11	10,361,3,874	1,019,677	£ 67.72	d. 786,316	d. 52.22	£ 233,359	15.50	d. 4.62	77.11	£ 19 3	£ 1,047	£ 807	£ 240,181	£ 20.92	d. 26.10	2.78	186	289	4,478	1898. 30 June.
New Zealand	104,471	717,649	2,016	3 6	£ 15,577,392	£ 7,719,856	£ 21 14	23,409,213	1,286,158	£ 90.5	d. 789,054	d. 55.55	£ 497,104	34.95	d. 3.19	61.35	£ 15 10	£ 638	£ 391	£ 247	£ 150.18	d. 05.16	4.76	269	529	8,611	1897. 31 Mar.
"	104,471	731,713	2,043	3 6	£ 15,993,903	£ 7,783,856	£ 21 17	23,686,483	1,376,008	£ 90.0	d. 857,191	d. 56.11	£ 518,817	33.89	d. 3.24	62.30	£ 17 7	£ 673	£ 420	£ 254,161	£ 17.97	d. 16.91	4.37	273	543	8,975	1898. 31 Mar.
"	104,471	746,673	2,090	3 6	£ 16,404,076	£ 7,849,857	£ 21 19	53,968,708	1,469,665	£ 89.0	d. 929,737	d. 56.22	£ 539,928	32.78	d. 3.29	63.26	£ 19 4	£ 712	£ 450	£ 262,173	£ 18.46	d. 16.67	3.02	293	550	9,792	1899. 31 Mar.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1882 to 31st March, 1899.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.					Days.	Cattle.	Sheep.	Pigs.	Lime Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
				No.	Revenue.	No.	Revenue.	Parcels.	Horses.	Carriages.	Dogs.	Revenue.																	
1881-82 ..	1,319	£ 9,443,000	2,502,804	2,911,477	£ 329,492	7,564	£ ..	286,741	8,597	899	21,273	£ 32,213	703	23,914	292,621	27,216	5,810	Tons. 44,631	Tons. 73,655	Tons. 192,905	Tons. 375,725	Tons. 311,279	Tons. 433,659	Tons. 1,437,714	£ 491,057	£ 30,153	£ 9,111	£ 992,026	d. 85-50
1882-83 ..	1,358	10,478,998	2,785,685	3,283,378	362,106	8,621	..	308,620	9,850	975	22,716	34,658	928	27,605	421,671	27,799	11,810	51,703	75,740	197,231	367,428	350,823	510,088	1,564,823	518,330	29,496	8,757	953,347	82-00
1883-84 ..	1,396	11,078,500	2,841,745	3,272,644	321,615	9,036	14,763	325,675	9,555	906	24,666	35,142	939	29,675	627,090	29,522	16,470	62,067	81,235	183,449	432,223	350,263	574,313	1,700,040	548,918	31,644	9,221	961,304	81-00
1884-85 ..	1,477	11,810,194	2,882,422	3,232,886	348,628	8,999	16,406	313,047	10,358	793	24,020	35,592	756	32,738	666,522	30,268	17,030	68,523	86,670	178,909	414,590	365,623	618,511	1,749,856	611,504	23,160	10,422	1,045,712	87-00
1885-86 ..	1,613	12,472,814	3,020,550	3,362,266	346,895	10,717	16,482	317,242	9,518	653	22,668	33,271	660	36,634	781,470	40,558	14,985	74,778	80,280	202,571	413,847	368,225	669,081	1,823,767	622,810	16,732	11,229	1,047,419	83-00
1886-87 ..	1,727	13,017,567	3,008,949	3,426,403	339,255	11,821	16,958	341,634	9,165	689	21,598	33,749	597	37,435	856,431	48,151	22,110	82,963	73,040	175,581	345,254	329,227	719,579	1,747,754	581,350	14,893	12,523	998,768	79-50
1887-88 ..	1,758	13,352,978	2,944,786	3,451,850	334,926	11,518	17,800	368,680	9,301	619	21,128	34,727	592	32,766	857,397	50,046	22,190	84,147	65,860	158,024	358,022	347,379	700,140	1,735,762	579,359	14,611	13,420	994,843	81-00
1888-89 ..	1,777	13,472,837	2,796,007	3,132,803	305,632	11,817	17,816	370,707	8,378	650	19,971	34,101	547	29,426	842,840	47,126	24,335	78,203	67,045	160,399	447,027	356,732	786,690	1,920,431	610,498	15,663	13,915	997,615	5-50
1889-90 ..	1,809	13,809,955	2,868,203	3,376,459	347,844	12,311	21,504	375,271	9,358	708	21,209	37,097	678	31,700	985,336	51,539	37,900	91,214	77,454	172,814	498,198	399,258	797,117	2,073,955	635,007	18,091	16,027	1,095,570	91-50
1890-91 ..	1,842	14,278,586	2,894,776	3,433,629	333,122	13,881	20,471	380,319	9,790	757	22,965	38,997	582	35,209	1,258,471	54,684	29,800	87,701	73,650	153,078	528,683	385,020	828,079	2,086,011	690,779	20,718	17,615	1,121,701	93-00
1891-92 ..	1,869	14,656,691	3,010,489	3,555,764	342,563	16,341	22,054	393,407	11,370	819	25,439	41,795	653	36,248	1,067,614	49,639	26,605	85,888	87,834	170,520	442,277	379,768	873,899	2,066,791	671,469	19,388	18,163	1,115,432	88-75
1892-93 ..	1,886	14,733,120	3,002,174	3,759,044	367,594	16,504	23,025	420,610	12,993	921	26,780	44,801	796	33,597	1,321,046	38,814	34,314	96,841	88,186	169,910	523,637	397,411	884,031	2,193,330	707,786	18,830	19,486	1,181,522	94-50
1893-94 ..	1,948	15,137,036	3,113,231	3,972,701	378,480	17,226	23,540	448,770	12,350	793	25,667	45,206	831	39,223	1,356,434	38,022	38,610	101,340	84,658	183,192	411,191	377,116	864,538	2,060,645	686,469	18,563	20,535	1,172,793	90-25
1894-95 ..	1,993	15,352,613	3,221,620	3,905,578	360,243	28,623	24,906	444,981	11,185	750	23,517	43,270	705	40,890	1,519,921	43,292	36,972	103,328	85,102	198,573	388,556	377,938	857,917	2,048,391	633,726	17,265	21,441	1,150,851	85-75
1895-96 ..	2,014	15,425,532	3,307,226	4,162,426	359,822	36,233	29,412	455,511	11,115	716	22,551	54,736	693	39,651	1,839,712	53,346	53,260	99,363	78,804	213,132	374,699	339,881	878,659	2,087,793	698,115	18,466	22,490	1,183,041	85-75
1896-97 ..	2,018	15,577,392	3,409,218	4,439,887	378,684	43,069	31,476	489,825	11,347	778	22,891	58,084	841	35,909	1,964,110	52,327	60,542	98,958	80,014	257,825	423,838	415,448	1,032,252	2,368,927	774,163	20,225	23,526	1,286,158	90-50
1897-98 ..	2,055	15,993,903	3,666,483	4,672,264	399,262	48,660	34,168	530,993	9,936	862	23,069	60,872	926	44,935	2,356,595	42,784	77,226	103,035	83,656	313,073	427,448	465,041	1,048,868	2,518,367	837,590	19,631	24,485	1,376,008	90-00
1898-99 ..	2,090	16,404,076	3,968,708	4,955,553	438,367	55,027	37,186	589,372	10,348	998	24,963	66,418	1106	55,878	2,518,233	34,512	83,084	97,396	87,033	310,266	420,071	478,851	1,147,353	2,624,059	882,077	20,328	25,289	1,469,665	89-00

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.				Locomotive Power.			Carriages and Wagons.			Traffic.			Head and Departmental Offices.			General Charges and Sundries.			Less Credit Recoveries.			Total Expenditure.
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	
1881-82 ..	d. 50-16	£ 58-64	£ 180,122	£ 20-19	£ 138-67	d. 17-27	£ 136,666	£ 15-32	d. 13-10	£ 35,867	£ 4-02	d. 3-44	£ 140,945	£ 15-80	d. 13-52	£ ..	£ ..	£ ..	£ 29,500	£ 3-31	d. 2-83	£ ..	£ ..	d. ..	£ 523,099
1882-83 ..	51-07	62-18	209,823	22-01	155-54	18-08	153,607	16-11	13-23	38,887	4-08	3-35	156,334	16-40	13-47	..	..	..	34,170	3-58	2-94	..	..	..	592,821
1883-84 ..	55-40	68-24	233,936	24-34	169-29	19-76	162,558	16-91	13-73	51,304	5-34	4-33	166,848	17-36	14-09	..	..	..	41,345	4-30	3-49	..	..	..	655,990
1884-85 ..	57-45	65-99	254,329	24-32	176-87	21-18	166,576	15-93	13-87	56,245	5-38	4-68	171,822	16-43	14-30	..	..	..	41,055	3-93	3-42	..	..	..	690,026
1885-86 ..	54-85	65-91	247,566	23-64	160-32	19-67	162,860	15-55	12-94	55,303	5-28	4-40	180,352	17-22	14-33	..	..	..	44,259	4-22	3-51	..	..	..	690,340
1886-87 ..	55-76	69-99	252,530	25-28	149-85	20-14	166,407	16-66	13-27	59,107	5-92	4-72	177,825	17-80	14-18	..	..	..	43,203	4-33	3-45	..	..	..	699,072
1887-88 ..	56-02	69-09	246,340	24-76	141-35	20-08	159,757	16-06	13-02	65,018	6-54	5-30	173,991	17-49	14-18	..	..	..	42,222	4-24	3-44	..	..	..	687,328
1888-89 ..	55-54	64-86	232,915	23-35	131-31	19-99	153,807	15-42	13-20	55,422	5-55	4-76	176,995	17-74	15-19	..	..	..	27,906	2-80	2-40	..	..	..	647,045
1889-90 ..	57-13	62-32	242,075	22-10	134-70	20-26	159,180	14-53	13-32	67,211	6-13	5-62	182,427	16-65	15-27	..	..	..	31,894	2-91	2-66	..	..	..	682,787
1890-91 ..	58-09	62-47	241,330	21-51	132-27	20-01	172,064	15-34	14-26	66,228	5-91	5-49	193,461	17-25	16-04	..	..	..	27,622	2-46	2-29	..	..	..	700,703
1891-92 ..	56-32	63-34	245,163	21-98	131-41	19-54	177,156	15-88	14-12	57,723	5-17	4-60	198,654	17-81	15-84	..	..	..	27,822	2-50	2-22	..	..	..	706,517
1892-93 ..	53-53	61-97	262,600	22-23	140-18	20-99	183,774	15-55	14-69	53,962	4-57	4-32	202,153	17-11	16-16	..	..	..	29,653	2-51	2-37	..	..	..	732,142
1893-94 ..	56-69	62-70	268,451	22-89	140-35	20-70	177,833	15-16	13-71	56,470	4-82	4-35	201,166	17-15	15-51	..	..	..	31,440	2-68	2-42	..	..	..	735,359
1894-95 ..	54-54	63-62	272,718	23-70	138-57	20-32	175,758	15-27	13-09	50,949	4-43	3-79	201,641	17-52	15-02	..	..	..	31,095	2-70	2-32	..	..	..	732,160
1895-96 ..	54-53	63-51	282,593	23-89	141-45	20-51	185,669	15-69	13-47	54,692	4-62	3-97	207,253	17-52	15-04	37,979	3-21	2-76	..	..	..	16,818	1-42	1-22	751,368
1896-97 ..	55-55	61-35	301,981	23-48	149-77	21-26	190,543	14-82	13-41	65,825	5-12	4-64	213,914	16-63	15-06	39,072	3-03	2-75	..	..	..	22,280	1-73	1-57	789,054
1897-98 ..	56-11	62-30	327,987	23-84	160-53	21-47	209,289	15-21	13-70	65,344	4-75	4-27	232,646	16-91	15-23	41,062	2-98	2-69	..	..	..	19,137	1-39	1-25	857,191
1898-99 ..	56-22	63-26	357,189	24-30	172-92	21-60	231,532	15-75	14-00	73,680	5-01	4-46	244,932	16-67	14-81	44,319	3-02	2-68	..	..	..	21,914	1-49	1-33	929,738

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1899.

Service.	Period.	Name of Contractor.	Rate.
Coal-supply—			
Auckland	31/3/1900	Taupiri Extended Coal Company ..	5/5 per ton.
"	"	Taupiri Reserve Coal Company ..	5/5 "
"	"	Waikato Coal Company ..	4/9 "
Wellington-Napier-New Plymouth	31/3/1899	Blackball Coal Company ..	19/6 "
"	"	Grey-Point Elizabeth Coal Company ..	22/ "
"	"	"	22/6 "
"	"	"	22/ "
"	"	Blackball Coal Company ..	18/9 "
"	"	Grey-Point Elizabeth Coal Company ..	21/ "
"	"	Westport Coal Company ..	19/ "
"	"	Grey-Point Elizabeth Coal Company ..	17/ "
Pictou	"	Blackball Coal Company ..	20/ "
"	"	Grey-Point Elizabeth Coal Company ..	22/ "
Nelson	"	"	20/ "
Westport	"	Westport Coal Company ..	6/4 "
Greymouth	"	Grey-Point Elizabeth Coal Company ..	8/ "
"	"	Blackball Coal Company ..	7/ "
Lyttelton	"	Grey-Point Elizabeth Coal Company ..	18/ "
"	"	Westport-Cardiff Coal Company ..	15/6 "
"	"	H. Levich	9/6 "
"	"	Wairiri Coal Company ..	9/6 "
Timaru	"	Grey-Point Elizabeth Coal Company ..	19/6 "
"	"	Westport-Cardiff Coal Company ..	16/6 "
Oamaru	"	Blackball Coal Company ..	18/ "
"	"	Grey-Point Elizabeth Coal Company ..	19/6 "
Port Chalmers and Gore ..	"	Fernhill Coal Company ..	6/ "
"	"	Walton Park Coal Company ..	5/6 "
"	"	Lowdon and Howarth ..	5/9 "
"	"	Gibson and Lees ..	5/6 "
"	"	Kaitangata Coal Company ..	6/1 "
South of Gore	"	Nightcaps Coal Company ..	7/1 "
"	"	Grey-Point Elizabeth Coal Company ..	20/6 "
"	"	Blackball Coal Company ..	18/6 "
Workshops, Wanganui ..	"	Grey-Point Elizabeth Coal Company ..	21/6 "
"	"	"	16/6 "
"	"	"	17/6 "
"	"	"	18/6 "
"	"	"	9/10 "
		(f.o.b. Greymouth)	
Timber-supply—			
Wanganui	"	Rangitikei Sawmillers' Co-operative Association (Limited)	As per schedule.
"	"	Taranaki Sawmillers' Co-operative Association (Limited)	"
Christchurch	"	W. White and Co.	"
Southland	"	J. More	"
Napier	"	R. Holt	"
5,000 gallons castor oil ..	"	E. W. Mills and Co.	2/7½ per gallon.
"	"	National Mortgage and Agency Company	2/4½ "
Iron castings, Wellington ..	"	Smith Brothers	As per schedule.
"	"	J. Anderson	"
"	"	A. and T. Burt	"
Steel castings, Auckland ..	"	Dunedin Foundry and Engineering Company (Limited)	5½d. per lb.
"	"	Ditto	5d. "
"	"	"	5d. "
"	"	"	5d. "
Forage, Auckland	"	J. J. Craig	As per schedule.
"	"	T. Wreaks	"
Uniform caps—			
Stationmasters	31/3/1901	T. Parker and Co.	15/ each.
Guards and porters	"	"	3/11 "
Drivers and firemen	"	"	4/8 "
Uniform suits—			
Stationmasters	"	Wellington Woollen Company ..	As per schedule.
Guards	"	"	"
Porters	"	"	"
Timber, ironbark	Sept., 1899	Murray, Arnold, and Co. ..	"
"	June, "	E. D. Pike and Co.	"
"	Oct., "	W. Flannery	"
Timber, tallow-wood	June, "	Murray, Arnold, and Co. ..	19/ per 100 sup. ft.
"	31/3/1900	E. D. Pike and Co.	16/9 "
Greymouth—			
30,000 silver-pine sleepers ..	31/12/98	Baxter Brothers and Foord ..	2/6 each.
5,000	30/9/98	O. Butler	2/6 "
Wellington-Napier-New Plymouth			
Section—			
2,000 totara sleepers	30/4/98	F. Burbush	2/6 "
1,000	31/8/98	"	2/6 "
800	15/10/98	Power and Bussell	3/ "
1,000	30/9/98	W. and F. De Malmanch ..	2/9 "
8,000	31/3/99	J. Drysdale	3/ "
1,500	20/10/98	J. T. Entwistle	3/ "
1,000	31/8/98	Kenny and Martin	2/6 "

RETURN No. 17—continued.

STATEMENT of STORES CONTRACTS CURRENT, &c.—continued.

Service.	Period.	Name of Contractor.	Rate.
Wellington—Napier—New Plymouth Section—			
4,000 totara sleepers	30/11/98	Roy and Alberthsen	3/ each.
2,500 "	31/10/98	John Stewart	3/ "
500 "	30/11/98	W. J. Taylor	2/10 "
2,000 "	"	T. and G. Williams	2/9 "
Greymouth Section—			
20,000 silver-pine sleepers ..	31/3/99	Stratford, Blair, and Co. ..	2/6 "
Hokianga District—			
40,400 puriri sleepers	"	Settlers	2/ to 3/9 each.
Kaipara District—			
1,700 manoaio sleepers	"	"	2/6 each.
8,000 totara sleepers	"	"	2/6 "
Auckland District—			
22,500 puriri sleepers	"	"	2/ to 4/ each.
10,000 totara sleepers	"	"	2/ to 4/ "
Wellington—Napier—New Plymouth Section—			
67,600 totara sleepers	"	"	2/ to 3/10 "
2,500 black-birch sleepers ..	"	"	2/ each.
2,300 hinau and maire sleepers ..	"	"	3/6 to 4/ each.
Greymouth District—			
35,000 silver-pine sleepers ..	"	"	2/6 each.
Westport District—			
64,500 yellow-pine sleepers ..	"	"	1/6 to 2/6 each.
Pictou District—			
3,000 birch sleepers	"	"	2/ each.
Whangarei District—			
1,000 totara sleepers	"	"	2/ to 3/ each.
Kaipara District—			
4,000 puriri sleepers	"	"	3/3 each.
Christchurch Section—			
3,000 birch sleepers	"	"	2/2 "
Dunedin and Invercargill Districts—			
40,000 totara sleepers	"	"	2/9 to 3/ each.
12,000 matai sleepers	"	"	2/ to 2/3 "
Christchurch Section—			
36,500 sup. ft. birch timber ..	"	"	13/ per 100 sup. ft.
Kaipara District—			
303,500 sup. ft. kauri, in the log ..	"	E. Mitchelson	6/6 to 9/6 per 100 ft.
295,000 sup. ft. sawn kauri ..	"	"	12/ per 100 sup. ft.
15,900 ft. sawn totara	"	"	14/ "
2,500 ft. totara	"	"	20/ "
5,500 ft. silver-pine timber ..	"	"	14/ to 15/ "
Nelson Section—			
4,000 ft. birch timber	"	Mills in district	9/ to 10/ "
23,000 ft. rimu timber	"	"	6/ to 13/ "
Westport Section—			
5,000 ft. birch timber	"	"	10/ to 11/6 "
112,000 ft. rimu timber	"	"	6/ to 12/ "
4,200 ft. silver-pine timber ..	"	"	14/ to 20/ "
6,200 ft. yellow-pine timber ..	"	"	20/ "
4,750 fencing-posts	"	Settlers	9d. each.
Greymouth Section—			
39,400 lin. ft. silver-pine timber ..	"	Mills in district	4½d. per lin. ft.
28,500 ft. birch timber	"	"	8/ to 14/6 per 100 sup. ft.
46,800 ft. rimu	"	"	6/ to 11/ "
29,400 sup. ft. silver-pine ..	"	"	10/ to 13/ "
2,000 sup. ft. white-pine	"	"	17/6 "
General stores—			
Auckland—			
General ironmongery	2½ years, to 31/3/1900	E. Porter and Co.	As per schedule.
Furnishing ironmongery	Ditto	"	"
Iron and steel	"	"	"
Oils, colours, &c.	"	"	"
Ship-chandlery	"	"	"
Brushware	"	"	"
Leather, &c.	"	"	"
Drain-pipes	"	J. J. Craig	"
Lime, ordinary and hydraulic ..	"	"	"
Cement, colonial	"	J. Wilson and Co.	"
Wellington—			
General ironmongery	"	E. W. Mills and Co.	"
Furnishing ironmongery	"	Cameron and Christie	"
Iron and steel	"	Briscoe, MacNeil, and Co. ..	"
Oils, colours, &c.	"	Smith and Smith	"
Ship-chandlery	"	E. W. Mills and Co.	"
Brushware	"	T. Bunting and Co.	"
Leather, &c.	"	E. W. Mills and Co.	"
Drain-pipes	"	P. Hutson and Co.	"
Lime, ordinary	"	Milburn Lime Company	"
Cement, colonial	"	P. Hutson and Co.	"

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

Service.	Period.	Name of Contractor.	Rate.
Christchurch—			
General ironmongery	2½ years, to 31/3/1900	Ashby, Bergh, and Co.	As per schedule.
Furnishing ironmongery ..	Ditto ..	"	"
Iron and steel	" ..	J. Anderson	"
Oils, colours, &c.	" ..	E. Reece and Sons	"
Ship-chandlery	" ..	"	"
Drain-pipes	" ..	Ashby, Bergh, and Co.	"
Lime, ordinary	" ..	J. J. Craig	"
Cement, colonial	" ..	Ashby, Bergh, and Co.	"
Brushware	" ..	"	"
Leather, &c.	" ..	"	"
Dunedin—			
General ironmongery	" ..	New Zealand Hardware Company ..	"
Furnishing ironmongery ..	" ..	Thomson, Bridger, and Co. ..	"
Iron and steel	" ..	New Zealand Hardware Company ..	"
Oils, colours, &c.	" ..	Smith and Smith	"
Ship-chandlery	" ..	New Zealand Hardware Company ..	"
Drain-pipes	" ..	A. Briscoe and Co.	"
Lime, ordinary	" ..	Milburn Lime Company	"
Cement, colonial	" ..	"	"
Brushware	" ..	A. Briscoe and Co.	"
Leather, &c.	" ..	New Zealand Hardware Company ..	"

GEO. FELTON, Railway Stores Manager.

