

1900.
NEW ZEALAND.

RAILWAYS STATEMENT.

(17th August, 1900).

BY THE MINISTER FOR RAILWAYS, THE HON. J. G. WARD.

Mr. SPEAKER,—

In presenting this, my first annual Railways Statement, I have great pleasure in announcing that, notwithstanding the fact that for several years past we have become accustomed to phenomenal increases in our railway business, the year 1899–1900 has proved to be the record year for the New Zealand railways; the business carried on and the revenue received not only having exceeded that of any previous year, but the increased receipts of the past year over the immediately preceding year have exceeded all former increases.

It is my earnest desire to so administer this great undertaking that the people of New Zealand will derive the greatest amount of assistance therefrom in developing the resources of the country, and that the convenience, education, and relaxation of our fellow-colonists may be provided for in the best possible manner.

In dealing with the transactions of the year, I shall, in accordance with previous usage, subdivide my remarks as follows: First, general summary of results during the year, 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 2,104, as against 2,090 last year.

The revenue for 1899–1900 has been	...	...	...	£1,623,891
„ 1898–1899	...	...	...	1,469,665
An increase of	...	...	...	<u>£154,226</u>
Increase 1898–1899 over 1897–1898	...	...	...	£93,657
1897–1898 „ 1896–1897	...	...	...	89,850
1896–1897 „ 1895–1896	...	...	...	103,117
1895–1896 „ 1894–1895	...	...	...	32,190
A total increase for the past five years of	...	...	...	<u>£473,040</u>
The working-expenses for 1899–1900 have been	...	...	...	£1,052,358
„ 1898–1899	...	...	...	929,738
An increase of	...	...	...	<u>£122,620</u>
The excess of revenue over working-expenses for 1899–1900 has been	...	...	...	£571,533
„ „ 1898–1899	...	...	...	539,928
Giving an increased net return of	...	...	...	<u>£31,605</u>

The rate of interest earned on the capital cost of the open railways (£16,703,887) has been £3·42 per cent., against £3·29 per cent. last year, as compared with Victoria, £2·96; Queensland, £3·15; South Australia, £3·12; Tasmania, £1·07; New South Wales, £3·83; and Western Australia, £4·55. (See Return No. 15.)

The loss on the Kawakawa Section has been somewhat reduced, viz., from £475 for 1899 to £171 for 1900; and that on the Nelson Section from £3,283 to £1,648. The loss on the Picton Section—£1,723 for 1899—has been converted into a small gain of £145 for 1900.

The net earnings of the following sections have decreased, viz., Whangarei, Kaihu, Auckland, Wellington–Napier–New Plymouth, Grey–Hokitika, and Westport; whilst the net earnings of the Hurunui–Bluff and Grey–Brunner Sections have increased.

Extensions were opened for traffic as follows: Gorge Road to Waimahaka, 6 miles 40 chains, on 9th June, 1899; and Winton to Hedgehope, 12 miles 66 chains, on 17th July, 1899. (See Return No. 22.)

The extension of the line from Paeroa to Thames, opened on 19th December, 1898, is developing business in a satisfactory manner. The land adjoining the railway is being taken up for settlement, and there is every reason to expect an increase of traffic from year to year. The outwards and inwards passengers on this extension realised a revenue of £8,461 12s. 4d.; inwards parcels and goods, £3,396 16s. 11d.; and outwards parcels and goods, £1,074 18s. 11d.

In consequence of the dredging industry, railway receipts from the Otago Central Railway have since 1896 doubled.

The free carriage of lime used on farming lands has now had two years' trial, but, apart from Otago and Southland, where the consumption has doubled, very little advantage has been taken of the concession. The total quantity carried free last year was 12,455 tons. The Government has decided to extend the period of the concession for another year.

The reduction of 20 per cent. in the rates for agricultural produce determined upon last year amounted to a rebate on previous charges of £44,234 for the year.

With a view of improving the train services, I have given instructions that the undermentioned mixed, passenger, and goods services are, so far as intermediate stations are concerned, to be confined as far as possible to purely passenger business, so that shunting at intermediate stations may be restricted. To enable this to be done I have authorised a through goods service between Christchurch and Invercargill, and additional trains between Lumsden and Kingston, Heriot and Waipahi, Christchurch and Southbridge, Waipara and Waikari, Gore and Lumsden, Palmerston North and Waipukurau.

Throughout the colony, all suburban trains arriving at the centres between the hours of 7.30 a.m. and 9.30 a.m., those returning from the centres between the hours of 4 p.m. and 6.30 p.m., and those leaving the centres between 1 p.m. and 2 p.m. on Saturdays, to be purely passenger trains.

The express services between Auckland and Rotorua, and the morning train from Auckland to Waikato, and afternoon train from Waikato to Auckland; the mail trains between Te Aro and Napier, New Plymouth and Palmerston North; the expresses between Christchurch and Dunedin, and Dunedin and Invercargill; the morning train from Masterton to Wellington, and the evening train from Wellington to Masterton, to do no goods-shunting *en route*.

The morning train from Waikari to Christchurch, and the evening train from Christchurch to Waikari, and the 8 a.m. train from Christchurch to Ashburton, except at Rolleston, to do no shunting for goods traffic *en route*.

The morning train from Balclutha to Dunedin, and the evening train from Dunedin to Balclutha, subject to increasing and decreasing the load as required at Mosgiel, to do no goods-shunting *en route*.

The morning train from Riverton to Invercargill, and the evening train from Invercargill to Riverton; the morning train from Winton to Invercargill, and evening train from Invercargill to Winton, to do no goods-shunting *en route*.

Goods-wagons between the terminal stations will be taken by these trains provided punctuality does not suffer thereby, but, as before stated, shunting at intermediate stations will be prohibited.

In consequence of the stationary character of the tourist traffic in the cold-lake district, the Government has been considering the advisability of running, during the summer months, an improved service between Dunedin and Kingston; but much cheaper steamer-fares between Kingston and Queenstown, and between Queenstown and the head of the lake, are necessary to make this a success, as it is useless to expect the business to rapidly expand unless popular prices are charged.

I have given instructions to provide with all possible speed second- as well as first-class lavatory accommodation on all trains outside the suburban areas, and to materially improve the second-class seating accommodation, more especially for the long-distance journeys.

With a view to improving the train services still further, and to make proper provision for meeting the public demands for improved communication and better attention to traders' requirements, more especially in the supply of railway-wagons, I have appointed a Traffic Superintendent for each Island—viz., Mr. A. Grant, of Wellington, for the North Island, and Mr. W. H. Gaw, of Dunedin, for the South Island. It will be the duty of these gentlemen to supervise the running of the train services and outdoor work generally, so as to insure punctuality as well as suitable and satisfactory train services, and also to distribute the rolling-stock in such a manner as to meet the public requirements in the best and most economical manner possible.

Tickets at the Auckland, New Plymouth, Wanganui, Napier, Palmerston North, Wellington, Te Aro, Lyttelton, Christchurch, Ashburton, Timaru, Oamaru, Dunedin, Gore, and Invercargill booking-offices are to be on sale the day prior to as well as on the day required for use, so as to avoid any cause of complaint on account of the limited time allowed in which to procure tickets, and also on account of the crowded state of the booking-offices at these centres.

The Pintsch gas system adopted for lighting our railway-carriages continues to give satisfactory results, and meets with the approval of the travelling public. Five gas-making plants have been erected, seven travelling storeholders built, and 439 cars fitted up, at a cost of £33,450. The total quantity of gas produced amounted to a million and a half cubic feet for the year ending 31st March last.

It has been ascertained that, after providing for working all installations, including interest on and depreciation of fixed plant and car equipment, a saving as compared with kerosene has been effected. The annual charge in the case of gas computed on this basis amounted to £5,550, as compared with kerosene costing £6,160. This result is considered satisfactory, and will improve as the gas-consumption increases.

In order to provide for greater safety and punctuality, the Government has determined to gradually equip the whole of the rolling-stock with the most modern type of the Westinghouse automatic continuous brake. A contract has been let for the North Island stock, to be completed within three years. The express trains in the South Island are simultaneously to be so fitted.

As a further provision of safety, it has also been decided to adopt the electric and ordinary staff systems for train-working, in lieu of the present "train-despatcher" system.

Bills are in course of preparation providing for a consolidation of previous enactments relating to "working railways," for the classification and pay of the staff, and for a superannuation fund on lines similar to those in existence at Home.

Additions to rolling-stock and additions and improvements to the lines and structures at a cost of £247,544 have been made during the year, charged as follows: £218,357 to Capital Account, and £29,187 to working-expenses. (See Return No. 7 for details of capital expenditure.)

Of the 2,361 casual labourers employed in the Traffic Branch and insured against accident at the cost of working-expenses, 58 were injured and received compensation during the year. The cost of premium amounted to £420.

An average of 7,236 men were employed by the department, as compared with 6,413 men during the previous year. (See Return No. 26.)

Forty-two members of the permanent staff resigned, nine died, eight were retired, thirteen were dismissed, and 452 engaged.

Eight appeals against decisions of the department in regard to staff irregularities were heard by the Appeal Boards; five were dismissed, and three were allowed.

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

Of the 1,088 members of the First Division, 528 have obtained certificates as telegraphists, and 446 as competent postal officers.

The cost of the special allowance of wages (6d. per day) to labourers and others in receipt of 6s. 6d. per day amounts, for the year, to £15,352; and increased pay for porters, carpenters, enginemen, firemen, and apprentices, as provided for by enactment (No. 26, 1897), to £2,597.

The Railway Institute and Amalgamated Society of Railway Servants have been unable to agree in regard to regulations providing for the transfer of members of the Second Division to the First Division which would be mutually satisfactory: the Government have therefore advised His Excellency as to regulations throwing the door open to deserving and qualified members on the following terms:—

Promotions may be made from the Second to the First Division in the following manner:—

Specially qualified members of the Second Division, Class 1, Traffic, may be promoted to Subdivision 4 of the First Division as coaching, goods, and wharf foremen, and timber-checkers.

Members of the Second Division, Class 1, Traffic, in receipt of not less than 6s. 6d. per diem, and with not less than six years' service, shall be classified as eligible for promotion to Subdivision 4 of the First Division as Stationmasters of the 5th Subclass, on an equality with clerks in the 7th Subclass of the First Division, on the following basis: The date on which eligible members of Class 1, Second Division, first receive not less than 6s. 6d. per diem, and clerks not less than £100 per annum, shall determine the order of promotion:

Provided that no member of the Second Division shall be so promoted unless he—(a) produces a certificate from a duly qualified Inspector or teacher (at the option of the department) of the Education Department that he possesses an education equal to the Sixth Standard of the Government schools; (b) that the General Manager or Assistant General Manager certifies that he has passed the examination provided for in clause 14, subclause (1), of the regulations, and that two members of Subdivision 2, nominated by the General Manager, certify that he is competent by reason of merit, ability, and qualifications to perform the clerical and outdoor duties of a Stationmaster in the 5th Subclass.

Members of the Second Division who have been or may be permanently physically injured in the service may, at the discretion of the General Manager, and subject to the provisions of clause 27 of the regulations, be promoted to Subdivision 3 of the First Division as clerks of the 7th Subclass; but no such member shall be so promoted unless he produces a certificate from a duly qualified Inspector or teacher (at the option of the department) of the Education Department that he possesses an education equal to the Sixth Standard of the Government schools; that the General Manager or Assistant General Manager certifies that he has passed the examinations provided for in clause 14, subclause (1), of the regulations; and that two members of Subdivision 2, nominated by the General Manager, certify that he is competent by reason of merit, ability, and qualifications to perform the duties of a 7th Subclass clerk.

Members may be promoted from Class 2, Second Division, to Class 2 of Subdivision 4, and to Class 2 of Subdivision 3 of First Division; also from Class 3 of Second Division to Class 3 of Subdivision 4, and to Class 2 of Subdivision 3 of First Division.

Return No. 27 is a statement of the personal accidents for the year; and, as this return has from time to time been the subject of criticism, it becomes

necessary to explain that every personal accident, no matter how caused, is enumerated. The accidents which occur to men working at the bench, or when engaged in loading ships or railway-wagons, are included, as well as accidents to persons neither employed upon nor in transit by railway, such as trespassers or persons crossing the railway-lines. No deductions from this return can be of any value which ignore the nature and cause of accident as set forth.

2. EARNINGS.

As before stated, the revenue for the year ending 31st March, 1900, amounted to £1,623,891, an increase over the previous year of £154,226. The estimate was £1,475,000, which, in view of the large freight-reductions made on 1st April, 1899, was as high as prudence would allow. It is a matter for much congratulation that the estimate has been exceeded by £148,891.

The receipts per train-mile have increased—namely, from 7s. 5d. for 1898–99 to 7s. 9d. for 1899–1900.

The number of passengers (exclusive of season- and commutation-ticket holders) who have travelled is 5,468,284, or 512,731 more than last year; 8,308 more season tickets have been sold. The revenue from passengers exceeds that of last year by £39,468. The number of passengers increased 10 per cent., and the revenue $8\frac{1}{4}$ per cent.

Taking the year 1883–84 as a basis, it is a remarkable fact that the first-class passengers have increased by only $22\frac{1}{2}$ per cent., and the second-class passengers by not less than $79\frac{3}{4}$ per cent. It is well to bear this factor in mind when making provision for the future. The difference would be much greater were the year 1897–98 taken for the purpose of comparison with 1883–84, first-class being under 8 per cent. increase and second-class nearly 53 per cent., so that the prosperity would appear to have induced more first-class travel during the past two years. None the less it is evident that the tendency is towards one class of carriage, as already exists in the case of tramways and omnibuses.

The revenue from excursion fares continues to increase: 657,323 tickets were sold last year, producing £100,907, an increase of £9,896 over previous year and £43,428 over 1896. School excursions show a falling-off. (See Return No. 11.)

The revenue derived from parcels, luggage, and mails was £68,488, as compared with £66,418, an increase of £2,070. Parcels increased by 34,743 in number.

In the Goods Department, 3,251,716 tons, including equivalent weight of live-stock, has been carried, producing a revenue of £1,040,383, an increase of 507,274 tons and £112,689 over last year. This enormous increase is mainly due to the bountiful harvest in the South Island, and which was carried at freight rates averaging 20 per cent. below those ruling in the previous year. This factor is very noticeable when the relation between earnings and expenses is taken into consideration.

The number of sheep carried was 2,523,787, as compared with 2,518,233 last year, an increase of 5,554.

There are increases in the goods traffic for wool, firewood, timber, grain, merchandise, and minerals. Chaff, &c., shows a decrease.

Reductions in fares and charges as set forth in Return No. 32 have been authorised. The most important reductions are for stallions on circuit, stud stock for breeding purposes, butter, cheese, grain, flour, potatoes, and other agricultural produce, and small lots of goods under 1 cwt.

The business in the southern portion of the North Island still continues to expand, the increased receipts from the Wellington–Napier–New Plymouth Section amounting to £29,500, or nearly $7\frac{1}{2}$ per cent.

In response to numerous inquiries and recommendations, the check-luggage system was introduced during the year, but so far the public have not made use of the system to any extent. For long journeys and large quantities of luggage the check system is an admirable one, but passengers on short journeys with a portmanteau only regard the procuring of a check as troublesome, and in

Australia similar results have been experienced where the check-luggage system has been in force for many years.

With a view to developing the business between Wellington and Blenheim *via* the Government line of railway, arrangements were made in August of last year to book through by sea and rail, with most satisfactory results, the revenue from that line having exceeded that of any previous year.

3. EXPENDITURE.

The expenditure for working has absorbed 64·80 per cent. of the revenue, an increase of 1·54 per cent. over the rate for the previous year (63·26). This increasing ratio is a marked feature of late years. In 1896–97 the ratio was 61·35; in 1897–98, 62·30; and in 1898–99, 63·26. Increased repairs and renewals of track and rolling-stock, higher wages, shorter hours of duty, and lower fares and freights give these inevitable results. The present ratio does not, however, approach that for the year 1886–87, when the expenditure absorbed 69·99 per cent. of the revenue.

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

			1899-1900.	1898-99.
In the Traffic Department	...	...	£262,552	£244,933
" Locomotive Department	...	...	372,097	305,212
" Maintenance Department	...	...	394,619	357,189
Management...	...	...	47,717	44,318
			<u>£1,076,985</u>	<u>£951,652</u>
Less credit recoveries...	...	...	24,627	21,914
			<u>£1,052,358</u>	<u>£929,738</u>

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

			1899-1900.	1898-99.
Traffic ...	...	...	16·17	16·67
Locomotive ...	...	...	18·20	15·75
Car and wagon repairs ...	...	...	4·71	5·01
Maintenance of way ...	...	...	24·30	24·30
Management { Head Office	...	...	0·95	1·01
{ Departmental offices	...	...	1·98	2·01
			<u>66·31</u>	<u>64·75</u>
Less credit recoveries	...	...	1·51	1·49
			<u>64·80</u>	<u>63·26</u>

The train-miles run for 1899–1900 were	...	...	...	4,187,893
As compared with 1898–99	...	...	...	3,968,708
Increase	...	...	...	219,185

Additional train services between Palmerston North and Takapau, Auckland and Frankton, Forest Hill Branch train service, extension of Seaward Bush train service, as well as permanent additions to the train services of minor importance, account for 89,165 miles of this increase. The balance of the increased train-mileage is due to extra trains run to overtake the increased excursion and grain traffic.

The working-expenses on account of locomotive power have increased from £231,532 in 1898–99 to £295,542 in 1899–1900—an increase of £64,010.

The cost per train-mile for locomotive charges has increased from 14·00 per train-mile in 1898–99 to 16·93 in 1899–1900, due to payment of the Rakaia accident claims, and replacing old engines with new.

Of the total amount charged to working-expenses under the head of “Locomotive power,” £16,903, fairly chargeable to capital, has been spent on new locomotives and conversions.

Car and wagon repairs cost £76,555, as compared with £73,680 in 1898–99.

Of the total amount charged to working-expenses under the heading of “Carriage and wagon repairs,” £7,215 has been spent upon new work fairly chargeable to capital.

The cost of maintenance of the line, bridges, buildings, and other structures has still further increased—viz., from £357,189 in 1898–99 to £394,619 in 1899–1900—an increase of £37,430. Of this increased amount £460 has been spent on the Whangarei Section, due to strengthening bridges and renewals of track; £8,706 on the Auckland Section, due to strengthening bridges and renewals of track; £15,671 on the Wellington–Napier–New Plymouth Section, due to renewals of track; £12,340 on the Hurunui–Bluff Section, due to renewals of track; £589 on the Grey–Hokitika Section, due to bridge repairs and renewals of track; and £840 on the Picton Section, due to renewals of rails and sleepers, and wharf-repairs.

The cost per mile of railway for maintenance has advanced from £172·92 in 1898–99 to £187·99 in 1899–1900, or £50 per mile per annum in excess of the amount spent in 1894–95.

A sum of £5,069 for additions and improvements to the lines and structures has been debited to the working-expenses for maintenance of way which might fairly be charged to capital.

The Head Office expenditure is only £647 over that of last year, and in relation to the revenue is actually less.

The departmental offices cost £2,752 more than last year, due to extra staff, scale increases, and retiring-allowances.

The Stores Branch purchased during the year stores to the value of £492,500, distributed as follows: General stores, £225,000; coal and coke, £70,000; timber, £53,000; sleepers, £76,000; permanent-way material, £60,000; stationery, £8,500. A staff of sixty-nine men were employed in the work of accounts and distribution.

4. EXPENDITURE FOR ADDITIONS TO OPEN LINES.

The sum of £218,357 has been charged to Capital Account on account of additions to the rolling-stock, and improvements to the permanent-way and structures.

Of this amount, £154,157 has been expended on additional rolling-stock, conversions of rolling-stock, car-lighting, and workshop machinery. This rolling-stock consists of 11 locomotives, 33 carriages, 11 brake-vans, 42 bogie wagons, 419 four-wheel wagons, 1 steam crane, 350 tarpaulins, all completed on the 31st March last; 5 locomotives, 66 carriages, 13 brake-vans, 46 bogie wagons, 473 four-wheel wagons, and 200 tarpaulins, incomplete, but in hand on the 31st March last.

Included in the amount charged to Capital Account is a sum of £64,200, expended on account of additions and improvements to sidings, bridges, telegraphs, interlocking apparatus, signals, workshops, station buildings, dwellings, loading-banks, stock-yards, and water-services. Many of our stations are being entirely rebuilt: Aramoho, Clinton, and Oamaru are cases in point.

The following gives the rolling-stock on 31st March, 1895, and 31st March, 1900:—

					31st March, 1895.	31st March, 1900.
Locomotives	...	...	...	...	269	304
Cars	...	...	...	...	498	577
Brake-vans	...	...	...	...	204	220
Wagons	...	...	...	...	8,264	10,075
Tarpaulins	...	...	...	...	5,477	7,460

and the following the tractive power of the engines and carrying capacity of cars and wagons:—

		Engines' Tractive Power in Pounds.	Wagons' Carrying Capacity in Tons.	Cars' Seating Accommodation: Seats.
31st March, 1895	...	1,835,489	50,861	17,455
31st March, 1900	...	2,407,279	63,778	22,090

The following is a summary of the work carried out in the New Zealand Government railway workshops during the past five years, and is additional to ordinary repairs to locomotives, carriages, and wagons:—

Locomotives	Built new	...	...	14	Rebuilt	...	...	6
Locomotive boilers	"	...	...	59				
Crane boilers	"	...	...	19				
Carriages	"	...	...	93	Converted and rebuilt			63
Brake-vans	"	...	...	15	"			31
Wagons	"	...	...	2,004	"			524
Tarpaulins	"	...	...	5,240				
Points and crossings	"	...	...	383				

The capacity of the workshops is not equal to existing requirements ; the Government therefore contemplate making extensive additions, so as to obviate any necessity for importation.

5. MIDLAND RAILWAY: RESULTS OF WORKING.

The revenue for the year ending 31st March, 1900, for the Midland Railway amounted to £22,248, and the expenditure to £19,035, giving a credit balance of £3,213.

Compared with the previous year, the revenue shows an increase of £2,044, and the expenditure a decrease of £5,013. (See Appendix F.)

Last year accrued local rates to the amount of £2,975 were paid off; this year the rates paid amounted to £1,217.

New rolling-stock to the value of £2,704 was paid for last year, but no liabilities under this heading have been incurred this year. Flood-damages, to which this line is peculiarly liable, have been trivial as compared with the damage done in the previous year.

The extension from Belgrove to Motupiko, which was opened on 1st March, 1899, gives very unsatisfactory results. The receipts from this portion of the system for year ending 31st March, 1900, amount to £884, and the expenditure to £1,520, showing a loss of £636, in addition to interest charges on capital cost.

CONCLUDING REMARKS, AND FORECAST.

Following on the lines of the policy laid down in 1896—that, a 3 per cent. return having been secured from the railways, substantial reductions both in passenger fares and freight for colonial products shall be made—the Government determined, as soon as the financial results for the year 1899–1900 were known, to make reductions to the extent of £75,000, on the basis of the past year's business.

Previous reductions have included school-excursion fares, holiday fares, sheep rates, agricultural produce, frozen meat, butter, cheese, milk, firewood, lime, chaff, manures, and scrap-iron, totalling £294,239 in value on 31st March last. It was therefore deemed right that the travelling public generally should now receive substantial consideration. The Government therefore decided to reduce the ordinary passenger fares, and with this end in view have adopted (on 24th June) a passenger-rate scale fixed on the basis of 1½d. per mile first class and 1d. per mile second class. This gives a lower average rate for travel than in any of the Australian Colonies or in England. In this connection it will be interesting to compare the average fares in the following countries :—

United States of America	...	...	...	1-28d. per mile.
England	...	...	...	{ 1st class ... 2-00d. "
				{ 2nd class ... 1-00d. "
Prussia	...	...	...	1st class ... 1-50d. "
Austria	...	...	...	1st class ... 1-50d. "
France	...	...	...	1st class ... 1-66d. "
New Zealand	...	...	...	{ 1st class ... 1-50d. "
				{ 2nd class ... 1-00d. "

Representations have been made that our fares should be still further reduced, but a prudent policy will not allow of this being done. The probable effect of reductions on our revenue has to be considered, or we may be compelled, after reducing, to increase our fares, as Austria and Hungary have done on two occasions since the introduction of their Zone tariffs.

Some exception has been taken to the practice of charging double single fares for return journeys; but the principle is sound, and no exception should be taken to it, as shown in the following table giving examples of fares at Home as compared with New Zealand fares for similar distances :—

COMPARISON of FARES charged on Midland Railway and Great Northern Railway, England, and New Zealand Government Railways.