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, and PUMPS for the Year ending 31st March, 1899.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES :—											
1 cwt.	1	...	...	...	...	...	...	1
2 "	1	6	19	...	1	...	...	27
2½ "	1	...	1	14	...	...	...	...	16
2½ "	1	...	...	...	...	1
3 "	6	2	8	4	1	2	...	23
4 " ...	1	...	...	18	23	23	1	...	...	...	66
5 "	1	1	7	11	30	...	1	6	...	57
5½ "	2	...	...	...	...	2
6 "	14	11	32	...	1	...	...	58
7 "	1	...	4	5	5	...	...	...	...	15
8 "	3	6	...	...	...	...	9
9 "	2	...	...	...	...	2
10 "	2	1	4	6	30	5	1	...	3	52
11 " ...	1	...	...	...	15	31	...	...	1	...	48
12 "	6	...	...	...	...	7
13 "	3	7	...	...	...	...	10
14 "	1	3	...	...	...	...	4
15 "	2	5	5	...	1	...	...	13
16 "	1	7	23	...	...	2	...	33
20 "	3	...	...	...	...	1	4
21 "	2	...	...	...	...	...	2
22 "	1	...	...	...	...	1
23 "	1	...	...	...	...	1
27 "	2	...	...	...	...	2
50 "	1	...	...	...	...	...	...	1
60 "	2	...	...	...	...	...	...	2
Total ...	2	4	3	61	105	251	10	6	11	4	457
WEIGHBRIDGES :—											
3 tons (cart)	1	...	1	...	...	...	...	2
6 " "	1	...	...	...	...	1
7 " "	2	...	...	...	...	2
8 " "	2	...	...	...	...	2
10 " (wagon)	4	...	...	...	...	4
12 " "	5	5	3	...	...	1	1	15
14 " "	1	2	...	...	...	...	3
20 " " ...	1	1	...	2	4	15	1	3	...	1	28
30 " "	1	...	...	...	...	1
Total ...	1	1	...	8	10	31	1	3	1	2	58
TRAVERSERS ...											
...	1	...	15	1	1	1	1	20
TURNABLES :—											
40-feet (engine)	1	...	...	...	...	1
50 " "	5	8	24	...	...	...	...	37
12 " (wagon)	4	...	...	...	...	4
13 " "	4	5	30	1	...	...	...	40
14 " "	6	8	1	...	1	...	16
Total	9	19	67	2	...	1	...	98
CRANES :—											
½-ton, stationary, hand	3	1	...	...	...	...	4
1 " " "	4	...	...	...	...	4
1½ " " "	7	27	10	2	...	3	1	50
2 " " "	11	...	1	...	...	12
3 " " "	4	...	...	...	...	4
4 " " "	6	...	...	...	...	6
5 " " "	1	23	...	...	...	...	24
7 " " "	1	...	1	...	...	...	...	2
10 " " "	1	1	3	...	...	...	...	5
20 " " "	1	...	1
8 " " " hydraulic	2	...	...	...	2
2 " " " travelling, hand	3	7	...	1	...	1	1	13
3 " " " "	2	...	...	...	...	2
5 " " " "	3	6	5	1	1	1	1	18
6 " " " "	1	...	...	...	...	1
7 " " " "
1½ " " " steam	4	...	...	...	...	4
2 " " " "	3	...	7	2	1	...	...	13
3 " " " " ...	3	2	...	1	...	6	...	1	1	...	14
5 " " " "	1	...	...	...	...	1
7 " " " "	1	...	...	...	...	...	...	...	...	1
12 " " " "	1	1	...	...	2
Hoisting-engines, steam	3	...	...	...	...	3
Pile-driving engines, "	3	3	...	...	...	...	6
Total ...	3	3	...	19	48	95	9	5	7	3	192
WATER-SERVICES :—											
Steam	1	1	8	3	13	2	1	...	...	29
Hand ...	2	...	1	19	30	68	...	...	1	1	122
Windmill	1	2	14	39	...	...	1	2	59
Hot-air ...	1	...	...	1	4	12	...	...	...	...	18
Hydraulic	1	9	15	20	...	...	...	...	45
Oil	1	1	1	1	...	...	...	...	4
Gravitation	3	...	5	17	32	6	4	...	...	67
Propeller
Total ...	3	4	5	45	84	185	8	5	2	3	344

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1899.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—											
40lb. steel ... ..	...	...	...	...	...	...	...	...	...	...	...
53lb. steel ... ..	...	...	3	1,995	270	36	17	...	...	...	2,321
56lb. steel	6	...	...	631	7,126	5,751	176	258	182	120	14,250
70lb. steel ... ..	...	...	...	...	...	571	...	...	...	...	571
Total	6	...	3	2,626	7,396	6,358	193	258	182	120	17,142

RETURN No. 20.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1899.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—											
Black-pine ... ..	...	...	...	...	1,891	21,460	...	...	...	...	23,351
Totara	24	494	274	6,455	70,874	39,696	...	...	...	...	117,817
Birch ... ..	...	...	...	53	2,987	2,998	87	...	43	2,629	8,797
Jarraha ... ..	...	...	...	...	...	333	...	...	...	...	333
Silver-pine ... ..	...	...	...	3	6	94,556	490	...	4,381	...	99,436
Puriri	652	176	2,065	24,642	3,128	31,691	...	...	...	...	62,354
Kauri ... ..	...	254	...	522	139	1,307	...	...	...	...	2,222
Manoa ... ..	...	...	220	...	...	1,600	...	...	...	...	1,820
Rimu ... ..	...	...	...	...	1,286	...	...	...	...	...	1,286
Yellow-pine ... ..	...	...	...	...	360	1,588	...	6,449	...	...	8,397
Maire ... ..	...	...	...	...	2,297	...	...	...	...	...	2,297
Ironbark ... ..	...	...	...	...	1,278	1,345	...	...	...	324	2,947
Henau ... ..	...	...	...	...	112	...	...	...	...	...	112
Kamai ... ..	...	...	...	...	49	...	...	...	...	...	49
Karri ... ..	...	...	...	...	...	83	...	...	...	...	83
Total	676	924	2,559	31,675	84,407	196,657	577	6,449	4,424	2,953	331,301
SLEEPERS REMOVED :—											
Black-pine ... ..	...	...	...	6	4,738	79,297	...	...	219	171	84,431
Totara ... ..	...	...	...	...	50,581	14,852	4	...	24	23	65,484
Birch ... ..	...	...	...	5	5,604	41,641	243	5,267	3,637	2,193	58,590
Jarraha ... ..	...	...	...	...	153	4,858	...	...	...	...	5,011
Silver-pine ... ..	...	...	...	...	278	1,573	188	...	...	...	2,039
Puriri	3	...	...	3,987	1,649	897	...	...	...	...	6,536
Kauri	658	544	2,497	23,499	1,032	5,644	...	...	...	...	33,874
Tawa ... ..	...	...	...	7	...	...	...	...	...	...	7
Karri ... ..	...	...	...	...	72	45	...	...	...	...	117
Oregon ... ..	...	...	...	...	12	148	...	...	...	...	160
Blue-gum ... ..	...	...	...	...	1,192	7,677	...	...	...	...	8,869
Rata ... ..	...	...	...	...	187	20	...	...	...	...	207
Rimu ... ..	...	...	...	...	4,047	130	1	...	104	...	4,282
Kamai ... ..	...	...	...	...	12	7,425	...	...	...	...	7,437
Ironbark ... ..	...	...	...	...	132	...	...	...	...	...	132
Maire ... ..	...	...	...	...	389	...	...	...	...	...	389
Yellow-pine ... ..	...	...	...	...	300	...	...	4	...	...	304
Creosoted ... ..	...	...	...	...	...	4,457	...	...	...	...	4,457
Total	661	544	2,497	27,504	70,378	168,664	436	5,271	3,984	2,387	282,326

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1899.

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	...	1	1
Whangarei	21	11	2	6	8
Kaihu	17	10	1	2	3
Auckland	332	122	8	4	12
Wellington-Napier-New Plymouth	451	155	33	12	45
Hurunui-Bluff	1,154	426	109	22	131
Greymouth	32	21	6	4	10
Westport	31	14	1	...	1
Nelson	23	13	1	...	1
Picton	21	9	3	1	4
Total	2,090	785	164	52	216

RETURN NO. 22.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1899.

Section.	Mileage open for Traffic on 31st March, 1898.	Additional Lengths 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, 1899.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1899.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
Kawakawa	M. ch. 7 39	...	...	M. ch. ...	M. ch. ...	...	M. ch. ...	M. ch. ...	M. ch. ...	M. ch. 7 39	M. ch. 7 39
Whangarei	17 74	Whakapara-Waitohu	21st Dec., 1898	3 26	0 74	...	...	3 26	0 74	21 20	18 68
Kaiti	17 20	...	...	...	...	...	...	...	...	17 20	17 20
Auckland	313 61	Paeroa-Thames	19th Dec., 1898	19 20	5 35	Putaruru-Lichfield	5 26	13 74	0 9	327 41*	313 56*
Wellington-Napier-New Plymouth	451 14	...	...	...	...	...	...	...	...	451 14	451 14
Hurunui-Bluff	1,138 16†	Kokonga-Ranfurly	1st Dec., 1898	11 13	3 56	...	...	11 13	3 56	1,149 29	1,141 72
Ditto, Private Lines—											
Shag Point Branch	2 10	...	...	...	...	...	...	...	...	2 10	2 10
Nightcaps Branch	2 24	...	...	...	...	...	...	...	...	2 24	2 24
Greymouth	32 6	...	...	...	...	...	...	...	...	32 6	32 6
Westport	30 17	...	...	...	...	...	...	...	...	30 17	30 17
Nelson	23 5	...	...	...	...	...	...	...	...	23 5	23 5
Pictou	20 42	...	...	...	...	...	...	...	...	20 42	20 42
Total	2,056 8	...	...	33 59	10 5	...	5 26	28 33	4 59	2,084 27*	2,060 53*
Forest Hill Tramway	10 0	...	...	...	...	...	...	...	...	10 0	...

* New chainages, difference 14 chains. † Does not include Riversdale-Switzers (2 miles).

RETURN NO. 23.
STATEMENT showing Weights of RAILS in various LINES on 31st March, 1899.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	56 lb. Iron.	56 lb. Steel.	64 lb. Iron.	70 lb. Iron.	70 lb. Steel.	72 lb. Iron.	Total.
Kawakawa Section— Opua-Kawakawa	..	0 2	..	..	..	..	5 55	1 60	0 2	..	..	..	..	M. ch. 7 39
Whangarei Section— Opau Wharf-Waiotu	18 20	..	3 0	..	..	..	..	..
Kaihu Section— Dargaville-Kaihu	17 20	..	..	..	..	..	..	..
Auckland Section— Auckland-Mokau	..	28 73	1 19	..	0 28	..	97 36	..	6 51	..	..	..	..	134 47
Auckland-Makarau	..	8 17	..	..	..	..	38 23	..	..	..	..	..	..	46 40
Penrose-Onchunga	0 10	..	..	..	2 49	..	..	..	..	..	..	2 59
Frankton-Thames	18 3	..	..	..	25 58	..	19 14	..	..	..	..	62 75
Cambridge Branch	9 32	..	..	..	2 48	..	..	..	..	..	..	12 0
Morrinsville-Rotorua	0 21	..	..	..	68 39	..	..	..	..	..	..	68 60
Wellington-Napier-New Plymouth Section— Longburn-Waitara	..	15 51	10 9	..	30 35	..	90 30	..	16 41	..	..	..	..	163 6
Foxton Branch	..	14 77	..	..	2 78	..	1 39	..	..	..	..	..	..	19 34
Huntville Branch	22 45	..	0 54	..	..	..	..	22 45
Aramoho-Wanganui	1 60	..	0 56	..	..	..	..	..	..	3 10
Sentry Hill-New Plymouth	..	1 22	5 79	..	..	..	3 6	..	..	..	..	..	..	10 27
Palmerston-Spit	..	20 4	9 28	..	..	..	69 64	..	14 56	..	..	2 50	..	113 72
Wellington-Woodville	16 32	..	81 53	..	14 78	..	..	..	..	115 53
Greytown Branch	3 7	..	..	..	..	..	..	..	..	3 7
Hurunui-Bluff Section— Lyttelton-Bluff	..	0 9	..	..	2 34	2 51	337 46	1 48	27 72	3 4	15 7	1 50	..	392 1
Addington-Culverden..	37 9	11 22	..	..	19 15	..	0 11	67 57
Oxford Branch	16 75	4 18	12 24	0 6	..	..	0 2	..	..	..	..	..	..	33 45
Eyreton Branch	13 28	6 19	0 44	..	..	..	8 38	..	..	..	..	..	..	20 11
Southbridge Branch	..	10 42	5 13	1 26	..	..	..	..	..	..	..	..	..	25 39
Little River Branch	..	1 34	16 12	5 2	..	..	..	..	1 0	..	..	..	..	22 48
Springfield Branch	28 4	6 57	..	..	..	..	..	..	..	..	..	..	..	30 61
Whitecliffs Branch	11 3	..	0 15	0 28	..	..	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch	23 27	..	..	22 20	..	..	..	..	..	..	..	22 20
Mount Somers Branch	..	4 8	9 38	..	..	..	..	..	..	..	..	..	..	27 35
Albury Branch	..	26 55	..	..	..	..	..	..	..	..	..	..	..	36 13
Waimate Branch	..	4 46	..	..	..	..	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	8 21	..	..	..	..	..	..	..	8 21
Duntroon Branch	..	15 38	0 50	..	4 55	..	16 58	..	..	..	..	..	..	37 41
Oamaru Breakwater Branch	..	0 50	..	..	..	..	0 13	..	..	..	..	..	..	0 63
Ngapara Branch	..	5 17	9 72	..	..	..	..	..	..	..	..	..	..	15 9
Livingstone Branch	..	11 75	..	..	..	..	..	..	..	..	..	..	..	11 75
Shag Point Branch	..	0 22	1 41	..	..	..	0 27	..	..	..	..	..	..	2 10
Wahemo Branch	7 5	..	1 60	..	..	..	..	..	..	..	..	8 65
Carried forward	64 30	187 16	140 62	6 62	63 69	38 12	947 42	14 50	104 48	3 4	34 22	4 20	0 11	1,603 40

RETURN NO. 23.—*continued.*
STATEMENT showing Weights of Rails in Various LINES on 31st March, 1899—*continued.*

Line.	30lb. Iron.	40lb. Iron.	45lb. Steel.	53lb. Iron.	53lb. Steel.	53lb. Steel.	56lb. Iron.	56lb. Steel.	64lb. Iron.	70lb. Iron.	70lb. Steel.	72lb. Iron.	Total.
Brought forward													
Hurunui-Bluff Section— <i>continued</i> —													
Port Chalmers Branch	M. ch. 64 30	M. ch. 187 16	M. ch. 6 62	M. ch. 63 69	M. ch. 33 12	M. ch. 947 42	M. ch. 14 50	M. ch. 104 48	M. ch. 3 4	M. ch. 34 22	M. ch. 4 20	M. ch. 0 11	M. ch. 1,603 40
Walton Park Branch	0 18	..	1 8	..	..	..	..	..	..	1 26
Fernhill Branch	..	2 48	..	..	..	0 1	..	..	..	..	..	..	2 49
Otago Central Railway	65 73	..	11 13	..	..	..	..	1 57
Outram Branch	..	6 51	..	..	..	0 26	..	0 46	..	..	..	..	77 6
Lawrence Branch	..	14 51	..	4 31	..	1 26	..	1 44	..	..	..	..	9 0
Catlin's River Branch	1 9	..	18 18	..	..	..	..	..	..	23 1
Tapanui Branch	..	14 13	..	..	..	..	..	0 41	..	..	..	..	19 27
Wyndham Branch	9 35	..	..	..	..	..	..	20 4
Seaward Bush Branch	1 23	..	..	..	..	..	..	9 35
Invercargill-Kingston	..	66 75	..	0 65	..	0 28	..	0 44	..	18 28	..	..	87 0
Makarewa-Orepuki	11 77	..	1 27	..	0 3	..	..	35 52
Thornbury-Nightcaps	..	3 75	..	..	..	..	..	..	..	..	..	..	24 51
Mararoa Branch	10 41
Waimea Plains Railway	35 56	..	..	..	0 40	..	..	..	..	36 41
Reymouth-Hokitika	23 52	..	0 45	..	..	..	..	24 17
Greymouth-Brunner	7 69	..	..	..	..	..	..	7 69
Westport-Mokihinui	..	4 18	..	..	..	24 24	..	1 13	..	..	0 6	..	30 17
Nelson-Belgrove	..	16 72	..	0 36	..	2 13	..	1 1	..	..	..	..	23 5
Pieton-Blenheim	..	13 23	..	0 5	..	3 37	..	0 74	..	..	..	..	20 42
Total	64 30	380 42	6 62	106 49	33 12	1,118 9	14 50	124 36	3 4	52 53	4 26	0 11	2,084 27

RETURN NO. 24.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1899.

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, 1899.				
									£	s.	d.	Total.	
KAWAKAWA SECTION.													
616	R. 94/3103 ..	Jan. 1, 1897	New Bay of Islands Coal Company (Limited).	M. ch. 6 79	Kawakawa ..	Govt. and grantees	5 years* ..	£ ..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
615	R. 97/2615 ..	Jan. 1, 1897	Evan Finlayson..	14 55	Otonga ..	Govt. ..	5 years* ..	..	..	3 0 0	..	3 0 0
619	R. 97/2961 ..	Jan. 1, 1897	Charles Smith ..	12 10	Waro ..	" ..	5 " * ..	..	..	1,512 1 9	1,519 9 2	..
620	R. 97/2924 ..	July 1, 1897	Hikurangi Collieries (Limited)	12 54	" ..	Govt. and grantees	5 " * ..	Premium..	125 0 0	7 7 5	..	..
621	R. 97/3107 ..	Jan. 1, 1897	Kauri Timber Company (Limited)	9 40	Hikurangi ..	Govt. ..	5 " * ..	..	..	..	..	..
622	R. 97/3408 ..	Jan. 1, 1897	Hikurangi Coal Company (Limited)	12 45	Waro ..	" ..	5 " * ..	..	..	13 16 4	4,314 10 5	4,328 6 9
623	R. 97/3407 ..	Jan. 1, 1897	Hikurangi Coal Company (Limited)	12 26	" ..	" ..	5 " * ..	..	..	..	66 0 0	66 0 0
624	R. 97/3431 ..	Jan. 1, 1897	Phoenix Coal Company (Limited)	12 02	" ..	" ..	5 " * ..	..	..	..	2,031 19 4	2,031 19 4
660	R. 97/4385 ..	Oct. 26, 1897	F. and W. G. Foote ..	18 15	Whakapara ..	Govt. and Grantees	14 " * ..	Premium..	248 0 0	..	..	..
KAIHU SECTION.													
579	R. 95/6270 ..	Jan. 1, 1896	James Trounson ..	13 68	Ahihiwi ..	Grantees	5 years* ..	Premium..	150 0 0	..	..	..
603	R. 96/1763 ..	Dec. 24, 1896	John Harrison ..	15 68	Kaihu ..	" ..	5 " * ..	..	60 0 0	29 14 10	1,193 4 5	1,222 19 3
625	R. 96/2155 ..	Jan. 1, 1897	E. Mitchelson and Co. and James Trounson	16 55	" ..	Govt. ..	5 " * ..	..	..	13 8 6	673 0 0	686 8 6
AUCKLAND SECTION.													
417	R. 89/3864 ..	May 30, 1889	Taupiri Extended Coal - mining Company (Limited)	64 56	Huntly ..	Grantees	10 years* ..	Premium..	360 0 0	..	6,028 4 3	6,028 4 3	
521	R. 93/3515 ..	Oct. 1, 1893	Bank of New Zealand Estates Company (Limited)	18 5	Morrinsville ..	" ..	10 " * ..	..	138 0 0	180 4 9	140 16 5	321 1 2
527	R. 94/1593 ..	Feb. 1, 1894	Union Oil, Soap, and Candle Company (Limited)	7 35	Westfield..	" ..	10 " * ..	†	Rental, £25	372 11 9	811 6 4	1,183 18 1	
528	R. 94/1593 ..	Feb. 1, 1894	Auckland Freezing Company (Limited)	7 49	" ..	Govt. ..	10 " * ..	†	Rental, £25	1,574 0 5	1,130 17 8	2,704 18 1	
568	R. 95/3452 ..	April 1, 1895	Ralph Brothers ..	64 66	Huntly ..	Grantees	5 years* ..	†	..	780 12 8	114 12 0	895 4 8	
571	R. 95/4170 ..	Aug. 1, 1895	Auckland Freezing Company (Limited)	0 23	Auckland ..	" ..	4 " * ..	†	Rental, £50	..	..	..
572	R. 95/4728 ..	Oct. 1, 1895	Alexander Ferguson ..	124 39	Te Kuiti ..	Govt. ..	10 " * ..	..	Rental, £12	66 9 11	67 19 7	134 9 6
587	R. 96/978 ..	Mar. 22, 1896	Waikato Coal and Shipping Company (Limited)	64 63	Huntly ..	Grantees	5 " * ..	†	..	..	2,316 7 7	2,316 7 7
598	R. 96/3698 ..	July 1, 1896	J. C. Firth ..	58 11	Ohinewai ..	Govt. and grantees	8 " * ..	†	Extension, £118	157 11 5	675 15 6	833 6 11	
609	R. 97/1123 ..	April 1, 1897	Kauri Timber Company (Limited)	35 25	Helensville South	Grantees	5 " * ..	†	..	..	..	..
632	R. 97/4655 ..	Nov. 1, 1897	J. J. Craig ..	6 29	New Lynn ..	" ..	5 " * ..	†	..	324 0 2	1,748 5 2	2,072 5 4	
641	R. 98/1868 ..	May 1, 1898	Ralph's Taupiri Coal-mines (Limited)	64 52	Huntly ..	" ..	5 " * ..	†	Extension, £134	..	5,791 11 10	5,791 11 10	

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

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1899.