Miles.	From	To	Midland, England.				Equal Distances in New Zealand.			
			First Single.	First Return.	Third Single.	Third Return.	First Single.	First Return.	Second Single.	Second Return.
290	London ..	Carlisle ..	£ s. d. 2 0 6	£ s. d. 4 1 0	£ s. d. 1 4 2½	£ s. d. 2 8 5	£ s. d. 1 16 4	£ s. d. 3 12 8	£ s. d. 1 4 3	£ s. d. 2 8 6
127	" ..	Derby ..	0 17 0	1 14 0	0 10 7	1 1 2	0 16 0	1 12 0	0 10 8	1 1 4
96	" ..	Leicester ..	0 13 0	1 6 0	0 8 0½	0 16 1	0 12 1	1 4 2	0 8 1	0 16 2
47	" ..	Bedford ..	0 6 7	0 13 2	0 3 11½	0 7 11	0 6 0	0 12 0	0 4 0	0 8 0
123	" ..	Nottingham	0 16 4	1 12 8	0 10 3	1 0 6	0 15 6	1 11 0	0 10 4	1 0 8
90	Liverpool ..	Birmingham	0 13 0	1 6 0	0 7 6	0 15 0	0 11 4	1 2 8	0 7 7	0 15 2
118	" ..	Rugby ..	0 17 5	1 14 10	0 9 10	0 19 8	0 14 10	1 9 8	0 9 11	0 19 10
88	" ..	Derby ..	0 12 3	1 4 6	0 7 4½	0 14 9	0 11 1	1 2 2	9 7 5	0 14 10
58	Manchester	" ..	0 7 8	0 15 4	0 4 10	0 9 8	0 7 4	0 14 8	0 4 11	0 9 10
86	"	Leicester ..	0 11 5	1 2 10	0 7 2½	0 14 5	0 10 10	1 1 8	0 7 3	0 14 6

Miles.	From	To	Great Northern, England.				Equal Distances in New Zealand.			
			First Single.	First Return.	Third Single.	Third Return.	First Single.	First Return.	Second Single.	Second Return.
155	London ..	Doncaster ..	£ s. d. 1 3 0	£ s. d. 2 6 0	£ s. d. 0 12 11½	£ s. d. 1 5 11	£ s. d. 0 19 6	£ s. d. 1 19 0	£ s. d. 0 13 0	£ s. d. 1 6 0
188	" ..	York ..	1 7 0	2 14 0	0 15 8	1 11 4	1 3 7	2 7 2	0 15 9	1 11 6
76	" ..	Peterborough	0 11 3	1 2 6	0 6 4	0 12 8	0 9 7	0 19 2	0 6 5	0 12 10
105	" ..	Grantham ..	0 15 10	1 11 8	0 8 9	0 17 6	0 13 3	1 6 6	0 8 10	0 17 8
129	" ..	Lincoln ..	0 18 10	1 17 8	0 10 9	1 1 6	0 16 3	1 12 6	0 10 10	1 1 8
185	" ..	Leeds ..	1 5 9	2 11 6	0 15 5½	1 10 11	1 3 3	2 6 6	0 15 6	1 11 0
58	" ..	Huntingdon	0 8 9	0 17 6	0 4 10½	0 9 9	0 7 4	0 14 8	0 4 11	0 9 10
31	" ..	Hitchin ..	0 5 0	0 10 0	0 2 7½	0 5 3	0 4 0	0 8 0	0 2 8	0 5 4

The real question at issue is, "Are our return fares low enough?" The comparisons given amply prove that we have reduced to the lowest rate possible with prudent finance.

Amongst other reductions, the rates for season and sectional tickets have been reduced; cheap day return fares have been adopted between the principal centres and ports; workmen's weekly two shilling season tickets instituted under proper conditions; the issue of tourist tickets throughout the year authorised; racehorses, hunters, and polo ponies carried free on return journeys; fish empties carried free; freight on goods from centres to ports reduced; salt for dairy use reduced.

Trains for workmen reaching destination before 8 a.m. have been provided at all the principal centres.

The Government are advised that, in consequence of the great increase of business, and the altered conditions under which it is carried on, the rolling-stock is inadequate to meet the settlers' requirements, and immediate steps are being taken to largely augment the carriage and wagon stock.

Annual intercolonial conferences having been instituted for Australasian Railways, the Government have made arrangements for the New Zealand Railways to be represented, believing that discussion and an interchange of ideas will result in improved working.

In the Railways Statement for last year it was pointed out that the increased business demanded that the equipment of the lines should be added to and improved. During the recess I have gone very fully into the matter, and have consulted with the general and branch officers in meeting assembled at Wellington. I have satisfied myself that immediate steps must be taken to largely increase the rolling-stock, also to enlarge and improve the station- and yard-accommodation, including the building of head offices for the Railway Department in Wellington; also to relay the principal lines with heavier rails, and to provide more efficient brake-power and safety appliances, such as electric staff apparatus, interlocking, and increased telegraph facilities. This must now be undertaken on a comprehensive plan, and the Government therefore propose during the ensuing five years to carry on the works as set forth in the following table:—

Details.	Amounts required.					
	1900-1.	1901-2.	1902-3.	1903-4.	1904-5.	Totals.
	£	£	£	£	£	£
Additions and improvements to stations	50,000	50,000	50,000	50,000	50,000	250,000
Rebuilding and strengthening bridges	20,000	20,000	20,000	20,000	20,000	100,000
Improvements of line (curves and gradients)	20,000	20,000	20,000	20,000	20,000	100,000
Signals and telegraphs	40,000	40,000	40,000	40,000	40,000	200,000
Dwellings, additions and improvements	4,400	4,400	4,400	4,400	4,400	22,000
Workshops, additions	12,000	12,000	12,000	12,000	12,000	60,000
Relaying	24,000	24,000	24,000	24,000	24,000	120,000
Respacing sleepers	8,000	8,000	8,000	8,000	8,000	40,000
Fencing	7,000	7,000	7,000	7,000	7,000	35,000
Wharves, additions and improvements	9,400	9,400	9,400	9,400	9,400	47,000
Ballast plant and ballast sidings	9,000	9,000	9,000	9,000	9,000	45,000
Water-services	1,880	1,880	1,880	1,880	1,880	9,400
Additional locomotives	55,305	35,389	35,389	35,389	35,389	196,861
Additional cars and cost of conversions	52,388	32,470	32,470	32,470	32,470	182,268
Additional wagons, brake-vans, travelling cranes, and cost of converting existing four-wheeled brake-vans to bogies	143,558	123,642	123,642	123,642	123,642	638,126
Additional machinery and electric light for workshops	8,069	8,069	8,069	8,069	8,069	40,345
Automatic continuous brake for existing stock	35,000	94,750	94,750	94,750	27,750	347,000
Automatic continuous brake for additional stock to be built	..	..	..	..	67,000	67,000
Totals	500,000	500,000	500,000	500,000	500,000	2,500,000

To enable the work to be carried on continuously authority will be necessary to carry the votes over from year to year until the works are completed and the votes exhausted, and legislation will be introduced to give effect to this.

As foreshadowed in last year's Statement, the continued rapid expansion of traffic on our railways has now rendered the duplicating of those portions of our lines between Auckland and Penrose, Wellington and Lower Hutt, Christchurch and Rolleston, Port Chalmers, Dunedin, and Mosgiel, and Milton and Clarkesville, a necessity and provision will be made for starting the most important and urgent of these works forthwith.

Taking into consideration the reductions in fares and freights recently gazetted, I estimate the revenue for the year ending the 31st March, 1901, at £1,560,000, and the expenditure at £1,046,000.

The usual reports and returns are attached to this Statement.

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FOR 1899-1900.

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- B. REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT.
- C. REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.
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APPENDICES.

APPENDIX A.

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

N.Z. Government Railways, Head Office,

SIR,—

Wellington, 30th June, 1900.

I have the honour to report upon the working of the open railways for the financial year ended 31st March, 1900.

The capital cost has increased from £16,404,076 to £16,703,887.

The revenue has been £1,623,891, against £1,469,665 last year, an increase of £154,228.

The net revenue has been £571,533, against £539,928 last year, an increase of £31,605.

The expenditure has been £1,052,358, against £929,738, an increase of £122,620.

The expenditure per cent. of revenue £64·80, as compared with £63·26 last year.

The rate of interest earned on capital cost—£3 8s. 5d., as compared with £3 5s. 10d. last year.

The revenue per train-mile, 7s. 9d., and the cost per train-mile, 5s., as against 7s. 5d. and 4s. 8d. respectively last year.

The following extensions have been opened during the year:—

	M.	ch.
Gorge Road to Waimahaka	6	40
Winton to Hedgehope	12	66
Total	19	26

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

The passenger traffic shows an increase of 512,731 passengers and 8,308 season tickets, the increased revenue derived therefrom being £39,468. 582,704 holiday excursionists have travelled, yielding a revenue of £96,154.

43,455 scholars and teachers, and 31,164 parents and friends, travelled by school and factory excursions, yielding a revenue of £4,752.

There has again been a large increase in the goods and live-stock traffic—viz., 503,815 tons. The revenue from goods and live-stock has increased by £103,646.

Cattle and calves have increased in number 9,185; sheep, 5,554; and pigs by 1,537 head. Wool has increased by 7,225 tons; firewood, 5,088 tons; timber, 24,411 tons; grain, 343,962 tons; merchandise, 57,577 tons; minerals, 71,345 tons. Chaff and lime have decreased 5,792 tons.

Ten locomotives have been imported from Sharp, Stewart, and Co., of Glasgow, during the year, and are giving satisfaction.

The building of new carriage and wagon stock is still keeping all the railway workshops very busy. Our workshops are, however, quite unable to keep pace with the demand for rolling-stock. It will therefore be necessary to import both carriages and wagons, in addition to placing orders with New Zealand firms.

A contract has been entered into with the Westinghouse Brake Company (Limited) for the fitting of the Westinghouse automatic brake complete to the locomotives, cars, brake-vans, and wagons on the Wellington–Napier–New Plymouth and Auckland sections of the New Zealand railways, the company to provide all patent parts and material, and to perform all the work necessary in connection with the fitting of the brake to the rolling-stock. An order has also been given for the supply of the fittings necessary for equipping the through trains on the Hurunui–Bluff section with the Westinghouse brake, and on arrival of the material the brakes will be fitted in the departmental workshops.

Dining-cars commenced running on the express trains between Dunedin and Christchurch on the 21st December last. They are proving a convenience to travellers, and have met a long-felt want. The cooking apparatus is heated by compressed gas.

Arrangements are now being made with a view to applying the staff system of working, both ordinary and electric, to our railway lines.

The traffic is developing rapidly, and a very large capital expenditure will now require to be provided for in order that the appliances and accommodation necessary for dealing with the business in a satisfactory manner may be provided.

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, 1899-1900.

SIR,—

Locomotive Superintendent's Office, Wellington, 4th May, 1900.

I have the honour to report on the working of the Locomotive Department for the year ending the 31st March, 1900.

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant have been maintained in good working condition, and improvements have been made as they suggest themselves.

The following new locomotives were provided during the year:—

Description.	How charged.
One Class B locomotive (goods type), built at Addington	Additions to open lines.
Four Class B locomotives (goods type), imported from Great Britain	"
Two Class U locomotives (passenger type), built at Addington	"
Three Class U locomotives (passenger type), imported from Great Britain	"
One Class Wa locomotive, built at Hillside	"
Three Class U locomotives (passenger type), imported from Great Britain	Working-expenses.

Three old double Fairlie Class E locomotives, which have been in service since 1875, have been written off, and have been replaced by three Class U locomotives imported from Great Britain.

Following the discussion which has already taken place, it will be necessary to order more Class U locomotives from Great Britain, also some Class Wa locomotives from America.

During the year the tractive power has been increased 10·4 per cent., of which increase 9·1 per cent. has been charged to "Additions to open lines," and 1·3 per cent. to working-expenses.

The new locomotives, locomotive conversions, and boiler renewals in hand in the workshops, and the new locomotives under order from Great Britain, will still further increase the tractive power 14·8 per cent.

The additional train-mileage run during the year has been 219,185 miles = 5·52 per cent.; and the engine-mileage 363,200 miles = 6·94 per cent.

Considerable inconvenience still exists on account of the restrictions upon locomotive runs. This should be remedied as soon as possible by making the permanent-way and structures more than equal to all locomotives.

The replacing of old types of locomotives with those of more modern design should be pushed forward, more especially as the altered conditions (on account of increased traffic) require locomotives of a heavier type.

The following additions have been made to the workshops during the year: Lean-to building for interlocking gear, timber-drying room, iron-foundry, pattern-store, and additions to blacksmiths' shop at Petone. Further additions to the principal shops are most necessary, and the machine shop at Addington should be rearranged at an early date.

Additional car and wagon stock is still necessary to meet traffic requirements and to allow of the proper attention to the existing stock.

Shelter-sheds for carriages should be available at all the principal places.

Arrangements have been made with the Westinghouse Brake Company to fit all the rolling-stock on the Wellington-Napier-New Plymouth and Auckland Sections with their automatic brake. Also, fittings for equipping the through trains on the Hurunui-Bluff Section have been ordered, and will be fitted by the department at the workshops.

The following additions to plant have been made during the year: Two sewing-machines, one mortising-machine, three heavy drilling-machines, one plate-edge planing-machine, one three-cylinder blowing-engine, one firebox drilling and tapping machine, four small drilling-machines, one small wheel lathe, one multiple drilling-machine (four spindles), one 10 cwt. steam-hammer, two punching and shearing machines, one 96-horse-power Babcock and Wilcox boiler, one lapping and grinding machine, one Root's blower, two rivet-forges, one emery tool-grinder, one cutter and twist-drill grinder, one planer-knife grinder, one overhead travelling crane, one cupola, two tanite grinders, two capstan lathes, one firebox bottom ring and frameplate milling-machine, one plate furnace, one springmaker's furnace, one set of heavy plate-bending rolls, one heavy screwing-machine, and four lathes (screw-cutting).

Some valuable tools are now under order, and may be expected during the next year.

More tools of modern type should be ordered as early as possible.

The additional workshops and new machinery have enabled the boiler renewals and repairs to be brought up to a better position than before. At the end of the financial year boilers were ready for fitting into 4 H, 5 LA, and 2 M locomotives; also work is in hand for 4 B, 2 C, 1 K, 1 R, 1 T, and 2 Wa locomotives. There are also seventeen new crane-boilers ready to replace old ones.

During the year ninety-nine cars, three bogie covered goods-vans, and four bogie brake-vans were fitted for use of compressed gas—making a total of 431 cars, four bogie covered goods-vans, and four bogie brake-vans fitted to date. Two travelling storeholders for gas have also been fitted to bogie platform-wagons, and two additional gas storeholders have been erected in the gasworks, Dunedin.

On account of the difficulty in obtaining tradesmen, coupled with the limited workshop accommodation, machinery, and stores, it has been necessary to work some of the shops overtime.

Steps have been taken to light the Petone Workshops with electricity. This should be extended to all of the workshops.

The work of seating second-class cars with cushions has been put in hand.

On account of the difficulty experienced in procuring iron castings it was found necessary to build a foundry at Petone. This is now in working order.

Three dining-cars for use on the Hurunui-Bluff Railway have been completed during the year, the cooking being done by compressed gas, which is the only instance in the colonies.

Seven hundred and ninety-eight car, van, wagon, and crane axles have been renewed during the year. This work should be pushed forward.

With a view to insure greater safety on the Fell incline, nickel-steel crank axles have been ordered for the Fell locomotives.

The following table gives particulars of repairs, &c., to locomotives for the year:—

—				Number.	Class of Engine.
Number passed through shops ...	...	...	...	254	1 A, 9 B, 6 C, 17 D, 3 E, 42 F, 14 FA, 2 G, 10 H, 26 J, 5 K, 2 L, 3 LA, 2 M, 12 N, 7 O, 7 P, 14 R, 2 S, 8 T, 22 U, 7 V, 3 W, 26 WA, 2 locomotives for Castlecliff Railway Company, 1 locomotive for Kaitangata Coal and Railway Company, and 1 locomotive for Public Works Department.
Built new ...	...	...	...	4	1 B, 2 U, and 1 WA.
Erected ...	...	...	...	10	4 B and 6 U (imported from Great Britain).
Converted ...	...	...	...	1	L to LA.
Thoroughly overhauled ...	...	...	...	33	2 C, 4 D, 1 E, 7 F, 2 FA, 1 G, 2 H, 2 J, 1 K, 2 M, 1 N, 1 P, 4 R, 1 V, 1 W, and 1 locomotive for Public Works Department.
Heavy repairs ...	...	...	...	84	1 C, 5 D, 1 E, 16 F, 5 FA, 1 G, 3 H, 12 J, 4 K, 2 LA, 3 N, 5 O, 2 P, 5 R, 1 S, 5 T, 3 U, 5 V, 4 WA, and 1 locomotive for Castlecliff Railway Company.
Light repairs ...	...	...	...	122	1 A, 4 B, 3 C, 8 D, 1 E, 19 F, 7 FA, 5 H, 12 J, 2 L, 8 N, 2 O, 4 P, 5 R, 1 S, 3 T, 11 U, 1 V, 2 W, 21 WA, 1 locomotive for Castlecliff Railway Company, and 1 locomotive for Kaitangata Coal and Railway Company.
Painted and varnished ...	...	...	...	52	1 B, 3 C, 5 D, 9 F, 2 FA, 2 H, 7 J, 1 LA, 2 M, 1 N, 1 O, 3 R, 3 T, 4 U, 3 V, 4 WA, and 1 locomotive for Castlecliff Railway Company.
Touched up and revarnished ...	...	...	...	79	4 B, 1 C, 2 D, 14 F, 6 FA, 6 J, 4 K, 1 L, 1 LA, 1 N, 4 O, 3 P, 7 R, 1 S, 2 T, 12 U, 3 V, 6 WA, 1 W.

Five Class B heavy consolidation locomotives for goods traffic are being built at Addington.

Three Class WA locomotives for mixed traffic on heavy grades are being built at Hillside, to replace one Class A, one Class C, and one Class D locomotives, which are unsuitable for further service.

The conversion of six Class L locomotives to LA and six Class F locomotives to FA is in hand.

The following table gives particulars of repairs, &c., to locomotive boilers for the year:—

Year ending 31st March, 1900.	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 ...	163	17	48	90	32	32	2	5	7	5	45

Twenty-five 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	33	11	387	42	350
Working-expenses	...	...	...	...	...
Westport Harbour Board	...	...	54	...	...
	33	11	441	42	350

In addition to the above, thirty-two Class P wagons have been converted to twenty-two Class L and ten Class X wagons, the cost of conversion being charged to "Additions to open lines."

Carriage Repairs and Rebuilding.—650 carriages passed through shops, thirty-three new Class A cars were built, and eight four-wheel and seventeen six-wheel old-type cars were condemned and replaced by twenty new bogie cars, Class A.

The following table gives particulars of repairs, &c., to carriages for the year:—

—	Number.	Class of Car.
Number passed through shops	650	509 A, 69 B, 53 C, 19 D.
Erected new	33	33 A.
Rebuilt	...	...
Converted	20	14 C to 10 A, 3 C to 3 B, 8 D to 7 A.
Thoroughly overhauled	46	39 A, 1 B, 3 C, 3 D.
Heavy repairs	144	118 A, 18 B, 8 C.
Light repairs	407	302 A, 47 B, 42 C, 16 D.
Wholly painted and varnished	213	173 A, 21 B, 14 C, 5 D.
Touched-up and revarnished	177	148 A, 12 B, 17 C.
Fitted with standard draw-gear	28	27 A, 1 B.

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

Brake-van Repairs and Rebuilding.—266 brake-vans passed through shops. Eleven new bogie vans have been built.

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

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	266	11	...	...	13	68	174	77	31	1

Thirteen new bogie vans are in hand.

Wagon Repairs and Rebuilding.—5,522 wagons passed through shops.

Forty-two bogie wagons and 441 four-wheeled wagons were built.

The following table gives particulars of repairs, &c., to wagons for the year:—

Description.	Number passed through Shops.	Erected new.	Rebuilt.	Converted.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched-up.	Fitted with Standard Draw-gear.
Wagons	5,494	483	69	92	111	1,732	3,007	1,380	1,512	233

The following new work is in hand: Forty-six bogie and 473 four-wheeled wagons.

The following table gives particulars of repairs, &c., to tarpaulins for the year :—

Description.	Number passed through Shops.	New.	Condemned and replaced.	Repaired.
Tarpaulins	6,267	350	778	5,139

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

Type.	Number passed through Shops.	Erected new.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched-up.	Boiler-repairs.					
								New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.	New Boiler.
Hand-cranes ...	22	...	2	8	13	4	1	...	...	...	...	...	...
Steam-cranes ...	20	2	1	6	11	4	2	...	...	...	3	8	18
Stationary engines	14	...	1	1	11	2	...	...	1	1	1	...	...
Hoisting-engines	...	...	...	...	...	...	...	...	...	...	...	...	...
Hydraulic engines	1	...	...	...	1	...	...	...	...	...	...	...	...
Totals ...	57	2	4	15	36	10	3	...	1	1	4	8	18

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.
1899-00	4,187,893	5,596,261	d. 16·93	d. 4·39	d. 21·32*
1898-99	3,968,708	5,233,061	14·00	4·46	18·46

* Included in the expenditure producing this result is £36,107 6s. 11d. charged to the working-expenses of Locomotive Department on account of claims arising from the Rakaia accident of 11th March, 1899, and £11,179 for new locomotives. These items increase the cost in pence per train-mile by 2·71d., but without this extraordinary expenditure the cost would have been 18·61d. per train-mile.

The slight increase over last financial year therefore becomes purely nominal, and is due to increments paid to members under the classification schedule, to the vigorous prosecution of conversion of locomotives, carriages, and wagons to more suitable types, the reboiling of locomotives and cranes with boilers of improved designs and higher working-pressures, and to the charging of works to working-expenses for which funds were not provided out of loan.

I have, &c.,

The General Manager, New Zealand Railways,
Wellington.

T. F. ROTHERAM,
Locomotive Superintendent.

APPENDIX C.

ANNUAL REPORT ON THE MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 28th June, 1900.

I have the honour to submit the following report on the maintenance of the New Zealand Railways for the year ending 31st March, 1900 :—

Permanent-way.—The track generally has been maintained in fair condition. In most districts there is a tendency to an increased speed of trains to provide greater facilities for the public, necessitating a higher standard of maintenance.

During the year sixty-four miles of the main running lines has been renewed with heavier rails, chiefly 56 lb. per yard.

The advisability of providing a stronger rail for the lines of heavier traffic has been considered, and one of 70 lb. to the yard has been adopted as a standard for these lines.

More rapid relaying of our light lines is a question for serious deliberation, as the increase of traffic demands engines of greater power, for which the 30 lb. and 40 lb. rails are unsuitable. The faster speeds also are a factor which must not be overlooked.

Sleeper renewals show a slight advance on last year's figures, and the consumption, although heavy, is not likely to be much reduced for some years to come. A more extended use of hardwood sleepers will be economical, and as the supply of native timber is failing it will be found necessary to import from Australia, where exceptionally good timber for the purpose is to be had.

In December last flood-damage occurred in various parts of the Invercargill section, particularly in the Waipahi district, but on most of the lines there was an unusual freedom from damage through slips and floods.

In the Auckland District considerable expenditure is being incurred in draining a slip and building a stone retaining-wall to replace a timbered opening at the north end of Parnell Tunnel. This is a work of some magnitude, and is being spread over two or three years. The excavated material, together with a quantity purchased, has been used for reclaiming upwards of 2 acres of the department's land in Mechanics' Bay.

Bridges.—These have been maintained in safe order. A large part of the year's expenditure for bridge-work was due to strengthening structures for carrying heavier loads, which in the ordinary course should be a charge to capital account, but so far has been debited to working-expenses. A sum of £13,000 was spent for this purpose, and charged to ordinary maintenance.

The following are the principal works of bridge-repairs and reconstruction which have been carried out during the year:—

Auckland District: Bridge No. 66, near Frankton, filled in, and several small bridges entirely renewed in ironbark.

Wanganui District: The reconstruction of the bridge over the Rangitikei River was completed and opened for both road and railway traffic. Bridge-strengthening in this district has been so far advanced as to allow the running of heavier classes of engines north to Hawera.

Wellington-Napier District: The reconstruction of the Piri Piri Viaduct is fairly well forward. The concrete piers and abutments have been for some time completed, and the preparation of the necessary ironwork by the contractors is in hand.

The two new bridges at the Waitangi wash-out were completed, and trains are now running over the reconstructed line.

A large number of bridges have been strengthened to enable heavier engines to run, but some time must elapse before all the structures will be fit for the heaviest class of locomotives now in use in some parts of the district.

Christchurch District: The reconstruction of the Ashburton, Waihao, and a large number of smaller bridges has been completed.

Dunedin District: The principal work executed during the year was the strengthening of the Waitaki and Clutha bridges, and rebuilding the Waiareka Creek bridge.

Invercargill District: A total of eleven bridges were rebuilt to the standard.