Hd. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1899.				
										In.	Out.	Total.		
WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.														
24	C. R. 75/845..	—	Napier Gas Company	M. ch.	Napier ..	Govt. ..	Undefined	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
221	R. 80/1588 ..	Dec. 13, 1880	Gear Meat-preserving and Freezing Company (Limited)	2 30	Petone ..	Grantees ..	10 years*	Premium..	117 19 11	267 0 8	62 19 10	330 0 6		
384	R. 89/1328 ..	May 1, 1889	Wanganui Sash and Door Factory and Timber Company (Limited)	106 20	Wanganui ..	Govt. ..	10 "	+	Rental, £25	3,929 12 5	45 3 9	3,974 16 2		
406	R. 89/2835 ..	Sept. 13, 1889	H. Brown ..	235 47	Inglewood ..	" ..	10 "	+	..	151 19 0	469 6 0	621 5 0		
462	R. 91/873 ..	April 1, 1891	Nelson Brothers (Limited)	96 17	Woodville ..	Grantees ..	10 "	Premium..	1,085 0 0	..	..	..
463	R. 91/872 ..	Mar. 1, 1891	Nelson Brothers (Limited) (Conroy and Co., tenants)	1 74	Napier ..	" ..	10 "	+	Rental, £50	294 0 9	54 15 6	348 16 3		
480	R. 92/213 ..	Jan. 1, 1892	Nelson Brothers (Limited)	68 31	Waipukurau ..	Govt. ..	10 "	+	Rental, £25	..	..	..
495	R. 92/1948 ..	Sept. 1, 1892	Williams and Kettle (Limited)	100 4	Hastings ..	Grantees ..	10 "	Premium..	248 0 0	382 5 6	175 7 0	557 12 6		
512	R. 93/1464 ..	May 1, 1893	R. Holt ..	99 72	Hastings ..	" ..	7 "	+	Rental, £25	727 13 4	2 11 4	730 4 8		
522	R. 93/3608 ..	Nov. 1, 1893	Nelson Brothers (Limited)	101 57	Tomoana ..	" ..	10 "	+	Rental, £25	1,448 18 9	2,436 7 5	3,885 6 2		
526	R. 94/504 ..	April 18, 1894	Rathbone and Mathews ..	36 73	Mangatara ..	" ..	10 "	Premium..	539 0 0	67 2 1	2,213 19 5	2,281 1 6		
531	R. 94/2089 ..	June 1, 1894	Wellington Meat Export Company (Limited)	3 9	Ngahauranga ..	" ..	10 "	+	Rental, £25	671 7 8	1,018 14 10	1,690 2 6		
534	R. 94/2486 ..	Aug. 1, 1894	Charles Lett ..	28 33	Kaitoke ..	Govt. ..	5 "	+	..	..	11 3 0	11 3 0	
544	R. 94/3207 ..	April 5, 1894	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	217 64	Ngaire ..	Govt. and grantees	5 "	+	..	5 8 5	389 8 0	394 16 5		
545	R. 94/3321 ..	Aug. 1, 1894	Bailey and Co. ..	9 53	Rata ..	Govt. ..	5 "	+	..	2 11 10	306 6 0	308 17 10		
548	R. 94/3803 ..	Oct. 1, 1894	Manawatu County Council	13 34	Carnarvon ..	Grantees ..	5 "	+	..	11 6 4	41 8 3	52 14 7		
550	R. 94/3829 ..	Dec. 1, 1894	W. Nelson ..	44 36	Makotuku ..	" ..	5 "	+	..	5 11 0	571 18 11	577 9 11		
559	R. 95/1396 ..	Oct. 1, 1894	Richter, Nannestad, and Co. ..	88 63	Hokowhitu ..	Govt. ..	5 "	+	..	1,787 16 7	494 12 11	2,282 9 6		
560	R. 95/1497 ..	May 1, 1895	Hawke's Bay Timber Company (Ltd.)	42 62	Makotuku ..	Grantees ..	5 "	+	..	33 16 11	762 5 8	796 2 7		
567	R. 95/2949 ..	Aug. 1, 1895	William Booth and Co. ..	57 30	Carterton ..	Govt. ..	5 "	+	..	217 7 4	1,209 9 4	1,426 16 8		
569	R. 95/3450 ..	Aug. 1, 1895	Thomas Tanner ..	40 12	Matanau ..	Grantees ..	5 "	+	..	13 18 1	1,029 3 9	1,043 1 10		
575	R. 95/5462 ..	Nov. 15, 1895	Taranaki Freezing-works Company (Limited)	9 40	Moturoa ..	" ..	10 "	Premium..	275 0 0	2,307 6 7	349 14 11	2,657 1 6		
580	R. 96/114 ..	Jan. 1, 1896	Robert Holt ..	111 79	Napier ..	" ..	10 "	+	Rental, £25	3,648 1 9	4 11 10	3,652 13 7		
581	R. 95/3386 ..	Aug. 1, 1895	M. W. Welch, W. E. Welch, S. Death, D. Judd	11 70	Belmont ..	Govt. ..	5 "	..	Rental, £15	0 12 5	197 19 5	198 11 10		
596	R. 96/2000 ..	June 1, 1896	Ellis Bros. ..	50 66	Kopua ..	Grantees ..	5 "	+	..	17 3 8	924 2 2	941 5 10		
599	R. 96/3830 ..	Sept. 1, 1896	H. Carlson ..	32 54	Tamaki ..	" ..	5 "	+	..	3 4 0	1,086 18 6	1,090 2 6		
602	R. 96/5010 ..	Oct. 1, 1896	Napier Gas Company (Limited)	99 73	Hastings ..	" ..	5 "	+	..	85 11 1	8 5 6	93 16 7		
606	R. 97/825 ..	Mar. 1, 1897	H. Brown and Co. ..	221 31	Stratford ..	" ..	5 "	+	..	34 18 1	185 3 4	230 1 5		
610	R. 97/1238 ..	April 1, 1897	W. Aiken ..	142 59	Okia ..	" ..	5 "	+	..	63 9 5	375 1 5	438 10 10		
614	R. 97/2632 ..	May 1, 1897	N. King ..	7 53	New Plymouth ..	" ..	10 years†	+	..	660 19 1	175 12 1	836 11 2		
617	R. 97/2654 ..	Mar. 26, 1897	Williams and Beetham ..	62 10	Waingawa ..	" ..	10 "	+	..	25 12 6	645 6 1	670 18 7		
618	R. 97/172 ..	July 1, 1897	B. L. Knight ..	91 51	Newman ..	" ..	5 "	+	Rental, £25	3 6 4	1,677 16 2	1,681 2 6		
626	R. 97/1943 ..	Aug. 1, 1897	Henry and Co. ..	93 35	Hukaruni ..	" ..	6 "	..	200 0 0	1 13 1	544 15 2	546 8 3		
627	R. 97/4085 ..	Nov. 1, 1897	Murray, Roberts, and Co. ..	113 72	Spit ..	Govt. ..	10 "	+	Rental, £25	1,028 17 4	76 9 0	1,105 6 4		

628	R. 97/4270 ..	Dec. 1, 1897	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	228 71	Tariki Road	..	Grantees	5 years* ..	†	..	4 9 3	839 5 9	843 15 0
629	R. 97/4273 ..	Nov. 1, 1897	C. Brown (Mrs.) ..	217 58	Ngare	..	"	5 " ..	†	70 0 0	39 4 2	53 12 9	92 16 11
633	R. 97/4854 ..	Dec. 1, 1897	Mitchell and Co. ..	147 45	Aramoho	..	"	10 " ..	Premium..	Rental, \$25	157 18 3	223 17 10	381 16 1
637	R. 97/3534 ..	Mar. 1, 1898	Levin and Co. ..	65 45	Masterton	..	Govt. and grantees	10 " ..	"	130 0 0	447 8 6	707 4 11	1,154 13 5
640	R. 98/1598 ..	April 1, 1898	Kendrick Brothers ..	147 56	Aramoho ..	..	Grantees	5 " ..	†	Rental, \$25	22 7 8	130 12 9	153 0 5
643	R. 97/4652 ..	April 1, 1898	Tirau Sawmill Company ..	35 32	Mangatera ..	..	"	5 " ..	Premium..	330 0 0	29 7 6	1,144 15 5	1,174 2 11
645	R. 98/3766 ..	Jan. 1, 1899	Dalgely and Co. (Limited)	113 64	Spit ..	..	"	5 " ..	†	Rental, \$25	407 14 9	26 16 5	434 11 2
647	R. 98/3531 ..	Oct. 1, 1898	W. G. Bassett ..	2 14	Wanganui ..	..	"	10 " ..	Premium..	188 0 0	785 3 3	13 0 2	798 3 5
649	R. 98/4394 ..	Oct. 1, 1898	H. Judd ..	50 68	Matarawa ..	..	"	1 " ..	†	Rental, \$50	83 7 10	91 15 1	125 2 11
652	R. 98/3937 ..	Oct. 1, 1898	J. Garnett ..	99 70	Hastings ..	..	"	2 " ..	†	Rental, \$25	111 18 2	..	111 18 2
656	R. 98/2734 ..	Feb. 1, 1899	C. N. Clausen ..	87 39	Palmerston North	..	"	10 " ..	Premium..	69 0 0	143 2 10	4 12 4	147 15 2

GREYMOUTH SECTION.

344	R. 86/2585 ..	Aug. 20, 1886	Westport Colliery Company	8 0	Brunner ..	..	Grey m'th Har. Bd.	..	..	..	35 16 7	6,323 14 5	6,359 11 0
525	R. 94/1176 ..	Jan. 1, 1894	Stratford and Blair ..	0 0	Grey mouth	..	Govt. ..	10 years* ..	..	Rental, \$25	858 9 1	59 12 2	918 1 3
533	R. 94/2445 ..	Aug. 1, 1894	T. W. Wilson ..	2 52	Kaata ..	..	"	5 " ..	†	..	2 12 2	244 18 10	247 11 0
537	R. 94/2869 ..	Aug. 11, 1894	William Morris ..	10 74	Kumara ..	..	"	5 " ..	..	..	4 11 3	126 18 3	131 9 6
538	R. 94/2382 ..	Aug. 11, 1894	Westland Sawmilling Company (Limited)	16 9	Awatuna ..	..	"	5 " ..	..	..	3 15 9	211 2 3	214 18 0
549	R. 94/3579 ..	Nov. 1, 1894	Maltroy and Co. ..	21 63	Ho Ho ..	..	Govt. and grantees	5 " ..	Premium..	20 0 0	2 4 10	197 18 7	200 3 5
552	R. 94/2285 ..	Nov. 1, 1894	G. Perotti ..	3 21	Nelson Creek	..	Govt. ..	5 " ..	..	..	..	3 4 8	3 4 8
573	R. 95/4631 ..	Mar. 1, 1895	Stratford and Blair ..	4 38	Dobson ..	..	Grantees	5 " ..	Premium..	150 0 0	6 7 0	649 13 6	656 0 6
600	R. 96/4091 ..	Jan. 1, 1895	G. D. Wilson ..	10 77	Kumara ..	..	Govt. and grantees	5 " ..	..	..	5 0 1	254 8 3	259 8 4
653	R. 98/2908 ..	Oct. 1, 1898	O. Butler ..	6 58	Cameron's ..	..	Grantees	5 " ..	Premium..	103 7 5	21 2 9	6 15 4	27 18 1

WESTPORT SECTION.

570	R. 95/3687 ..	April 1, 1895	Mokihinui Sawmill Company	26 72	Mokihinui	5 years*	47 15 2	47 15 2
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NELSON SECTION.

238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow ..	1 0	Nelson	Grantees	10 years* ..	Premium..	150 0 0	199 17 9	55 18 7	255 16 4
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PICTON SECTION.

465	R. 91/2179 ..	July 10, 1891	Nelson Brothers (Limited) (Wairau Freezing Company, Ltd., tenants)	13 35	Spring Creek	..	Grantees	10 years* ..	Premium..	270 0 0	25 10 4	302 8 0	327 18 4
473	R. 91/3490 ..	Nov. 2, 1891	N.Z. Loan and Mercantile Agency Company (Limited)	0 10	Picton ..	..	"	10 " ..	"	190 0 0	81 16 2	21 19 9	103 15 11
491	R. 92/1824 ..	Feb. 1, 1892	Fell Brothers and Co. ..	17 69	Blenheim..	..	"	10 " ..	†	Rental, \$25	129 17 0	231 5 6	361 2 6
519	R. 98/3787 ..	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	" ..	..	"	10 " ..	†	Rental, \$25	10 19 0	189 19 0	200 18 0

* Three months' notice.

† Originally laid under old agreement.

‡ One week's notice.

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1899.

Reg. No.	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1899.				
										In.	Out.	£ s. d.	Total.	
HURUNUI-BLUFF SECTION.														
1	R. 81/1026 ..	April 28, 1866 ..	J. T. Brown ..	M. ch. 7 39	Addington ..	Grantees	For ever ..	..	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	P.W. 77/4594	—, 1866 ..	Sir J. Hall ..	7 50	"	"	"	..	..	..	..	..	..
3	R. 88/1107 ..	Dec. 28, 1870 ..	Richard Allen ..	1 17	Riccarton ..	"	"	..	..	986 13 0	837 5 2	1,823 18 2	1,823 18 2
12	R. 82/2186 ..	Aug. 14, 1882 ..	Bank of New South Wales (used by White and Co.)	21 29	Leeston ..	Govt. ..	"	..	..	467 5 2	..	467 5 2	467 5 2
13	P.W. 76/3501	Dec. 18, 1874 ..	Oamaru Harbour Board ..	157 77	Oamaru ..	"	Undefined	..	..	1,692 11 1	1,341 18 8	3,034 9 9	3,034 9 9
20	P.W. 76/2946	Dec. 11, 1875 ..	Richard Evans ..	1 52	Wilson's Siding ..	Grantees	For ever ..	..	..	220 7 6	418 14 6	639 2 0	639 2 0
32	R. 82/432 ..	April 7, 1876 ..	Miles, Archer, and Co. (J. Mee, tenant)	105 54	Timaru ..	Govt. ..	"	..	..	455 6 4	185 9 1	640 15 5	640 15 5
33	P.W. 76/823	April 22, 1876 ..	James A. McIlraith ..	8 75	Glentunnel ..	"	"	..	..	29 18 1	858 7 4	888 5 5	888 5 5
37	P.W. 76/3721	July 18, 1876 ..	N.Z. and Australian Land Company (Limited). (C. North, tenant)	166 27	Maheno ..	"	Undefined	..	..	3 10 6	0 17 6	4 8 0	4 8 0
120	P.W. 77/4412	Jan. 23, 1878 ..	Oamaru Harbour Board ..	157 65	Oamaru (1st sidg.)	"	10 years*	300 0 0	50 0 0	1,986 2 9	710 9 1	2,646 11 10	2,646 11 10	
142	R. 78/649 ..	Aug. 3, 1878 ..	N.Z. and Australian Land Com- pany (Limited)	351 60	Edendale ..	"	10 " *	300 0 0	48 0 0	131 16 8	90 14 7	222 11 3	222 11 3	
178	.. ..	— 1878 ..	Mosgiel Woollen Factory Company	0 78	Mosgiel Township	"	Undefined	..	..	282 13 0	..	282 13 0	282 13 0
258	R. 82/379 ..	Jan. 10, 1882 ..	S. Ogdon ..	10 71	South Malvern ..	"	For ever ..	..	..	..	..	..	..
266	R. 82/554 ..	Mar. 24, 1882 ..	S. Bailey ..	15 0	Templeton ..	Grantees	10 years*	Premium ..	153 0 0	75 11 0	51 15 9	51 15 9	51 15 9	
374	R. 89/885 ..	Mar. 29, 1889 ..	Friedlander Brothers (Limited)	16 40	Lyndhurst ..	"	10 " *	Premium ..	260 0 0	..	561 4 4	636 15 4	636 15 4	
377	R. 89/1511 ..	June 8, 1889 ..	Farmers' Agency Company (Limited)	236 32	Dunedin ..	"	10 " *	..	Rental, £25 Extension, £331 Rental, £50	1,279 2 6	188 4 5	1,467 6 11	1,467 6 11	
378	R. 89/1878 ..	May 1, 1889 ..	Williams, Stephens, and Co.	5 79	Christchurch ..	Govt. ..	10 " *	†	Rental, £50	1,506 16 7	1 14 10	1,508 11 5	1,508 11 5	
379	R. 89/1259 ..	May 1, 1889 ..	Rollitt and Co. ..	58 72	Ashburton ..	"	10 " *	†	Rental, £25	744 13 2	1,897 11 8	2,642 4 10	2,642 4 10	
381	R. 89/1310 ..	May 1, 1889 ..	Belford Mills Company ..	106 8	Timaru ..	"	10 " *	†	Rental, £50	346 6 5	391 1 3	737 7 8	737 7 8	
382	R. 89/1333 ..	May 1, 1889 ..	J. Goss ..	6 62	Christchurch ..	"	10 " *	†	Rental, £50	1,195 13 8	26 11 5	1,222 5 1	1,222 5 1	
383	R. 89/2433 ..	Aug. 5, 1889 ..	Dalgaty and Co. (Limited)	236 21	Dunedin ..	Grantees	10 " *	Premium ..	90 0 0	3,420 12 0	488 17 1	3,909 9 1	3,909 9 1	
385	R. 89/1392 ..	May 1, 1889 ..	Permanent Investment and Loan Association of Canterbury (used by G. McClatchie and Co.)	5 76	Christchurch ..	Govt. ..	10 " *	†	Rental, £50	2,502 0 7	67 11 6	2,569 12 1	2,569 12 1	
386	R. 89/1983 ..	May 1, 1889 ..	Friedlander Brothers (Limited)	60 68	Tinwald ..	"	10 " *	†	Rental, £25	86 8 2	612 16 2	699 4 4	699 4 4	
387	R. 89/1963 ..	May 1, 1889 ..	Fleming and Gikison ..	335 5	Gore ..	"	10 " *	†	Rental, £25	673 13 1	900 3 1	1,573 16 2	1,573 16 2	
388	R. 89/1624 ..	May 1, 1889 ..	J. Grigg ..	64 54	Winslow ..	Govt. and grantees	10 " *	†	Extension, £110	1,029 13 7	752 16 9	1,782 10 4	1,782 10 4	
389	R. 89/1964 ..	May 1, 1889 ..	Fleming and Gikison ..	374 10	Elles Road ..	Govt. ..	10 " *	†	Rental, £50	1,677 15 7	456 15 0	2,134 10 7	2,134 10 7	
390	R. 89/1309 ..	May 1, 1889 ..	Wigram Brothers ..	1 78	Heathcote ..	"	10 " *	†	Rental, £25	1,155 1 10	553 10 7	1,708 12 5	1,708 12 5	
391	R. 89/1279 ..	May 1, 1889 ..	Friedlander Brothers (Limited)	58 73	Ashburton ..	"	10 " *	†	Rental, £25	1,098 19 10	1,188 7 6	2,287 7 4	2,287 7 4	
394	R. 89/1868 ..	May 1, 1889 ..	Dalgaty and Co. (Limited)	6 47	Christchurch ..	"	10 " *	†	Rental, £50	2,443 16 6	226 9 2	2,670 5 8	2,670 5 8	
395	R. 89/1262 ..	May 1, 1889 ..	Rollitt and Co. ..	57 77	Ashburton ..	Grantees	10 " *	†	Rental, £25	(See No. 379.)	..	..	..
398	R. 89/1867 ..	May 1, 1889 ..	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch ..	Govt. and grantees	10 years*	†	Extension, £40	1,568 18 8	196 4 3	1,705 2 11	1,705 2 11	
400	R. 89/1692 ..	Aug. 1, 1889 ..	Christchurch Meat Company (Limited)	13 8	Islington ..	Ditto ..	10 " *	†	Extension, £140	7,475 15 0	7,598 13 10	15,014 8 10	15,014 8 10	
401	R. 89/2417 ..	Aug. 1, 1889 ..	W. Scott and Co. ..	25 38	Southbridge ..	Govt. ..	10 " *	†	Rental, £25	129 6 5	152 15 4	282 1 9	282 1 9	

	R. 89/3018 ..	Oct. 2, 1889	Milburn Lime and Cement Company (Limited)	255 25	Dunedin ..	Grantees	10	..	Premium..	171 0 0	406 13 1	289 10 2	646 3 3
409	R. 89/3018 ..	Oct. 2, 1889	Milburn Lime and Cement Company (Limited)	255 25	Dunedin ..	Grantees	10	..	Premium..	171 0 0	406 13 1	289 10 2	646 3 3
410	R. 89/3132 ..	Aug. 1, 1889	N.Z. Pine Company (Limited)	367 72	One-tree Point	Govt. ..	10	..	+	Rental, £50	1 10 7	1 2 0	2 12 7
411	R. 89/3377 ..	May 1, 1889	W. White and Co. ..	7 46	Addington	" ..	10	..	+	Rental, £25	2,394 1 3	451 6 0	2,845 7 3
412	R. 89/3213 ..	June 1, 1889	Evans and Co. (Limited) ..	236 37	Dunedin ..	" ..	10	..	+	Rental, £25	815 15 2	137 17 3	953 12 5
414	R. 89/2422 ..	Aug. 1, 1889	Moir and Co. ..	16 69	Southbrook	" ..	12	..	+	Rental, £25	782 16 4	594 19 1	1,377 15 5
418	R. 89/3596 ..	Aug. 1, 1889	J. Shand ..	26 22	Centre Bush	" ..	10	..	+	Rental, £25	502 11 2	502 11 2	502 11 2
420	R. 89/3216 ..	May 1, 1889	National Mortgage and Agency Co. of New Zealand (Limited)	374 56	Invercargill	" ..	10	..	+	Rental, £50	823 17 6	433 6 1	1,257 3 7
424	R. 89/2391 ..	Aug. 1, 1889	W. Quinn ..	121 71	Otaio	Govt. and grantees	10	..	+	Extension, £80	30 10 10	229 18 2	260 9 0
425	R. 89/3940 ..	Aug. 1, 1889	Oamaru Borough Council	157 41	Oamaru ..	Grantees	10	..	+	Rental, £25	47 4 9	403 7 6	47 4 9
429	R. 90/27 ..	Nov. 1, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff ..	Govt. ..	10	..	+	Rental, £50	1,955 8 7	403 7 6	2,358 16 1
432	R. 90/432 ..	May 1, 1889	P. Virtue ..	6 19	Christchurch	Govt. and grantees	10	..	+	Extension, £102 10 0	1,748 14 6	340 12 5	2,089 6 11
434	R. 90/614 ..	Aug. 1, 1889	W. White and Co. ..	25 33	Southbridge	Govt. ..	10	..	+	Rental, £50	264 14 7	179 13 2	264 14 7
435	R. 90/538 ..	Jan. 1, 1890	H. Harraway ..	0 14	Burnside ..	Govt. and grantees	10	..	+	Extension, £45	788 18 3	179 13 2	968 11 5
436	R. 90/539 ..	Aug. 1, 1889	Walton Park Coal and Pottery Company (Limited)	2 3	Saddle Hill	Govt. ..	10	..	+	Rental, £25	11 13 7	810 4 8	821 18 3
439	R. 90/862 ..	Aug. 1, 1889	N.Z. Provision and Produce Company	7 1	Belfast ..	Grantees	10	..	+	Rental, £25	418 5 1	587 4 11	1,005 10 0
440	R. 90/1056 ..	Jan. 1, 1890	Milburn Lime and Cement Company (Limited)	23 2	Ord's ..	Govt. ..	10	..	+	Rental, £25	418 5 1	174 1 7	174 1 7
444	R. 90/1132 ..	April 1, 1890	G. G. Stead ..	7 59	Addington	Grantees	10	..	+	Rental, £25	931 8 1	554 10 1	1,485 18 2
449	R. 90/2561 ..	Aug. 1, 1889	J. Freeman ..	241 71	Abbotsford	Govt. ..	10	..	+	Rental, £25	12 3 11	673 2 11	685 6 10
454	R. 90/3748 ..	Oct. 1, 1890	D. Thomas ..	58 76	Ashburton	Grantees	10	..	+	Rental, £25	305 7 11	281 12 10	587 0 9
455	R. 90/3798 ..	Aug. 1, 1889	Edwards and Menlove ..	14 39	Ngapara ..	Govt. ..	10	..	+	Rental, £25	11 4 8	11 4 8	11 4 8
460	R. 91/696 ..	Mar. 6, 1891	Lytelton Harbour Board	0 15	Lytelton	Grantees	10	..	+	150 0 0	1,253 1 6	269 0 0	1,522 1 6
461	R. 91/779 ..	Feb. 1, 1891	Canterbury (New Zealand) Seed Company (Limited)	7 60	Addington	" ..	10	..	+	Rental, £25	1,246 16 9	691 13 5	1,938 10 2
469	R. 91/2112 ..	Aug. 5, 1891	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton	" ..	8 1/2	..	+	Rental, £25	382 3 2	330 14 8	712 17 10
471	R. 91/2986 ..	Sept. 14, 1891	Nelson Brothers (Limited)	390 12	Ocean Beach	" ..	10	..	Premium..	250 0 0	2,405 16 10	205 5 11	2,611 2 9
472	R. 91/3538 ..	Oct. 1, 1891	Wood Brothers (Limited)	7 60	Addington	" ..	10	..	+	Rental, £25	1,524 9 6	1,083 14 2	2,608 3 8
474	R. 91/3084 ..	Sept. 1, 1891	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	" ..	" ..	10	..	+	Rental, £25	434 9 10	430 11 4	865 1 2
475	R. 91/3047 ..	Nov. 6, 1891	D. H. Brown and Son ..	7 29	" ..	Govt. and grantees	10	..	Premium..	20 0 0	1,461 7 5	709 5 9	2,170 13 2
476	R. 91/3639 ..	Oct. 1, 1891	N.Z. Provision and Produce Co. ..	7 1	Belfast ..	Grantees	10	..	+	Rental, £25	153 17 1	418 10 3	572 7 4
478	R. 91/3998 ..	Nov. 1, 1891	E. W. Hanner ..	58 69	Ashburton	" ..	10	..	+	Rental, £25	101 3 9	138 5 6	239 9 3
482	R. 92/509 ..	Jan. 1, 1892	N.Z. Refrigerating Co. (Limited) ..	239 27	Cattle-yards	" ..	10	..	+	Rental, £25	3,337 13 7	1,276 13 0	4,614 6 7
483	R. 92/703 ..	Feb. 1, 1892	W. Quinn ..	0 6	Studholme Junction	" ..	10	..	+	Rental, £25	32 10 10	120 5 3	152 16 1
484	R. 92/672 ..	Mar. 1, 1892	W. White and Co. ..	6 51	Christchurch	Govt. ..	10 years*	..	+	Rental, £50	889 17 10	38 6 10	928 4 8
486	R. 92/759 ..	Mar. 24, 1892	Southland Frozen Meat and Produce Export Company (Limited)	342 48	Mataura ..	Grantees	10	..	Premium..	300 0 0	590 2 11	2,407 11 11	2,997 14 10
487	R. 92/852 ..	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Timaru ..	" ..	10	..	+	Rental, £25	1,502 5 7	536 4 11	2,038 10 6
488	R. 92/806 ..	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Christchurch	" ..	10	..	+	Rental, £50	1,287 17 1	507 11 1	1,795 8 2

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

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1899.

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, 1899.		
										In.	Out.	Total.
HURUNUI-BLUFF SECTION—continued.												
493	R. 92/1937 ..	Feb. 1, 1892	Executors of late M. Studholme ..	M. ch. 0 6	Studholme Junction	Grantees	10 years* ..	†	£ s. d. Rental, £25	£ s. d. 31 6 4	£ s. d. 252 0 2	£ s. d. 283 6 6
496	R. 92/3650 ..	July 1, 1891	Kemphorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards	"	10 " * ..	†	Rental, £25	478 6 3	956 16 5	1,435 2 8
498	R. 92/3835 ..	Oct. 1, 1892	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	7 8	Belfast ..	"	10 " * ..	†	Rental, £25	8,011 17 3	6,449 9 0	14,461 6 3
499	R. 92/4111 ..	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company (Limited)	7 50	Addington	"	10 " * ..	Premium ..	46 0 0 Rental, £25	23 18 2	25 17 3	49 15 5
500	R. 92/3737 ..	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru ..	"	10 " * ..	†	Rental, £50	429 12 4	322 18 4	752 10 8
505	R. 93/40 ..	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	Timaru ..	"	8 years 8 months* ..	†	Rental, £50	628 13 10	549 0 2	1,177 14 0
506	R. 93/109 ..	Jan. 1, 1893	William H. Martyn ..	2 25	Wetheral	"	10 years* ..	†	Rental, £25	33 19 4	387 0 10	401 0 2
510	R. 93/1075 ..	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Gore ..	"	10 " * ..	†	Rental, £25	231 2 10	733 4 7	964 7 5
511	R. 93/1228 ..	Dec. 1, 1892	Donald Reid and Co. ..	236 17	Dunedin ..	"	10 " * ..	†	Rental, £50	3,469 8 1	458 19 11	3,928 8 0
514	R. 93/1824 ..	May 1, 1893	Lytelton Borough Council (Shaw-Savill and Albion Co., Kaye and Carter, C. S. Wheeler, tenants)	0 0	Lytelton	"	10 " * ..	†	Rental, £50	3,066 0 5 1,123 3 4	440 13 11 232 12 7	3,506 14 4 1,415 15 11
515	R. 93/2140 ..	May 1, 1893	Nichol Brothers..	391 64	Bluff ..	"	10 " * ..	†	Rental, £50	56 2 11	7 17 8	64 0 7
529	R. 94/2207 ..	May 6, 1894	John Murdoch and Co. ..	235 52	Dunedin	Govt. and grantees	10 " * ..	†	Rental, £50	2,637 9 3 5,553 0 10	1,434 11 5 442 9 3	4,092 0 8 5,995 10 1
530	R. 94/2208 ..	June 1, 1894	New Zealand Refrigerating Company (Limited)	155 23	Eveline	Grantees	5 " * ..	†	Rental, £25	446 9 0	150 6 7	596 15 7
535	R. 94/2485 ..	Aug. 1, 1894	Lytelton Borough Council	2 65	Heathcote	Govt. ..	5 " * ..	†	..	39 4 7	..	39 4 7
536	R. 94/2582 ..	Aug. 1, 1894	Samuel Smart ..	12 8	Hornby ..	"	5 " * ..	†	..	6 14 2	507 15 5	514 9 7
539	R. 94/3024 ..	Aug. 1, 1894	Invercargill Corporation ..	0 1	Invercargill	"	5 " * ..	†	..	581 1 6	7 11 8	588 13 2
540	R. 94/3026 ..	Feb. 1, 1894	J. G. Ward ..	391 43	Bluff	Grantees	10 " * ..	†	Rental, £50	3,196 10 0	545 4 3	3,741 14 3
541	R. 94/3081 ..	Aug. 1, 1894	Thomas Buxton ..	6 41	Makarewa	Govt. ..	5 " * ..	†	..	11 8 5	269 7 8	280 16 1
542	R. 94/3080 ..	Aug. 1, 1894	Thomas Hodgkinson ..	6 44	"	"	5 " * ..	†	..	20 14 4	187 13 7	208 7 11
546	R. 94/3483 ..	Aug. 1, 1894	Milburn Lime and Cement Co. (Limited)	267 57	Milburn ..	"	5 " * ..	†	..	1,024 14 2	901 2 2	1,925 16 4
547	R. 94/3672 ..	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	236 10	Dunedin ..	Govt. and grantees	10 " * ..	†	Rental, £50	2,812 13 0	771 13 5	3,584 6 5
551	R. 94/3949 ..	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	374 55	Invercargill	Grantees	10 " * ..	†	Rental, £50	858 5 4	516 0 11	1,374 6 3
554	R. 94/4291 ..	Aug. 1, 1894	B. C. Calverley ..	241 70	Abbotsford	Govt. ..	5 " * ..	†	..	3,437 11 6	251 15 4	251 15 4
555	R. 94/4311 ..	Jan. 1, 1895	G. R. Waddell ..	391 65	Bluff	Grantees	10 " * ..	†	Rental, £50	..	594 15 4	4,032 6 10
556	R. 94/4445 ..	Nov. 1, 1894	Lytelton Harbour Board	..	Lytelton	Govt. ..	5 " * ..	†	..	(See No. 460.)	..	..
561	R. 95/1813 ..	May 1, 1895	Southland County Council	5 4	Wyndham	Grantees	5 " * ..	†	..	..	..	..
563	R. 95/2127 ..	May 1, 1895	G. McClatchie and Co. ..	6 9	Christchurch	Govt. ..	10 " * ..	†	Rental, £50	1,091 17 5	90 6 11	1,182 4 4
565	R. 94/1271 ..	May 1, 1895	J. Craig and Co. ..	157 42	Oamaru ..	"	4 " * ..	†	Rental, £50	625 15 5	346 0 9	971 16 2
576	R. 95/5309 ..	May 1, 1895	J. and T. Meek ..	158 18	"	"	5 " * ..	†	Rental, £50	..	..	..

R. 95/5328 ..	577	May	1, 1895	Lyttelton Harbour Board	..	0	0	Lyttelton	..	Govt. and grantees	5 years*	†	(See No. 460.)
R. 96/383 .. <td>583</td> <td>Jan.<td>1, 1896</td><td>Broad, Small, and Co. ..</td><td>..</td><td>374</td><td>46</td><td>Invercargill</td><td>..</td><td>Govt. ..</td><td>10 "</td><td>†</td><td>Rental, £50</td></td>	583	Jan. <td>1, 1896</td> <td>Broad, Small, and Co. ..</td> <td>..</td> <td>374</td> <td>46</td> <td>Invercargill</td> <td>..</td> <td>Govt. ..</td> <td>10 "</td> <td>†</td> <td>Rental, £50</td>	1, 1896	Broad, Small, and Co.	374	46	Invercargill	..	Govt. ..	10 "	†	Rental, £50
R. 96/418 ..	584	Jan. <td>1, 1896</td> <td>T. D. Ward (Mrs.) and R. Cleave (used by J. G. Ward and Co. also)</td> <td>..</td> <td>374</td> <td>39</td> <td>"</td> <td>..</td> <td>Grantees</td> <td>10 "</td> <td>†</td> <td>Rental, £50</td>	1, 1896	T. D. Ward (Mrs.) and R. Cleave (used by J. G. Ward and Co. also)	..	374	39	"	..	Grantees	10 "	†	Rental, £50
R. 96/809 ..	585	Feb. <td>9, 1896</td> <td>McCallum and Co. ..</td> <td>..</td> <td>365</td> <td>37</td> <td>Longbush</td> <td>..</td> <td>"</td> <td>5 "</td> <td>†</td> <td>1,535 12 11</td>	9, 1896	McCallum and Co.	365	37	Longbush	..	"	5 "	†	1,535 12 11
R. 96/247 ..	586	Nov. <td>1, 1895</td> <td>T. Teschemaker..</td> <td>..</td> <td>165</td> <td>26</td> <td>Teschemaker's</td> <td>..</td> <td>Govt. ..</td> <td>5 "</td> <td>†</td> <td>162 12 5</td>	1, 1895	T. Teschemaker..	..	165	26	Teschemaker's	..	Govt. ..	5 "	†	162 12 5
R. 96/5887 ..	587	April <td>1, 1896</td> <td>Otago Dock Trust ..</td> <td>..</td> <td>..</td> <td>..</td> <td>Port Chalmers</td> <td>..</td> <td>Grantees</td> <td>3 "</td> <td>..</td> <td>17 8 1</td>	1, 1896	Otago Dock Trust	Port Chalmers	..	Grantees	3 "	..	17 8 1
R. 96/262 ..	590	April <td>1, 1896</td> <td>Timpany Brothers ..</td> <td>..</td> <td>14</td> <td>72</td> <td>Kapuka ..</td> <td>..</td> <td>"</td> <td>5 "</td> <td>..</td> <td>637 5 3</td>	1, 1896	Timpany Brothers	14	72	Kapuka	"	5 "	..	637 5 3
R. 96/2802 ..	592	July <td>1, 1896</td> <td>W. Borlase ..</td> <td>..</td> <td>228</td> <td>62</td> <td>Sawyer's Bay</td> <td>..</td> <td>"</td> <td>5 "</td> <td>..</td> <td>1,591 15 2</td>	1, 1896	W. Borlase	228	62	Sawyer's Bay	..	"	5 "	..	1,591 15 2
R. 96/3013 ..	593	July <td>1, 1896</td> <td>James Macfie and Co. (Limited) ..</td> <td>..</td> <td>235</td> <td>44</td> <td>Dunedin ..</td> <td>..</td> <td>"</td> <td>10 "</td> <td>†</td> <td>63 16 1</td>	1, 1896	James Macfie and Co. (Limited)	235	44	Dunedin	"	10 "	†	63 16 1
R. 96/3014 ..	594	May <td>1, 1896</td> <td>McCallum and Co. ..</td> <td>..</td> <td>15</td> <td>0</td> <td>Kapuka ..</td> <td>..</td> <td>"</td> <td>5 "</td> <td>..</td> <td>586 14 4</td>	1, 1896	McCallum and Co.	15	0	Kapuka	"	5 "	..	586 14 4
R. 96/1640 ..	598	July <td>1, 1896</td> <td>Nelson Brothers (Limited)</td> <td>..</td> <td>12</td> <td>0</td> <td>Hornby ..</td> <td>..</td> <td>"</td> <td>10 "</td> <td>..</td> <td>2,281 9 4</td>	1, 1896	Nelson Brothers (Limited)	..	12	0	Hornby	"	10 "	..	2,281 9 4
R. 96/2443 ..	595	July <td>1, 1896</td> <td>Nelson Brothers (Limited)</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>"</td> <td>10 "</td> <td>..</td> <td>1,003 9 1</td>	1, 1896	Nelson Brothers (Limited)	"	10 "	..	1,003 9 1
R. 95/1671 ..	597	Oct. <td>1, 1896</td> <td>Otago Iron-rolling Mills Company (Limited)</td> <td>..</td> <td>240</td> <td>16</td> <td>Burnside ..</td> <td>..</td> <td>"</td> <td>5 "</td> <td>†</td> <td>883 14 8</td>	1, 1896	Otago Iron-rolling Mills Company (Limited)	..	240	16	Burnside	"	5 "	†	883 14 8
R. 96/3405 ..	601	Sept. <td>1, 1896</td> <td>Gibson and Lees ..</td> <td>..</td> <td>279</td> <td>34</td> <td>Lovell's Flat</td> <td>..</td> <td>"</td> <td>5 "</td> <td>..</td> <td>1,563 6 0</td>	1, 1896	Gibson and Lees	279	34	Lovell's Flat	..	"	5 "	..	1,563 6 0
R. 95/2198 ..	604	Dec. <td>1, 1896</td> <td>Christchurch Meat Co. (Limited) ..</td> <td>..</td> <td>103</td> <td>70</td> <td>Timaru ..</td> <td>..</td> <td>"</td> <td>10 "</td> <td>†</td> <td>10,118 1 5</td>	1, 1896	Christchurch Meat Co. (Limited)	103	70	Timaru	"	10 "	†	10,118 1 5
R. 97/863 ..	607	Feb. <td>1, 1897</td> <td>E. G. Allen ..</td> <td>..</td> <td>227</td> <td>78</td> <td>Upper Port Chalmers</td> <td>..</td> <td>"</td> <td>5 "</td> <td>†</td> <td>36 14 0</td>	1, 1897	E. G. Allen	227	78	Upper Port Chalmers	..	"	5 "	†	36 14 0
R. 97/1122 ..	608	Mar. <td>1, 1897</td> <td>D. N. Inwood ..</td> <td>..</td> <td>90</td> <td>75</td> <td>Winchester</td> <td>..</td> <td>Govt. ..</td> <td>10 "</td> <td>†</td> <td>117 16 6</td>	1, 1897	D. N. Inwood	90	75	Winchester	..	Govt. ..	10 "	†	117 16 6
R. 97/1502 ..	611	Jan. <td>1, 1897</td> <td>J. A. McLauchlan ..</td> <td>..</td> <td>386</td> <td>18</td> <td>Greenhills</td> <td>..</td> <td>Grantees</td> <td>5 "</td> <td>..</td> <td>131 17 3</td>	1, 1897	J. A. McLauchlan	386	18	Greenhills	..	Grantees	5 "	..	131 17 3
R. 97/671 ..	612	Mar. <td>1, 1897</td> <td>Bruce Woollen Manufacturing Com- pany (Limited)</td> <td>..</td> <td>271</td> <td>41</td> <td>Milton ..</td> <td>..</td> <td>"</td> <td>10 "</td> <td>..</td> <td>306 14 8</td>	1, 1897	Bruce Woollen Manufacturing Com- pany (Limited)	..	271	41	Milton	"	10 "	..	306 14 8
R. 97/2053 ..	613	April <td>1, 1897</td> <td>N.Z. Trust and Loan Company ..</td> <td>..</td> <td>257</td> <td>61</td> <td>Henley ..</td> <td>..</td> <td>"</td> <td>5 "</td> <td>†</td> <td>98 16 9</td>	1, 1897	N.Z. Trust and Loan Company	257	61	Henley	"	5 "	†	98 16 9
R. 97/4426 ..	630	Nov. <td>1, 1897</td> <td>Timaru Milling Company (Limited)</td> <td>..</td> <td>106</td> <td>25</td> <td>Timaru ..</td> <td>..</td> <td>Govt. ..</td> <td>10 "</td> <td>†</td> <td>1,413 10 9</td>	1, 1897	Timaru Milling Company (Limited)	..	106	25	Timaru	Govt. ..	10 "	†	1,413 10 9
R. 97/4377 ..	631	Oct. <td>1, 1897</td> <td>P. McGill ..</td> <td>..</td> <td>271</td> <td>42</td> <td>Milton ..</td> <td>..</td> <td>"</td> <td>10 "</td> <td>..</td> <td>2,565 5 4</td>	1, 1897	P. McGill	271	42	Milton	"	10 "	..	2,565 5 4
R. 97/2966 ..	634	Jan. <td>1, 1898</td> <td>Evans and Co. (Limited)</td> <td>..</td> <td>105</td> <td>75</td> <td>Timaru ..</td> <td>..</td> <td>Grantees</td> <td>10 "</td> <td>..</td> <td>996 6 11</td>	1, 1898	Evans and Co. (Limited)	..	105	75	Timaru	Grantees	10 "	..	996 6 11
R. 97/3820 ..	635	Sept. <td>27, 1897</td> <td>Burwood Coal Company ..</td> <td>..</td> <td>6</td> <td>51</td> <td>Christchurch</td> <td>..</td> <td>"</td> <td>1 "</td> <td>..</td> <td>25 12 1</td>	27, 1897	Burwood Coal Company	6	51	Christchurch	..	"	1 "	..	25 12 1
R. 97/3139 ..	636	Feb. <td>1, 1898</td> <td>Moritzson and Hopkin ..</td> <td>..</td> <td>236</td> <td>48</td> <td>Dunedin ..</td> <td>..</td> <td>"</td> <td>10 "</td> <td>..</td> <td>1,923 13 4</td>	1, 1898	Moritzson and Hopkin	236	48	Dunedin	"	10 "	..	1,923 13 4
R. 98/503 ..	638	Jan. <td>1, 1898</td> <td>F. Lischner ..</td> <td>..</td> <td>4</td> <td>72</td> <td>Conical Hill</td> <td>..</td> <td>"</td> <td>5 "</td> <td>..</td> <td>278 19 10</td>	1, 1898	F. Lischner	4	72	Conical Hill	..	"	5 "	..	278 19 10
R. 98/1147 ..	639	Jan. <td>1, 1898</td> <td>John Deans ..</td> <td>..</td> <td>6</td> <td>10</td> <td>Christchurch</td> <td>..</td> <td>Govt. ..</td> <td>10 "</td> <td>†</td> <td>583 16 11</td>	1, 1898	John Deans	6	10	Christchurch	..	Govt. ..	10 "	†	583 16 11
R. 98/2079 ..	642	May <td>1, 1898</td> <td>J. Anderson ..</td> <td>..</td> <td>0</td> <td>16</td> <td>Lytelton ..</td> <td>..</td> <td>"</td> <td>1 "</td> <td>..</td> <td>437 7 10</td>	1, 1898	J. Anderson	0	16	Lytelton	"	1 "	..	437 7 10
R. 98/2669 ..	644	Sept. <td>1, 1898</td> <td>J. H. Lambert ..</td> <td>..</td> <td>237</td> <td>2</td> <td>Kensington</td> <td>..</td> <td>"</td> <td>10 "</td> <td>..</td> <td>112 7 8</td>	1, 1898	J. H. Lambert	237	2	Kensington	..	"	10 "	..	112 7 8
R. 98/4050 ..	646	Sept. <td>1, 1898</td> <td>Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.)</td> <td>..</td> <td>55</td> <td>3</td> <td>Fairfield ..</td> <td>..</td> <td>Grantees</td> <td>10 "</td> <td>..</td> <td>2,187 13 8</td>	1, 1898	Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.)	..	55	3	Fairfield	Grantees	10 "	..	2,187 13 8
R. 98/4223 ..	648	Oct. <td>1, 1898</td> <td>Oamaru Totara Tree Stone Company</td> <td>..</td> <td>163</td> <td>12</td> <td>Whitecraig</td> <td>..</td> <td>"</td> <td>5 "</td> <td>†</td> <td>309 12 3</td>	1, 1898	Oamaru Totara Tree Stone Company	..	163	12	Whitecraig	..	"	5 "	†	309 12 3
R. 98/4318 ..	650	Oct. <td>1, 1898</td> <td>J. Gore ..</td> <td>..</td> <td>244</td> <td>13</td> <td>Wingatui ..</td> <td>..</td> <td>"</td> <td>5 "</td> <td>..</td> <td>837 18 1</td>	1, 1898	J. Gore	244	13	Wingatui	"	5 "	..	837 18 1
R. 98/4319 ..	651	Dec. <td>1, 1898</td> <td>J. Palmer ..</td> <td>..</td> <td>234</td> <td>53</td> <td>Pelichet Bay</td> <td>..</td> <td>Govt. ..</td> <td>5 "</td> <td>..</td> <td>263 16 4</td>	1, 1898	J. Palmer	234	53	Pelichet Bay	..	Govt. ..	5 "	..	263 16 4
R. 99/263 ..	654	Feb. <td>1, 1899</td> <td>J. Borgfeldt ..</td> <td>..</td> <td>3</td> <td>31</td> <td>Papanui ..</td> <td>..</td> <td>Grantees</td> <td>5 "</td> <td>..</td> <td>126 2 11</td>	1, 1899	J. Borgfeldt	3	31	Papanui	Grantees	5 "	..	126 2 11
R. 99/490 ..	655	Jan. <td>1, 1899</td> <td>Lyttelton Harbour Board</td> <td>..</td> <td>0</td> <td>21</td> <td>Lytelton</td> <td>..</td> <td>"</td> <td>10 "</td> <td>..</td> <td>1,050 8 1</td>	1, 1899	Lyttelton Harbour Board	..	0	21	Lytelton	..	"	10 "	..	1,050 8 1

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

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1899.

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
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
Totals .. ..	..	..	..	4,311,300	2,823,939

* Nine months only.

† Complete information not recorded until 1890-81.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1898, and March, 1899.

Department.	Kawakawa.	Whangarei.	Kaibu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1897-98.											
General .. ..	..	..	..	..	..	..	..	..	..	..	122
Traffic	8	14	7	180	400	980	51	34	21	12	1,707
Maintenance	4	25	12	248	610	1,153	159	52	15	26	2,304
Locomotive	4	14	7	210	502	1,066	49	48	10	8	1,918
Totals	16	53	26	638	1,512	3,199	259	134	46	46	6,051
1898-99.											
General .. ..	..	..	..	..	..	..	..	..	..	..	162
Traffic	6	13	7	195	434	1,027	55	36	20	12	1,811
Maintenance	4	17	13	251	609	1,194	127	72	27	24	2,332
Locomotive	4	16	6	237	580	1,139	53	55	11	7	2,108
Totals	14	46	26	683	1,623	3,360	235	163	58	43	6,413

RETURN No. 27.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1899.