General.—Ordinary repairs have been carried out as necessary on the smaller structures in all districts.

Water-services.—Additions to these services were made where most urgently needed. Further demands are being constantly received for extensions, and other services will have to be increased during the current year.

Signals.—The former signal-engineer, Mr. Johnson, retired from the service in December last. As his successor, Mr. Wynne, had not an opportunity of making himself fully conversant with the work of the year, I have not called upon him for a report.

Much delay has occurred from the want of materials, and we have been unable to make good progress with the erection of signals at officered stations on this account. The interlocking, to which but little has yet been done, will I hope be placed on a more satisfactory footing, and be pushed on faster during the present year.

Wharves.—With the exception of the reconstruction of the Nelson Wharf, which has been in hand during the year, no works of importance were carried out.

Buildings.—The Aramoho and Clinton Station-buildings were burned down; the former has been rebuilt and the latter is in hand.

Ordinary repairs have been effected where necessary.

Miscellaneous Improvements.—The principal works done during the financial year and charged to working-expenses were as follows:—Erection of turntable, Cambridge; picket-fencing at Thames and Shortland; alterations to signals and siding extension, Palmerston North; extension of platform, Patea; approaches to Rangitikei Bridge; additions to District Offices, Wellington; improving lighting of Christchurch Station and yard, and Dunedin goods-yard; beach-protection at Timaru; road-approach, Dunedin goods-yard; platform and siding, Wingatui Racecourse; siding extension, Fairdown; floodgates, Blenheim; ten velocipedes for Wellington District; fourteen portable huts for Wellington and Dunedin Districts; other works include additions and improvements to a large number of dwellings; additions and improvements to several station-buildings, platforms, roads water-services, stockyards, drains; and siding extensions. The total cost of works charged under this head is £5,069.

Additions to Open Lines.—The principal works in hand were as follows:—

Helensville—Crane on wharf. Mercer—New house. Tirohia—Platform. Frankton—Road; coal and water-service. Ngaruawahia—Verandah. Waihou—Goods-shed and loading-bank. Te Kumi—Stockyards. Waikumete—Goods-shed. Newmarket—Extension traverser-pit. Pukehohe—Improvements goods-shed. Kirikiri Creek, Thames Branch—Flood-openings. Auckland—Reclamation Mechanics' Bay. Mount Smart Ballast-pit, Drury, Paeroa—Improvements to water-services. Te Aroha, Mamaku, Tuakau—Improved station-accommodation. Te Aroha Bridge—Interlocking. Morningside—Lowering grade. Palmerston North—Drainage; new crane. Aramoho—New station and buildings (part); stockyard. Patea, New Plymouth—Signals. Wanganui, Waitotara, Feilding—Increased station-accommodation. Turakina, Marton, Kai Iwi—Water-service improvements. Hawera—Siding extension and stockyards. Ball Road—Goods-shed. Halcombe—Ladies' waiting-room, &c., and fencing station-yard. Midhurst—Station road. Wellington—Station improvements and interlocking; drainage stationmaster's house. Petone—Additions to workshops. Kaitoke, Summit—Clearing slopes of rocks. Upper Hutt—Verandah; water-service improvements. Masterton—Signals. Tutaekara, Farndon, Mangatera, Waipawa—Im-

provements stockyards, &c. Cross Creek—Library and reading-room. Carterton—Verandah; station improvements. Tahoraiti—Siding. Kaitoke—Siding extension and interlocking. Piripiri—Viaduct (part). Napier—Station improvements. Christchurch—New goods-offices (part); coaling-crane; improvements Park Street crossing. Ashburton—New platform approach. Fairfield—New station. Timaru, Tinwald, Rangitata, Rolleston, Morven—Additional sidings. Lyttelton—Crane; siding extension. Rangiora—Additional sidings; 2,000 gallon vat; signals. Lincoln—Addition to station-building. Orari—Luggage-room and loading-bank. Clinton—New station-building (part). Oamaru—New station; stone protection at Esplanade; coaling-crane. Waitaki Bridge—Strengthening (part). Upper Waitaki Bridge—Protective works. Clarendon—Loading-bank. Pukeuri—Road-approach. Waitati—Turntable and siding. Hillside—Workshops extension. Port Chalmers—Fish-loading stage; tunnel gongs. Pelichet Bay—Public level-crossing. Kensington—Level-crossing gates. Dunedin—Loading-bank. Allanton—Siding extension. Otago Central Railway—Lightening rock cuttings. Winton—Additions to station-building; signals; verandah. St. Patrick's—New station. McLean's Crossing—New Station. Invercargill—Over-bridge; additions to goods-shed; junction for Seaward's Bush Branch. Athol—Stockyards and siding. Pukerau, Waikaka—Flood-openings. Wilson's Crossing—Siding extension. Woodlands—Station improvements. Otautau, Orepuki—Additions to station-building. Whangarei—Office for Inspector. Kaihu—Latrines. Westport—Additional sidings; extension of smithy and iron-rack; water-service improvements. Granity—Goods-shed. Fencing line and strengthening bridges, Westport Section. Nelson—Improvements goods-shed.

General: Seven new houses have been provided and thirty-two added to and improved; and seven platforms and verandahs extended. Several telegraph and telephone services were purchased, and additions, &c., were carried out in various districts. The total cost of works charged under the heading of "Additions to Open Lines" is £64,200.

Expenditure.—The total expenditure for maintenance was £392,141, or an increase of £38,195 over that of the previous year, being at the rate of £186 per mile of railway.

There were increases on the following items:—

	£
1. Track-surfacing, amounting to	8,923
2. Track-renewals, amounting to	32,273
3. Bridge repairs and renewals, amounting to	3,529

Or a total of ... £44,725

There were decreases on other heads, making the net increase £38,195. The additional amount for track-surfacing was due to the higher rate of wages, extra mileage, and a slight proportionate increase in the number of men employed. The second item was mainly due to greater length of relaying, being seventeen miles more than the quantity laid during the previous year, and to the higher prices of materials.

The comparatively large expenditure on maintenance of our lines may be attributed to the necessity of providing a more substantial class of railway to meet the expansion of traffic. This affects both the bridges and the track. Our railways were originally of a temporary character as regards the structures and permanent way, and fit only for light engines and light traffic. Locomotives which have been imported in recent years require stronger structures and track. This practically means providing a higher class railway; and it seems only equitable that a portion of the expense so incurred should be debited to a capital account, and not to ordinary maintenance. If this principle were applied to the past year's expenditure, the following amounts might fairly be so charged:—

	£
For improvement of sixty-four miles of track	20,000
For strengthening bridges	13,000
For miscellaneous improvements...	5,069

Total ... £38,069

The ordinary maintenance would then be relieved and reduced to a more reasonable amount.

My predecessor in his last annual report (year ending the 31st March, 1899) referred very fully to this matter, and he also furnished tables setting forth future proposals for renewals of track and structures. It is therefore not necessary for me to enter further into the question than to urge that it receive the consideration it demands.

Mileage.—The total mileage open for traffic on the 31st March, 1900, was 2,103 miles 16 chains. The following lines having been added during the year:—

	M. ch.
Gorge Road to Waimahaka on the Seaward Bush Branch	6 40
Winton to Hedgehope on the Forest Hill Railway	12 66
Total	19 26

Private Sidings.—Eleven new sidings were granted making the total at the 31st March, 1900, 264, with an annual rental of £4,437.

Leases.—New leases issued amounted to 311, the total number current at end of year being 1,600, with an annual rental of £15,399.

Staff.—The working-staff was 2,345 and office-staff 79, making a total of 2,424.

Mr. J. H. Lowe, who for some twenty-seven years had been employed in the service, retired in July last; from which date the charge of the maintenance branch was placed in my hands.

I append the usual returns.

I have, &c.,

JOHN COOM, Chief Engineer.

The General Manager, New Zealand Railways.

APPENDIX D

SIR,—

Stores Manager's Office, Wellington, 30th June, 1900.

I have the honour to report that the value of stores on hand on the 31st March, 1900, at the various depots amounted to £109,303 9s. 4d., as against £109,934 15s. 3d. on the 31st March, 1899.

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 E.

REPORT ON CONDITION OF THE MIDLAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 28th June, 1900.

I have the honour to submit the following report on the maintenance of the Midland Railways :—

Jackson and Reefton Lines.—These have been maintained in fair order. No relaying has been required or carried out, but the ballasting is somewhat in arrear, and this work must be overtaken during the current year.

A considerable sum has been expended on protective works on the bank of the Big Grey River, at 16½ miles on Reefton line, and on the bank of the Poerua Creek from 21 miles to 24 miles on Jackson line.

Several bridge-piers and abutments on both lines have been protected by stone facing against scour by floods. Although this railway on the West Coast is subject to heavy floods, the damage done last year was not excessive. The protective works erected at the various river-crossings have had a most beneficial effect.

Springfield Section.—This has been maintained in good order, and no special works have been done or required.

Motupiko Section.—The track has been maintained in fair condition, but the ballasting, as on the West Coast section, has been allowed to fall into arrear.

During the winter months the cuttings on the Spooner's Range grade gave a good deal of trouble, as the boulders loosened by the frost came down in large quantities and took much time to remove.

I have, &c.,

The General Manager, New Zealand Railways.

JOHN COOM, Chief Engineer.

SIR,—

Locomotive Superintendent's Office, Wellington, 7th May, 1900.

I have the honour to report upon the Midland Railway for the year ending the 31st March, 1900 :—

Locomotives.—During the year two Class LA locomotives were thoroughly overhauled, two received heavy and one light repairs, whilst two were painted and varnished to standard. Four Class LA locomotives received light boiler repairs.

Carriages.—Three carriages received a thorough overhaul and one heavy repairs. Three carriages were painted and varnished to standard.

Brake-vans.—Two brake-vans received a thorough overhaul and one light repairs. Two brake-vans were painted and varnished.

Wagons.—Nineteen wagons received heavy and fifteen light repairs, whilst forty-one wagons were painted.

Tarpaulins.—Forty-one tarpaulins were repaired.

I have, &c.,

T. F. ROTHERAM,
Locomotive Superintendent.

APPENDIX F.

STATEMENT of REVENUE and EXPENDITURE, NEW ZEALAND MIDLAND RAILWAY, Year ending
31st March, 1900.

Revenue.						Expenditure.							
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Passengers	6,844	18	6				Balance from last year				23	11	7
Parcels, &c.	665	13	4				Maintenance	9,696	9	3			
Goods, &c.	12,805	1	0				Locomotive	4,273	10	0			
Percentages	1,932	13	8				Traffic	2,469	5	0			
				22,248	6	6	General charges	250	0	0			
							Rates*	1,217	4	9			
							Protective works*	1,104	15	4			
											19,011	4	4
							Credit balance transferred to construction account, Public Works Department...				3,213	10	7
				£22,248	6	6					£22,248	6	6

* PARTICULARS OF RATES.

Local Body.	Period.	Amount.
Grey County Council	1st April, 1899, to 31st March, 1900 ..	£ 8 782 5
Westland County Council	" 1899, " 1900 ..	10 3 24
Waimea County Council	" 1899, " 1900 ..	4 0 250
Brunner Borough Council	" 1899, " 1900 ..	6 8 160
		£1,217 4 9

APPENDIX G.

SIR,—

District Traffic Manager's Office, Auckland, 17th May, 1900.

Sir,— I have the honour to report on the working of the Auckland Section of the New Zealand railways for the financial year ending 31st March, 1900.

The revenue has increased by nearly £10,000, being an increase of 6 per cent. over the receipts of the previous year.

The passenger traffic shows an increase of 75,000 passengers: when it is remembered that part of the Easter-holiday bookings in 1899 were included in the returns for year ending 31st March, 1899, while the Easter holidays this year occurred during April, the bookings for which are included in the accounts for the current year, the increase as above is very pleasing. The parcels traffic shows that 7,000 more parcels have been carried than during the previous year: this traffic is increasing very steadily year by year, the traffic for the year showing an increase of 21,000 parcels over that for the year 1896-97. The live-stock traffic shows a steady improvement notwithstanding the competition by water carriage with which we have had to contend. There is an increase of nearly 1,000 tons of chaff: had it not been for the low prices ruling for this commodity a much larger quantity would have been carried by rail during the year. Timber shows an increase of 600,000 superficial feet: new mills are being started at Mamaku and Mangapeehi, and the promises for the timber traffic for the ensuing year are very encouraging. Grain and manure traffic has increased by 5,000 tons. Merchandise traffic is 4,500 tons over that of the preceding year: this traffic produces the largest revenue of any goods traffic, and the increase is therefore very satisfactory.

The Waikato coal traffic shows an increase of 3,000 tons over that of the previous year. A fair proportion of this increase is due to an extension of the line to Thames having been opened in December, 1898. This traffic is bound, however, to increase from year to year, and a very large impetus will be given to it when the line is opened to Waihi. Waikato coal will then be largely used at the mines for fuel instead of firewood, which latter is now becoming scarce and expensive to get.

The passenger traffic to Te Aroha and Rotorua Hot Springs has increased very much during the year, and these places are gaining more and more in popularity as time goes on. The change whereby the express trains run all the year round between Auckland and Rotorua, with connecting trains on the Thames line, has been greatly appreciated and taken advantage of during the year.

The supply of cars and wagons has been augmented during the year, but is still hardly sufficient to meet requirements. When the additions which are now under order are given effect to I hope to be in a position to supply all the necessities of the passenger and goods traffic.

The reduction in fares for workmen, which comes into force at the end of this month, will, I consider, largely increase the number of passengers from suburban stations to Auckland.

Business in the Auckland Province is in a good state, and, after carefully considering the matter, I feel quite safe in estimating a fair increased traffic for the ensuing year over that of the year just ended.

The train-services during the year have been generally satisfactory.

The usual returns and reports have already been forwarded.

I have, &c.,

A. GRANT,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Wanganui, 15th May, 1900.

I have the honour to report that the revenue from traffic forwarded from stations in this district for the year ended the 31st March, 1900, amounted to £148,190 2s. 3d. In comparison with the previous year this shows an increase of £9,525 16s. 5d.

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

	Number.	Tons.	Value.
			£ s. d.
Passengers	24,364		
Season tickets	163		2,939 0 9
Parcels, &c.	2,499		
Luggage			204 10 3
Cattle... ..	3,092		
Sheep and pigs... ..	3,935		
Wool		1,441	
Firewood		1,064	
Timber		2,861	
Grain		7,195	4,300 12 8
Merchandise		3,251	
Coal		2,867	
Other minerals... ..		880	
Rents			560 14 5
Miscellaneous			1,532 17 2

There was a decrease of £11 18s. 10d. in the parcels revenue, due to the adoption of the cheap goods scale for small quantities of 28 lb. and upwards. There was also a decrease of 117 tons of straw, chaff, &c.

The cash banked shows an increase of £13,984 8s. 9d. 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	470,506	51,836 15 7
At holiday-excursion fares	51,000	9,853 12 8
At school and factory fares	4,712	374 12 9
	526,218	£62,065 1 0

Parcels forwarded numbered 52,464, an increase of 2,376 on the preceding year; and parcels received numbered 59,421, an increase of 2,926.

Advantage has not been taken by the public in this district of the system of checking luggage introduced in September last. Up to the 31st March only 409 checks had been issued.

The tonnage of goods forwarded from all stations was 162,479 tons; the tonnage received was 187,624 tons—increases of 14 and 18 per cent. respectively on the tonnage of the previous year. Owing to the recent reductions in rates the revenue derived did not increase in proportion. During the last three years the forwarded tonnage in this district has increased nearly 50 per cent. The supply of rolling-stock has not been equal to the demand.

There have been no serious accidents or interruptions to the train-service.

There is every indication that the coming year will be a prosperous one, and that the present rate of increase in the traffic will be maintained.

I have, &c.,

H. BUXTON,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Wellington, 22nd May, 1900.

I feel much gratification in reporting for your information that the working of the Wellington-Napier district line of railway has resulted most satisfactorily for the financial year ending the 31st March, 1900, there being very substantial increases in all classes of traffic and sources of revenue as compared with any previous year.

The following table will show in a concise form the comparisons of traffic as between the last two years :—

COMPARATIVE RETURN of OUTWARD TRAFFIC for the FINANCIAL YEARS 1899-1900 and 1898-99.

Description.	Year 1899-1900.		Year 1898-99.		Increase.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Passengers ...	898,462	...	827,877	...	70,585	...
Season tickets ...	16,742	...	14,981	...	1,761	...
Parcels ...	122,211	...	114,938	...	7,273	...
Horses ...	2,533	...	2,064	...	469	...
Carriages ...	196	...	189	...	7	...
Dogs ...	5,362	...	4,883	...	479	...
Cattle ...	6,239	...	5,745	...	494	...
Calves ...	593	...	384	...	209	...
Sheep ...	594,486	...	555,434	...	39,002	...
Pigs ...	2,552	...	2,274	...	278	...
Chaff, lime, &c. ...	...	8,729	...	7,605	...	1,124
Wool ...	...	16,527	...	12,566	...	3,961
Firewood ...	...	27,536	...	23,490	...	4,046
Timber ...	...	89,606	...	70,979	...	18,627
Grain, &c. ...	...	25,571	...	14,986	...	10,585
Merchandise ...	...	55,574	...	47,899	...	7,675
Coal ...	...	17,684	...	12,590	...	5,094
Other minerals ...	...	23,472	...	12,020	...	11,452

REVENUE.

	1899-1900.			1898-99.			Increase.		
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers ...	83,644	10	0	80,587	14	5	3,056	15	7
Parcels and luggage ...	11,771	5	4	10,877	2	10	894	2	6
Goods ...	144,032	9	0	128,468	3	1	15,564	5	11
Rents and miscellaneous ...	6,795	6	3	4,518	7	8	2,276	18	7
Net total ...	246,243	10	7	224,451	8	0	21,792	2	7

The total net revenue amounted to £246,243, the net increase of tonnage being 64,679 tons, and the net increase of revenue £21,792 2s. 7d. During the last three years the net revenue has increased by £74,538.

The above figures show only the traffic and revenue originating on the lines between Te Aro and Spit, and do not include any traffic from the Ashhurst-Foxton-New Plymouth lines.

Following table shows the proportional increase in traffic and revenue for year ending the 31st March, 1900, as compared with year ending the 31st March, 1897 :—

	Increase.	Per Cent.
Ordinary tickets (number) ...	183,131	25·6
Season tickets ...	5,747	52·2
Parcels ...	32,451	36·1
Horses ...	698	38·03
Carriages ...	77	64·7
Dogs ...	1,034	23·8
Live-stock ...	189,824	48·1
Goods (tons) ...	112,869	74·3
Revenue { Coaching ...	£24,576 7 0	33·8
{ Goods ...	£53,139 2 6	53·6

The only falling-off in traffic has occurred in connection with school excursions, due, no doubt, to the novelty having worn off.

The general prosperity which exists throughout this colony, the closer settlement of land, the cheapness of money, the stimulating influence of largely reduced fares and freights, and the steady improvement of the dairying industry are the principal factors which have led to such a phenomenal increase of business on this line of railway.

On some portions of the line the passenger-services are attaining such dimensions as to necessitate the extension of the principle of running passenger-trains entirely separate from goods traffic, and provision in this direction should be made as early as possible.

During the year the mileage run by passenger-coaches amounted to 1,554,527 miles; this comparatively heavy coaching traffic has been worked without injury to any passenger.

The movement of goods-wagons has totalled 7,549,046 miles, and, with the exception of a porter being fatally injured at Napier when shunting, personal accidents to members of the staff have been of a trivial nature.

There have been no serious interruptions to traffic.

A new train has been put on from Palmerston to Waipukurau and back daily, and with this addition the train-services have proved adequate to carry the business in a satisfactory manner.

A regular export of white-pine timber from Hawke's Bay District to Sydney has been established, and it is increasing in a very marked manner, notwithstanding the local outcry that the rail-age rates on this kind of timber are too high.

The Fell service on the Rimutaka Incline has worked most satisfactorily.

The rolling-stock generally is in first-class condition for working; but the number of carriages and wagons is very much below what is required to effectively carry on the business, and the local workshops cannot keep pace with traffic requirements in this respect.

Additional engines of a heavier type than those in use are urgently required to satisfactorily cope with the traffic.

Heavy expenditure is necessary to provide proper facilities at stations for working and conveniences for passengers, particularly at Summit and Masterton. Nearly all the country platforms require to be lengthened, and a new station-building at Wellington is an imperative necessity.

The question of providing refreshment-cars on the mail-trains, or, as an alternative, erecting refreshment-rooms at Masterton, is continually being urged by passengers.

The conduct of members of the staff has been good, and they have worked well throughout the year.

I have, &c.,

T. E. DONNE,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

APPENDIX G.

SIR,— District Traffic Manager's Office, Christchurch, 10th May, 1900.

I have the honour to report on the working of the Christchurch district of the New Zealand Government railways for the year ending the 31st March, 1900.

The traffic in the district has exceeded any previous year to a large extent, the year's operations producing a revenue of £408,373 6s. 3d., being an increase of £68,617 7s. 2d., or over 20 per cent., as compared with the previous year.

Although the passenger traffic for the year ending the 31st March, 1899, had produced an increase in revenue of £8,140 12s. 10d., a further substantial increase has to be recorded, the increased revenue from passenger business during the year amounting to £11,167 0s. 10d., both the holiday-excursion traffic and the ordinary business participating in the improvement.

The following statement shows separately the ordinary and excursion traffic compared with the previous year:—

—			1899-1900.			1898-99.		
			£	s.	d.	£	s.	d.
Excursion tickets	...	...	193,126	25,878	6 1	150,059	20,922	8 9
Ordinary tickets	...	...	527,739	91,372	13 10	486,259	85,161	10 4
Totals	...	...	720,865	117,250	19 11	636,318	106,083	19 1

The increase in the revenue from ordinary traffic is therefore £6,211 3s. 6d., and may be taken as an indication that the expansion of business is not due to the cheap fares alone, but that the traffic is rapidly growing apart from the stimulus of low fares.

The traffic to Hanmer Plains makes steady progress, there being a moderate increase compared with last year.

The number of parcels booked amounted to 145,608, an increase of 6,484, notwithstanding the increase of last year. This traffic has steadily developed since the introduction of the reduced scale of charges for parcels.

The system of checking passengers' luggage brought into operation in September last does not seem to commend itself to the travelling public, and has not been taken advantage of to any extent. Possibly as travellers become better acquainted with the system they may realise its advantages.

The revenue from goods traffic has increased by £50,471 10s. 8d. over the previous year, there being increases in cattle, pigs, wool, firewood, timber, grain, merchandise, and coal.

As forecast in my report for 1899, the grain traffic has been very heavy, the quantity carried being 409,882 tons, and exceeding that of any previous year by 108,050 tons.

It is anticipated that the grain traffic for the current year will also be exceedingly heavy, and it is probable that the amount of grain to be carried, taking into account the quantity held over from last year in addition to the new crop, will equal, if it does not exceed, that for the year under notice.

The slight decrease in the sheep traffic is chiefly due to the erection of the Fairfield Works, near Ashburton, which has induced large quantities of fat sheep from localities in the vicinity to be driven by road instead of being railed for the longer distance to Belfast, Islington, or Smithfield.

The reduced sheep business is, however, counterbalanced by the frozen-meat traffic from Fairfield to Lyttelton.

The quantity of wool carried has increased by 6,902 tons.

The road competition in this traffic still continues to decline, there being considerably less carted this year than last, several large clips having been sent by rail which in former years were carted by road.

The carting in many localities has practically ceased, experience having shown that there was no economy in carting by road.

The frozen-meat traffic has assumed large dimensions, the quantity shipped at Lyttelton and Timaru during the year being as under :—

—				Packages Meat.	Quarters Beef.	Carcases Mutton.	Weight.		
							Tons	cwt.	qr.
Lyttelton	...	...	...	7,051	6,061	1,343,501	27,112	8	2
Timaru	...	...	...	...	...	393,875	8,562	2	3
Totals	...	...	...	7,051	6,061	1,737,376	35,674	11	1

In timber and coal traffic there is an increase of 4,123 tons and 2,941 tons respectively.

The prospects for the current year are excellent, and it is not too much to expect that the heavy traffic of the year under notice will be maintained, if not exceeded.

The additions made to the rolling-stock during the year have not more than kept pace with the growth of business, and the district is still suffering from the insufficiency of wagons and carriages referred to in my report for 1899.

I have, &c.,

W. H. GAW,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

Traffic Manager's Office, Dunedin, 11th May, 1900.

I have the honour to report that the traffic forwarded from stations in this district during the year ended the 31st March, 1900, gave a revenue of £304,389 14s. 8d., against £269,939 11s. for 1899, being an increase of £34,450 3s. 8d.

Passenger receipts show an increase of £7,671 1s. 7d., the number of passengers carried being 110,788 in excess of last year.

The revenue derived from holiday-excursion fares was £6,500 more than last year, the average fare being 4s. 2½d.

In school and factory excursions there was a considerable falling-off, several excursions being relinquished in order that the funds might be devoted to patriotic purposes, while others were abandoned owing to bad weather.

The issue of season tickets during the year increased by 2,162, mostly suburban.

Tourist excursions yielded £231 more than last year.

Parcels, horses, carriages, and dogs show an all-round increase.

From goods traffic the revenue derived was £24,826 in excess of last year, the principal items of increase being: Grain, 50,687 tons; merchandise, 23,212 tons; coal, 14,246 tons; cattle, 1,086 head; sheep, 16,855 head.

The rabbit-export trade is assuming large proportions, no less than 5,215 tons (about four million rabbits) having been carried during the year. The tonnage is no indication of the work entailed, as in most cases the trucks are only partly loaded.

Dairy industries are flourishing, the tonnage of cheese and butter forwarded being 100 per cent. in advance of last year.

The principal event of the year was the departure of the Fourth Contingent, in connection with which we carried over 30,000 passengers. Our carrying-capacity on the Port Chalmers-Dunedin line was restricted owing to the absence of suitable crossing-places, otherwise the traffic on this occasion would have been much heavier.

The development of the goldfields by dredging has resulted in a large increase of population, and the traffic to Central Otago in machinery and general merchandise is increasing day by day.

I would strongly urge the doubling of the line between Port Chalmers and Mosgiel, as the traffic is now too heavy for single-line working.

Large additions should also be made to our rolling-stock, both goods and passenger, as the plant available is not nearly equal to the requirements of the business.

A new station should be erected at Dunedin, and all main-line crossing-loops should be lengthened.

Although the prosperity of the district during the past year has been phenomenal, I anticipate a further large increase of traffic during the current year.

I have, &c.,

THOS. ARTHUR,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Invercargill, 28th April, 1900.

I have the honour to report that the traffic operations in the Invercargill district for the year ended the 31st ultimo produced a revenue amounting to £194,366 13s. 7d., as against

£187,035 14s. 9d. for the previous year, giving an increase of £7,330 18s. 10d. The number of passengers carried (exclusive of season-ticket holders) was 487,250, against 431,141 for the previous year (an increase of 56,109), of which 119,982 held holiday-excursion tickets, and the remainder ordinary tickets. The additional revenue derived from this increased number of travellers was £7,034 12s. 6d.

The number of parcels carried was over 6,000 in excess of the number carried during previous year, the increase of revenue being £370 12s. 10d.

The net increase in the tonnage of goods was 38,054 tons, the chief increase being in grain—namely, 38,524 tons; and the principal decrease in “minerals other than coal”—namely, 5,251 tons. This decrease is principally due to less material for road-making having been required by local bodies.

As predicted in my previous report, the revenue from goods traffic shows a decrease, notwithstanding the largely increased tonnage; this is, of course, attributable to the reduction in freight upon grain, manures, &c., of which the bulk of the traffic consists. The decrease of revenue was £1,124 7s. 4d., but as the grain season has just begun the decrease in next year's returns will be much greater.

The timber and coal trades continue firm, and, although I do not expect any material increase in these lines, there is no reason to anticipate any falling-off.

The trade in rabbits is an increasing one, and will probably be even greater next year than it has been during this.

Sheep and wool traffic still shows a decrease, the result, as stated in last year's report, of large flocks having been transferred to Canterbury. There is every reason to believe that both will recover their previous volume.

There has been no serious interruption to traffic, but a flood in December last somewhat deranged the train-services on two days.

Only one train accident has occurred—namely, at Elles Road, in March last. This, however, was proved to be the result of malicious tampering with the points, for which the department cannot in any way be held blamable. A reward of £500, with free pardon to any but the actual culprit, has been offered for the conviction of the offender.

Although the year under review has been a prosperous one, I anticipate that next year's working will show an increased traffic, but, as before stated, that the revenue from goods traffic will not be so great, owing to the reductions of freight upon the classes of goods that constitute the bulk of the traffic, which reductions the increased tonnage will not compensate for.

The rolling-stock at command is insufficient for requirements, and must be largely increased before traffic can be satisfactorily coped with.

I have, &c.,

S. F. WHITCOMBE,

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

APPENDIX H.

SIR,— Locomotive Superintendent's Office, Wellington, 19th July, 1900.

I have the honour to report on the comparative results of car lighting for the year ending 31st March, 1900.

PLANT.

The Pintsch oil-gas system of car lighting uses, as the illuminant, a rich gas made from crude petroleum.

The process of manufacture liberates the gas from the oil; the tar and impurities being removed by condensation and purification, after which the gas is compressed, by pump, into storeholders, and from them it is conveyed by a system of pipes to various points alongside the tracks on which the cars are supplied with gas. Special hose and fittings are used for the charging of reservoirs under cars. Each car is fitted with a regulator, or reducing-valve, by which the gas, before use, is reduced to the constant and very low pressure which is required for burning it to advantage.

The Pintsch oil-gas system of lighting the New Zealand Government railway-cars was installed at Dunedin in 1896; similar plants have since been established at Christchurch, Wellington, Palmerston North, and Auckland. Each installation consists of two furnaces (each containing a pair of 7 in. retorts), purifier and washer, condensers, meter, steam-boiler, compressing-engine and pump, and two or more fixed storeholders.

To meet the increased demand for gas, additional fixed storeholders have been added at Dunedin and Christchurch; similar additions will be made at other centres to meet increased requirements.

Cars which do not run to a gas-making station are served by travelling storeholders, fixed on bogie platform-wagons. These holders have a capacity, when fully charged, of 5,000 cubic feet, at a pressure of ten atmospheres.

ROLLING-STOCK FITTED.

Up to 31st March, 1900, 439 vehicles were fitted with Pintsch gas, while others in process of being fitted will bring up the total to about five hundred. Each car has fitted, below the floor-level, two or more reservoirs of size proportionate to the number of lamps it carries. The reservoirs are charged to a pressure of 7 atmospheres, and will supply four duplex-burner lamps for about forty hours, or, practically, the necessary lighting for a week's service on ordinary trains during the winter months. A car is recharged with gas in from three to four minutes.

OIL.

The oil principally used has been once-refined British shale-oil and once-refined New South Wales shale-oil. Other oils have also been tested, including New Zealand petroleum from the Taranaki District, which latter gave very satisfactory results. It is hoped that soon there will be an ample supply of oil available from New Zealand crude petroleum from Taranaki, and shale-oil from Orepuki, the works for production of which are in a forward state. The landed cost of oil in 1899 was from 8½d. to 9d. per gallon. The average quantity of gas obtained per gallon of oil in 1899 was 74 cubic feet.

COST OF PRODUCTION.

The necessarily intermittent working, and the several small installations, increase the cost of production as against one large central station.

The additional storage capacity now being provided at gasworks will admit of longer periods of continuous gas-making, with correspondingly greater intervals of time at rest. By this means, the relative cost of heating up retorts, and attendance, will be materially diminished per 100 cubic feet of gas produced.

From tests made it is found that each single-burner consumes 0.75 cubic feet, the duplex-burner consumes 1.50 cubic feet of gas per hour, the actual working-expenses of production for each single-burner light of six-candle power costing ¼d. or the duplex-burner ½d. per hour for a steady light equal to twelve-candle power, as compared with the old system of lighting by kerosene lamps, costing ¾d. per hour for a varying light not exceeding eight-candle power. In other words, the Pintsch gas gives a third more light at a third less cost, or to obtain an equivalent volume of light from a kerosene lamp would cost 1½d., as compared with ½d. per hour for gas, the latter showing a proportionate saving of ¾d. per lamp per hour. Pintsch gas as compared with kerosene lighting has a further very distinct advantage, inasmuch as it is unaffected by draughts from open doors and windows.

For all installations during the year under review the average cost of gas per 100 cubic feet in cars was as follows: Exclusive of interest on and depreciation of fixed plant, 2s. 11d.; inclusive of interest on and depreciation of fixed plant the average cost per 100 cubic feet was 4s. 6d.; inclusive of interest on and depreciation of fixed plant, and also gas-fittings in cars, the average cost per 100 cubic feet was 7s. 4¾d.

At the latter rate gas burned in the duplex-burner Pintsch lamps, consuming 1.50 cubic feet per hour, would cost 1.33d. per lamp, or in a car equipped with four such lamps 5.32d. per hour. An equivalent light from kerosene would cost 5.92d. per car per hour, interest on, and depreciation of car equipment included.

Taking the Hurunui-Bluff section separately, as an example, the cost of plant and cost of working is as follows: Cost of two fixed plants and four travelling storeholders, £5,408; annual charges for working, including interest on and depreciation of fixed plant, £1,742; inclusive of interest on, and depreciation of fixed plant, the average cost per 100 cubic feet was 3s. 5¾d.; inclusive of interest on, and depreciation of fixed plant, and also gas fittings in cars, the average cost per 100 cubic feet was 5s. 7¼d.; total quantity of gas produced from the two works, year ending 31st March, 1900, 1,000,000 cubic feet.

The total cost of the several installations of the Pintsch gas system on the New Zealand railways up to the 31st March, 1900, and the cost of working, has been as follows: Cost of five fixed plants and seven travelling storeholders, £11,784; cost of fitting and equipping 439 cars, £21,666; annual charges for working all installations, including interest on and depreciation of fixed plant, £3,380; annual charges for working all installations, including interest on, and depreciation of fixed plant, also car equipment, £5,550; total quantity of gas produced during the year, 1,500,000 cubic feet.

BY-PRODUCTS.

Tar.—This is successfully used as fuel, by means of a steam jet and spray, for the gasworks steam-boilers, the grate being first covered with ordinary gas-coke.

Hydro-carbon.—There is not at present a local market for this by-product, and it is of too inflammable a nature to warrant transportation.

GENERAL.

After retorts become properly heated about 400 cubic feet of gas, at ordinary low pressure, are produced per hour at each installation with an hourly consumption of about 40 lb. of common gas-coke.

The cost of lighting 439 cars with gas, at 7s. 4¾d. per 100 cubic feet, amounted to £5,550 for the year, as compared with which a similar number of cars, fitted with oil-lamps, giving an equivalent volume of light, would have cost £6,160, all interest and depreciation charges included: a reduction of expenditure amounting to £610.

The first cost of equipment of cars for Pintsch gas is greater than for kerosene lighting, but the result of a year's working of Pintsch gas shows a direct saving, while at the same time a far more satisfactory and reliable light was obtained.

A. L. BEATTIE, Locomotive Superintendent.

The General Manager, New Zealand Railways, Wellington.

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GOVERNMENT RAILWAYS, 1899-1900.

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RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1900.

Sections.	Maintenance of Way and Works.					General Charges.	Total.	Locomotive Power.					General Charges.	Total.	Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	Working Locomotives.			Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.											
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.	£ s. d.	
Whangarei	444 15 4	119 6 3	6 16 0	11 11 6	..	582 9 1	210 4 0	4 12 10	..	22 2 4	..	236 19 2	5 2 11	116 15 6	563 10 3	16 16 1	191 7 5	34 10 0	1,678 10 5		
Kaihu	1,489 13 0	350 16 2	84 11 9	..	..	1,925 0 11	679 16 8	21 0 3	..	855 10 9	..	1,556 7 8	10 1 3	368 9 5	1,375 17 10	122 0 4	366 5 7	95 17 5	5,628 5 7		
Auckland	1,199 19 0	80 10 10	47 6 5	32 19 10	..	1,360 16 7	387 16 1	92 8 7	..	197 2 1	..	677 6 9	26 16 0	248 12 4	784 13 5	57 3 6	384 12 6	111 15 3	3,428 5 10		
Wellington - Napier - New Plymouth	23,998 14 6	6,155 13 8	1,969 7 5	373 9 0	..	32,497 4 7	11,687 13 5	971 17 6	..	4,340 11 9	..	17,000 2 8	1,771 10 10	3,356 15 8	23,948 10 4	1,613 7 0	4,227 18 3	1,431 2 3	82,984 7 1		
Hurunui-Bluff	46,611 3 8	12,785 11 7	4,070 18 6	1,310 14 9	..	64,778 8 6	26,993 17 2	2,576 18 7	..	14,290 7 10	..	43,861 3 7	5,458 6 8	6,238 7 11	53,214 16 4	3,905 5 9	8,750 11 4	2,708 0 4	183,498 19 9		
Grey-Brunner	89,502 9 2	25,841 7 4	7,969 8 5	928 3 9	..	124,241 8 8	51,664 7 3	3,158 9 5	..	56,585 18 1	..	111,408 14 9	8,397 17 0	13,636 3 5	137,293 0 5	8,666 8 1	14,963 16 6	5,956 6 3	412,651 2 7		
Grey-Hokitika	1,156 3 0	902 7 4	98 3 6	37 0 5	..	2,213 14 3	1,134 15 3	70 14 5	..	355 7 11	..	1,560 17 7	53 3 0	513 17 2	4,883 18 8	285 6 0	880 15 8	41 4 9	10,350 7 7		
Westport	1,641 17 0	712 18 7	13 0 11	5 9 6	..	2,373 6 0	513 12 8	18 5 9	..	132 13 2	..	664 11 7	52 12 3	231 8 5	1,231 0 0	103 3 4	299 13 10	12 15 4	4,943 0 1		
Nelson	2,984 17 2	780 6 2	256 6 8	91 15 3	..	4,113 5 3	2,374 7 6	46 14 8	..	1,699 11 2	..	4,120 13 4	5 3 0	2,139 5 11	5,256 19 9	514 8 3	1,293 3 10	85 9 2	17,357 10 2		
Picton	1,918 18 10	930 15 4	226 12 6	..	..	3,076 6 8	776 8 5	73 13 10	..	423 0 2	..	1,273 2 5	113 8 9	262 15 5	2,964 11 11	107 5 0	475 17 9	231 12 10	8,041 15 1		
Totals	1,981 10 3	913 13 0	54 4 3	57 4 1	..	3,006 11 7	725 11 1	Cr. 8 3 7	..	181 17 8	..	999 5 2	106 5 7	246 7 0	1,662 16 1	101 9 1	390 15 3	0 16 0	6,412 13 9		
STORES.																					
Kawakawa	91 11 4	66 8 8	2 3 10	2 1 6	..	162 5 4	..	15 18 0	..	0 18 5	..	25 0 9	0 9 6	23 11 5	30 8 8	..	..	10 0 6	231 15 2		
Whangarei	325 9 2	183 14 0	52 11 8	..	..	561 14 10	..	278 0 8	..	39 6 7	..	797 18 5	1 3 7	113 9 9	66 1 2	..	..	10 4 3	1,530 3 6		
Kaihu	403 16 0	24 7 1	24 3 9	..	..	452 6 10	..	111 13 9	..	9 3 9	..	161 9 10	32 10 2	37 9 11	51 7 11	..	..	7 3 4	728 1 4		
Auckland	11,537 15 2	2,334 7 6	1,280 5 4	311 18 0	..	15,464 6 0	..	3,391 0 7	..	651 10 6	..	5,920 2 6	2,197 1 0	2,178 2 5	1,969 16 5	..	..	1,364 5 10	26,365 2 6		
Wellington - Napier - New Plymouth	38,321 16 9	9,038 10 10	2,600 9 11	698 6 7	..	50,659 4 1	..	24,052 17 7	..	1,617 8 6	..	45,188 10 2	2,652 3 1	4,956 6 10	4,445 14 3	..	..	6,069 3 11	101,832 14 6		
Hurunui-Bluff	55,228 3 5	10,636 19 9	4,910 19 10	1,026 16 8	..	71,802 19 8	..	37,022 11 11	..	2,389 18 2	..	50,734 16 6	3,993 11 7	7,807 3 3	9,874 13 1	..	..	6,066 13 10	138,146 10 3		
Grey-Brunner	222 2 1	451 12 5	131 8 9	7 3 6	..	812 6 9	..	209 14 5	..	41 8 10	..	385 7 8	25 11 2	287 8 11	542 7 2	..	..	5 15 0	2,047 6 8		
Grey-Hokitika	587 12 0	565 12 9	38 19 1	9 6 8	..	1,201 10 6	..	104 17 0	..	20 14 3	..	150 5 11	25 0 4	60 5 2	133 18 9	..	..	3 13 8	1,567 7 0		
Westport	1,927 11 2	879 3 3	126 12 7	45 11 0	..	2,978 18 0	..	524 19 2	..	86 7 5	..	1,399 3 4	3 16 6	871 7 4	420 5 9	..	..	96 6 3	5,577 4 8		
Nelson	1,726 12 10	1,756 9 0	72 19 1	..	..	3,556 0 11	..	568 1 9	..	35 6 8	..	800 18 8	72 15 2	191 2 6	252 12 2	..	..	112 13 3	4,760 16 2		
Picton	1,601 15 11	1,391 17 0	56 3 3	81 6 9	..	3,131 2 11	..	437 17 0	..	35 6 10	..	603 3 5	36 11 7	82 2 9	157 6 11	..	..	171 12 2	3,838 15 5		
Totals	111,974 5 10	27,329 2 3	9,296 17 1	2,182 10 8	..	150,782 15 10	..	66,717 11 10	4,927 9 11	34,521 15 5	..	106,166 17 2	9,040 13 8	16,608 10 3	17,944 12 3	..	..	13,917 12 0	286,625 17 2		
MISCELLANEOUS.																					
Kawakawa	2 2 6	..	..	..	..	2 13 9	..	4 16 3	..	0 0 7	..	1 2 8	1 3 3	0 17 1	7 7 3	4 2 2	..	..	18 6 0		
Whangarei	3 6 10	0 9 2	0 2 10	..	..	19 5 9	..	23 4 7	..	0 12 9	..	8 2 7	117 7 1	4 1 4	12 1 9	69 12 9	..	..	226 7 6		
Kaihu	2 7 7	0 1 9	..	..	..	9 12 8	..	12 2 0	..	..	..	3 18 11	12 17 9	4 11 4	8 14 7	22 5 4	..	..	60 11 0		
Auckland	130 11 2	24 19 11	0 17 2	0 4 3	259 1 4	415 13 10	..	17 18 10	..	489 3 0	108 18 5	616 0 3	294 4 7	439 0 11	1,706 0 4	..	..	..	3,470 19 11		
Wellington - Napier - New Plymouth	86 12 2	376 3 4	31 3 4	11 14 4	630 14 1	1,136 7 3	..	..	..	2,404 17 0	263 19 8	2,680 16 0	1,160 8 3	1,487 14 9	3,027 16 6	..	..	..	9,493 2 9		
Hurunui-Bluff	143 5 0	268 10 3	5 6 4	2 14 3	1,404 13 5	1,824 9 3	..	24 0 4	..	1,567 5 0	588 4 1	2,179 9 5	1,323 11 7	2,359 0 8	5,940 2 0	..	..	..	13,626 12 11		
Grey-Brunner	6 8 2	14 2 11	..	..	..	45 14 3	..	..	..	31 9 3	19 3 10	50 13 1	8 3 2	84 9 5	137 19 4	..	..	..	347 10 4		
Grey-Hokitika	4 18 1	18 1 5	..	..	..	16 9 4	..	..	..	13 10 2	6 17 0	20 7 2	15 1 4	28 7 6	120 3 7	..	..	..	223 8 5		
Westport	1 0 9	5 7 6	..	3 6 5	..	80 16 4	..	..	..	343 5 5	34 15 4	378 17 8	17 8 0	210 10 4	170 10 5	..	..	..	867 17 5		
Nelson	4 6 6	1 4 4	..	..	..	17 14 7	..	..	..	26 1 0	7 6 6	33 12 9	11 4 3	39 18 6	86 0 8	..	..	..	194 1 7		
Picton	3 2 0	11 5 4	..	..	..	16 11 4	..	..	..	17 12 8	6 19 6	24 12 2	7 17 4	22 3 5	142 12 3	..	..	..	228 3 10		
Totals	388 0 9	720 5 11	37 9 8	17 19 3	2,503 6 10	3,667 2 5	..	55 13 5	..	5,010 14 8	1,049 8 6	6,115 16 7	2,847 8 3	4,699 9 1	11,427 5 4	..	..	..	28,757 1 8		
Grand totals	285,292 8 0	77,622 14 5	24,131 3 1	5,068 18 0	2,503 6 10	394,618 10 4	97,148 9 6	73,799 17 6	4,927 9 11	118,616 13 0	1,049 8 6	295,541 18 5	27,888 9 2	48,666 17 6	262,551 12 7	15,492 12 5	32,224 17 11	24,627 1 7	1,052,357 16 9		

A. C. FIFE, Railway Accountant.

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, 1900.

Section.	Mileage.		Revenue.				Classified Expenditure.										Proportion of each Class of Expenditure to Mileage and Revenue.																Total.				
	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.				
1899-1900.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	d.		
Kawakawa ...	8	3,776	1,757 3 4	219 12 11	9 34	749 10 8	263 3 2	154 3 8	598 1 1	16 16 1	191 7 5	44 10 6	1,928 11 7	7 42'65	93'69	47'64	14'98	32'89	16'73	8'77	19'27	9'80	34'03	74'76	38'01	0'96	2'10	1'07	10'89	23'92	12'16	2'53	5'56	2'83	100'75	241'07	122'58
Whangarei ...	21	28,549	12,585 4 11	599 5 11	8 94	2,510 0 4	2,471 13 2	599 7 1	1,511 11 9	122 0 4	366 5 7	106 1 8	7,384 16 7	7 19'94	119'53	21'11	19'64	117'70	20'78	4'05	24'25	4'28	12'01	71'98	12'70	0'97	5'81	1'02	2'91	17'44	3'08	0'84	5'05	0'89	58'68	351'66	62'08
Kaihu ...	17	12,187	5,992 0 1	352 9 5	9 10	1,825 5 5	851 14 4	358 14 4	858 6 8	57 3 6	384 12 6	118 18 7	4,216 18 2	2 30'46	107'37	35'95	14'21	50'10	16'77	5'99	21'10	7'06	14'32	50'49	16'90	0'96	3'36	1'13	6'42	22'63	7'57	1'98	7'00	2'34	70'38	248'05	83'04
Auckland ...	327	575,482	169,239 3 3	517 11 0	5 104	48,377 4 5	23,536 5 5	10,236 15 5	27,624 7 1	1,613 7 0	4,227 18 3	2,795 8 1	112,820 9 6	6 28'58	147'94	20'18	13'91	71'98	9'82	6'05	31'31	4'27	16'32	84'48	11'52	0'95	4'93	0'67	2'59	12'93	1'76	1'65	8'55	1'17	66'66	345'02	47'05
Wellington-Napier- New Plymouth ...	451	1,204,258	411,252 15 8	911 17 4	6 10	116,573 19 10	91,730 9 9	21,953 7 6	60,688 7 1	3,905 5 9	8,750 11 4	8,777 4 3	294,824 17 0	9 28'34	258'48	23'23	22'30	203'39	18'28	5'34	48'68	4'39	14'76	134'56	12'09	0'95	8'66	0'78	2'13	19'40	1'74	2'13	19'46	1'75	71'69	653'71	58'76
Hurunui-Bluff ...	1,173	2,172,509	907,899 19 11	777 4 11	8 43	197,868 17 7	164,323 0 8	37,517 7 6	153,107 15 6	8,666 8 1	14,963 16 6	12,023 0 1	564,424 5 9	9 21'79	169'39	21'80	18'10	140'68	18'15	4'13	32'12	4'14	16'87	131'07	16'92	0'95	7'42	0'96	1'65	12'81	1'65	1'32	10'29	1'33	62'17	483'20	62'35
Greymouth-Brunner...	8	23,794	29,666 19 8	3,708 7 5	24 114	3,092 6 4	1,996 18 4	972 12 10	5,564 5 2	285 6 0	880 15 8	46 19 9	12,745 4 7	7 10'42	386'54	31'19	6'73	249'61	20'14	3'28	121'58	9'81	18'76	695'53	56'12	0'96	35'66	2'88	2'97	110'10	8'89	0'16	5'87	0'47	42'90	1,593'15	128'56
Greymouth-Hokitika...	24	32,313	10,781 5 11	449 4 5	6 8	3,614 5 4	835 4 8	412 15 0	1,485 2 4	103 3 4	299 13 10	16 9 0	6,733 15 6	6 33'52	150'06	26'84	7'75	34'80	6'20	3'83	17'19	3'06	13'77	61'88	11'03	0'96	4'30	0'77	2'78	12'49	2'23	0'15	0'69	0'12	62'46	280'57	50'01
Westport ...	31	65,000	52,743 3 1	1,701 7 10	16 22	7,182 14 3	5,898 14 4	3,247 11 1	5,847 15 11	514 8 3	1,293 3 10	181 15 5	23,802 12 3	3 13'62	231'70	26'52	11'18	190'28	21'78	6'16	104'76	11'99	11'09	188'64	21'59	0'97	16'59	1'90	2'45	41'72	4'78	0'34	5'86	0'67	45'13	767'83	87'89
Nelson ...	23	40,742	11,348 11 4	493 8 4	5 63	6,655 13 0	2,107 13 10	691 4 7	3,303 4 9	107 5 0	475 17 9	344 6 1	12,996 12 10	10 58'65	289'38	39'21	18'57	91'64	12'42	6'09	30'05	4'07	29'11	143'62	19'46	0'94	4'66	0'63	4'19	20'69	2'80	3'03	14'97	2'03	114'52	565'07	76'56
Pictou ...	21	29,283	10,624 10 7	505 18 7	7 3	6,168 13 2	1,527 0 9	501 7 8	1,962 15 3	101 9 1	390 15 3	172 8 2	10,479 13 0	0 58'06	293'75	50'56	14'37	72'72	12'51	4'72	23'87	4'11	18'47	93'46	16'09	0'96	4'83	0'83	3'68	18'61	3'20	1'02	8'21	1'41	98'64	499'03	85'89
Totals ...	2,104	4,187,893	1,623,890 17 9	773 12 3	7 9	394,618 10 4	295,541 18 5	57,655 6 8	262,551 12 7	15,492 12 5	32,224 17 11	24,627 1 7	1,052,357 16 9	24'30	187'99	22'61	18'20	140'80	16'93	4'71	36'47	4'39	16'17	125'08	15'05	0'95	7'38	0'89	1'98	15'35	1'85	1'51	11'73	1'41	64'80	501'34	60'31
1898-99.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	d.	
Kawakawa ...	8	4,552	2,110 15 0	263 16 10	9 34	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	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	0'90	122'53	323'30	136'36
Whangarei ...	21	29,067	12,738 11 0	675 4 8	8 94	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	6 16'09	108'66	16'03	14'01	100'69	15'68	11'04	74'53	11'61	11'18	75'49	11'76	1'03	6'66	1'08	3'30	22'28	3'47	1'16	7'85	1'22	50'39	380'76	59'31
Kaihu ...	17	14,689	7,820 5 4	460 0 4	10 73	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	7 20'71	95'27	26'46	11'82	54'30	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	50'10	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	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	93'62	319'20	48'43
Wellington-Napier- New Plymouth ...	451	1,141,170	381,753 6 6	846 9 2	6 84	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	264,363 10 5	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	55'60
Hurunui-Bluff ...	1,154	2,090,381	800,437 7 3	698 10 2	7 8	185,528 17 10	112,715 17 4	43,516 2 6	140,290 13 8	8,094 18 9	13,246 4 3	11,074 2 8	483,966 11 8	8 23'18	161'90	21'30	14'08	98'36	12'94	4'39	30'60	4'01	17'53	122'43	16'11	1'01	7'06	0'93	1'65	11'56	1'52	1'38	9'66	1'27	60'40	422'34	55'57
Greymouth-Brunner...	8	19,700	24,577 5 1	3,072 3 2	24 114	3,068 11 7	3,138 13 2	1,933 8 10	5,377 12 8	251 8 0	858 5 5	83 15 0	13,644 4 8	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	8 28'71	126'09	22'12	7'50	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	59'79	249'31	43'75
Westport ...	31	67,677	51,391 2 4	1,657 15 7	15 24	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	4 13'93	230'94	25'39	8'51	141'12	15'51	7'03	116'47	12'80	10'73	177'95	19'50	1'02	16'90	1'86	2'33	38'56	4'24	0'16	2'58	0'28	43'39	710'36	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	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
Pictou ...	21	24,390	8,292 12 5	394 17 9	0 94	5,328 14 0	1,671 18 0	942 5 5	1,550 18 0	82 13 9	484 12 3																										