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	2	...	...	...	...	...	...	...	...	...	2
Kaibu	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Auckland	2	1	13	...	3	...	...	...	...	...	9	...	...	1	27	...
Wellington-Napier-New Plymouth	1	7	...	34	...	39	...	...	...	1	...	32	...	2	1	115	...
Hurunui-Bluff ...	4	66	6	1	3	121	1	8	...	1	...	3	...	37	...	5	14	242	...
Greymouth	2	...	5	...	...	...	1	...	...	...	1	...	...	...	9	...
Westport	1	...	...	...	...	...	3	...	...	...	4	...
Nelson	3	...	...	...	...	...	...	...	...	...	...	...	3	...
Picton
Totals ...	4	66	8	12	4	176	1	53	...	2	...	4	...	82	...	7	17	402	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1899—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.			
	Detail.		Total.	Running.				Repairs.	Running.			Repairs.	Running.			Total.					
			Train.	Shunting.		Ballast.	Coal.	Oil.	Tallow.		Waste.	Wages and Mate- rial.	Stores.		Fuel.	Wages.	Wages and Mate- rial.		Stores.		Fuel.	Wages.	
A	1	12	20	149,101	39,393	23,528	...	...	55,023	3,422	...	176	1,534	...	...	131	741	3,400	6,469	...	...	...	2,358
F	3	20	20	50,840	11,791	130	62,761	...	26,349	1,366	68	700	509	...	...	52	378	1,205	2,144	...	...	...	821
FA	8	25	25	148,818	14,468	23	163,309	...	59,633	3,379	161	1,950	1,838	...	...	138	877	2,204	5,057	...	...	...	1,906
J	2	20	20	1,806	8,522	...	10,328	...	3,120	158	17	119	1,861	...	...	7	45	210	2,123	...	...	...	186
L	2	25	25	46,224	5,226	...	51,490	...	15,513	809	45	454	306	...	...	34	221	631	1,192	...	...	...	485
LA	2	25	25	50,374	3,955	...	54,329	...	25,259	1,122	64	684	850	...	...	46	589	796	2,281	...	...	...	540
P	4	18	18	55,422	11,285	...	66,707	...	22,834	1,126	59	542	598	...	...	43	326	1,048	2,015	...	...	...	585
R	3	20	20	502,675	94,680	23,681	621,036	...	207,731	11,382	590	5,983	8,159	...	...	451	3,177	9,494	21,281	...	...	...	6,671
General	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,893	...	...	...	...
charges, &c.
Total	24,174	...	...	...	...

AUCKLAND SECTION.

* Includes cost of converting two class "L" engines to class "LA" in year ending 31st March, 1899.

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

A	1	12	4,576	2,289	...	6,865	803	125	9	60	18	5	35	183	241	0.63	18	1.22	6.40	8.43	190
C	2	15	7,537	8,849	38	16,424	2,491	283	24	190	114	13	116	296	539	1.67	19	1.70	4.32	7.88	215
D	9	15	26,520	48,733	3,139	78,392	11,477	1,499	131	979	361	60	551	1,548	2,520	1.11	18	1.69	4.74	7.72	1,379
E*	3	20	132,282	18,315	442	151,039	50,519	3,822	156	1,320	2,302	150	2,879	1,846	7,177	3.66	24	4.57	2.93	11.40	1,102
F	11	20	94,951	26,972	27,731	149,654	26,920	2,816	166	1,542	1,420	116	1,412	2,337	5,285	2.28	19	2.26	3.75	8.48	1,792
FA	3	20	50,553	10,666	1,268	62,487	13,528	1,087	59	478	1,084	42	623	870	2,619	4.17	16	2.39	3.34	10.06	525
H	6	6	27,291	15,059	81	42,431	40,232	2,861	78	1,155	4,590	100	1,913	1,433	8,036	25.96	57	10.82	8.10	45.45	1,026
J	6	20	150,176	13,406	45	163,627	42,760	3,342	136	1,361	1,876	120	2,108	1,900	6,094	2.75	18	3.22	2.79	8.94	1,139
K	2	25	60,832	7,755	...	68,587	15,891	1,197	53	429	564	42	735	646	1,977	1.97	15	2.54	2.26	6.92	405
L	4	20	51,022	26,547	10,886	88,455	15,256	1,418	105	657	2,512	49	686	1,359	4,036	6.82†	13	1.86	3.77	12.58	958
LA	1	25	14,683	3,981	354	19,018	3,722	388	15	134	134	15	204	258	611	1.69	19	2.57	3.26	7.71	160
M	4	20	55,514	10,436	861	66,811	15,155	1,463	66	707	1,987	58	792	756	3,593	7.14	21	2.84	2.72	12.91	554
N	2	25	13,476	632	...	14,108	4,101	318	17	109	385	11	203	133	352	8.59	19	3.45	2.26	14.49	78
O	2	15	27,815	3,900	...	31,715	10,861	875	45	347	505	29	548	496	1,456	2.90	22	4.15	3.75	11.02	295
R	9	20	159,857	32,789	8,954	201,600	50,895	4,025	188	1,800	2,351	145	2,400	2,773	7,660	2.80	17	2.86	3.30	9.13	1,787
S	4	20	71,738	15,837	4,283	91,858	22,696	2,175	104	905	1,542	80	1,079	1,225	3,926	4.03	21	2.82	3.20	10.26	807
W	2	15	47,213	10,618	342	58,173	21,478	1,610	69	526	893	55	1,014	784	2,746	3.68	23	4.18	3.24	11.33	422
WA	15	20	145,134	29,889	477	175,500	53,241	4,371	181	1,598	2,420	177	2,980	2,149	7,726	3.31	24	4.08	2.94	10.57	1,481
Total	86	...	1,141,170	286,673	58,901	1,486,744	498,026	33,675	1,607	14,322	25,056	1,267	20,338	21,022	67,703	4.05	20	3.29	3.39	10.93	14,375
Less recoverable, mileage and expenditure	...	...	...	233	1,274	1,597	...	...	...	...	...	...	...	...	102	...	...	...	...	0.01	...
General charges†	...	...	...	286,440	57,627	1,485,237	...	...	...	...	...	...	...	...	67,601	...	...	...	...	10.92	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12,132	...	...	...	...	1.96	...

* Four class "E" engines written off during the year.
† Includes cost of converting four class "L" engines to class "LA" in year ending 31st March, 1899.
‡ Includes £5,025, part cost of four new "WA" locomotives.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1899—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.										
	Detail.		Total.		Running.				Repairs.		Running.		Total.		Repairs.		Running.		Total.											
Train.	Shunting.	Ballast.	Coal.	Oil.	Tallow.	Waste.	Wages and Mate- rial.	Stores.	Fuel.	Wages.	Wages and Mate- rial.	Stores.	Fuel.	Wages.	Wages and Mate- rial.	Stores.	Fuel.	Wages.	Wages and Mate- rial.	Stores.	Fuel.	Wages.								
A	2	6	756	685	3,544	4,985	834	67	3	38	£	12	£	3	£	13	95	123	£	592	457	0'62	15	0'58	123	2	123	2	64	
C*	17	18	...	49	...	49	10	...	191	...	...	...	...	...	1,284	1	1	2	...	5'10	8'39	...	...	...	7,918	7,918	7,918	1	1
D	36	20	26,992	199,436	46,705	226,430	35,284	4,306	401	2,020	1,651	6,021	415	4,157	11,497	1	1	2	...	5'10	8'39	...	...	...	7,927	7,927	7,927	1	1
E	36	20	389,303	217,719	46,705	653,727	147,460	10,640	401	4,924	6,021	918	54	736	1,260	2,23	2,23	2,23	...	4'22	8'11	...	...	...	9,014	9,014	9,014	1	1
F	2	20	77,066	11,769	219	79,048	22,848	1,327	65	687	918	373	15	256	524	1,162	1,162	1,162	...	3'83	9'01	...	...	...	914	914	914	1	1
FA	2	20	24,031	6,527	41	30,599	6,042	407	23	197	373	373	330	4,860	5,829	1,162	1,162	1,162	...	4'11	9'11	...	...	...	352	352	352	1	1
G	2	20	67,061	11,769	219	79,048	22,848	1,327	65	687	918	373	15	256	524	1,162	1,162	1,162	...	4'11	9'11	...	...	...	352	352	352	1	1
GA	2	20	24,031	6,527	41	30,599	6,042	407	23	197	373	373	330	4,860	5,829	1,162	1,162	1,162	...	4'11	9'11	...	...	...	352	352	352	1	1
J	18	25	414,820	38,040	316	453,176	172,232	7,988	445	3,902	5,328	373	330	4,860	5,829	1,162	1,162	1,162	...	3'09	8'76	...	...	...	3,877	3,877	3,877	1	1
K	6	25	64,981	5,799	...	70,780	19,140	1,441	77	786	1,937	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
L	6	25	9,878	3,985	151	14,014	17,54	190	16	139	362	373	330	4,860	5,829	1,162	1,162	1,162	...	10'05	8'76	...	...	...	695	695	695	1	1
N	4	30	174,066	9,756	...	183,822	53,685	3,182	141	1,463	1,247	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
O	4	18	96,896	14,102	155	111,153	79,909	2,331	95	1,249	1,924	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
P	6	18	132,889	18,505	133	171,527	105,420	3,337	152	1,928	2,380	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
Q	1	20	4,000	618	...	4,618	2,157	66	11	78	21	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
R	6	20	62,774	18,541	17,673	98,988	39,893	1,729	91	916	1,063	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
T	6	18	95,344	23,780	229	119,353	74,319	2,632	122	1,591	2,282	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
U	16	30	239,669	18,765	31	258,465	105,098	5,785	192	2,441	2,201	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
V	10	25	266,922	22,489	546	289,957	132,050	5,716	241	2,634	2,176	373	330	4,860	5,829	1,162	1,162	1,162	...	3'47	10'05	...	...	...	695	695	695	1	1
WA	1	1	1
Total	140	...	2,090,381	610,565	69,745	2,770,691	998,156	50,844	2,326	24,993	20,196	...	2,047	27,006	42,011	...	100,260	288	...	3'64	8'68	...	...	...	28,213	28,213	28,213	...	...
Less recoverable, mileage and expen- diture	4,447	4,447
General charges	65,298	2,766,244
Total

* Public Works Department engine. + Includes cost of converting one class "L" engine to class "LA" in year ending 31st March, 1999.

GREYMOUTH SECTION.

D	I	20	5,091	7,170	99	12,360	1,886	231	31	134	201	8	38	243	490	3'90	'15	0'74	4'72	9'51	186
F	5	20	47'431	26,989	2,562	76,982	12,615	1,323	180	870	1,648	50	241	1,312	3,251	5'13	'16	0'76	4'09	10'14	949
Total	6	...	52,522	34,159	2,661	89,342	14,501	1,554	211	1,004	1,849	58	279	1,555	3,741	4'97	'16	'74	4'18	10'05	1,135
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	194	...	...	...	...	0'52	..
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,935	...	...	...	...	10'57	7... ..

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1899—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.
			Detail.		Total.		Running.			Repairs.			Running.			Repairs.						
	Train.	Shunting.	Ballast.		Coal.	Oil.	Tallow.	Waste.	Wages and Mate-rial.	Stores.	Fuel.	Wages.	Total.	Wages Material.	Stores.	Fuel.	Wages.	Total.				

WESTPORT SECTION.

C	2	12	338	26,050	187	26,575	Cwt.	qt.	lb.	lb.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
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NELSON SECTION.

D	2	20	14,108	2,447	8,998	25,553	4,795	470	25	205	104	19	271	494	978	1'82	1'18	2'55	4'64	9'19	346
F	2	20	28,017	4,099	82	32,198	6,182	519	35	229	367	16	307	497	1,187	2'74	1'12	2'29	3'70	8'85	337
Total	4	...	42,125	6,546	9,080	57,751	10,977	989	60	434	561	35	578	991	2,165	2'33	1'15	2'40	4'12	9'00	683
Less recoverable, mileage and expenditure	...	...	540	55	7,665	8,260	...	...	...	...	...	...	...	...	476	...	...	...	...	0'81	...
Total	...	...	41,585	6,491	1,415	49,491	...	...	...	...	...	...	...	...	1,689	...	...	...	...	8'19	...

PICTON SECTION.

C	1	15	206	329	771	1,306	253	25	2	16	48	1	16	31	96	8'82	1'18	2'04	5'70	17'64	28
D	1	15	1,602	485	2	2,089	402	32	3	17	125	1	25	44	195	14'36	1'12	2'87	5'05	22'40	30
G	2	15	22,582	6,147	934	29,663	5,692	442	27	227	440	19	320	555	1,334	3'56	1'15	2'59	4'49	10'79	332
Total	4	...	24,390	6,961	1,707	33,058	6,347	499	32	266	613	21	361	630	1,625	4'45	1'15	2'62	4'58	11'80	390
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47	...	...	...	...	0'34	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,672	...	...	...	...	12'14	...

RETURN No. 29.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1899.

Mine.	1898-99.	1897-98.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin Brothers, Sheffield ...	2,119	1,958	161	...
Springfield Coal Company, Springfield ...	1,257	1,214	43	...
Leeming and Co., Whitecliffs ...	...	1,427	...	1,427
Levick, Whitecliffs ...	1,692	...	1,692	...
Deans, J., Glentunnel ...	2,977	2,700	277	...
Wairiri Coal Company, Glentunnel ...	247	460	...	213
Park, G., Mount Somers ...	1,138	1,414	...	276
Albury ...	...	105	...	105
Kurow ...	4	18	...	14
Ngapara ...	9	4	5	...
Shag Point ...	20,155	21,015	...	860
Allendale Coal Company ...	13,286	11,967	1,319	...
Walton Park ...	8,586	10,603	...	2,017
Saddle Hill ...	4,582	...	4,582	...
Fernhill ...	3,980	6,157	...	2,177
Freeman's ...	7,520	7,430	90	...
Mosgiel ...	6,681	3,026	3,655	...
Lovell's Flat ...	36	146	...	110
Gibson and Lees (Lovell's Flat) ...	8,128	5,199	2,929	...
Nelson's ...	928	1,340	...	412
Kaitangata ...	101,660	93,654	8,006	...
Milton ...	290	...	290	...
Lakeside, Stirling ...	4	16	...	12
Anderson's, Stirling ...	30	4	26	...
Penman, Kaitangata ...	40	...	40	...
Conical Hills ...	2,472	1,877	595	...
O'Hagan, C., Pukerau ...	432	405	27	...
Orchard, E. C., Pukerau ...	49	...	49	...
Glover, A., Otikerama ...	6	...	6	...
Johnston, W., Waikaka ...	...	12	...	12
Smyth, J., Gore ...	409	460	...	51
Sleeman, C. P., Maitaura ...	581	152	429	...
Beattie, J., Maitaura ...	95	5	90	...
Brown's, Maitaura ...	238	66	172	...
Glendhu, Maitaura ...	...	4	...	4
Munro, E., Wyndham ...	84	89	...	5
Darcy's, Nightcaps ...	1,752	1,602	150	...
Nightcaps Coal Company, Nightcaps ...	20,706	19,695	1,011	...
Alley, J., Nightcaps ...	...	12	...	12
Quested, J., Nightcaps ...	20	...	20	...
Hokonui Coal Company, Winton ...	...	37	...	37
Smith and Logan, Kingston Crossing ...	16	20	...	4
Graham, J., Fairfax ...	...	5	...	5
Totals ...	212,209	194,298	25,664	7,753

RETURN No. 30.

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, 1899.

Port.	1898-99.	1897-98.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton ...	1,610	1,596	14	...
Timaru ...	245	265	...	20
Oamaru ...	132	119	13	...
Port Chalmers ...	154	320	...	166
Dunedin ...	76	64	12	...
Bluff ...	209	226	...	17
Totals ...	2,426	2,590	39	203
LOADED :—				
Lyttelton ...	1,575	1,531	44	...
Timaru ...	242	265	...	23
Oamaru ...	123	139	...	16
Port Chalmers ...	199	373	...	174
Dunedin ...	9	7	2	...
Bluff ...	209	225	...	16
Totals ...	2,357	2,540	46	229

RETURN No. 31.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1899,
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	67 64	...	67 64	285 69
Rangiora - Sheffield and Eyre- ton Junction-Bennett's	...	...	53 56	242 65	...	4 43	23 76	58 19
Southbridge and Little River Branches	...	...	48 7			5 30		53 37
Springfield and Whitecliffs Branches	...	...	42 27			4 57		47 4
Rakaia and Ashburton Forks Branch	...	...	22 20			2 65		25 5
Mount Somers Branch ...	...	...	27 35			1 70		29 25
Albury Branch ...	...	...	36 13	...	...	2 49	...	38 62
Waimate Branch ...	...	...	12 67			2 2		14 69
Totals, Christchurch Division	211 57	6 28	242 65	460 70	67 64	23 76	91 60	552 50
DUNEDIN DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line ...	165 40	...	...	165 40	48 60	...	48 60	214 20
Dunroon Branch ...	...	...	37 41	209 29	...	2 72	19 11	40 33
Oamaru-Breakwater Branch ...	...	...	0 63			0 24		1 7
Ngapara & Livingstone Branches	...	...	27 4			2 5		29 9
Shag Point Branch ...	...	...	2 10			0 14		2 24
Waihemo Branch ...	...	...	8 65			0 55		9 40
Port Chalmers Branch ...	...	...	1 26			3 47		4 73
Walton Park Branch...	...	...	2 49			0 52		3 21
Fernhill Branch ...	...	...	1 57			0 23		2 0
Otago Central Railway ...	...	...	77 6			4 10		81 16
Outram Branch ...	...	...	9 0			0 65		9 65
Lawrence Branch ...	...	...	22 1	...	...	1 67	...	23 68
Catlin's River Branch ...	...	...	19 27			1 57		21 4
Totals, Dunedin Division	165 40	...	209 29	374 69	48 60	19 11	67 71	442 60
INVERCARGILL DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line ...	82 41	...	...	82 41	19 25	...	19 25	101 66
Tapanui Branch ...	...	...	20 4	241 71	...	2 4	22 24	22 8
Waimea Plains Branch ...	...	...	36 41			2 36		38 77
Wyndham Branch ...	...	...	9 35			0 45		10 0
Seaward Bush Branch ...	...	...	18 7			1 34		19 41
Kingston Branch ...	...	...	87 0			7 20		94 20
Makarewa-Orepuki Branch ...	...	...	35 52			4 74		40 46
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51			2 48		27 19
Lumsden-Mararoa Branch ...	...	...	10 41	...	...	1 3	...	11 44
Totals, Invercargill Division	82 41	...	241 71	324 32	19 25	22 24	41 49	366 1
Grand Totals—Whole Line	459 58	6 28	694 5	1,160 11	135 69	65 31	201 20	1,361 31
Riversdale-Switzers Line*	...	...	...	2 0	...	...	...	...
Forest Hill Tramway...	...	...	...	10 0	...	...	...	...

* Taken over, but not yet open for traffic.

RETURN No. 32.

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE OF CHARGES during the Year ending the 31st March, 1899.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Religious bodies : Fares and regulation inserted.

Technical schools' season and commutation tickets: Regulation amended to provide for tickets being issued to students attending technical and music schools registered with the Minister of Education only. Distance for which technical schools' season tickets available extended to sixty miles.

Rifle-clubs, athletic teams, and pleasure parties: Second-class single tickets made available for return up to day after issue.

School parties, factories, and friendly societies: Regulation amended. Each school limited to one excursion per annum at the day rates. School Committees to give guarantee to pay ordinary rates for all adult tickets sold in excess of limits provided by regulation.

School season tickets: Regulation amended. Tickets made available for sixty miles.

LOCAL FARES AND REGULATIONS.

Auckland Section.

Fares between Remuera and Newmarket reduced.

Fares for round-trip tickets, Auckland to Auckland *via* Te Aroha and Paeroa and coach to Thames, abolished.

Fares for round-trip tickets, Auckland to Auckland, by rail to Thames, thence by steamer, and *vice versa*, inserted. Second-class fare reduced.

Excursion fares between Auckland, Newmarket, Remuera, Ellerslie, Penrose, Onehunga, and Otahuhu and Thames, Komata, and intermediate stations inserted.

Maximum fares Auckland and Newmarket to or from Parawai, Thames, and intermediate stations inserted.

Wellington-Napier-New Plymouth Section.

Workmen's commutation twelve-trip tickets between Lower Hutt, Wellington, and Te Aro made available for use by additional trains.

Westport Section.

Commutation season tickets: Rates and regulations for tickets between Westport and Waimangaroa branch line inserted.

Hurunui-Bluff Section.

Hanmer Hot Springs: Regulation amended. Tickets issued daily from Dunedin and Invercargill.

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

Left luggage: Regulation amended; rate for storage reduced.

Horses, Shetland and polo ponies, foals, mules, asses, and hounds in truck-loads: Rates and regulation amended.

Stud pigs not exceeding £3 in value: Rates reduced.

Bicycles, tricycles, and velocipedes accompanying passengers: Regulations amended.

Cut flowers: Regulation inserted; rates reduced.

Kapok in parcels to half-parcels, mattresses, or other packages to be charged rate and a quarter parcels.

Horses, Shetland and polo ponies, foals, mules, and asses: Regulation amended.

PART II.—LOCAL RATES AND REGULATIONS.

Auckland Section.

Rates and regulations for parcels, horses, carriages, and dogs booked between stations on Auckland Section and Kaipara ports amended.

Wellington-Napier-New Plymouth Section.

Parcels: Rates for delivery at Wellington and Te Aro Stations inserted.

PART III.—GOODS: REGULATIONS.

Live-stock: Rates and regulation *re* mixed consignment of horses and hounds inserted. Rates for stud pigs not exceeding £3 in value reduced.

Storage: Napier included in list of head stations.

Railway-sleepers: Minimum quantity to be charged at Class Q rates, reduced to 4 tons per four-wheeled and 15 tons per bogie truck.

Butter- and egg-boxes returned empty: Free carriage inserted.

Lime for manuring farm lands: Free carriage and regulation inserted.

Seeds returning from seed-cleaning establishments: Regulation amended. Free carriage confined to seeds to be used in the locality where grown. Seeds for export excluded from free carriage.

Class P: Regulation amended; rate for native bark reduced.

Westralian Exhibition, Auckland Industrial Exhibition: Regulation *re* free carriage of exhibits inserted.

PART IV.—GOODS: LOCAL RATES.

Auckland Section.

Timber: Rates for tawa timber, Mamaku to Te Aroha, Thames, and intermediate stations, inserted. Rates for timber, Mamaku to Komata, Thames, and intermediate stations, inserted. Rates for timber from Thames and Shortland to Te Aroha, Paeroa, and intermediate stations, inserted.

Coal slack: Rate and regulation for coal slack up to 2s. per ton in value, Huntly or Kimihia to Komata, Thames, and intermediate stations, inserted.

Goods and live-stock from and to Auckland stations and ports on Kaipara: Rates and regulation amended.

Regulation for carriage of raw materials and manufactured products to or from factories at Westfield from and to Auckland amended to include machinery and empties.

Wellington-Napier-New Plymouth Section.

Wool: Rate Spit to Hastings reduced.

Coal, native: Rate reduced from Class N to Class P. Regulation *re* native coal between Waitara and New Plymouth, Foxton and Longburn, and Wellington and Petone cancelled.

Timber: Rate for timber reconsigned from Greytown to Wellington reduced.

Greymouth-Brunner Section.

Wood-ashes for manufacture of caustic potash : Rate and regulation inserted.

Greymouth-Hokitika Section.

Chaff from Kumara to Greymouth for shipment, or from ship at Greymouth to Kumara : Rate reduced ; regulation amended.

Wood-ashes for manufacture of caustic potash : Rate and regulation inserted.

Beer, Greymouth, or Greymouth Wharf, to Hokitika : Rate reduced.

Timber to Greymouth : Rate for twenty-four miles reduced.

Westport Section.

Timber : Rate for shunting between Westport Station-yard and Cape Foulwind line inserted.

Coal : Rate for shunting coal for use of Harbour Board between Westport Station-yard and Harbour Board's siding inserted.

Picton Section.

Timber : Through rates between Wellington and Blenheim by sea and rail inserted.

Hurunui-Bluff Section.