HURUNUI-BLUFF SECTION

11	Totals.
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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.	1899.			1900.		
		Cost of Construction.	Net Revenue.	Rate of Interest.	Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.	£	£	£ s. d.
Kawakawa	Opened	91,688	-475	..	91,688	-171	..
"	Unopened	..	..	..	1,106	..	..
Whangarei	Opened	162,058	5,555	3 8 7	163,618	5,200	3 3 7
"	Unopened	..	..	..	264	..	..
Kaibu	Opened	70,644	3,429	4 17 1	70,781	1,775	2 10 2
Auckland	..	2,370,235	57,987	2 8 11	2,394,941	56,419	2 7 1
"	Unopened	143,216	..	..	166,798	..	..
Gisborne-Karaka	"	..	..	..	502	..	..
Wellington-Napier-New Plymouth	Opened	3,867,281	117,390	3 0 8	3,933,353	116,428	2 19 2
"	Unopened	171,079	..	..	201,901	..	..
Wellington-Foxton (private line)	"	42,116	..	..	42,116	..	..
Surveys, North Island	..	21,611	..	..	23,764	..	..
Miscellaneous	..	5,169	..	..	5,169	..	..
Hurunui-Bluff	Opened	8,832,421	316,471	3 11 8	9,037,709	343,476	3 16 0
"	Unopened	77,660	..	..	60,248	..	..
Greymouth-Brunner	Opened	196,972	10,933	5 11 0	196,972	16,922	8 11 10
"	Unopened	15,959	..	..	15,959	..	..
Greymouth Harbour Works	..	127,234	..	..	127,234	..	..
Greymouth-Hokitika	Opened	195,549	4,553	2 6 7	197,065	4,047	2 1 1
Westport	"	220,773	29,091	13 3 6	220,773	28,940	13 2 2
" Harbour Works	..	14,111	..	..	14,111	..	..
Nelson	Opened	165,225	-3,283	..	165,363	-1,648	..
"	Unopened	12,537	..	..	12,537	..	..
Picton	Opened	206,230	-1,723	..	206,624	145	0 1 5
"	Unopened	63,568	..	..	87,965	..	..
Stock, permanent-way	..	33,262	..	..	30,614	..	..
Stock, A.O.L. stores	..	17,988	..	..	17,248	..	..
Surveys, Middle Island	..	36,213	..	..	37,681	..	..
Miscellaneous	..	5,168	..	..	5,168	..	..
Stock in suspense	Opened	25,000	..	..	25,000	..	..
Total opened	..	16,404,076	539,928	3 5 10	16,703,887	571,533	3 8 5
Total unopened	..	786,891	..	..	850,385	..	..
Gross total	..	17,190,967	539,928	3 2 10	17,554,272	571,533	3 5 1

NOTE.—The amount stated as cost of construction of opened lines includes 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. FIRE,
Railway Accountant.

RETURN No. 7.

EXPENDITURE under VOTE for ADDITIONS to OPEN LINES charged to Capital Account, for the Twelve Months ending 31st March, 1900.

Department.										Total Expenditure.		
										£	s.	d.
Way and Works	..	..	..	..	..	..	..	..	..	64,199	14	1
Locomotive	..	..	..	..	..	..	..	..	..	154,157	7	2
										£218,357	1	3

RETURN No. 7—continued.

WAY AND WORKS DEPARTMENT: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Improvements to station buildings	39 6 8	1,314 2 9
	Additions to dwellings	911 18 9	
	Land	300 0 0	
	Office for Inspector, Permanent-way	62 17 4	
Kaihu	Improvements to station buildings	65 9 7	107 0 7
	Additions to dwellings	30 0 0	
	Land	11 11 0	
Auckland	Additions and improvements to station buildings, plat- forms, and signals	808 9 1	4,043 2 1
	Sidings, loading-banks, stockyards, approaches, and crossings	140 15 8	
	Additions to dwellings	608 11 2	
	Additional works, water-services, &c., for Locomotive Department	666 16 6	
	Telegraph facilities	1,102 4 11	
	Flood openings	79 2 7	
	Fencing	15 1 6	
	Interlocking material	155 8 8	
	Reclamation-work	166 13 4	
	Alteration of grades	239 5 5	
	Crane	50 13 3	
	Land	10 0 0	
Wellington—Napier—New Plymouth	Additions and improvements to station buildings, plat- forms, and signals	9,775 9 8	28,750 13 8
	Sidings, loading-banks, stockyards, approaches, and crossings	2,968 14 6	
	Additions to dwellings	751 2 8	
	Additions to Petone Workshops	1,063 18 9	
	Additional coal-accommodation, water-services, engine- sheds, &c., for Locomotive Department	1,516 6 4	
	Telegraph and telephone facilities	2,176 11 10	
	Fencing	25 11 9	
	Land, land-surveys, &c.	807 11 4	
	Viaduct, Piripiri	4,142 0 11	
	Buildings for gas-lighting plant	9 19 1	
	Interlocking apparatus	4,835 15 5	
	Additions to District offices, Wellington	220 8 10	
	Crane	104 10 11	
	Clearing rocks off slopes near Summit	98 16 7	
	Iron-store, Petone	253 15 1	
Hurunui-Bluff— (Christchurch District)	Additions and improvements to station buildings, plat- forms, and signals	1,280 15 3	6,536 15 3
	Sidings, loading-banks, stockyards, approaches, and crossings	3,345 13 3	
	Additions to dwellings	506 0 0	
	Additional coal-accommodation, water-services, &c., for Locomotive Department	129 6 1	
	Telegraph and telephone facilities	274 11 1	
	Land	661 1 0	
	Crane	36 10 8	
	Interlocking material	302 17 11	
(Dunedin District)	Additions and improvements to station buildings, plat- forms, and signals	6,731 16 2	17,212 16 5
	Sidings, loading-banks, stockyards, approaches, and crossings	1,075 6 9	
	Additions to dwellings	549 8 6	
	Additional coal-accommodation, water-services, &c., for Locomotive Department	435 10 3	
	Telegraph and telephone facilities	1,332 3 11	
	Additions to Hillside Workshops	420 19 3	
	Lightening cuttings, Otago Central Railway	589 12 10	
	Crane	10 15 3	
	Land	244 13 8	
	Stone protection and protective works	302 18 6	
	Painting-machine	148 9 6	
	Strengthening Waitaki Bridge	5,371 1 10	
(Invercargill District)	Additions and improvements to station buildings, plat- forms, and signals	2,042 0 10	5,592 0 9
	Sidings, loading-banks, stockyards, approaches, and crossings	2,551 14 7	
	Additions to dwellings	362 19 5	
	Additional accommodation for Locomotive Department	25 19 0	
	Telegraph and telephone facilities	9 5 4	
	Fencing	41 13 10	
	Flood openings	558 7 9	
Greymouth—Hokitika ..	Signals	33 4 11	128 16 1
	Additions to dwellings	26 3 5	
	Fencing	39 1 8	
	Cattle-stops	30 6 1	
Nelson	Raising walls of wharf goods-shed	110 10 9	130 12 2
	Telegraph facilities	20 1 5	
Picton	Improvements to station buildings	46 19 0	383 14 4
	Crane	55 9 9	
	Weighbridge	281 5 7	
			<u>£64,199 14 1</u>

RETURN NO. 7—continued.

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number incomplete on March 31, 1899.	Completed on 31st March, 1900.	Incomplete on 31st March, 1900.	Expenditure in Year ended 31st March, 1900.
					£ s. d.
Locomotives, Class U	A	2	2	..	2,919 14 9
Class B	M	6	1	5	6,196 13 2
Carriages, double-bogie, Class A	N	1	..	1	123 3 6
" conversions to double-bogie, Class A	O	24	..	24	146 18 5
Wagons, double-bogie, Class U, platform	W	..	..	..	*302 14 1
Locomotives, Class Wa	B-1	1	1	..	1,662 11 4
Carriages, double-bogie, Class A	E-1	4	4	..	1,339 10 9
Wagons, four-wheel, Class G, horse-boxes	F-1	5	5	..	378 3 1
" " Class H, cattle-trucks	G-1	6	6	..	169 10 0
" " Class L, high-side	H-1	60	60	..	4,148 9 0
" double-bogie, Class U, platform	K-1	10	10	..	382 12 6
" " Class V, frozen-meat	L-1	..	..	..	*48 18 0
" four-wheel, Class J, sheep-trucks	M-1	6	6	..	811 13 7
" " Class K, covered goods	N-1	3	3	..	42 7 9
" " Class X, cool-trucks	P-1	..	..	..	*68 2 8
Locomotives from Baldwin Company, U.S.A., Class Wa	T-1	..	..	..	*2,746 8 3
Steam travelling-crane	V-1	1	1	..	228 19 10
Carriages, double-bogie, Class A	W-1	67	26	41	25,094 2 6
Brake-vans, double-bogie, Class F	X-1	12	8	4	5,340 18 3
Wagons, double-bogie, Class R, high-side	Y-1	5	5	..	1,004 6 1
" " Class U, platform	Z-1	15	12	3	2,863 7 3
" " Class V, frozen-meat	A-2	5	5	..	1,582 8 3
" four-wheel, Class L, high-side	B-2	†215	215	..	19,798 6 11
" " Class Y, ballast-hoppers	..	5	5	..	541 11 3
" " Class L, high-side	C-2	25	25	..	2,658 6 5
" " Class J, sheep-trucks	D-2	20	20	..	2,080 11 7
" " Class W, frozen-meat	E-2	10	10	..	1,278 8 0
" " Class X, cool-trucks	F-2	5	5	..	782 17 4
Conversions to Class L, high-side	G-2	†22	22	..	1,332 9 3
" " Class X, cool-trucks	"	10	10	..	745 3 3
Locomotives from Sharp, Stewart, and Co., Glasgow—4 Class B, and 6 Class U	H-2	\$10	\$10	..	22,896 10 3
Carriages, Class A, dining	I-2	3	3	..	2,544 18 9
Wagons, four-wheel, Class Y, ballast-hoppers	J-2	25	25	..	2,669 4 0
" double-bogie, Class R, high-side	K-2	10	10	..	2,103 7 1
Brake-vans, double-bogie, Class F	L-2	12	3	9	2,015 5 5
Wagons, four-wheel, Class K, covered goods	M-2	36	..	96	2,158 10 5
" double-bogie, Class R, high-side	N-2	20	..	20	3,053 9 0
Tarpaulins	O-2	550	350	200	1,178 9 1
Wagons, four-wheel, Class G, horse-boxes	P-2	6	..	6	490 16 2
" " Class H, cattle-trucks	Q-2	6	..	6	375 15 2
" " Class J, sheep-trucks	R-2	50	..	50	1,814 15 0
" " Class L, high-side	S-2	340	..	340	11,045 9 7
" " Class M, low-side	T-2	25	..	25	610 6 3
" double-bogie, Class U, platform	U-2	20	..	20	2,062 16 4
" four-wheel, Class W, frozen-meat	V-2	10	..	10	691 11 5
" " Class X, cool-trucks	W-2	2	2	..	226 4 2
" double-bogie, Class T, cattle-trucks	X-2	3	..	3	385 0 6
Fitting R wagons for passenger traffic	..	..	..	..	1,348 17 5
Fitting second-class compartments of bogie cars with cushions	..	..	..	..	1,128 0 5
Compressed-gas lighting for carriages	..	..	..	..	3,220 5 11
Lighting Petone shops electrically	..	..	..	..	818 0 1
Machinery for workshops	..	..	..	..	4,988 16 11
Engine turntable for Takapau	..	..	..	..	251 9 4
Less material taken from stock on hand, 31st March, 1899	..	..	..	..	154,897 6 6
Stock of material on hand—	..	..	..	..	739 19 4
31st March, 1899	..	£ s. d.	..	..	17,988 11 3
31st March, 1900	..	17,248 11 11	..	..	£154,157 7 2
		£739 19 4			

Particulars.	Number under Order.	Additional Stock.		Conversions.		
		Completed on 31st March, 1900.	Incomplete on 31st March, 1900.	Completed on 31st March, 1900.	Incomplete on 31st March, 1900.	
Total locomotives	\$19	\$14	5	..	..	One-third cost of car-conversion charged to "Additions to Open Lines."
" carriages	99	33	42	..	24	
" brake-vans	24	11	13	..	..	
" wagons, bogie	88	42	46	..	..	
" " four-wheel	892	337	473	32	..	
Crane, steam	1	1	..	..	..	
Tarpaulins	550	350	200	..	..	

* Additional expenditure on orders W, L-1, P-1, and T-1 brought into stock year ending 31st March, 1899. † Appears in Table 7, D-2, 31st March, 1899, as 220 Class L, high-sides. ‡ Appears in Table 7, D-2, 31st March, 1899, as 50 Class L, high-sides.

§ Three of these locomotives charged to working expenses, year ending 31st March, 1900.

RETURN No. 8.

COMPARISON of TRAFFIC, REVENUE, and EXPENDITURE for the last TWENTY 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	1,319	892,026	523,099	58'64	1,437,714	316,611	343,751	2,911,477	7,207
1882-83	1,358	953,347	592,821	62'18	1,564,793	341,186	477,075	3,283,378	8,621
1883-84	1,396	961,304	655,990	68'24	1,700,040	359,896	686,287	3,272,644	9,036
1884-85	1,477	1,045,712	690,026	65'99	1,749,856	347,425	729,528	3,232,886	8,999
1885-86	1,613	1,047,419	690,340	65'91	1,823,767	349,428	858,662	3,362,266	10,717
1886-87	1,727	998,768	699,072	69'99	1,747,754	372,397	942,017	3,426,403	11,821
1887-88	1,758	994,843	687,328	69'09	1,735,762	399,109	940,209	3,451,850	11,518
1888-89	1,777	997,615	647,045	64'86	1,920,431	399,056	919,392	3,132,803	11,817
1889-90	1,809	1,095,570	682,787	62'32	2,073,955	405,838	1,068,575	3,376,459	12,311
1890-91	1,842	1,121,701	700,703	62'47	2,086,011	413,074	1,348,364	3,433,629	13,881
1891-92	1,869	1,115,432	706,517	63'34	2,066,791	430,216	1,153,501	3,555,764	16,341
1892-93	1,886	1,181,522	732,142	61'97	2,193,330	460,383	1,393,457	3,759,044	16,504
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	3,905,578	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
1899-00	2,104	1,623,891	1,052,358	64'80	3,127,874	662,655	2,624,899	5,468,284	63,335

A. C. FIFE,
Railway Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1900.

Description.	No.	Amount.
		£ s. d.
Travellers' tickets, all lines...	8	492 0 0
Travellers' tickets, North Island	89	3,240 0 0
Travellers' tickets, Middle Island	115	5,927 10 0
Reporters' tickets, North Island	36	361 2 1
Reporters' tickets, Middle Island	35	350 6 8
Tourists' tickets, North Island	140	926 10 0
Tourists' tickets, Middle Island	174	1,280 10 0
Fifty-trip commutation ordinary tickets	2,633	1,762 10 0
Fifty-trip commutation family tickets	1,498	2,274 7 8
School tickets	8,720	4,778 2 2
Teachers' Saturday tickets	276	316 10 0
Twenty-trip commutation tickets	360	240 4 6
Twelve-trip workmen's tickets	42,862	6,917 13 7
All other season tickets	6,389	11,360 10 3
Totals ...	63,335	40,227 16 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, 1900.

Classification of Work.	SECTIONS.														Total.												
	Kawakawa.		Whangarei.		Kaihu.		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.	£	s. d.	£	s. d.	£	s. d.
Track-surfacing ..	278 12 9	931 9	51,044 4	6 17,184 12	332,065 6	6 26,218 14	325,997 19	11 18,261 0	2	886 8	11,189 12	52,013 16	31,356 11	11 1,150 8	9	128,488 17	2										
Track-renewals ..	140 8 11	446 12 8	481 16	7 14,029 5	11 44,353 6	10 23,219 18	127,814 8	0 14,671 5	1	224 11 6	706 4	9 2,741 9	32,113 0	52,326 3	4	133,268 11	4										
Ballasting ..	97 15 3	277 8 10	1 17 4	971 12 11	4,504 19 0	2,049 5	1,621 17 6	110 3 4	44 5 1	194 11 0	73 15 5	123 10 9	89 6 9	10,160 8	3												
Banks, cuttings, ditches, tunnels ..	21 12 3	162 18 1	78 4 8	3,481 9 9	4,096 0 3	1,517 0 10	1,895 14 0	1,586 11 4	229 8 7	143 18 11	84 8 2	56 15 1	20 9 4	13,374 11	3												
Bridges, culverts, drains ..	158 1 4	105 16 10	28 17 3	5,020 15 10	17,362 10 11	9,593 3	112,467 6 4	4,702 10 8	252 0 0	1,081 1	21,003 4 9	79 15 9	1,434 3 2	53,289 7	1												
Fences, gates, cattle-stops, hedges ..	15 0 7	38 9 11	7 16 4	1,046 5 10	2,686 14 9	1,149 9 4	2,362 5 11	1,285 12 6	4 4 3	51 9 6	95 14 3	132 18 4	104 9 6	8,980 11	0												
Roads, approaches, &c. ..	4 1 0	9 0 3	2 12 6	392 18 2	672 15 1	361 8 4	432 19 2	154 11 9	26 8 3	54 11 11	62 8 0	9 15 1	34 4 11	2,217 14	5												
Water-services, signals, cranes, appliances ..	8 12 0	30 7 7	20 10 5	720 9 11	1,448 9 0	1,485 4 11	1,681 2 10	727 6 1	170 3 10	109 10 2	107 18 11	34 1 10	91 6 3	6,635 3	9												
Wharves ..	..	351 4 9	45 3 2	1,334 11 4	29 16 0	18 7 6	317 5 5	8 3 6	915 6 4	..	395 11 0	2,431 17 8	652 11 6	6,499 18	2												
Buildings ..	8 19 10	137 6 3	71 10 2	3,250 9 11	6,702 11 9	6,720 6 9	3,621 7 9	2,544 0 1	229 12 3	52 0 0	382 19 3	299 11 7	110 7 6	24,131 3	1												
Miscellaneous ..	13 13 0	..	32 19 10	685 11 3	2,020 15 8	1,002 15 0	802 15 11	152 3 9	64 3 11	14 16 2	140 12 8	..	138 10 10	5,068 18	0												
General charges ..	2 13 9	19 5 9	9 12 8	259 1 4	630 14 1	548 1 11	451 14 8	404 16 10	45 14 3	16 9 4	80 16 4	17 14 7	16 11 4	2,503 6	10												
Totals ..	749 10	82,510 0	41,825 5	548,377 4	5,116,573 19	10,73,883 15	179,376 17	544,608 5	13,092 6	43,614 5	47,182 14	36,655 13	0 6,168 13	2 394,618 10	4												
Rate per mile opened ..	93 13 10	119 10 6	107 7 4	147 18 10	258 9 7	162 7 8	211 13 5	131 18 9	386 10 10	150 11 11	231 14 0	289 7 6	293 15 0	187 10 10													

A. C. FIFE, Railway Accountant.

STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1900.

RETURN No. 11.

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. 144	No. ...	No. 232	No. 376	£ 11 2 0	...	...	...	...	376	£ 11 2 0		
Whangarei	197	...	166	363	16 0 0	...	...	113	8 8 9	476	24 8 9		
Kaihu	211	66	279	556	32 13 9	...	...	...	...	556	32 13 9		
Auckland	2,346	510	1,388	4,244	300 8 8	2,500	80,113	82,613	10,662 15 6	86,857	10,963 4 2		
Wanganui	2,505	405	1,802	4,712	374 12 9	6,827	44,173	51,000	9,853 12 8	55,712	10,228 5 5		
Wellington-Napier	3,106	904	1,148	5,158	297 4 6	16,629	68,509	85,138	14,088 17 2	90,296	14,386 1 8		
Pictou	772	60	799	1,631	87 11 4	1,113	4,471	5,584	457 8 0	7,215	544 19 4		
Nelson	2,048	302	712	3,062	129 5 10	1,178	5,104	6,282	539 14 7	9,344	669 0 5		
Westport	303	36	136	475	11 14 3	36	3,104	3,140	246 14 5	3,615	258 8 8		
Greymouth	1,980	84	1,280	3,344	184 5 3	769	12,691	13,460	1,087 0 4	16,804	1,271 5 7		
Christchurch	10,517	1,564	8,794	20,875	1,451 17 4	30,100	142,151	172,251	24,426 8 9	193,126	25,878 6 1		
Dunedin	9,064	1,286	10,842	21,192	1,167 17 8	17,470	94,293	111,763	23,513 14 11	132,955	24,681 12 7		
Invercargill	4,646	399	3,586	8,631	687 10 6	4,906	46,454	51,360	11,269 12 4	59,991	11,957 2 10		
Totals { 1900	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3		
{ 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		
Increase	...	...	...	...	...	10,997	89,429	100,426	11,359 11 11	83,150	9,896 4 1		
Decrease	7,909	576	8,791	17,276	1,463 7 10	...	...	...	...	...	...		
Total, year ending—													
31st March, 1896	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8		
31st March, 1897	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	456,716	69,055 2 8		
31st March, 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		
31st March, 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		
31st March, 1900	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3		

RETURN No.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1900.

[illegible]

RETURN No. 12—continued.

[illegible]

RETURN No. 12—continued.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1900.

[illegible]

RETURN No. 12—continued.

[illegible]

RETURN No. 13.

STATEMENT OF CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1900.

Description.	Class.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Wellington-Napier-New Plymouth.	Hurumui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Dining-cars, bogie, 44 feet ...	A	...	...	...	...	...	3	...	...	...	...	3
Saloon, bogie, 44 feet ...	A	...	...	...	...	...	6	...	...	...	...	6
" " 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	...	...	...	...	2
" " 42½ feet ...	A	...	...	...	...	...	8	...	...	...	...	8
" " 30 feet ...	B	...	...	...	...	1	5	...	...	...	...	6
" 6-wheel ...	C	...	...	...	2	...	6	...	...	...	...	8
" 4-wheel ...	D	...	1	...	1	3	4	1	...	...	1	11
Composite, bogie, 44 feet ...	A	...	...	...	44	59	84	4	2	2	3	198
" " 42½ feet ...	A	...	...	...	...	13	31	...	...	...	...	44
" " 39½ feet ...	A	...	...	...	2	4	4	2	1	1	...	14
" " 30 feet ...	B	...	...	...	5	13	19	...	...	...	...	37
" 6-wheel ...	C	...	1	1	1	6	10	...	...	2	...	21
" 4-wheel ...	D	2	2	...	4	...	7	...	...	...	...	15
Second class, bogie, 44 feet ...	A	...	...	...	22	24	43	1	...	...	...	90
" " 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	23	...	...	2	...	38
" 4-wheel ...	D	...	2	1	1	2	5	...	...	1	1	13
Totals ...	...	2	6	4	89	163	287	9	3	9	5	577
WAGONS, ETC.												
Brake-vans, 4-wheel ...	F	2	2	2	17	25	66	5	4	4	3	130
" bogie ...	F	...	...	...	13	34	37	...	2	...	...	86
" Fell ...	F	...	...	...	...	4	...	...	...	...	...	4
Horse-boxes ...	G	...	...	...	17	52	56	...	...	1	1	127
Cattle-trucks ...	H	2	2	...	55	60	161	...	1	2	2	285
Sheep-trucks ...	J	...	...	...	49	203	276	...	...	...	2	530
Covered goods ...	K	1	7	1	52	74	285	11	4	4	3	442
High-side ...	L	3	12	4	546	824	3,800	37	1	31	54	5,312
Low-side ...	M	4	18	12	59	231	681	14	18	12	21	1,070
Timber ...	N	...	66	68	75	102	167	12	33	8	...	531
Iron hopper ...	O	...	...	...	80	...	...	243	300	...	...	623
Platform coal ...	P	23	83	...	...	...	...	...	...	...	...	106
Movable iron hopper ...	Q	...	...	...	...	...	...	...	128	...	...	128
Frozen meat ...	W	...	...	...	8	20	50	...	...	...	...	78
Cool ...	X	...	...	...	24	90	59	...	...	...	7	180
Ballast hopper ...	Y	...	...	...	40	50	25	...	...	...	...	115
High-side, bogie ...	R	...	...	2	51	74	51	9	...	...	...	187
Sheep-trucks, " ...	S	...	...	...	6	37	36	...	...	...	...	79
Cattle-trucks, " ...	T	...	...	...	6	10	5	...	...	...	...	21
Platform, " ...	U	...	...	...	16	114	48	15	...	...	...	193
Frozen meat " ...	V	...	...	...	...	18	39	...	...	...	...	57
Covered goods " ...	Z	...	...	...	...	5	6	...	...	...	...	11
Total ...	...	35	190	89	1,114	2,027	5,848	346	491	62	93	10,295
TARPAULINS												
...	...	8	22	9	725	1,280	5,232	45	9	40	90	7,460

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1900.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaikohe.	Auckland.	Wellington-Napier-New Plymouth.	Huronui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total Engines.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.											
A	Tank	8	15	4	2 6 $\frac{1}{2}$	...	...	1	...	...	1	1	2	...	...	...	...	5
B	Tender	16	22	8	3 6 $\frac{1}{2}$	4	30	...	...	...	...	...	5	...	...	...	...	5
C	Tank	9 $\frac{1}{2}$	18	4	2 6 $\frac{1}{2}$	2	18	...	...	1	...	2	...	...	2	...	1	6
D	"	9 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	18	1	...	2	12	9	17	1	...	2	...	31
E	"	10 $\frac{1}{2}$	18	6	3 0 $\frac{1}{2}$	...	...	...	...	...	...	11	36	5	3	2	...	72
F	"	12	18	6	3 0 $\frac{1}{2}$	...	...	2	...	...	4	2	4	...	1	...	...	13
FA	"	12	18	6	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	...	...	1	...	...	1
FB	"	12	18	6	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	2	...	...	...	2	4
G	"	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	4	21	...	...	...	...	...	6	...	...	...	...	6
H	" Fell	14	16	4	2 8	2	30	...	...	...	...	...	...	...	...	...	...	6
J	Tender	14	20	6	3 6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	9	8	15	...	...	...	...	32
K	"	12	20	4	4 0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	...	2	6	...	...	...	...	8
L	Tank	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	1	4	1	...	...	...	...	6
LA	"	12	18	4	3 6 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	3	1	...	...	...	...	...	4
M	"	13	20	4	3 6 $\frac{1}{2}$	6	28 $\frac{1}{2}$	...	...	...	...	4	...	...	...	...	...	4
N	Tender	15	20	6	4 1 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	...	3	3	...	...	...	...	6
O	"	15	18	8	3 0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	...	...	3	3	...	...	...	...	6
P	"	15	20	8	3 5	2	26 $\frac{1}{2}$	...	...	...	4	...	6	...	...	...	...	10
Q	Tank	11	18	4	4 0 $\frac{1}{2}$	6	30 $\frac{1}{2}$	...	...	...	...	...	1	...	...	...	...	1
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
T	Tender	15	18	8	3 0 $\frac{1}{2}$	2	25 $\frac{1}{2}$	...	...	...	...	...	6	...	...	...	...	6
U	" N.Z.R.	16	20	6	4 6	4	30	...	...	...	...	...	8	...	...	...	...	8
U	" American	16	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{3}{4}$	...	...	...	...	...	10	...	...	...	...	10
U	" English	16	20	6	4 1	4	30	...	...	...	...	...	6	...	...	...	...	6
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
WA	" N.Z.R.	14	20	6	3 3 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	1	6	1	...	...	...	...	8
WA	" American	14	20	6	3 3 $\frac{1}{2}$	4	25	...	1	...	...	9	...	...	2	...	...	12
Total		...	...	...	...	...	...	2	4	3	38	86	148	6	9	4	4	304

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.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working expenses to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Average Miles 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 Compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
Victoria ..	87,884	1,176,854	3,122	5 3	£ 39,056,451	12,430	377	£ 33	99,714,298	2,873,729	71.0	£ 1,716,441	42.41	1,157,288	29.59	2.96	59.73	8	10,445,805,043	2,779,748	320	550	£ 370,154	15.65	19.03	1.93	517	1,092	9,493	1899. 30 June.
New South Wales	310,700	1,346,240	2,708	4 8½	£ 37,992,276	14,037	498	£ 28	58,806,647	3,145,273	85.72	£ 1,690,442	46.07	1,454,831	39.65	3.88	53.75	6	9,247,260,067	5,248,320	1,163	625	£ 538,137	21.19	14.99	2.28	491	751	11,099	1898.
Cape of Good Hope	221,311	449,000	1,975	3 6	£ 20,222,263	10,162	226	£ 45	108,905,978	2,953,090	79.6	£ 2,012,390	54.20	940,700	25.40	4.70	68.10	11	7,100,013,432	1,507,600	1,495	1,019	£ 476,201	25.4	17.90	4.80	489	590	7,808	31 Dec. 1899.
Queensland	668,224	508,007	2,745	3 6	£ 18,670,208	6,900	185	£ 36	15,822,230	1,373,475	56.62	£ 784,811	32.35	588,664	23.27	3.15	57.14	14	3,716,425	1,684,858	506	289	£ 217,107	11.15	14.32	2.09	320	371	5,467	30 June.
South Australia	903,690	370,590	1,868	3 6	£ 14,042,043	7,517	198	£ 37	10,392,718	1,073,155	65.54	£ 634,755	38.77	438,400	26.77	3.12	59.15	17	6,174,272	1,406,914	574	340	£ 234	91.18	13.90	1.39	342	379	6,330	1898.
Natal ..	20,461	59,596	475	3 6	£ 6,950,621	14,633	125	£ 116	7,276,429	986,417	85.70	£ 589,815	51.24	396,602	34.46	5.70	59.79	16	1,224,963	914,507	2,077	1,242	£ 835,204	20.48	14.71	11.36	125	268	1,828	31 Dec. 1897.
Tasmania	26,215	177,841	425	3 6	£ 3,526,322	8,302	417	£ 19	764,938	166,833	52.34	£ 128,544	40.33	38,289	12.01	1.07	77.04	18	608,530	229,620	986	297	£ 89,114	12.76	19.77	3.78	64	156	1,077	31 Dec. 1899.
Western Australia	975,876	168,461	1,270	3 6	£ 6,427,370	4,743	133	£ 38	8,325,871	1,004,620	74.01	£ 712,329	52.48	292,291	21.53	4.55	70.91	5	5,872,200	1,148,252	791	561	£ 230,130	21.32	22.62	2.23	231	343	4,558	30 June.
New Zealand	104,471	731,713	2,043	3 6	£ 15,993,908	7,783	356	£ 21	23,666,483	3,76,008	90.0	£ 857,191	56.11	518,817	33.89	3.24	62.30	17	4,672,264	2,518,367	673	420	£ 254,161	17.97	16.91	4.37	273	543	8,975	1898. 31 Mar.
"	104,471	746,673	2,030	3 6	£ 16,404,076	7,849	357	£ 21	53,968,708	1,469,665	89.0	£ 929,737	56.22	539,928	32.78	3.29	63.26	19	4,955,553	2,624,059	712	450	£ 262,173	18.46	16.67	3.02	298	550	9,792	31 Mar. 1900.
"	104,471	758,616	2,039	3 6	£ 16,703,887	7,958	361	£ 22	54,187,893	1,623,891	93.0	£ 1,052,358	60.31	571,533	32.69	3.42	64.80	2	5,468,284	3,127,824	774	501	£ 273,188	21.32	16.17	2.93	304	577	10,295	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, 1900.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.					Drays.	Cattle.	Sheep.	Pigs.	Lime Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Route 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	£ ..	No. 286,741	No. 8,597	No. 899	No. 21,273	£ 32,213	No. 703	No. 23,914	No. 292,621	No. 27,216	5,810	44,681	73,655	192,905	375,725	311,279	433,659	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	197,281	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	81,255	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	13,017,507	3,008,949	3,426,403	339,255	11,821	16,998	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	610,488	15,663	13,915	£ 997,615	5.50
1889-90 ..	1,809	13,899,955	2,868,203	3,376,459	347,844	12,311	21,504	375,271	9,358	708	21,209	37,097	678	31,700	935,336	51,539	37,900	91,214	77,454	172,814	498,198	399,258	797,117	2,073,955	655,007	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	14,738,120	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	168,910	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	40,899	1,519,921	43,292	36,972	103,328	85,102	198,578	388,556	377,938	857,917	2,048,391	683,726	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	389,881	878,659	2,087,798	698,115	18,466	22,490	£ 1,183,041	85.75
1896-97 ..	2,018	15,577,392	3,409,218	4,439,387	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	423,888	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	103,055	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	87,038	310,266	420,071	478,851	1,117,353	2,624,059	882,077	20,328	25,289	£ 1,469,665	89.00
1899-1900 ..	2,104	16,703,887	4,187,893	5,468,234	474,793	63,335	40,228	624,115	11,474	1159	27,066	68,488	1345	65,063	2,523,787	36,049	77,292	104,621	92,126	334,677	764,033	536,428	1,218,698	3,127,874	985,723	25,135	29,524	£ 1,623,891	93.00

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	..	..	..	41,845	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 ..	58.53	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	51,692	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
1899-1900 ..	60.31	64.80	394,619	24.30	187.99	22.61	295,542	18.20	16.93	76,555	4.71	4.39	262,552	16.17	15.05	47,717	2.93	2.74	..	..	..	24,627	1.51	1.41	1,052,358

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1900.

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 "
Kaihu	"	Greymouth-Point Elizabeth Coal Co. (f.o.b. Greymouth) ..	9/10 "
Wellington-Napier-New Plymouth	"	Blackball Coal Company ..	19/6 "
"	"	Greymouth-Point Elizabeth Coal Co. ..	22/ "
"	"	"	23/ "
"	"	"	22/ "
"	"	Blackball Coal Company ..	18/9 "
"	"	Greymouth-Point Elizabeth Coal Co. ..	21/ "
"	"	Westport Coal Company ..	19/ "
"	"	Greymouth-Point Elizabeth Coal Co. ..	17/ "
Pictou	"	Blackball Coal Company ..	20/ "
"	"	Greymouth-Point Elizabeth Coal Co. ..	22/ "
Nelson	"	"	20/ "
Westport	"	Westport Coal Company ..	6/4 "
Greymouth-Hokitika	"	Blackball Coal Company ..	7/ "
"	"	Greymouth-Point Elizabeth Coal Co. ..	8/ "
Lyttelton	"	H. Levick	9/6 "
"	"	Westport-Cardiff Coal Company ..	16/* "
"	"	Greymouth-Point Elizabeth Coal Co. ..	18/ "
Timaru	"	Blackball Coal Company ..	18/ "
"	"	Greymouth-Point Elizabeth Coal Co. ..	20/ "
Oamaru	"	Blackball Coal Company ..	18/ "
"	"	Greymouth-Point Elizabeth Coal Co. ..	20/ "
Port Chalmers-Gore	"	Fernhill Coal Company ..	6/ "
"	"	Walton Park Coal Company ..	6/ "
"	"	Kaitangata Coal Company ..	6/9 "
"	"	Loudon and Howarth ..	6/ "
"	"	Greymouth-Point Elizabeth Coal Co. ..	17/6 "
"	"	Westport-Cardiff Coal Company ..	17/6* "
South of Gore	"	Blackball Coal Company ..	18/6 "
"	"	Nightcaps Coal Company ..	7/1 "
"	"	Greymouth-Point Elizabeth Coal Co. ..	20/6 "
Workshops, Wanganui	"	"	21/6 "
"	"	"	16/6 "
"	"	"	17/6 "
"	"	"	18/6 "
"	"	"	11/6 "
		(f.o.b. Greymouth)	
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	"	"	"
General stores—			
Auckland—			
General ironmongery	31/3/1900	E. Porter and Co.	As per schedule.
Furnishing ironmongery	"	"	"
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.	"
Christchurch—			
General ironmongery	"	Ashby, Bergh, and Co.	"
Furnishing ironmongery	"	"	"
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.	"	"	"

* No contract.

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

Service.	Period.	Name of Contractor.	Rate.
<i>General stores—continued.</i>			
Dunedin—			
General ironmongery ..	31/3/1900	New Zealand Hardware Company	As per schedule.
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	"
Timber, tallow-wood ..	"	E. D. Pike and Co. ..	16/9 per 100 sup. ft.
" and piles, ironbark ..	30/6/99	Murray, Arnold, and Co. ..	19/
" " " ..	Sept., 1899	"	As per schedule.
" " " ..	June, "	E. D. Pike and Co. ..	"
" " " ..	Sept., "	W. Flannery ..	"
" " " ..	31/3/1900	Murray, Arnold, and Co. ..	"
" " " ..	"	E. D. Pike and Co. ..	"
Native timber supply—			
Napier Section ..	"	Robert Holt ..	"
Wanganui " ..	"	Palmerston North Sash, Door, and Timber Company	"
Christchurch " ..	"	William White and Co. ..	"
Invercargill " ..	"	Massey and Co. ..	"
Sleeper supply—			
Wellington—Napier—New Plymouth—			
3,000 totara sleepers ..	31/10/99	A. Bergerson ..	3/ each.
2,000 " ..	30/11/99	R. E. Johnson ..	2/6 "
1,500 " ..	"	B. De Malmanche ..	2/10 "
2,000 " ..	"	A. Quinlan ..	3/ "
8,000 " ..	31/1/1900	James Drysdale ..	3/ "
2,000 " ..	31/12/99	T. and G. Williams ..	2/10 "
400 " ..	"	A. Hansen ..	3/ "
800 " ..	"	Joseph McHalick ..	2/9 "
2,000 " ..	"	Henry Carlson ..	3/ "
1,000 " ..	31/3/1900	L. C. Anderson ..	3/ "
1,000 " ..	"	C. F. Frederiksen ..	3/ "
1,000 " ..	31/7/99	Patrick Scally ..	3/ "
2,000 " ..	31/3/1900	Hawke's Bay Timber Company (Limited)	3/ "
1,000 " ..	31/12/99	John Stewart ..	3/ "
1,500 " ..	"	J. T. Entwistle ..	3/ "
800 " ..	"	Power and Bussell ..	3/ "
5,000 " ..	"	Einar Andresen ..	3/ "
Southland District—			
400 totara sleepers ..	"	James Mackay ..	3/ "
22,000 creosoted sleepers ..	31/3/1900	Campbell and Co. ..	2/6 "
22,900 totara sleepers ..	"	Settlers ..	3/ to 3/3 each.
1,200 matai sleepers ..	"	" ..	2/ each.
Dunedin District—			
9,300 totara sleepers ..	"	" ..	3/ "
Christchurch District—			
2,900 birch sleepers ..	"	" ..	2/2 "
2,200 puriri sleepers ..	"	Lane and Brown ..	3/ and 4/3 each.
Greymouth Section—			
120,720 silver-pine sleepers ..	"	Settlers ..	2/6 to 2/9 each.
320 " ..	"	" ..	1/ each.
120 " ..	"	" ..	2/8 to 3/ each.
1,170 silver-pine posts ..	"	" ..	4½d. each.
Westport Section—			
37,320 yellow-pine sleepers ..	"	" ..	1/9 to 3/ each.
860 birch sleepers ..	"	" ..	2/3 and 2/4 each.
Nelson Section—			
450 birch sleepers ..	"	" ..	1/10 each.
Pictou Section—			
2,460 birch sleepers ..	"	" ..	2/ "
Wellington—Napier—New Plymouth—			
21,600 totara sleepers ..	"	" ..	2/6 to 3/ each.
2,300 hinau sleepers ..	"	" ..	3/ and 4/ "
Auckland District—			
13,800 totara sleepers ..	"	" ..	2/6 to 3/ "
42,400 puriri sleepers ..	"	" ..	2/6 to 3/9 "
300 manaoa sleepers ..	"	" ..	2/6 each.
Dunedin and Invercargill Districts—			
14,400 sup. ft. V.D.L. timber ..	"	Mills in districts ..	17/7 to 19/ per 100 sup. ft.
87,600 sup. ft. red-pine timber ..	"	" ..	6/6 to 17/ "
2,300 sup. ft. miro timber ..	"	" ..	7/ "
28,300 sup. ft. black-pine timber ..	"	" ..	11/ to 15/ "
1,800 sup. ft. totara timber ..	"	" ..	14/9 to 18/ "
48,800 sup. ft. kauri timber ..	"	Merchants in district ..	10/ to 22/6 "
Christchurch Section—			
4,300 sup. ft. kauri timber ..	"	" ..	20/6 to 22/6 "
4,300 sup. ft. black-birch timber ..	"	Mills in district ..	13/ "
6,700 sup. ft. V.D.L. timber ..	"	" ..	18/ "
2,600 palings ..	"	" ..	20/ to 22/6 per 100.

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

Service.	Period.	Name of Contractor.	Rate.
Greymouth Section—			
6,850 sup. ft. birch timber ..	31/3/1900	Mills in district	10/6 to 12/ per 100 sup.ft.
51,400 sup. ft. red-pine timber ..	"	"	6/ to 11/ "
5,700 sup. ft. white-pine timber ..	"	"	4/ to 8/6 "
429,000 sup. ft. silver-pine timber ..	"	"	13/ to 16/ "
19,900 lin. ft. 8x5 silver-pine timber	"	"	4d. to 5½d. per lin. ft.
Westport Section—			
26,750 sup. ft. birch timber ..	"	"	10/ to 14/ per 100 sup.ft.
105,500 sup. ft. red-pine timber ..	"	"	6/ to 14/ "
500 sup. ft. white-pine timber ..	"	"	7/ to 7/6 "
10,800 sup. ft. yellow-pine timber ..	"	"	12/6 to 18/6 "
9,400 sup. ft. silver-pine timber ..	"	"	16/ to 24/ "
2,340 lin. ft. silver-pine piles ..	"	"	10d. per lin. ft.
Nelson Section—			
5,300 sup. ft. birch timber ..	"	"	8/5 to 9/ per 100 sup.ft.
17,000 sup. ft. red-pine timber ..	"	"	6/ to 15/ "
500 sup. ft. totara timber ..	"	"	14/ "
2,700 sup. ft. white-pine timber ..	"	"	8/ to 13/ "
Picton Section—			
1,400 sup. ft. white-pine timber ..	"	"	9/ to 10/ "
300 sup. ft. black-pine timber ..	"	"	13/ "
13,200 sup. ft. red-pine timber ..	"	"	9/ to 13/ "
1,900 sup. ft. totara timber ..	"	"	14/ to 21/ "
Wellington—Napier—New Plymouth Section—			
22,500 sup. ft. black-pine timber ..	"	"	10/6 to 14/ "
560,000 sup. ft. red-pine timber ..	"	"	6/ to 18/ "
29,000 sup. ft. white-pine timber ..	"	"	5/ to 9/6 "
147,000 sup. ft. totara timber ..	"	"	15/ to 22/6 "
25,000 sup. ft. kauri timber ..	"	Merchants in district ..	5/ to 25/ "
Auckland District—			
46,100 sup. ft. red-pine timber ..	"	Mills in districts	8/6 to 10/6 "
24,500 sup. ft. totara timber ..	"	"	13/6 to 20/ "
1,900 sup. ft. mangiao timber ..	"	"	18/ to 20/ "
700 sup. ft. silver-pine timber ..	"	"	15/ "
716,200 sup. ft. kauri timber ..	"	"	7/6 to 17/6 "
6,180 pickets ..	"	"	20/ to 25/ per 100.
Iron castings, Wellington ..	"	Smith Brothers	14/ per cwt.
" Christchurch ..	"	A. and T. Burt	As per schedule.
" Dunedin ..	"	"	"
Steel castings, Auckland ..	"	Wilkinson, Callon, and Co. ..	4½d. per lb.
" Wellington ..	"	"	4½d. "
" Christchurch ..	"	"	4½d. "
" Dunedin ..	"	"	4½d. "
Horse-forage, Auckland ..	"	J. J. Craig	As per schedule.
" Christchurch ..	"	Thomas Wreaks	"
6,000 gallons castor oil ..	31/8/1899	Ashby, Bergh, and Co. ..	2/4 per gallon.
8,000 " ..	31/3/1900	Vacuum Oil Company ..	2/4½ "
Timber and piles, ironbark ..	Jan., 1901	E. D. Pike and Co. ..	As per schedule.
" " ..	Feb., "	Allen Taylor	23/4 per 100 sup. ft. and 2/6 per lin. ft.
" " ..	Mar., "	Murray, Arnold, and Co. ..	As per schedule.

GEO. FELTON, Stores Manager.

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1900.