Class H, wool, &c. : Rates from Capburn, Ranfurly, and intermediate stations to Port Chalmers and Dunedin inserted.

Sulphuric acid : Rate for locally manufactured acid, Burnside to Islington, Belfast, Christchurch, and Woolston, in 5 ton lots, reduced.

Returned empties : Rate for returned acid empties, in 2 ton lots, Woolston, Christchurch, Belfast, and Islington to Burnside Acid-works, reduced.

PART V.—CLASSIFICATION OF GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

	Class.
Bark, native, loose or packed in bags or bundles. Owners' risk	P
Removed : Bark, native, loose or packed in bags or bundles. Owners' risk	N
China, in casks or crates. Owners' risk. <i>Special goods</i>	C
China, in boxes or cases. Owners' risk. <i>Special goods</i>	B
Removed : China, packed. Owners' risk. <i>Special goods</i>	A
Cider, New-Zealand-made, in cases or jars	C
Crockery	See Earthenware
Cow-tips	B
Drain-pipes, concrete. Owners' risk	N
Earthenware, in casks or crates. Owners' risk. <i>Special goods</i>	C
Earthenware, in boxes or cases. Owners' risk. <i>Special goods</i>	B
Removed : Earthenware packed, not otherwise specified. Owners' risk	C
Fodder, molasses, for feeding stock	D
Iron, corrugated, packed, New-Zealand-made, consigned direct from maker's factory. Rate and a half	E
Iron, corrugated, loose, New Zealand manufacture, consigned direct from maker's factory	D
Iron, galvanised, loose, New Zealand manufacture, consigned direct from maker's factory	D
Iron, galvanised, packed, New Zealand manufacture, consigned direct from maker's factory. Rate and a half	E
Jadoo, packed in bales, hydraulic or steam pressed	D
Moss, packed in bales, hydraulic or steam pressed	D
Molasses fodder, for feeding stock	D
Poisoned grain to be double bagged in new bags, securely sewn, and branded outside "Poisoned grain" in 3 in. letters.	
Sheep medicines, colonial manufacture	D
Removed : Scab specific, packed	B

PART VI.—WHARVES.

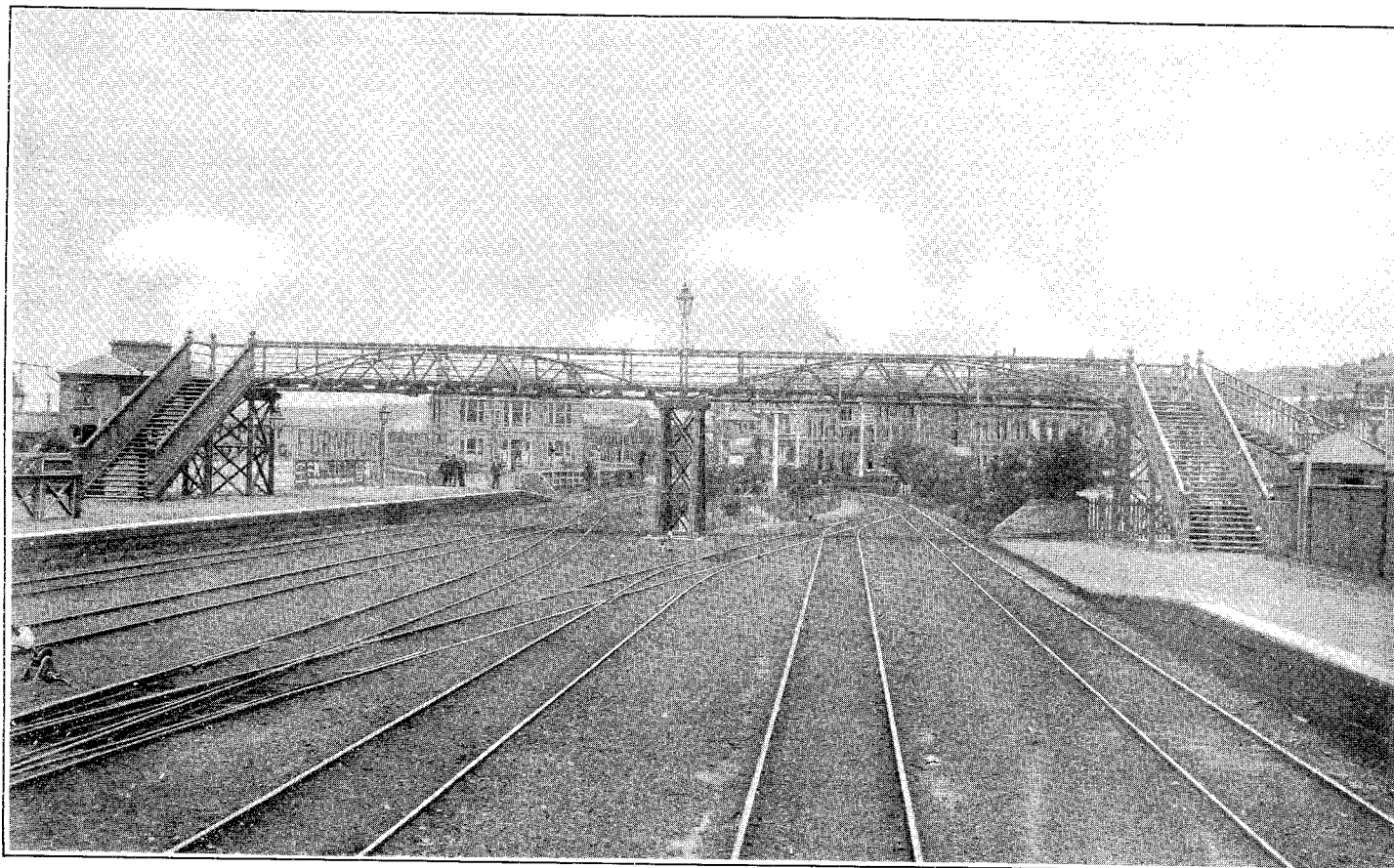
Auckland Section.

Paeroa Wharf : Chaff conveyed by rail to Paeroa, rates reduced.

Nelson Section.

Nelson Wharf : Charges for use of shear-legs reduced. Regulation amended.

T. RONAYNE,
General Manager.

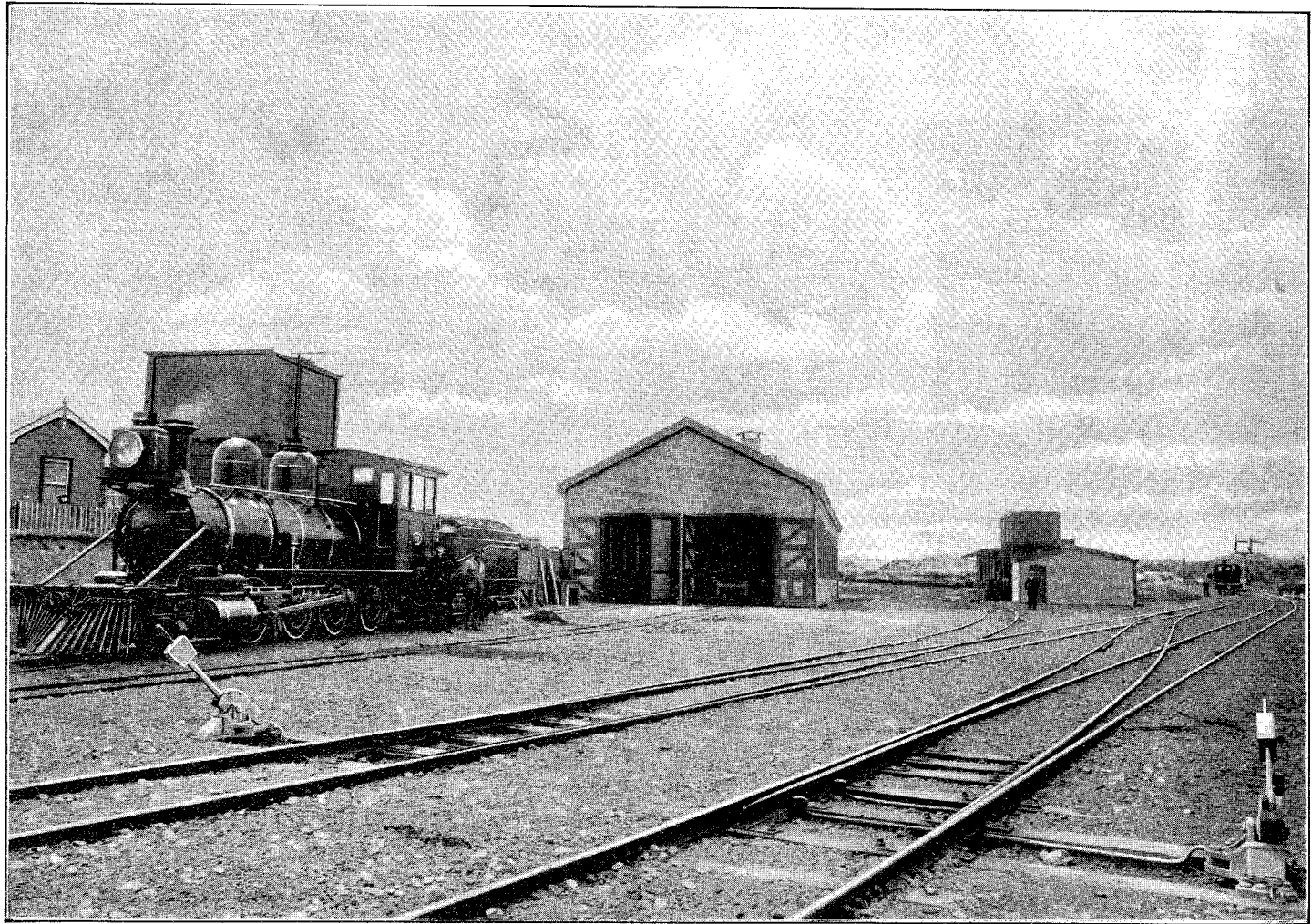


Dunedin Station—Passenger Overbridge. Built in 1898.

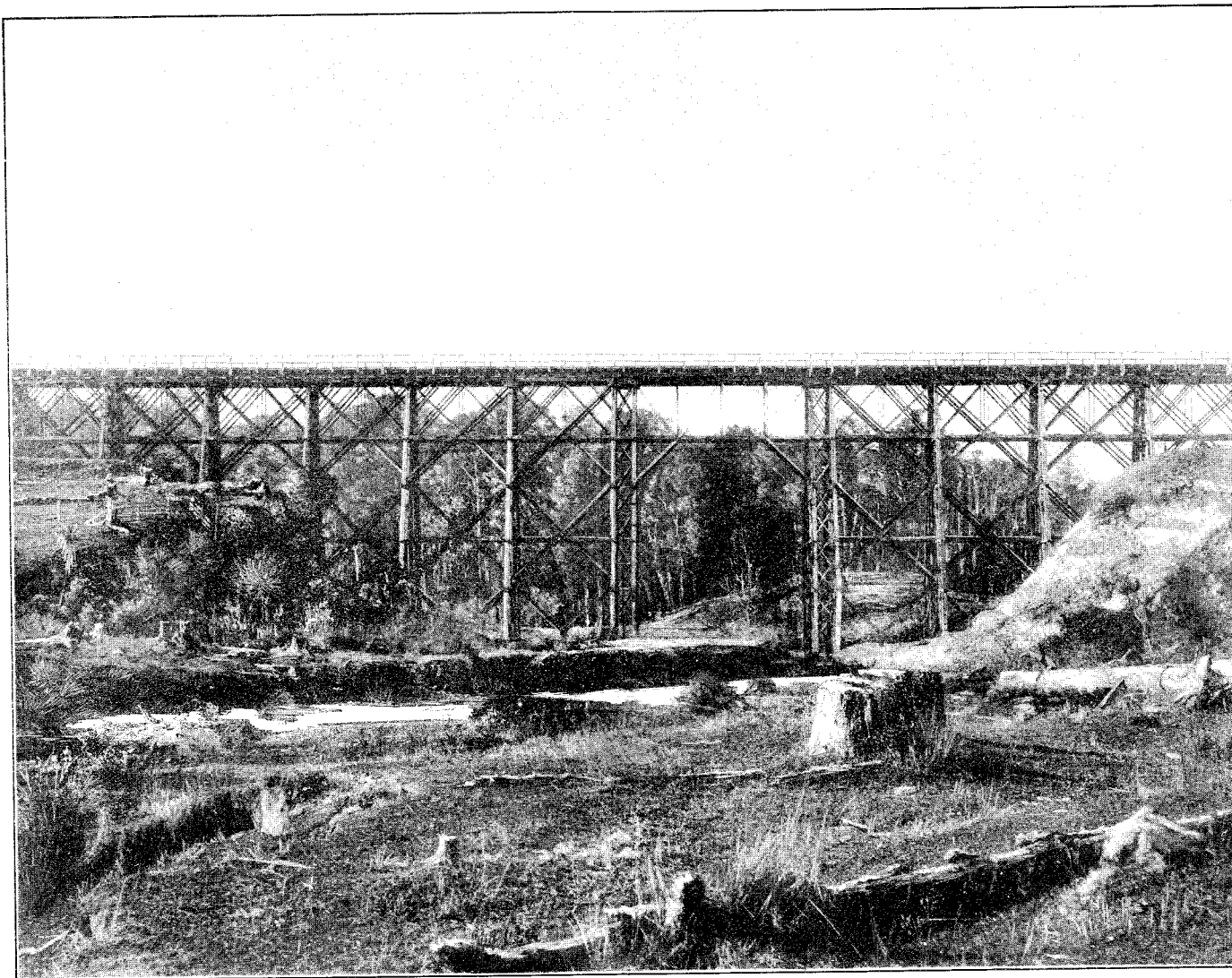
Length, 100 ft. (two spans of 50 ft.).



Woodville Railway-station Yard, Looking North.

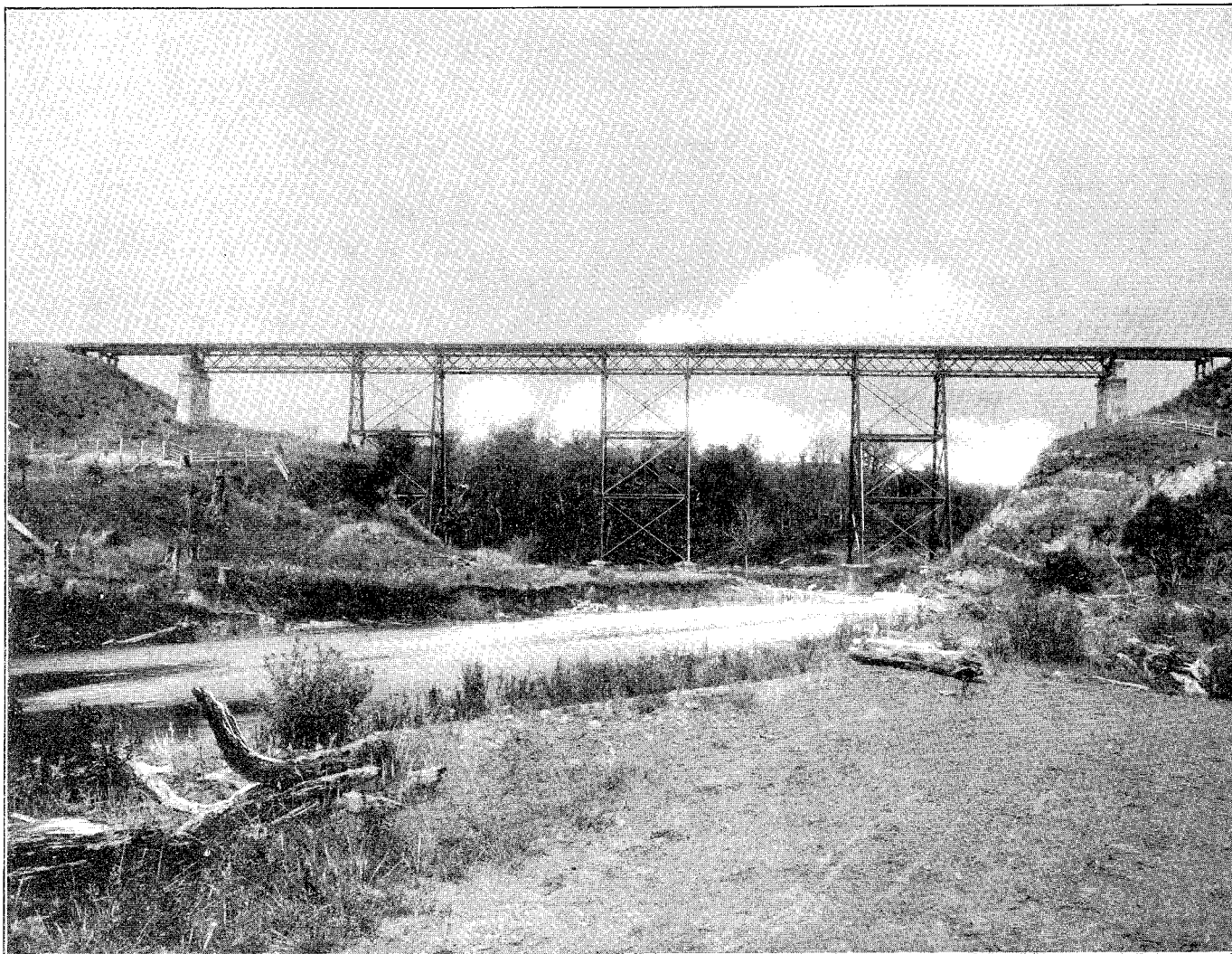


Woodville Railway-station Yard—Locomotive Accommodation, Looking North.



Kopua Viaduct (Old Structure). Built in 1877.

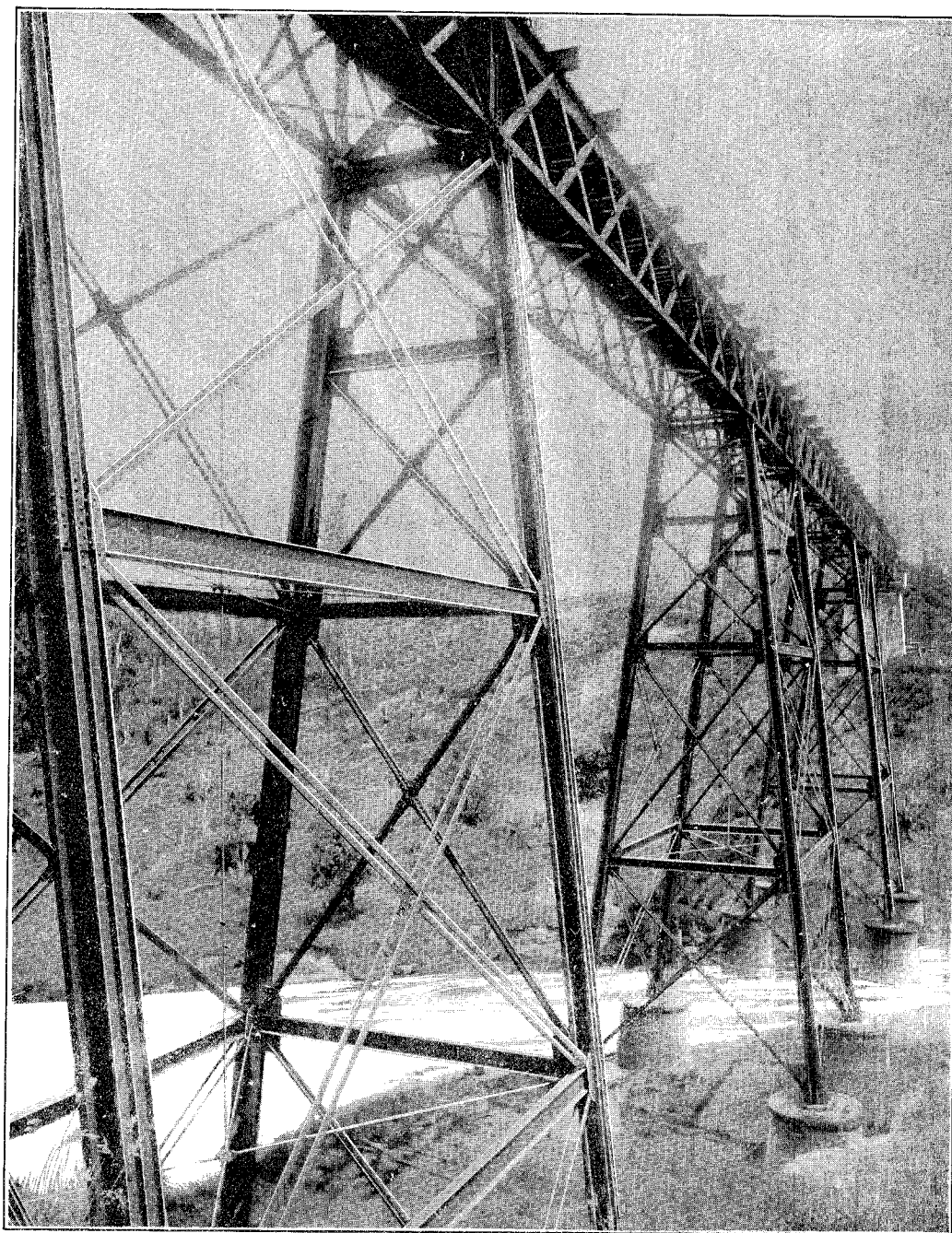
Length, 433 ft. (one span of 60 ft., twelve spans of 30 ft., one span of 13 ft.); Height above Bed of Creek, 91 ft.



Kopua Viaduct (New Structure). Built in 1897.