Description.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Wellington- Napier-New Plymouth.	Hurunui-Buff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
WEIGHING-MACHINES :—											
1 cwt.	...	...	...	1	...	...	...	...	...	...	1
2 " " " " " " " "	...	...	...	1	6	20	...	1	...	...	28
2½ " " " " " " " "	...	...	1	...	1	14	...	...	...	...	16
2½ " " " " " " " "	...	...	...	...	...	1	...	...	...	...	1
3 " " " " " " " "	...	...	...	6	3	7	4	1	2	...	23
4 " " " " " " " "	1	...	...	18	23	28	1	...	...	...	71
5 " " " " " " " "	...	1	1	9	11	32	...	1	6	...	61
5½ " " " " " " " "	...	...	...	...	...	2	...	...	...	...	2
6 " " " " " " " "	...	...	...	14	11	31	...	1	...	...	57
7 " " " " " " " "	...	1	...	4	5	4	...	...	...	...	14
8 " " " " " " " "	...	...	...	...	3	7	...	...	...	...	10
9 " " " " " " " "	...	...	...	...	...	2	...	...	...	...	2
10 " " " " " " " "	...	2	1	4	6	31	6	1	...	3	54
11 " " " " " " " "	1	...	...	...	15	31	...	...	1	...	48
12 " " " " " " " "	...	...	...	...	1	6	...	...	...	...	7
13 " " " " " " " "	...	...	...	...	3	6	...	...	...	...	9
14 " " " " " " " "	...	...	...	...	1	3	...	...	...	...	4
15 " " " " " " " "	...	...	...	2	3	6	...	1	...	...	12
16 " " " " " " " "	...	...	...	1	9	23	...	...	2	...	35
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	63	106	258	11	6	11	4	468
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	19
TURNTABLES :—											
40-feet (engine)	...	...	...	...	...	1	...	...	...	...	1
50 " " " " " " " "	...	...	...	6	8	26	...	...	...	...	40
12 " " (wagon)	...	...	...	...	...	4	...	...	...	...	4
13 " " " " " " " "	...	...	...	3	5	30	1	...	...	...	39
14 " " " " " " " "	...	...	...	...	7	8	1	...	1	...	17
Total	...	...	...	9	20	69	2	...	1	...	101
CRANES :—											
½-ton, stationary, hand	...	...	...	...	6	1	...	...	...	1	8
1 " " " " " " " "	...	...	...	1	...	4	...	...	...	...	5
1½ " " " " " " " "	...	...	...	7	27	12	2	...	3	1	52
2 " " " " " " " "	...	...	...	...	...	13	...	1	...	...	14
3 " " " " " " " "	...	...	...	...	...	4	...	...	...	...	4
4 " " " " " " " "	...	...	...	...	...	6	...	...	...	...	6
5 " " " " " " " "	...	...	...	...	1	24	...	...	...	...	25
7 " " " " " " " "	...	...	...	1	...	1	...	...	...	...	2
8 " " " " " " " "	...	...	...	...	1	...	...	...	...	...	1
10 " " " " " " " "	...	...	...	1	1	3	...	...	...	...	5
20 " " " " " " " "	...	...	...	...	...	...	...	...	1	...	1
8 "											

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1900.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—											
40lb. steel	...	...	...	1,096	31	8	80	...	...	...	1,215
53lb. steel	...	...	...	1,656	10,270	8,365	128	567	352	424	21,782
56lb. steel	...	20	...	...	...	...	...	...	...	...	...
70lb. steel	...	...	...	...	...	...	...	...	...	...	...
Total ...	...	20	...	2,752	10,301	8,373	208	567	352	424	22,997

RETURN No. 20.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1900.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—											
Black-pine	...	...	...	...	82	16,044	...	...	...	...	16,126
Totara	...	11	1,588	34	14,111	55,224	41,258	...	...	...	112,226
Birch	...	...	...	...	3,186	3,633	...	714	450	2,735	10,718
Jarra	...	...	...	...	7	385	...	...	...	...	392
Silver-pine	...	...	...	...	9,084	95,241	649	...	4,877	1,904	111,755
Puriri	...	217	...	1,509	24,789	12,284	19,890	...	...	...	58,689
Kauri	...	...	...	321	...	22	...	...	...	...	343
Manoao	...	...	39	...	...	...	...	...	...	...	39
Creosoted	...	...	...	...	...	10,797	...	...	...	...	10,797
Yellow-pine	...	...	...	11	14,315	4,399	...	5,071	...	...	23,796
Maire	...	...	...	...	1,386	...	...	...	...	...	1,386
Ironbark	...	...	...	299	1,846	2,789	39	93	118	41	5,225
Henau	...	...	...	...	425	...	...	...	...	...	425
Kamai	...	...	...	...	55	...	...	...	...	...	55
Karri	...	...	...	...	3	71	...	...	...	...	74
Total	228	1,588	1,582	39,531	97,897	194,529	688	5,878	5,445	4,680	352,046
SLEEPERS REMOVED :—											
Black-pine	...	...	...	16	4,118	69,256	...	...	14	103	73,507
Totara	...	...	...	496	58,806	28,629	4	...	39	266	88,240
Birch	...	...	...	200	6,305	39,568	66	4,314	4,362	4,037	58,852
Jarra	...	...	...	...	14	8,930	...	...	...	...	8,944
Silver-pine	...	60	...	...	365	2,203	493	...	...	...	3,121
Puriri	...	8	...	8,104	4,198	52	...	...	...	...	12,362
Kauri	...	291	972	1,543	22,686	424	2,543	...	...	...	28,459
Karri	...	...	...	...	606	307	...	...	...	...	913
Oregon	...	...	...	...	...	375	...	...	...	...	375
Blue-gum	...	...	...	...	1,182	6,569	...	...	...	...	7,751
Rata	...	...	...	...	125	25	...	...	...	...	150
Rimu	...	...	...	...	3,706	3	26	...	100	...	3,835
Kamai	...	...	...	...	198	9,998	...	...	...	...	10,196
Ironbark	...	...	...	...	...	4	...	...	...	...	4
Maire	...	...	...	...	542	...	...	...	...	...	542
Yellow-pine	...	...	...	...	172	...	...	160	...	...	332
Creosoted	...	...	...	...	...	4,771	...	...	...	...	4,771
Total	299	1,032	1,543	31,502	80,761	173,233	589	4,474	4,515	4,406	302,354

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1900.

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	327	123	10	4	14
Wellington-Napier-New Plymouth	451	156	35	14	49
Hurunui-Bluff	1,173	435	112	22	134
Greymouth	32	21	7	4	11
Westport	31	14	1	...	1
Nelson	23	13	1	...	1
Picton	21	9	3	1	4
Total	2,104	796	172	54	226

RETURN NO. 22.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1900.

Section.	Mileage open for Traffic on 31st March, 1899.	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, 1900.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1900.
		Line opened.	Date of Opening.		Line.	Length.				
						M. eh.	M. eh.	M. eh.	M. eh.	M. eh.
Kawakawa	M. eh. 7 39	...	...	...	...	...	...	...	7 39	7 39
Whangarei	...	...	...	...	...	...	...	...	21 20	21 20
Kaibu	...	...	...	...	...	...	...	...	17 20	17 20
Auckland	...	...	...	...	...	...	...	...	327 41	327 41
Wellington-Napier-New Plymouth	...	...	...	...	...	...	...	...	451 14	451 14
Hurunui-Bluff	...	...	...	...	...	...	...	...	1,149 29	1,163 55
Ditto, Private Lines—										
Shag Point Branch	...	...	...	...	...	...	...	...	2 10	2 10
Nightcaps Branch	...	...	...	...	...	...	...	...	2 24	2 24
Greymouth	...	...	...	...	...	...	...	...	32 6	32 6
Westport	...	...	...	...	...	...	...	...	30 17	30 17
Nelson	...	...	...	...	...	...	...	...	23 5	22 48*
Pieton	...	...	...	...	...	...	...	...	20 42	20 42
Total	2,084 27	...	...	...	...	...	19 26	14 26	2,103 16	2,098 16

* Reduction of 37 chains, due to Belgrove Station alterations.

RETURN No. 23.
STATEMENT showing Weights of Rails in various LINES on 31st March, 1900.

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	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei Section—														
Opau Wharf-Waiotu	..	..	..	..	..	..	18 16	..	0 2	..	..	..	..	7 39
Kaihu Section—														
Dargaville-Kaihu	..	..	..	..	..	..	17 20	..	3 4	..	..	..	..	21 20
Auckland Section—														
Auckland-Mokau	..	24 76	0 61	..	..	..	99 56	..	..	..	..	..	..	17 20
Auckland-Makarau	..	6 25	..	..	..	..	38 23	..	9 14	..	..	..	..	134 47
Penrose-Onchunga	..	..	0 10	..	..	..	2 49	..	1 72	..	..	..	..	46 40
Frankton-Thames	..	..	17 73	..	..	..	26 5	..	..	..	..	..	..	2 59
Cambridge Branch	..	..	9 32	..	..	..	2 48	..	18 77	..	..	..	..	62 75
Morrinsville-Rotorua	..	..	0 21	..	..	..	68 39	..	..	..	..	..	..	12 0
Wellington-Napier-New Plymouth Section—														
Longburn-Waitara	..	9 46	3 1	..	28 46	..	90 22	..	31 51	..	..	..	..	68 60
Foxton Branch	..	14 77	..	..	2 78	..	1 39	..	..	..	..	..	..	163 6
Hunterville Branch	..	..	..	..	0 44	..	22 45	..	..	..	..	..	..	19 34
Aramoho-Wanganui	..	..	..	..	..	..	0 44	..	2 2	..	..	..	..	22 45
Sentry Hill-New Plymouth	..	1 22	5 79	..	..	..	3 6	..	..	..	..	..	..	3 10
Palmerton-Spit	..	11 6	7 60	..	..	..	69 9	..	25 77	..	..	..	..	10 27
Wellington-Woodville	..	..	..	..	15 27	..	81 39	..	16 17	..	..	2 50	..	113 72
Greytown Branch	..	..	..	..	3 7	..	..	..	..	..	..	..	..	115 53
Huruni-Bluff Section—														
Lytelton-Bluff	..	0 9	..	..	2 35	2 50	335 50	1 26	32 31	1 8	14 62	1 50	..	392 1
Addington-Culverden..	..	..	..	..	..	..	37 9	11 22	..	..	19 18	..	0 8	67 57
Oxford Branch	..	16 73	12 24	0 6	..	..	0 2	..	..	..	..	..	..	33 45
Eyreton Branch	..	4 20	0 44	..	..	..	..	..	..	..	..	..	..	20 11
Southbridge Branch	..	6 19	5 13	1 26	..	..	8 38	..	..	..	..	..	..	25 39
Little River Branch	..	10 42	16 12	5 2	..	..	..	..	..	..	..	..	..	22 48
Springfield Branch	..	1 34	..	..	..	..	..	..	8 65	..	..	..	..	30 61
Whitecliffs Branch	..	6 45	0 15	0 23	..	..	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch	..	..	..	..	..	22 20	..	..	..	..	..	..	..	22 20
Mount Somers Branch	..	..	23 27	..	..	..	..	..	..	..	..	..	..	27 35
Albury Branch	..	4 8	9 38	..	..	..	..	..	..	..	..	..	..	36 13
Waimate Branch	..	26 55	..	..	..	..	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	4 46	..	..	..	..	..	..	..	..	..	..	..	8 21
Duntroon Branch	..	..	..	..	8 21	..	..	..	..	..	..	..	..	37 41
Oamaru Breakwater Branch	..	15 38	0 50	..	4 55	..	16 58	..	..	..	..	..	..	0 63
Ngapara Branch	..	0 50	..	..	..	..	0 13	..	..	..	..	..	..	15 9
Livingstone Branch	..	5 17	9 72	..	..	..	..	..	..	..	..	..	..	11 75
Shag Point Branch	..	11 75	1 41	..	..	..	..	..	..	..	..	..	..	2 10
Waihero Branch	..	0 22	7 5	..	..	..	0 27	..	0 74	..	..	..	..	8 65
Carried forward	56 55	166 14	131 38	6 62	66 58	24 70	945 73	14 28	151 6	1 8	34 0	4 20	0 8	1,603 40

RETURN NO. 23—continued.
STATEMENT showing Weights of Rails in Various LINES on 31st March, 1900—continued.

Line.	30lb. Iron.	40lb. Iron.	40lb. Steel.	45lb. Steel.	52lb. Iron.	52lb. Steel.	53lb. Steel.	56lb. Iron.	56lb. Steel.	64lb. Iron.	70lb. Iron.	70lb. Steel.	72lb. Iron.	Total.
Brought forward	M. ch. 56 55	M. ch. 166 14	M. ch. 131 38	M. ch. 6 62	M. ch. 66 58	M. ch. 24 70	M. ch. 945 73	M. ch. 14 28	M. ch. 151 6	M. ch. 1 8	M. ch. 34 0	M. ch. 4 20	M. ch. 0 8	M. ch. 1,603 40
Hurunui-Bluff Section—continued	..	..	..	..	0 18	..	1 8	..	..	..	..	..	..	1 26
Port Chalmers Branch	..	..	..	..	..	..	0 1	..	..	..	..	..	..	2 49
Walton Park Branch	..	2 38	..	..	..	..	..	..	..	..	..	..	..	1 57
Fernhill Branch	..	..	1 57	..	..	..	65 73	..	11 13	..	..	..	..	77 6
Otago Central Railway	..	..	..	..	..	..	0 26	..	0 74	..	..	..	..	9 0
Outram Branch	..	6 40	1 20	..	4 29	..	1 26	..	6 48	..	..	..	..	22 1
Lawrence Branch	..	9 58	..	..	1 9	..	18 18	..	..	..	..	..	..	19 27
Catlin's River Branch	..	..	..	..	..	..	..	..	0 41	..	..	..	..	20 4
Tapanui Branch	..	14 13	5 30	..	..	..	9 35	..	..	..	..	..	..	9 35
Wyndham Branch	..	..	..	..	..	..	1 66	..	5 77	..	..	..	..	24 47
Seaward Bush Branch	..	66 27	16 64	..	0 30	..	0 28	..	1 47	..	18 28	..	..	87 0
Invercargill-Kingston	..	..	..	..	..	..	11 77	..	5 47	..	0 2	..	..	85 52
Makarewa-Orepuki	..	3 75	20 56	..	..	..	..	..	..	..	..	..	..	24 51
Thornbury-Nightcaps	..	12 66	..	..	..	..	..	..	..	..	..	..	..	12 66
Forest Hill Branch	..	..	10 41	..	..	..	..	..	..	..	..	..	..	10 41
Mararoa Branch	..	..	..	..	..	..	..	..	..	..	..	..	..	36 41
Waimea Plains Railway	..	..	..	..	35 45	..	0 25	..	0 51	..	..	..	..	24 17
Greyhound-Hokitika	..	..	..	..	..	..	23 23	..	0 74	..	..	..	..	7 69
Greyhound-Brunner	..	2 58	..	..	..	..	7 69	..	..	..	..	..	..	30 17
Westport-Mokihui	..	15 72	2 42	..	0 36	..	24 24	..	2 59	..	..	..	..	22 48
Nelson-Belgrove	..	12 16	3 26	..	..	..	2 13	..	2 1	..	..	..	..	20 42
Pictou-Blenheim	..	..	..	..	0 28	..	2 35	..	2 17	..	..	..	..	..
Total	56 55	313 7	211 60	6 62	109 13	24 70	1,116 60	14 28	191 75	1 8	52 30	4 20	0 8	2,103 16

RETURN NO. 24. PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1900.

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, 1900.				
										£	s.	d.	Total.	
														In.
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. ..	£ s. d. ..
WHANGAREI SECTION.														
615	R. 97/2615 ..	Jan. 1, 1897	Evan Finlayson ..	14 55	Okonga ..	Govt. ..	5 years*	..	..	0 7 3	4 12 0	4 19 3	..	..
619	R. 97/2661 ..	Jan. 1, 1897	Charles Smith ..	12 10	Waro ..	"	5 "	..	..	0 15 6	1,690 5 2	1,691 0 8	..	..
620	R. 97/2924 ..	July 1, 1897	Hikurangi Collieries (Limited)	12 54	"	Govt. and grantees	5 "	Premium..	125 0 0	..	..	..	..	..
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 11 6	4,335 14 3	4,349 5 9	..	..
623	R. 97/3407 ..	Jan. 1, 1897	Hikurangi Coal Company (Limited)	12 26	"	"	5 "	..	..	..	..	..	..	..
624	R. 97/3431 ..	Jan. 1, 1897	Phoenix Coal Company (Limited)	12 02	"	"	5 "	..	..	..	..	..	..	..
660	R. 97/4385 ..	Oct. 26, 1897	F. and W. G. Foote ..	13 15	Whakapara ..	Govt. and Grantees	10 "	Premium..	248 0 0	3 9 1	1,966 13 9	1,970 2 10	..	..
KAIHU SECTION.														
579	R. 95/6270 ..	Jan. 1, 1896	James Trounson ..	13 68	Ahiakiwi ..	Grantees	5 years*	Premium..	150 0 0	..	896 10 9	916 16 6	..	..
603	R. 96/1763 ..	Dec. 24, 1896	John Harrison ..	15 63	Kaihu ..	"	5 "	"	60 0 0	20 5 9	32 18 4	34 19 2	..	..
625	R. 96/2155 ..	Jan. 1, 1897	E. Mitchelson and Co. and James Trounson	16 55	"	Govt. ..	5 "	..	..	2 0 10	..	..	..	..
AUCKLAND SECTION.														
521	R. 93/3515 ..	Oct. 1, 1893	Bank of New Zealand Estates Company (Limited)	18 5	Morrinsville ..	Grantees	10 years*	Premium..	138 0 0	291 14 0	75 8 6	367 2 6	..	..
527	R. 94/1533 ..	Feb. 1, 1894	Union Oil, Soap, and Candle Company (Limited)	7 35	Westfield..	"	10 "	+	Rental, £25	738 5 1	453 9 5	1,191 14 6	..	..
568	R. 95/3452 ..	April 1, 1895	Taupiri Coal-mines (Limited)	64 66	Huntly ..	"	5 "	+	Rental, £12	48 7 4	51 3 1	99 10 5	..	..
572	R. 95/4728 ..	Oct. 1, 1895	C. J. Johnson ..	124 39	Te Kuiti ..	Govt. ..	10 "	..	..	..	4 8 0	4 8 0	..	..
587	R. 96/978 ..	Mar. 22, 1896	Waikato Coal and Shipping Company (Limited)	64 63	Huntly ..	Grantees	5 "	+	..	..	..	..	..	..
598	R. 96/3698 ..	July 1, 1896	W. T. and E. T. Firth ..	58 11	Ohinewai ..	Govt. and grantees	8 "	+	Extension, £118	73 18 8	575 10 6	649 9 2	..	..
609	R. 97/1123 ..	April 1, 1897	Kauri Timber Company (Limited)	35 25	Helensville South	Grantees	5 "	+	..	320 7 11	2,034 4 8	2,354 12 7	..	..
632	R. 97/4655 ..	Nov. 1, 1897	Avondale Brick and Pottery Company (Limited)	6 29	New Lynn ..	"	5 "	+	..	..	..	..	..	..
641	R. 98/1868 ..	May 1, 1898	Taupiri Coal-mines (Limited)	64 52	Huntly ..	"	5 "	+	Extension, £134	777 18 4	9,971 15 11	9,971 15 11	..	..
706	R. 98/3564 ..	Aug. 1, 1899	Auckland Freezing Company	..	Auckland ..	"	5 "	..	Rental, £50	1,342 8 10	308 2 7	1,086 0 11	..	..
713	R. 99/1294 ..	Dec. 1, 1899	J. J. Craig ..	..	..	"	5 "	..	Rental, £50	8,150 19 10	8,150 19 10	8,155 7 10	..	..
717	R. 99/3007 ..	June 1, 1899	Taupiri Coal-mines (Limited)	64 45	Huntly ..	"	5 "	..	236 0 0	4 8 0	..	..	..	..
720	R. 00/107 ..	Jan. 1, 1900	Kempthorne, Frosser, and Co's. New Zealand Drug Company (Limited)	7 48	Westfield..	"	10 "	..	160 0 0	547 4 8	956 18 3	1,504 2 11	..	..
721	R. 99/1601 ..	Jan. 1, 1900	Auckland Freezing Company	7 52	"	Govt. ..	10 "	+	120 0 0	970 0 10	669 6 9	1,639 7 7	..	..

* Three months' notice. † Siding originally laid under old agreement.

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1900.

No. of 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, 1900.				
									In.	Out.	£	s. d.	
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.	£ s. d.	£ s. d.
221	R. 80/1588 ..	Gear Meat-preserving and Freezing Company (Limited)	2 30	Petone ..	Grantees	10 years*	Premium..	117 19 11	279 14 8	168 1 9	447 16 5	1,551 12 9	
462	R. 91/873 ..	Nelson Brothers (Limited)	6 37	Woodville	"	10 "	Premium..	Rental, £25	426 3 5	1,125 9 4			
463	R. 91/872 ..	Nelson Brothers (Limited) (Conroy and Co., tenants)	96 17	Napier ..	"	10 "	†	1,085 0 0	161 13 11	11 6 3	173 0 2		
480	R. 92/213 ..	Nelson Brothers (Limited)	1 74	Napier ..	"	10 "	†	Rental, £25	172 16 10	33 14 0	206 10 10		
495	R. 92/1948 ..	Williams and Kettle (Limited)	68 31	Waipukurau	Govt.	10 "	†	Rental, £25	..	165 7 3	165 7 3		
512	R. 93/1464 ..	R. Holt	100 4	Hastings ..	Grantees	10 "	Premium..	248 0 0	241 15 4	252 9 7	494 4 11		
522	R. 93/3608 ..	Nelson Brothers (Limited)	99 72	Hastings ..	"	7 "	†	Rental, £25	681 5 0	1 4 6	682 9 6		
526	R. 94/504 ..	Rathbone and Mathews ..	101 57	Tomoana..	"	10 "	†	Rental, £25	1,675 9 10	2,945 19 1	4,621 8 11		
531	R. 94/2089 ..	Wellington Meat Export Company (Limited)	36 73	Mangatere	"	10 "	Premium..	539 0 0	26 4 1	3,034 7 2	3,060 11 3		
545	R. 94/3921 ..	Bailey and Co. ...	3 9	Ngahauranga	"	10 "	†	Rental, £25	721 7 11	2,665 0 4	3,387 8 3		
559	R. 95/1396 ..	Richter, Nannestad, and Co. ...	9 53	Rata	Govt. ..	5 "	†	..	..	2 12 0	2 12 0		
560	R. 95/1497 ..	Hawke's Bay Timber Company (Ltd.)	88 63	Palmerston North	"	5 "	†	..	1,675 13 0	798 10 2	2,474 3 2		
567	R. 95/2949 ..	William Booth and Co. ...	42 62	Makotuku	Grantees	5 "	†	..	27 1 3	1,267 6 11	1,294 8 2		
569	R. 95/3450 ..	Anderson and Jacobsen ..	57 80	Carterton	Govt. ..	5 "	†	..	239 6 5	1,094 19 6	1,334 5 11		
575	R. 95/5462 ..	Taranaki Freezing-works Company (Limited)	40 12	Matamau	Grantees	5 "	†	..	10 16 11	1,217 7 4	1,228 4 3		
580	R. 96/1114 ..	Robert Holt	9 40	Moturoa	"	10 "	Premium..	275 0 0	2,014 0 6	667 3 9	2,681 4 3		
581	R. 95/3386 ..	M. W. Welch, W. E. Welch, S. Death, D. Judd	111 79	Napier ..	Govt. ..	10 "	†	Rental, £25	2,509 15 10	..	2,509 15 10		
596	R. 96/2000 ..	Ellis Bros. ...	11 70	Belmont	"	5 "	..	Rental, £50	5 7 1	52 2 6	57 9 7		
599	R. 96/3830 ..	H. Carlson	50 66	Kopua	Grantees	5 "	†	..	4 17 6	983 7 0	988 4 6		
602	R. 96/5010 ..	Napier Gas Company (Limited)	32 54	Tamaki ..	"	5 "	†	..	10 19 6	1,324 2 11	1,335 2 5		
606	R. 97/825 ..	H. Brown and Co. ...	99 73	Hastings	"	5 "	†	..	143 9 3	11 6 3	154 15 6		
610	R. 97/1238 ..	W. Aiken	221 31	Stratford	"	5 "	†	..	16 0 5	175 10 6	191 10 11		
614	R. 97/2622 ..	N. King	142 59	Okia ...	"	5 "	†	..	25 12 7	374 17 6	400 10 1		
617	R. 97/2654 ..	Williams and Beetham	7 53	New Plymouth	"	10 "	†	..	410 19 7	169 9 5	580 9 0		
618	R. 97/172 ..	B. L. Knight	62 10	Wangawa	"	10 "	†	Rental, £25	31 12 5	715 17 3	747 9 8		
626	R. 97/1942 ..	Henry and Co. ...	91 51	Newman	"	5 "	Premium..	200 0 0	82 6 7	1,684 2 1	1,706 8 8		
627	R. 97/4085 ..	Murray, Roberts, and Co. ...	93 35	Hukanui	"	6 "	†	..	17 18 2	718 4 5	736 2 7		
628	R. 97/4270 ..	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	113 72	Spit	Govt. ..	10 "	†	Rental, £25	973 12 4	74 0 10	1,047 13 2		
629	R. 97/4273 ..	C. Brown (Mrs.)..	228 72	Tariki Road	Grantees	5 "	†	..	10 5 0	859 16 11	870 1 11		
633	R. 97/4854 ..	Mitchell and Co. ...	217 58	Ngaire ..	"	5 "	†	..	26 16 2	251 12 7	278 8 9		
637	R. 97/3534 ..	Levin and Co. ...	147 45	Aranoho	"	10 "	Premium..	70 0 0	253 11 11	549 9 0	808 0 11		
640	R. 98/1598 ..	Kendrick Brothers	65 45	Masterton	Govt. and grantees	10 "	..	Rental, £25	608 16 11	1,405 16 1	2,014 13 0		
			147 56	Aranoho ..	Grantees	5 "	†	Rental, £25	87 8 10	58 18 2	146 7 0		

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1900.