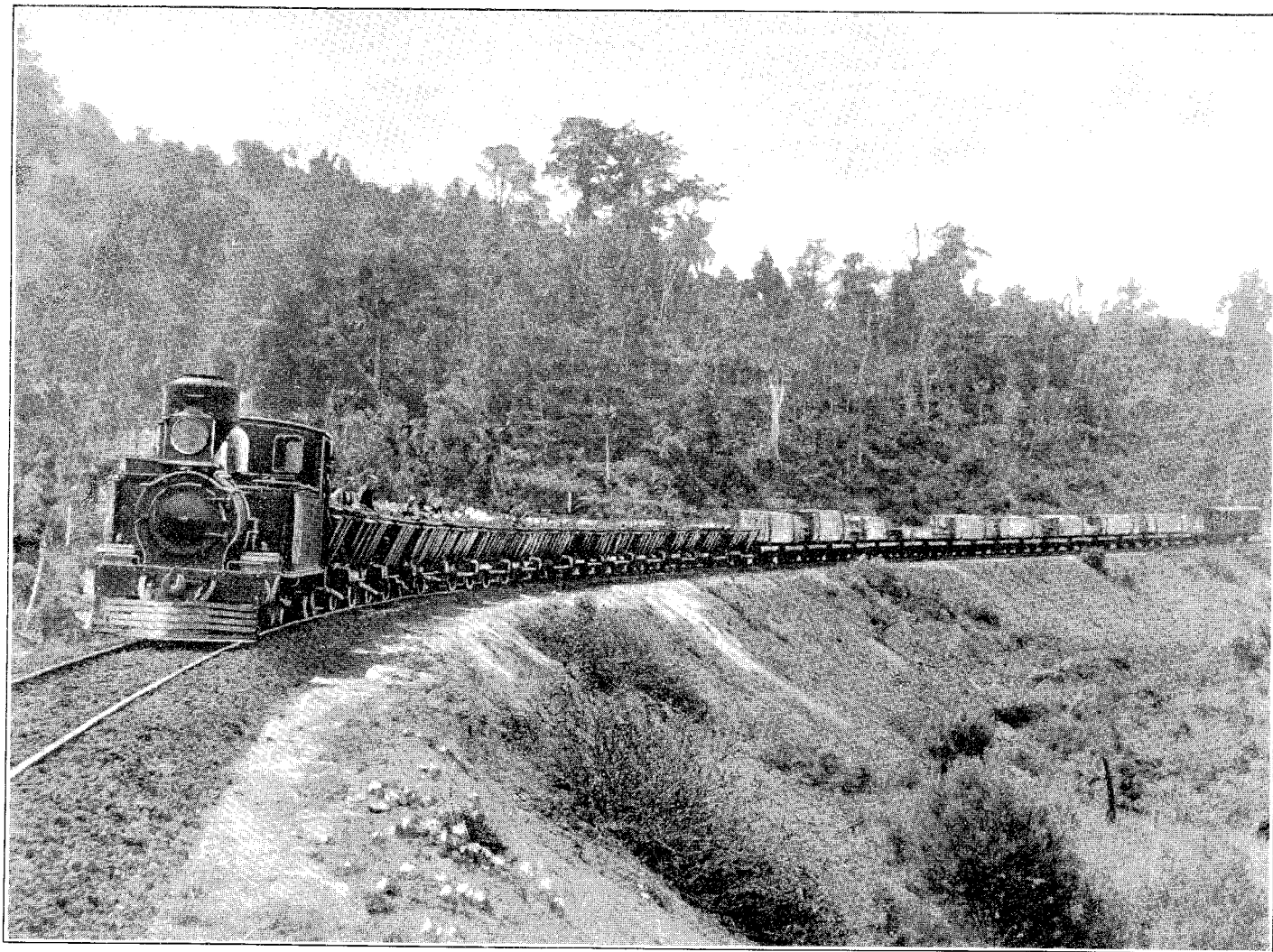
Length, 422 ft. (four spans of 60 ft., three spans of 30 ft., two spans of 13 ft.);

Height above Bed of Creek, 95 ft.; Cost, £6,684.



Kopua Viaduct (New Structure). Pier Details.

Length, 422 ft.; Height, 95 ft.



Goods-train, Whangarei Section.

Grade, 1 in 72; Curve, 9 chains radius; Engine, F_A; Load, 296 tons.

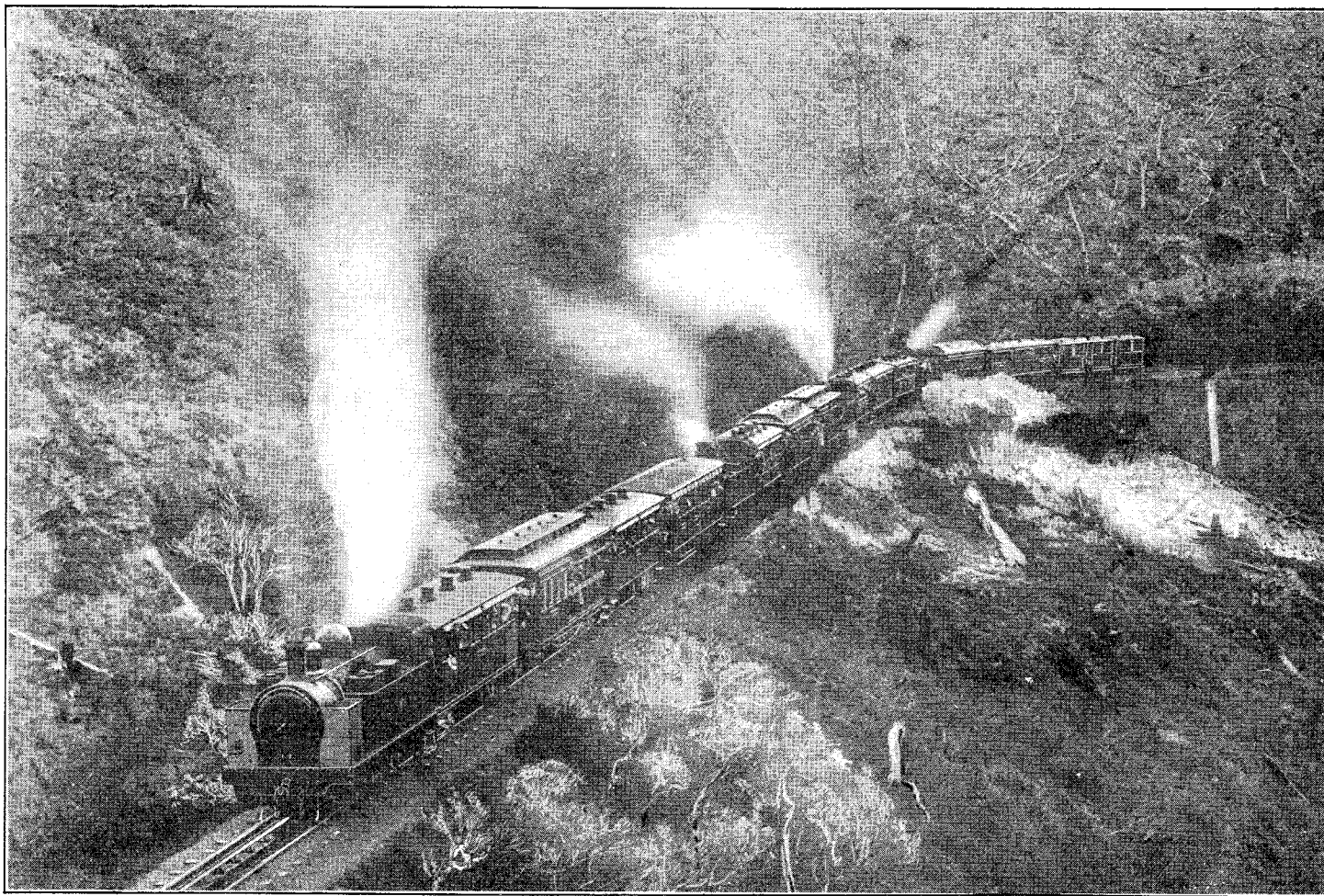
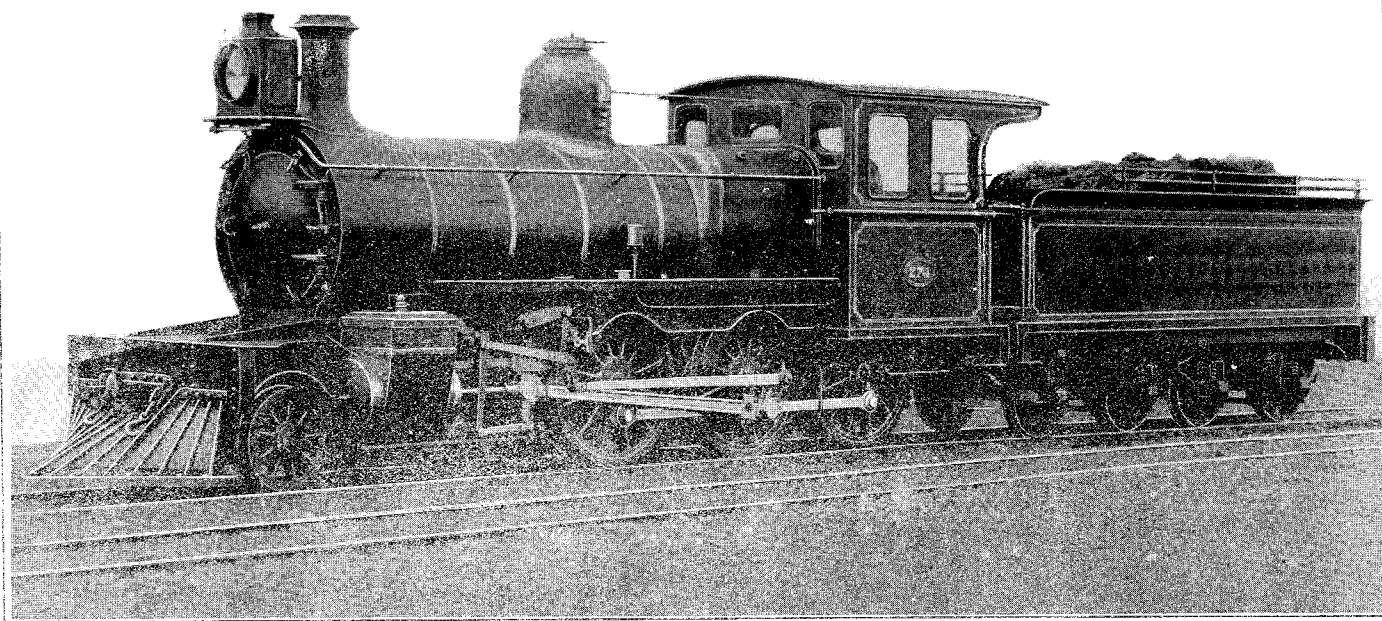


PHOTO LITHOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1899.

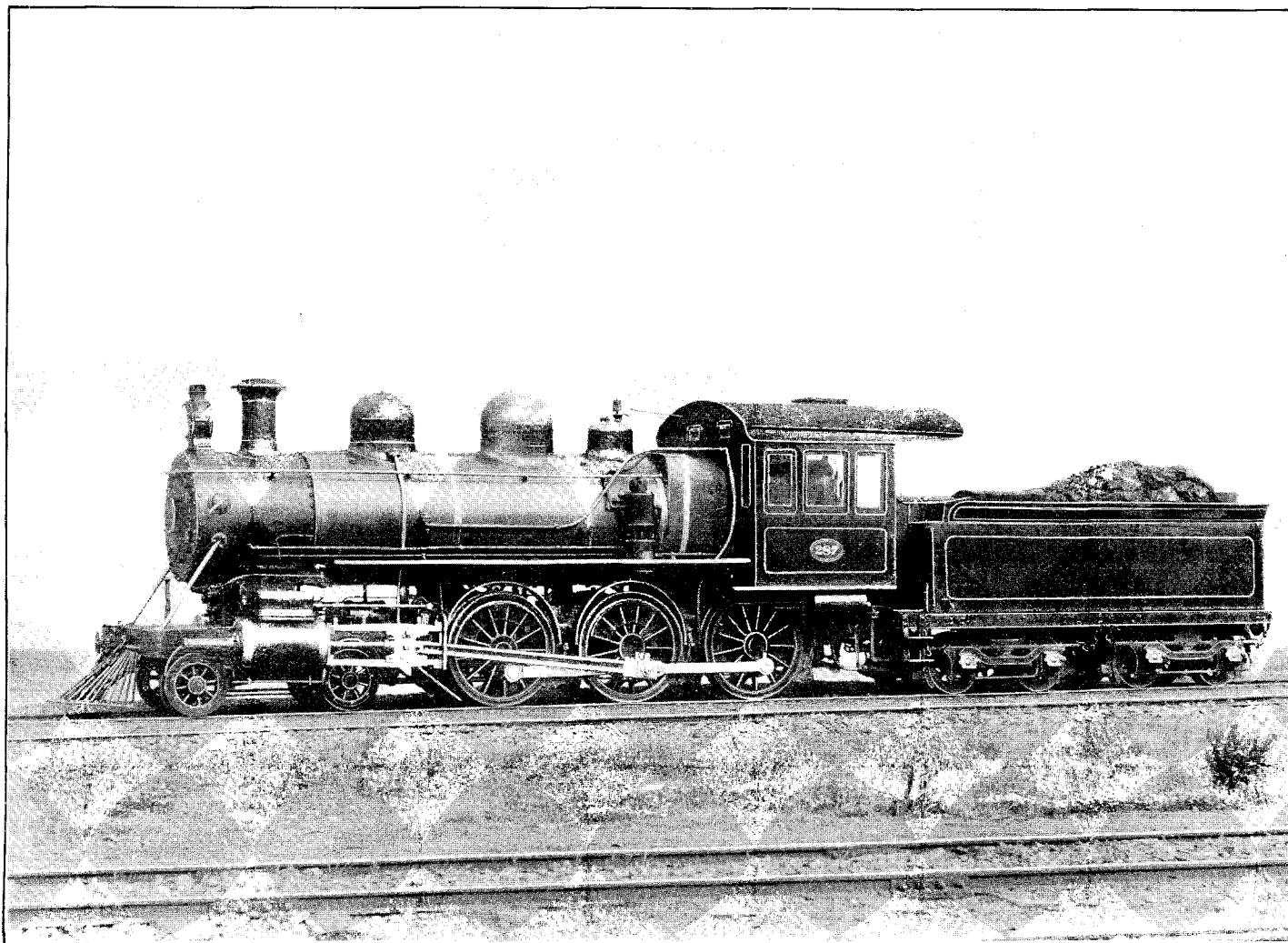
School-excursion Train drawn by Four Fell Engines on Rimutaka Incline.

Grade, 1 in 15; Weight of Train, 174 tons; Length of Train, 648 ft.



Express Passenger-locomotive, Class U. Built in New Zealand Railway Workshops.

Cylinders, 16 in.; Stroke, 20 in.; Diameter of Driving-wheels, 4 ft. 6 in.; Diameter of Bogie-wheels, 2 ft. 6 in.; Tractive Power, 11,877 lb.; Weight in Working Trim, 61½ tons.



Passenger-locomotive, Class U. Built at Baldwin Locomotive Works, Philadelphia.

Cylinders, 16 in.; Stroke, 20 in.; Diameter of Driving-wheels, 4 ft. 1 in.; Diameter of Bogie-wheels, 2 ft. 2 in.; Tractive Power, 13,000 lb.; Weight in Working Trim, 57 tons.

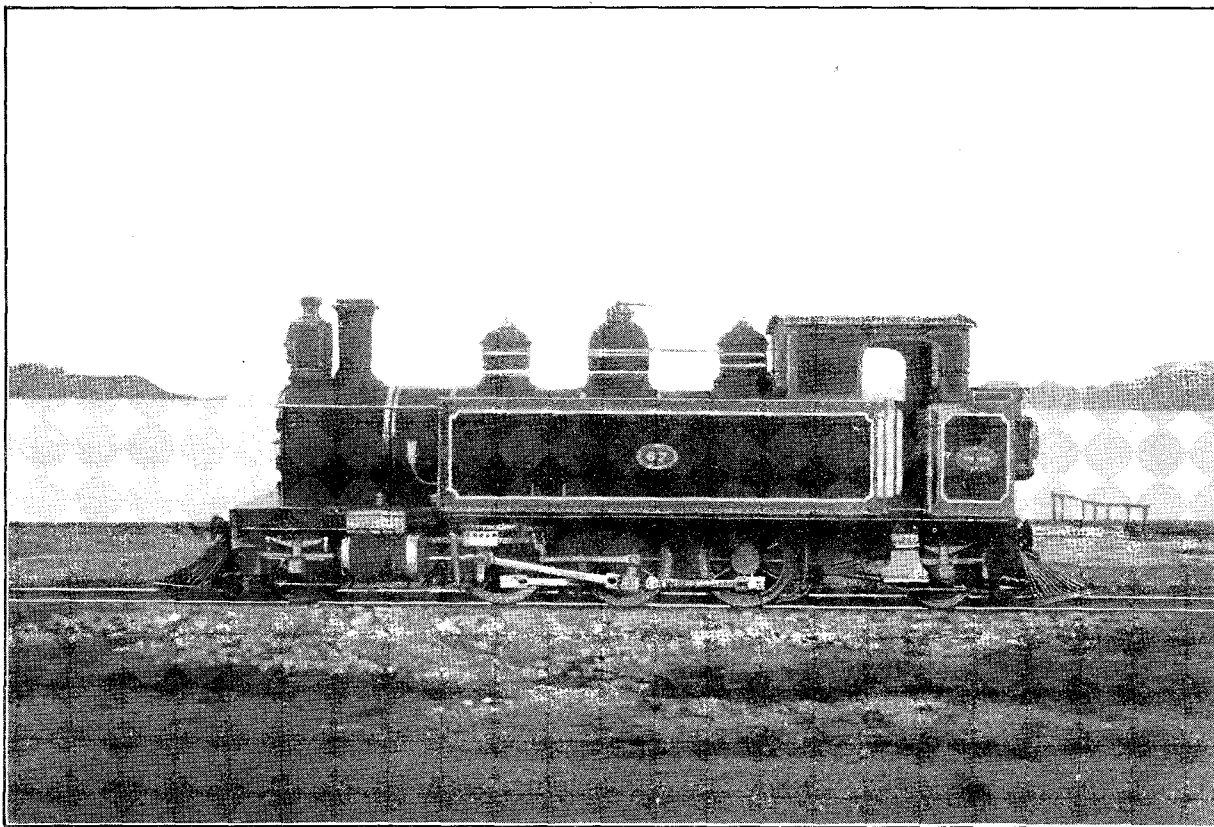
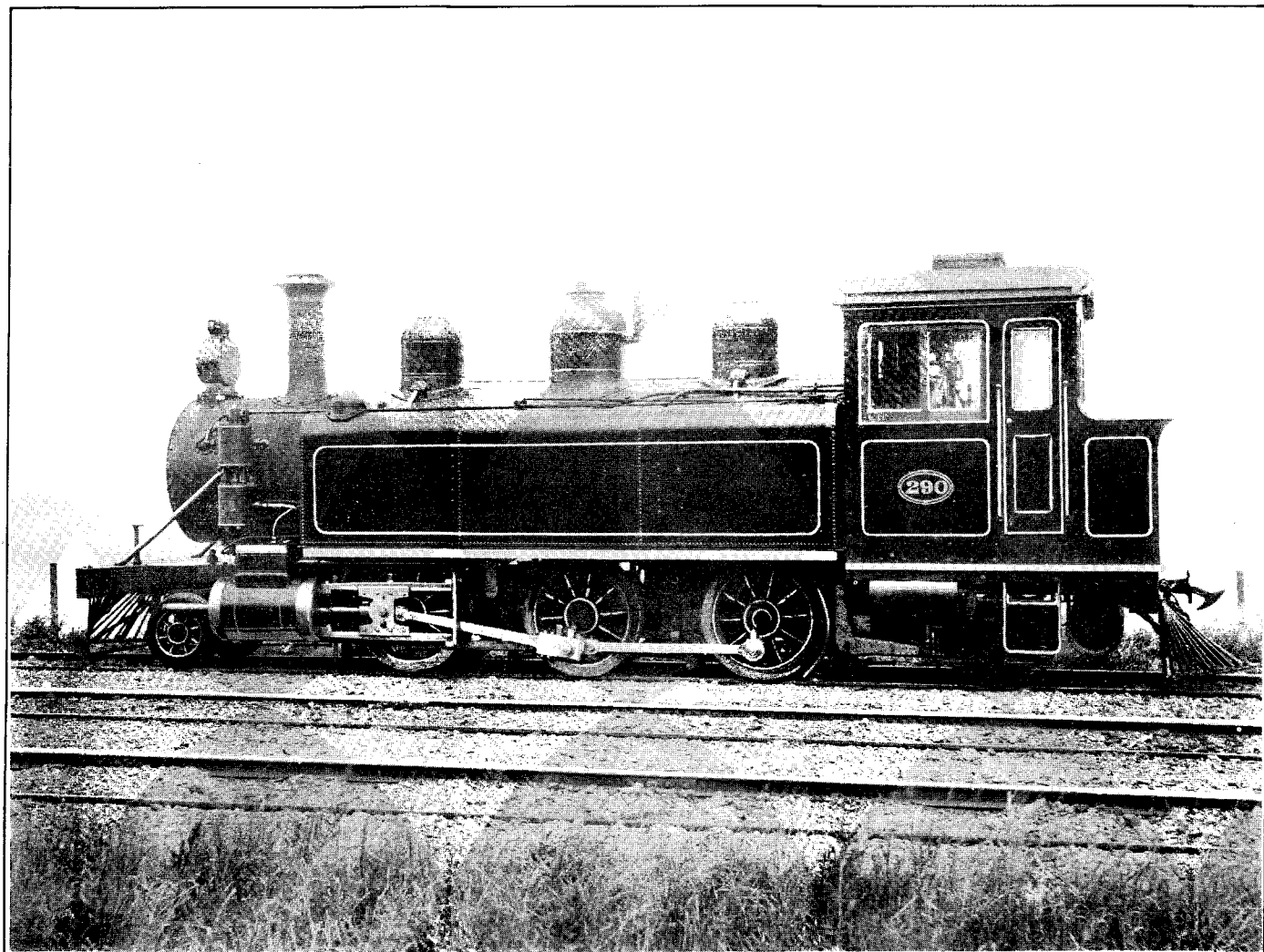


PHOTO LITHOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1939

Goods Tank-locomotive for Heavy Gradients, Class Wa., built in N.Z. Railway Workshops.

Cylinders, 14 in.; Stroke, 20 in.; Diameter of Driving-wheels, 3 ft. 3 $\frac{1}{2}$ in.; Tractive-power, 11,833 lb.;

Total Weight in Working Trim, 37 tons 5 cwt.



Goods Tank-locomotive for Heavy Gradients, Class WA. Built at the Baldwin Locomotive Works, Philadelphia.

Cylinders, 14 in.; Stroke, 20 in.; Diameter of Driving-wheels, 3 ft. $3\frac{3}{4}$ in.; Diameter of Bogie-wheels, 2 ft. 1 in.;
Tractive Power, 11,833 lb.; Weight in Working Trim, 39 tons.

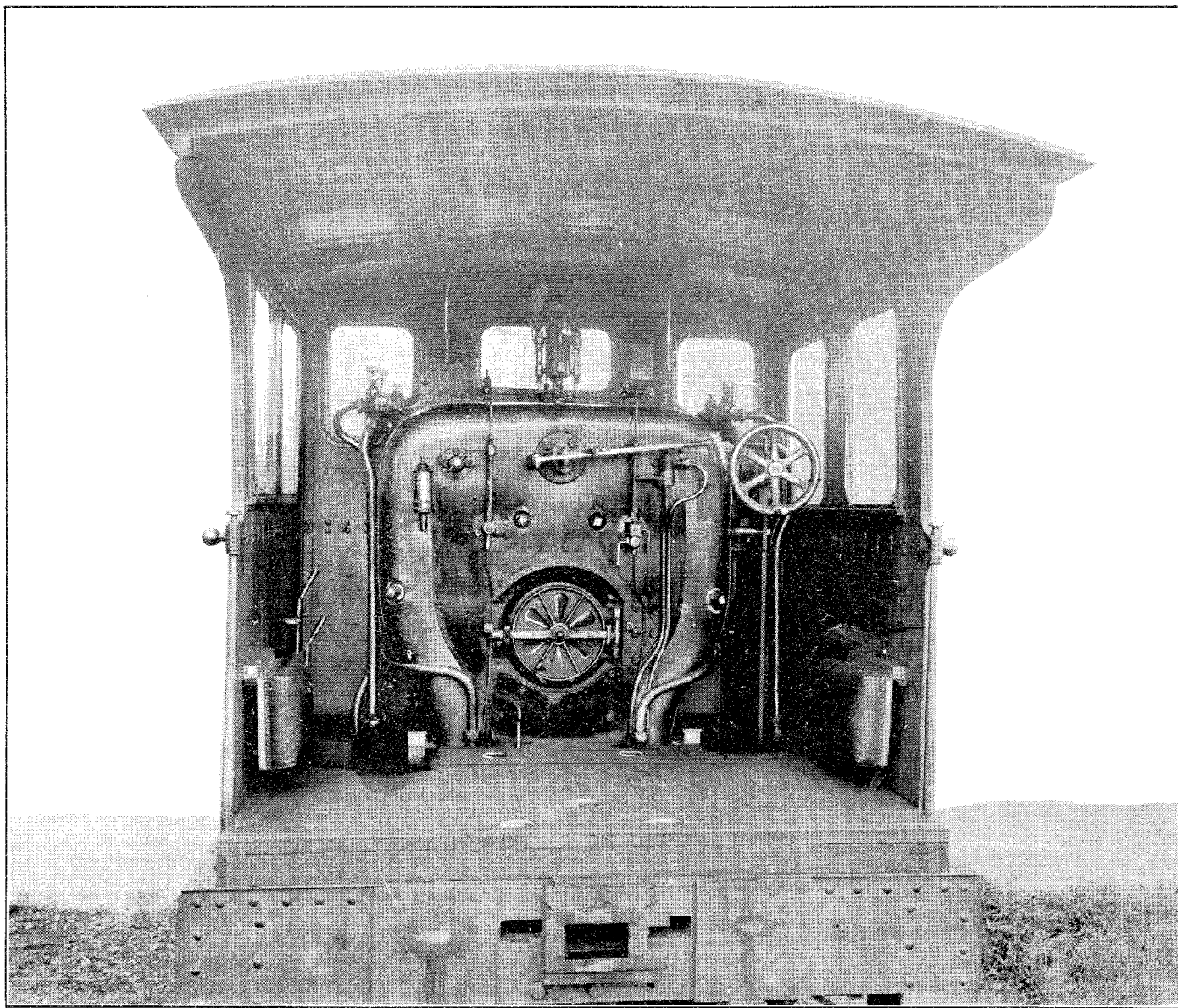
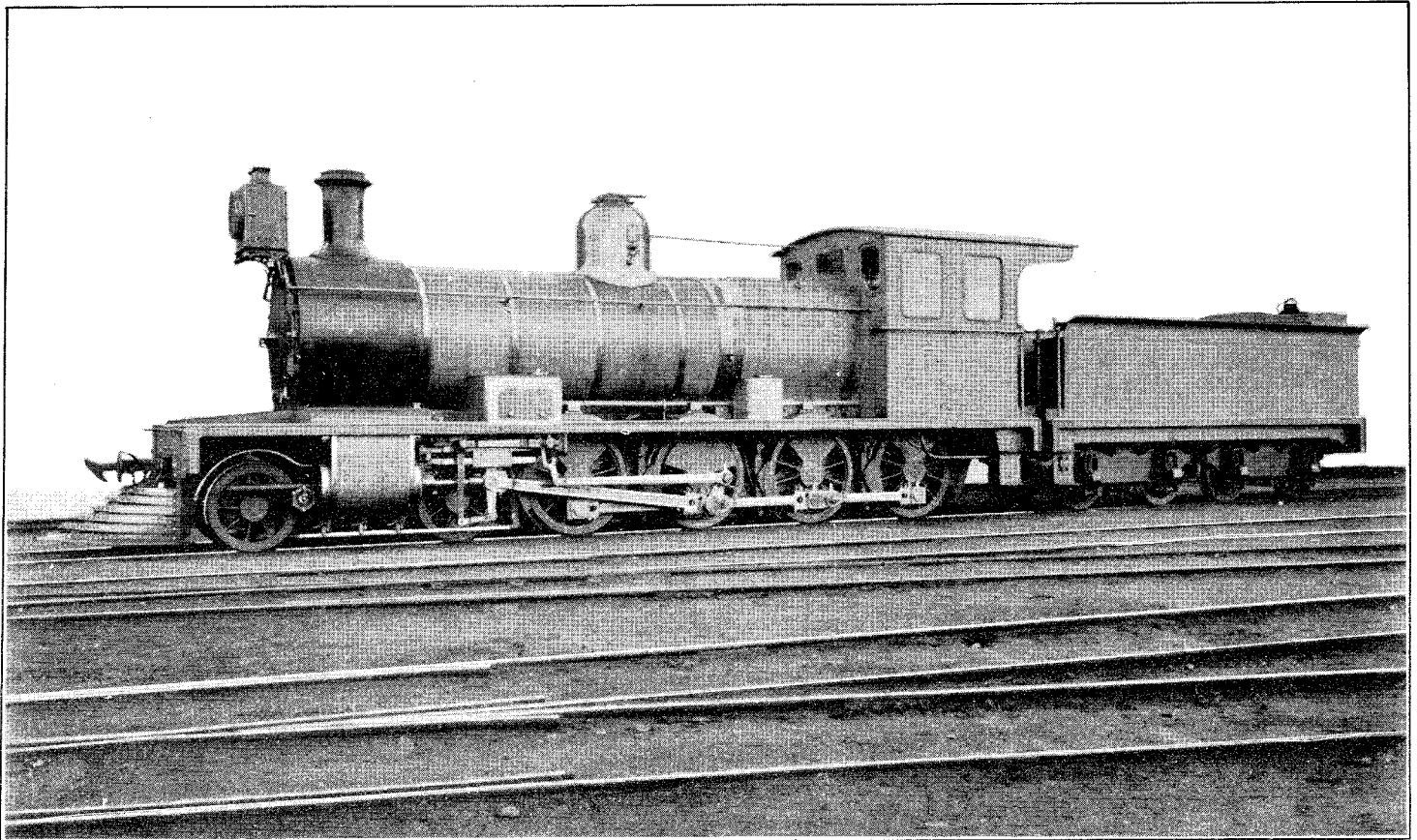


PHOTO LITHOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1895.

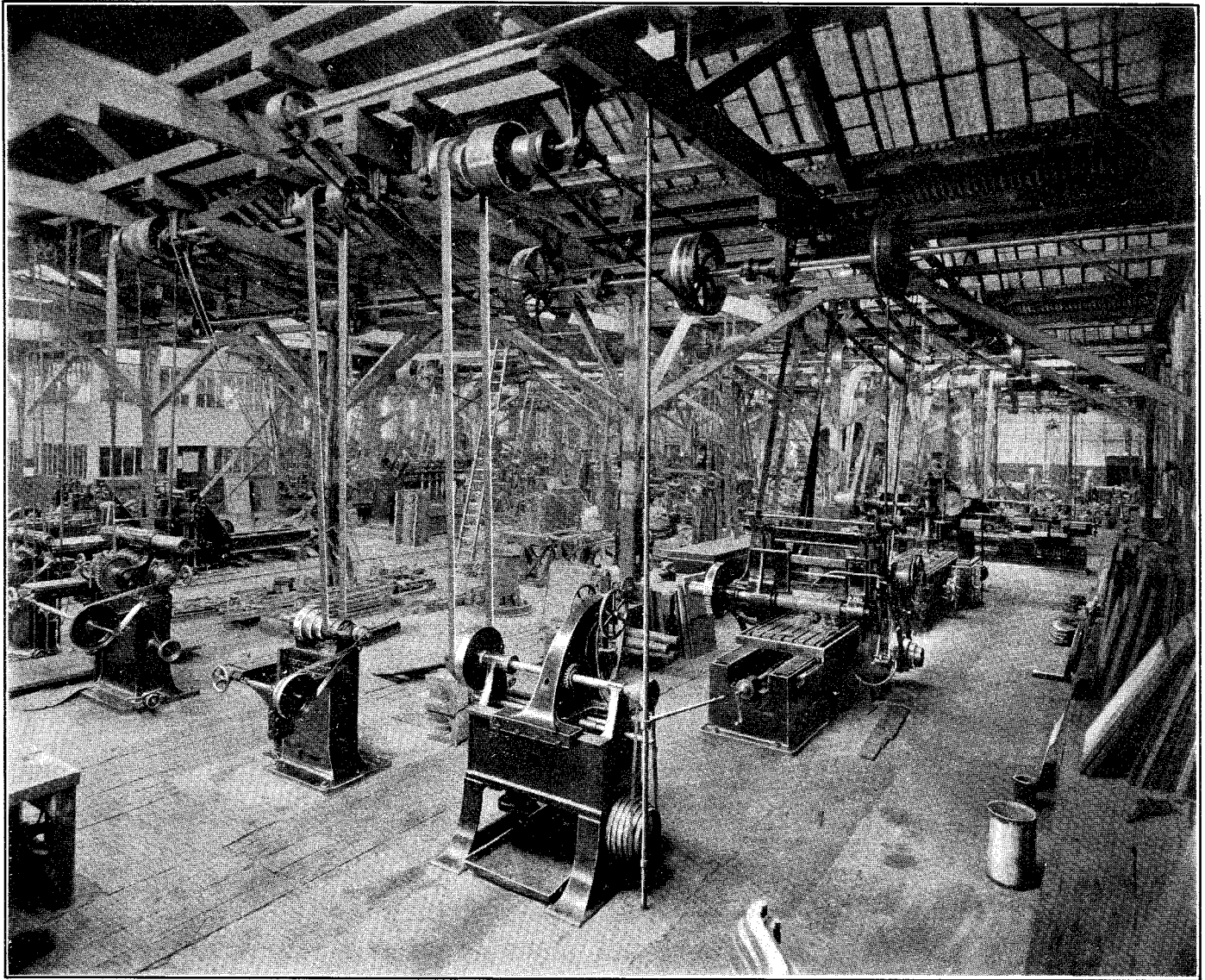
View showing Interior of Cab, Consolidation Locomotive, Class B.



FOOT-LITHOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1923.

Consolidation Locomotive, Class B, built in N.Z. Railway Workshops.

Cylinders, 16 in.; Stroke, 22 in.; Diameter of Driving-wheels, 3 ft. 6 in.; Tractive-power, 17,328 lb.
Total Weight in Working Trim, 65 tons.



Machinery Shop, Addington Workshops.

MAP OF NEW ZEALAND

SHEWING RAILWAYS OPEN FOR TRAFFIC MARCH, 1899.

STATISTICS.

Government Railways open for traffic on 31st March, 1899 ..	2,090 miles.
Private companies' lines ..	177 miles.
Capital cost of Government Railways open on 31st March, 1899 ..	£16,404,076
Revenue from Government Railways, year ending 31st March, 1899 ..	£1,469,865
Expenditure on ..	£929,737
Passengers carried ..	4,955,553
No. of season tickets issued ..	55,027
Cattle, sheep, and pigs carried ..	2,808,623
Tonnage carried ..	2,924,059
No. of miles travelled by trains ..	3,968,708
No. of locomotives ..	293
No. of passenger-carriages ..	550
No. of wagons and brake-vans ..	9,792
Area of colony, square miles ..	105,658
Population, estimated at 31st March, 1899 ..	746,973
Chief Cities:—	
Auckland ..	57,616
Wellington ..	41,758
Christchurch ..	51,330
Dunedin ..	47,280

North Island

Middle Island



S. PERCY SMITH
Surveyor-General

Scale of English Miles.



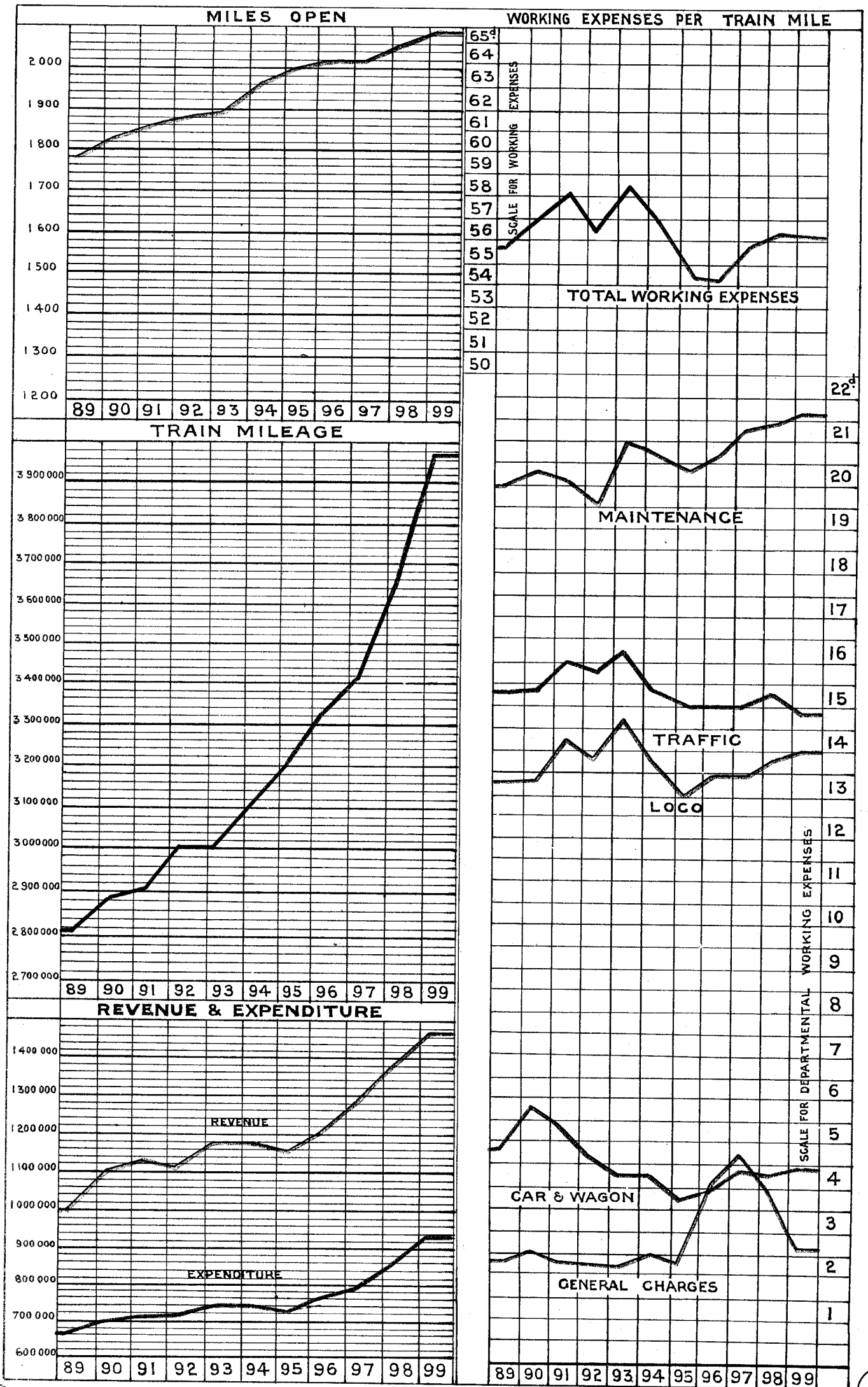
REFERENCE.

Government Railways open for traffic 2,167 miles	—————
Private lines 161 ..	—————
Coach routes	—————
Roads and tracks	—————
Steamer routes	—————

DISTANCES BY RAILWAY.

	Miles
Auckland to Helensville	38
to Rotorua	171
to Mokau	135
to Cambridge	101
to Thames	148
New Plymouth to Wanganui	107
to Napier	276
to Wellington (via W. & M. Railway) ..	251
to (via Rimutaka) ..	301
Napier to Wellington (via W. & M. Railway) ..	199
to (via Rimutaka) ..	215
Christchurch to Culverden	69
to Dunedin	230
Dunedin to Ranfurly	78
to Invercargill	139
to Lawrence	60
to Bluff	158
to Kingston (via Waimea Plains Line) ..	174
to (via Invercargill) ..	226
Bluff to Kingston	104

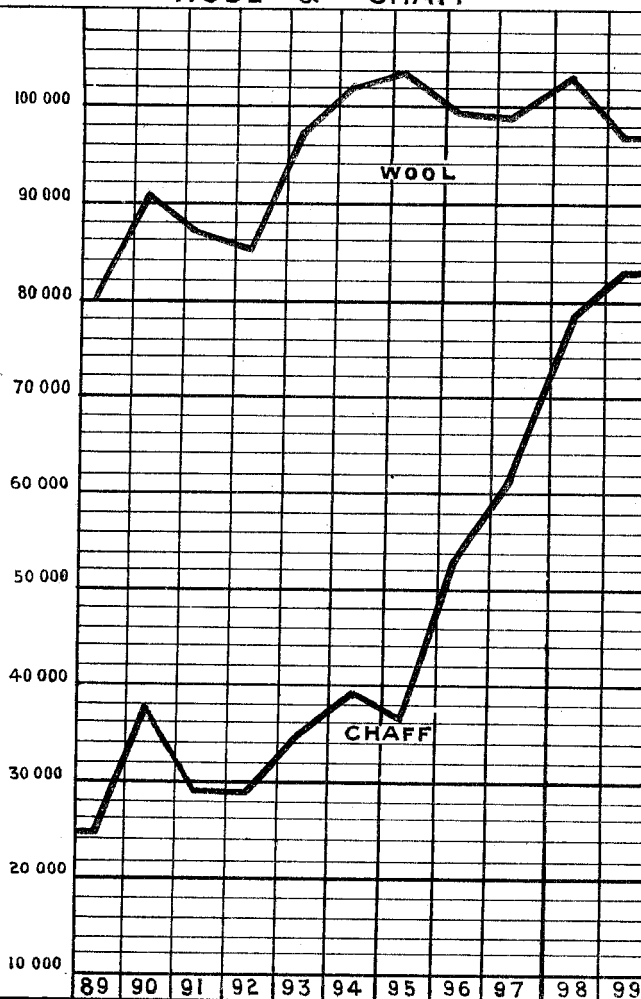
NEW ZEALAND GOVERNMENT RAILWAYS



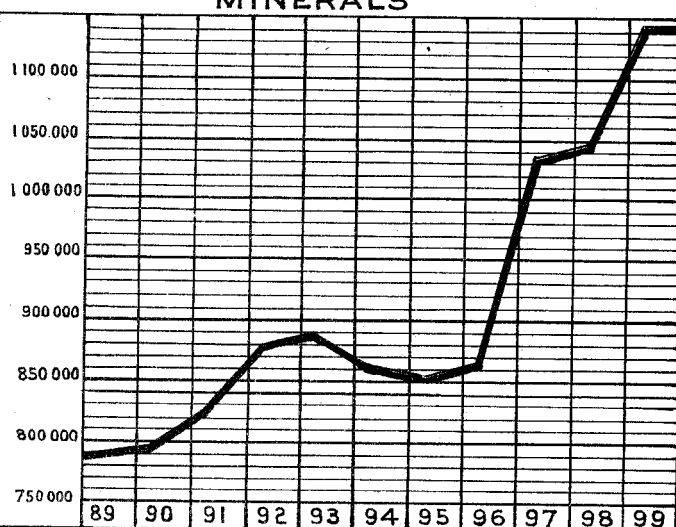
NEW ZEALAND GOVERNMENT RAILWAYS

TONNAGE OF GOODS

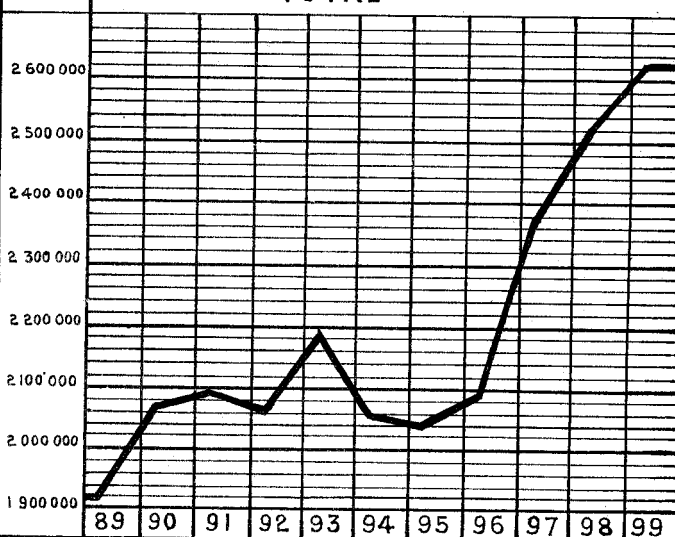
WOOL & CHAFF



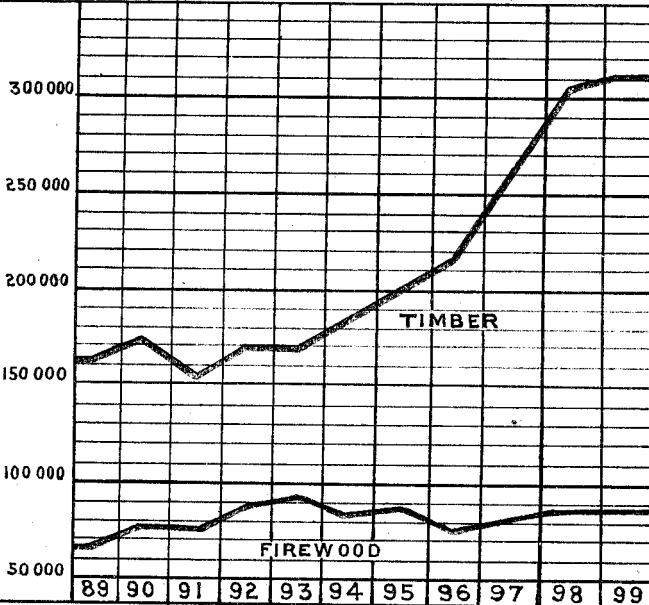
MINERALS



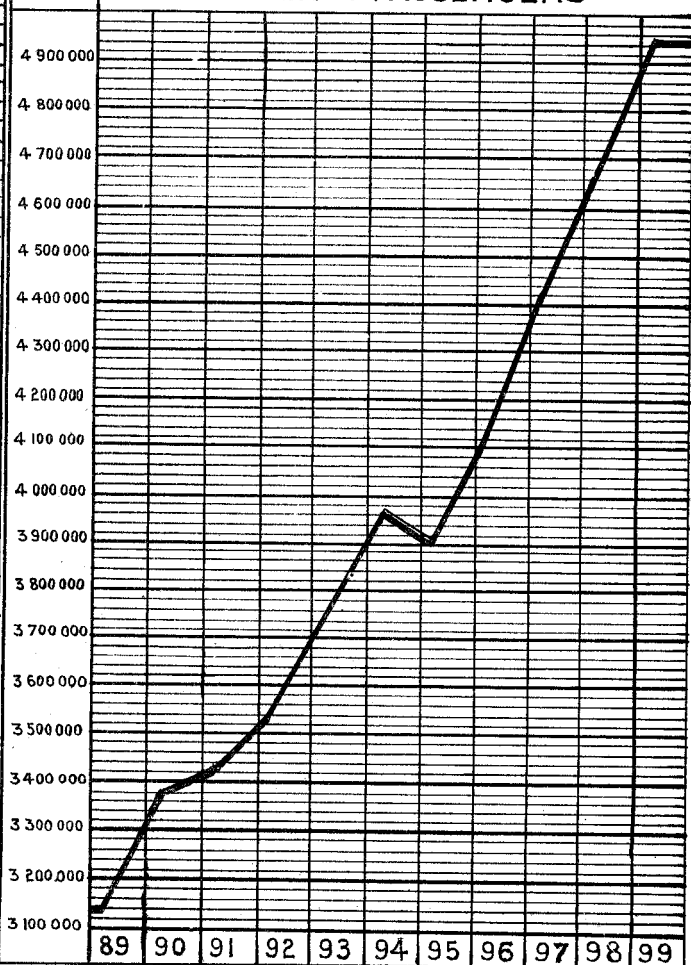
TOTAL



TIMBER & FIREWOOD



NUMBER OF PASSENGERS



GRAIN & MERCHANDISE