No. of Siding	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, 1900.			
										In.	Out.	£	s. d.
472	R. 91/3338 ..	Oct. 1, 1891	Wood Brothers (Limited)	M. ch. 7 60	Addington ..	Grantees ..	10 years*	+	Rental, £25	£	s. d.	£	s. d.
474	R. 91/3084 ..	Sept. 1, 1891	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	"	"	10 "	+	Rental, £25	1,776 16 9	3 5	2,926 0 2	759 13 7
475	R. 91/3047 ..	Nov. 6, 1891	D. H. Brown and Son ..	7 29	"	Govt. and grantees	10 "	+ Repairs..	20 0 0	1,061 0 7	457 11 7	1,518 12 2	
476	R. 91/3639 ..	Oct. 1, 1891	N.Z. Provision and Produce Co. ..	7 1	Belfast ..	Grantees	10 "	+	Rental, £25	304 6 0	315 6 10	619 12 10	
478	R. 91/3993 ..	Nov. 1, 1891	E. W. Hauner ..	58 69	Ashburton ..	"	10 "	+	Rental, £25	34 2 9	276 6 6	310 9 3	
482	R. 92/509 ..	Jan. 1, 1892	N.Z. Refrigerating Co. (Limited) ..	239 27	Cattle-yards ..	"	10 "	+	Rental, £25	3,817 9 2	2,419 18 1	6,237 7 3	
483	R. 92/703 ..	Feb. 1, 1892	W. Quinn ..	0 6	Studholme ..	"	10 "	+	Rental, £25	58 17 5	162 4 4	221 1 9	
484	R. 92/672 ..	Mar. 1, 1892	W. White and Co. ..	6 51	Christchurch ..	Govt. ..	10 "	+	Rental, £50	647 9 6	48 11 7	696 1 1	
486	R. 92/739 ..	Mar. 24, 1892	Southland Frozen Meat and Pro- duce Export Company (Limited)	342 48	Mataura ..	Grantees ..	10 "	+	300 0 0	602 2 1	2,183 9 4	2,785 11 5	
487	R. 92/852 ..	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Timaru ..	"	10 "	+	Rental, £25	2,698 14 9	1,155 15 5	3,854 10 2	
488	R. 92/806 ..	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Christchurch ..	"	10 "	+	Rental, £50	1,536 17 0	1,360 8 2	2,897 5 2	
493	R. 92/1937 ..	Feb. 1, 1892	Executors of late M. Studholme ..	0 6	Studholme ..	"	10 "	+	Rental, £25	51 3 9	213 10 3	264 14 0	
496	R. 92/3650 ..	July 1, 1891	Kemphorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards ..	"	10 "	+	Rental, £25	572 2 9	747 18 10	1,320 1 7	
498	R. 92/3635 ..	Oct. 1, 1892	Canterbury Frozen Meat and Dairy- produce Export Company (Limited)	7 8	Belfast ..	"	10 "	+	Rental, £25	5,684 12 11	5,442 3 10	11,126 16 9	
499	R. 92/4111 ..	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company (Limited)	7 50	Addington ..	"	10 "	+	46 0 0	39 15 5	29 7 6	69 2 11	
500	R. 92/3737 ..	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru ..	"	10 "	+	Rental, £50	1,056 16 8	605 14 10	1,662 6 10	
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	812 13 5	481 19 5	1,294 12 10	
506	R. 93/109 ..	Jan. 1, 1893	William H. Martyn ..	2 25	Wetheral ..	"	10 years*	+	Rental, £25	66 6 3	311 3 0	377 9 3	
510	R. 93/1075 ..	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Gore ..	"	10 "	+	Rental, £25	258 12 6	262 15 11	521 8 5	
511	R. 93/1228 ..	Dec. 1, 1892	Donald Reid and Co. ..	236 17	Dunedin ..	"	10 "	+	Rental, £50	3,730 10 1	283 18 10	4,014 8 11	
514	R. 93/1824 ..	May 1, 1893	Lytelton Borough Council (Shaw- Savill and Albion Co., and Kaye and Carter, tenants)	0 0	Lytelton ..	"	10 "	+	Rental, £50	5,646 12 7	1,058 12 11	6,705 5 6	
515	R. 93/2140 ..	May 1, 1893	Nichol Brothers..	391 64	Bluff ..	Govt. and grantees	10 "	+	Rental, £50	5,828 15 11	1,780 18 3	7,609 14 2	
529	R. 94/2207 ..	May 6, 1894	John Murdoch and Co. ..	235 52	Dunedin ..	"	10 "	+	Rental, £50	4,579 16 10	1,661 17 4	6,241 14 2	
540	R. 94/3026 ..	Feb. 1, 1894	J. G. Ward ..	391 43	Bluff ..	Grantees ..	10 "	+	Rental, £50	3,909 0 3	755 3 9	4,664 4 0	
547	R. 94/3672 ..	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	236 10	Dunedin ..	Govt. and grantees	10 "	+	Rental, £50	3,014 15 7	650 9 8	3,665 5 8	
551	R. 94/3949 ..	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	374 55	Invercargill ..	Grantees ..	10 "	+	Rental, £50	420 6 2	133 8 6	553 14 8	
555	R. 94/4311 ..	Jan. 1, 1895	T. D. Ward (Mrs.) ..	391 65	Bluff ..	"	10 "	+	Rental, £50	6,275 1 3	586 0 1	6,861 1 4	

* Three months' notice. + Siding originally laid under old agreement.

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1900.

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, 1900.		
										In.	Out.	Total.
HURUNUI-BLUFF SECTION—continued.												
663	R. 99/1738 ..	May 1, 1899	Wigram Brothers ..	M. ch. 2 4	Heathcote ..	Govt. ..	10 years* ..	†	Repairs, £6 Rental, £25	£ s. d. 1,241 2 1	£ s. d. 590 0 8	£ s. d. 1,831 2 9
664	R. 99/1726 ..	May 1, 1899	Williams, Stephens, and Co. (Limited)	5 79	Christchurch ..	" ..	2 years and 8 months* ..	†	Rental, £50	1,450 2 7	0 4 2	1,450 6 9
665	R. 99/1728 ..	May 1, 1899	Dalgety and Co. (Limited)	6 45	" ..	" ..	10 years* ..	†	Rental, £50	2,320 16 10	292 3 11	2,613 0 9
666	R. 99/1832 ..	May 1, 1899	Belford Mills Company ..	106 8	Timaru ..	" ..	10 " ..	†	Repairs, £22 Rental, £50	748 16 10	397 14 10	1,146 4 3
668	R. 99/1922 ..	May 1, 1899	Friedlander Brothers (Limited)	60 68	Tinwald ..	" ..	10 " ..	†	Rental, £25	2,077 19 6	10 10 2	2,088 9 8
669	R. 99/1936 ..	May 1, 1899	" ..	58 73	Ashburton ..	" ..	10 " ..	†	Rental, £25	577 10 10	2,462 12 11	3,040 3 9
670	R. 99/1934 ..	May 1, 1899	Fleming and Gilkison ..	335 5	Gore ..	" ..	10 " ..	†	Repairs, £6 Rental, £25	374 3 1	683 9 8	1,057 12 9
671	R. 99/1935 ..	May 1, 1899	J. B. Hobart ..	6 19	Christchurch ..	Govt. and grantees	10 " ..	†	Rental, £50	530 17 5	1,730 5 5	2,261 2 10
673	R. 99/2066 ..	June 1, 1899	Farmers' Agency Company (Limited)	236 32	Dunedin ..	Grantees	10 " ..	†	Rental, £50	1,252 16 9	137 6 0	1,390 2 9
674	R. 99/2065 ..	Aug. 1, 1899	New Zealand Provision and Produce Company	7 2	Belfast ..	" ..	10 " ..	†	Rental, £25	724 9 5	733 6 3	1,457 15 8
675	R. 99/2092 ..	May 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	374 56	Invercargill ..	Govt. ..	10 " ..	†	Rental, £50	893 11 4	613 14 6	1,507 5 10
676	R. 99/2096 ..	Aug. 1, 1899	Lytelton Borough Council	2 65	Heathcote ..	" ..	5 " ..	†	Repairs, £5	38 7 6	..	38 7 6
677	R. 99/2174 ..	May 1, 1899	Fleming and Gilkison ..	374 5	Elles Road ..	" ..	10 " ..	†	Rental, £50	1,261 10 7	413 5 9	1,674 16 4
678	R. 99/2208 ..	May 1, 1899	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch ..	Govt. and grantees	10 " ..	†	Repairs, £7 6s. Rental, £50	1,446 9 10	113 4 0	1,559 13 10
679	R. 99/2218 ..	Aug. 1, 1899	T. Hodgkinson ..	6 44	Lind's Bridge ..	Govt. ..	5 " ..	†	..	24 9 2	242 10 10	267 0 0
680	R. 99/1120 ..	July 1, 1899	Wright, Stephenson, and Co. ..	375 11	Invercargill ..	Grantees	10 " ..	Premium..	49 0 0 Rental, £50	588 17 6	428 2 11	1,017 0 5
682	R. 99/2313 ..	Aug. 1, 1899	Invercargill Corporation ..	0 1	" ..	Govt. ..	5 " ..	†	..	488 19 0	29 7 7	518 6 7
683	R. 97/2821 ..	Aug. 1, 1899	Dalgety and Co. (Limited)	236 21	Dunedin ..	Grantees	10 " ..	†	Rental, £50	3,579 11 3	311 13 3	3,891 4 6
684	R. 99/2343 ..	Aug. 1, 1899	Smart and Son ..	12 11	Hornby ..	Govt. ..	5 " ..	†	..	4 19 6	183 4 10	188 4 4
685	R. 99/3389 ..	April 1, 1899	Otago Dock Trust ..	1 15	Port Chalmers ..	" ..	3 " ..	†	..	2,561 9 7	378 14 7	2,940 4 2
686	R. 99/2422 ..	May 1, 1899	Rollitt and Co. ..	58 72	Ashburton ..	" ..	10 " ..	†	Rental, £25	674 11 1	1,763 8 1	2,436 19 2
687	R. 99/2392 ..	Aug. 1, 1899	J. Freeman ..	241 71	Abbotsford ..	" ..	5 " ..	†	..	19 5 1	611 11 4	630 16 5
690	R. 99/2394 ..	Aug. 1, 1899	B. C. Calverley ..	241 70	" ..	" ..	5 " ..	†	..	..	162 7 5	162 7 5
691	R. 99/2406 ..	Aug. 1, 1899	Christchurch Meat Company (Limited)	13 10	Islington (1st sdg.) ..	Govt. and grantees	10 " ..	†	Rental, £25	9,525 11 10	7,012 4 10	17,537 16 8
692	R. 99/2427 ..	May 1, 1899	Rollitt and Co. ..	13 13	" (2nd ") ..	Grantees	10 " ..	†	Rental, £25	(Included with No. 686.)	..	..
693	R. 99/2017 ..	Aug. 1, 1899	Oamaru Borough Council	157 41	Oamaru ..	" ..	5 " ..	†	..	35 5 1	..	35 5 1
695	R. 99/1968 ..	Aug. 1, 1899	W. Scott and Co. ..	25 39	Southbridge ..	Govt. ..	10 " ..	†	Rental, £25	28 9 6	115 15 8	144 5 2
696	R. 99/2207 ..	Aug. 1, 1899	Walton Park Coal Company	2 3	Walton Park ..	" ..	5 " ..	†	..	10 16 2	820 18 9	831 14 11
697	R. 99/2523 ..	Aug. 1, 1899	T. W. and A. Buxton ..	6 41	Lind's Bridge ..	" ..	5 " ..	†	Repairs, £9 12s. 9d. Rental, £50	15 16 4	218 17 10	234 14 2
698	R. 99/2537 ..	June 1, 1899	New Zealand Refrigerating Company (Limited)	155 23	Town Belt ..	Grantees	10 " ..	†	Rental, £50	139 3 4	388 14 0	527 17 4
699	R. 99/2042 ..	Oct. 1, 1899	New Zealand Shipping Company (Limited)	391 47	Bluff ..	" ..	10 " ..	Premium..	67 11 0 Rental, £50	..	..	..

700	R. 99/2653	May	1, 1899	W. White and Co.	7 46	Addington	Govt.	10	"	"	2,341 14	7	416 9	5	2,758 4	0
702	R. 99/1967	June	1, 1899	Evans and Co. (Limited)	236 26	Dunedin	Govt.	10	"	"	1,400 14	2	155 12	4	1,556 6	6
703	R. 99/2925	Aug.	1, 1899	W. Quinn	121 76	Otaio	Govt. and grantees	1	"	"	16 12	7	124 11	11	141 4	6
704	R. 98/4221	Nov.	1, 1899	Invercargill Corporation	2 20	Waikiwi	Grantees	5	"	"	179 9	2	18 11	10	198 1	0
708	R. 99/2801	Sept.	1, 1899	N.Z. and Australian Land Com- pany (Limited)	351 64	Edendale	Govt.	5	"	"	128 13	2	179 16	4	308 9	6
709	R. 99/2416	Nov.	1, 1899	N.Z. Loan and Mercantile Agency	391 48	Bluff	"	10	"	"	1,179 18	7	4,916 15	2	6,096 13	9
711	R. 99/2813	Nov.	1, 1899	Lyttelton Harbour Board	..	Lyttelton	"	5	"	"	(Included with No. 460.)					
715	R. 99/1719	Aug.	1, 1899	Bowron Bros.	3 73	Woolston	Grantees	10	"	"	..	..	..	..	..	..
716	R. 99/2905	Oct.	1, 1899	Milburn Lime and Cement Co. (Limited)	235 25	Dunedin	"	10	"	"	773 19	1	331 5	3	1,105 4	4
719	R. 99/2731	Aug.	1, 1899	Milburn Lime and Cement Company (Limited)	267 44	Milburn	Govt.	5	"	"	1,037 7	0	808 1	6	1,845 8	6
722	R. 00/141	Jan.	1, 1900	H. Harraway	0 14	Burnside	Govt. and grantees	10	"	"	721 19	11	141 6	5	863 6	4
723	R. 99/2209	Jan.	1, 1900	D. McGregor	25 31	Centre Bush	Grantees	5	"	"	1 2	0	97 15	11	98 17	11
727	R. 00/992	Jan.	1, 1900	Milburn Lime and Cement Company (Limited)	23 2	Limehills	Govt.	5	"	"	22 11	9	96 16	6	119 8	3

GREYMOUTH SECTION.

344	R. 86/2585	Aug. 20, 1896	Westport Colliery Company	8 0	Brunner	Greyouth Har. Bd.	Undefined	..	..	..	49 17	0	9,685 4	10	9,685 1	10
525	R. 94/1176	Jan. 1, 1894	Stratford, Blair, and Co.	0 0	Greyouth	Govt.	10 years*	..	..	Rental, \$25	888 6	7	102 14	7	986 1	2
638	R. 98/2908	Oct. 1, 1898	O. Butler	6 58	Cameron's	Grantees	5	"	"	103 7	5	..	151 5	4	154 9	10
689	R. 99/2391	Aug. 1, 1899	W. Morris	10 74	Kumara	Govt.	5	"	"	..	3 4	6	243 15	11	251 16	6
689	R. 99/2393	Aug. 1, 1899	Westland Sawmilling Company (Limited)	16 9	Awatuna	Govt.	5	"	"	..	5 15	0	407 10	5	413 5	5
694	R. 99/2114	Aug. 1, 1899	Grey River Dredging Company (Limited)	6 63	Wallsend	Grantees	9 months*	+	+	Rental, \$25	30 6	3	..	..	30 6	3
710	R. 99/2778	Nov. 1, 1899	G. Perotti	3 21	Nelson Creek	Govt.	5 years*	+	+	..	0 17	0	48 17	4	49 14	4
712	R. 94/2445	Aug. 1, 1899	T. W. Wilson (Stratford, Blair, and Co., tenants)	2 52	Kaiaata	"	5	"	"	..	3 13	4	197 13	10	201 7	2
714	R. 99/2900	Nov. 1, 1899	Mafroy and Co.	21 63	Ho Ho	Govt. and grantees	5	"	"	..	2 4	5	260 1	0	262 5	5
724	R. 00/197	Jan. 1, 1900	G. D. Wilson and Co.	10 77	Kumara	Ditto	5	"	"	..	7 14	5	191 0	4	198 14	9
728	R. 99/1729	Mar. 1, 1900	Stratford, Blair, and Co.	4 38	Dobson	Grantees	5	"	"	..	6 5	3	635 13	0	641 13	3

WESTPORT SECTION.

570	R. 95/3687	April 1, 1895	Mokihini Sawmill Company	26 72	Mokihini	..	5 years*	..	..	..	3 1	9	58 19	5	62 1	2
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NELSON SECTION.

238	R. 81/1947	Aug. 31, 1881	Neale and Haddow	1 0	Nelson	Grantees	10 years*	..	..	150 0 0	253 15	8	64 8	2	318 3	10
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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*	..	..	270 0 0	14 11	5	249 7	5	263 18	10
473	R. 91/3490	Nov. 2, 1891	N.Z. Loan and Mercantile Agency Company (Limited)	0 10	Picton	"	10	"	"	190 0 0	22 4	2	12 3	3	34 7	5
491	R. 92/1824	Feb. 1, 1892	Fell Brothers and Co.	17 69	Blenheim	"	10	"	"	Rental, \$25	156 17	11	143 14	6	300 12	5
519	R. 93/3737	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	"	"	10	"	"	Rental, \$25	23 5	7	174 19	0	198 4	7

* Three months' notice. † Siding originally laid under old agreement.

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1900.

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
1899-1900	..	19 26	19 26	40,582	302,354
Totals	..	..	..	4,351,882	3,126,293

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1899, and March, 1900.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
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
1899-1900.											
General	...	...	...	...	...	...	...	...	...	...	174
Traffic	6	12	8	206	488	1,139	58	39	26	15	1,997
Maintenance	4	25	9	360	787	1,394	111	48	34	33	2,805
Locomotive	3	10	4	259	646	1,201	53	62	12	10	2,260
Totals	13	47	21	825	1,921	3,734	222	149	72	58	7,236

RETURN No. 27.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1900.

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.										
Kawakawa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whangarei ...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	1	1
Kaihu ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland ...	...	4	...	3	...	19	1	7	...	...	...	...	7	...	...	...	1	40
Wellington-Napier-New Plymouth	...	...	...	1	1	35	2	29	...	...	1	...	30	...	...	...	4	95
Hurunui-Bluff	...	4	2	6	1	125	2	8	1	...	2	1	...	24	1	1	9	169
Greymouth ...	...	...	...	...	...	10	...	...	...	1	...	...	...	...	...	...	...	11
Westport ...	...	...	...	...	...	...	...	1	...	...	1	...	...	1	...	...	1	2
Nelson ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1
Picton ...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	2
Totals ...	...	8	2	10	2	192	6	45	1	1	4	1	...	63	1	1	16	321

RETURN NO. 28.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1900.

Type.	No. of Engines.		Average Speed — Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.			Cost per Engine-Mile in Pen. c.				Days in Steam.			
					Detail.		Total.		Running.		Repairs.	Running.		Repairs.	Running.		Wages and Materials.	Stores.		Fuel.	Wages.	Total.
Train.	Shunting.	Ballast.		Coal.	Oil.	Tallow.	Waste.		Wages and Materials.	Stores.	Fuel.	Wages.	Total.									

KAWAKAWA SECTION.

A	1	12	3,776	1,384	422	5,582	...	...	...	...	...	...	...	...	...	...	...	...	130
D	1	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	...	3,776	1,384	422	5,582	...	...	...	...	...	...	...	...	...	...	...	...	130
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

WHANGAREI SECTION.

F	1	17	4,040	1,447	370	5,857	1,838	136	32	64	13	7	41	139	200	...	...	...	92
FA	2	17	19,019	6,227	286	25,532	7,530	378	84	168	1,184	20	167	381	1,752	...	...	...	251
WA	1	17	5,490	2,119	799	8,408	4,104	216	54	72	252	12	91	164	519	...	...	...	168
Total	4	...	28,549	9,793	1,455	39,797	13,472	730	170	304	1,449	39	299	684	2,471	...	...	...	451

KAIHU SECTION.

C	1	15	714	286	15	1,015	180	7	1	10	105	1	11	20	137	...	...	...	18
F	2	15	11,473	3,920	516	15,909	2,694	248	12	127	142	10	159	325	636	...	...	...	272
Total	3	...	12,187	4,206	531	16,924	2,874	255	13	137	247	11	170	345	773	...	...	...	290
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1900—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.	Wages and Mate-rial.	Stores.	Fuel.	Wages.						

AUCKLAND SECTION.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
A	1	12	20	148,803	54,372	13,748	...	217,013	50,719	...	qt.	lb.	lb.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...</

* Includes cost of converting two class "L" locomotives to class "LA" in year ending 31st March, 1900.

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

A	1	12	3,342	1,723	...	5,065	614	104	4	61	12	4	26	140	182	0.57	.19	1.23	6.63	8.62	141
C	2	15	7,038	9,054	...	10,092	1,831	224	24	184	264	10	91	262	627	3.94	.15	1.36	3.90	9.35	213
D	9	15	21,106	65,038	1.391	87,535	14,221	1,995	157	1,222	843	84	674	1,790	3,391	2.31	.23	1.84	4.91	9.29	1,558
E	4*	20	110,157	11,806	1.422	123,385	46,284	2,834	152	1,283	843	114	2,370	1,459	4,786	1.64	.22	4.61	2.83	9.30	950
F	11	20	96,232	32,910	23,960	153,102	26,363	2,715	211	1,652	1,151	112	1,369	2,480	5,112	1.80	.17	2.14	3.89	8.00	1,889
F A	2	20	35,283	1,417	...	46,700	11,150	961	64	425	516	36	515	737	1,804	2.65	.18	2.65	3.79	9.27	440
H	6	6	39,723	15,362	...	46,097	45,578	2,918	73	1,270	4,555	107	2,197	1,520	8,479	24.23	.56	11.44	7.91	44.14	1,057
J	8	20	102,225	15,220	5	177,450	48,476	3,593	219	1,514	1,416	127	2,540	2,144	6,227	1.91	.17	3.44	2.90	8.42	1,226
K	2	25	55,052	7,939	...	63,591	16,051	1,222	47	460	305	46	715	598	1,664	1.15	.17	2.70	2.26	6.28	385
L	4	20	35,517	19,599	...	55,040	8,946	1,036	74	515	2,708	40	390	838	3,976	11.80	.17	1.70	3.65	17.32	586
LA	1	25	4,691	1,292	...	14,221	3,818	419	25	246	56	17	188	268	529	0.94	.29	3.17	4.52	8.92	207
M	4	20	29,101	10,210	2,926	42,237	9,818	1,037	83	596	1,137	42	533	627	2,339	6.46	.24	3.03	3.56	13.29	489
N	3	25	51,390	2,377	...	53,767	15,941	1,108	65	442	2,372	38	803	504	3,717	10.60	.17	3.58	2.24	16.59	277
O	3	15	47,882	8,595	...	56,477	21,327	1,556	60	601	600	56	1,009	877	2,542	2.55	.24	4.29	3.72	10.80	491
R	9	20	170,712	36,213	10,030	216,955	54,312	4,312	215	1,996	2,105	168	2,569	2,964	7,806	2.33	.18	2.84	3.28	8.63	1,855
S	4	20	55,782	12,750	13,465	81,997	23,227	2,173	121	1,015	661	84	1,050	1,444	3,039	1.93	.25	3.07	3.64	8.89	899
W	2	15	42,437	8,573	...	52,889	18,976	1,568	89	533	619	60	916	809	2,404	2.81	.27	4.15	3.67	10.90	408
WA	15	20	244,988	49,988	4,508	299,484	104,097	7,318	371	3,049	3,311	290	5,633	3,769	13,003	2.65	.23	4.52	3.02	10.42	2,494
Total	90	...	1,204,258	319,976	67,850	1,592,084	471,035	37,003	2,054	17,064	23,574	1,435	23,588	23,030	71,627	3.55	.22	3.55	3.47	10.79	15,565
Less recoverable, mileage and expenditure	...	...	3,874	...	3,874	3,874	...	...	...	...	...	...	...	...	216	...	...	...	...	...	...
General charges	...	...	...	...	63,976	1,588,210	...	...	...	...	...	...	...	...	71,411	...	...	...	...	10.79	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20,319.8	...	...	...	...	3.07	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	91,730	...	...	...	...	13.86	...

* Written off 9th December, 1899.

† Includes cost of four new boilers in year ending 31st March, 1900. ‡ Includes cost of converting four class "L" engines to class "LA" in year ending 31st March, 1900. § Includes 49,504, cost of three new "U" locomotives, and £1,675 part cost of four new "WA" locomotives.

RETURN NO. 28—continued. LOCOMOTIVE RETURNS for the Year ending 31st March, 1900—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.	Wages and Material.	Stores.	Fuel.	Wages.	Total.			
HURUNUI-BLUFF SECTION.																					
A	2	6	52	4,948	6	5,006	Cwt.	qt.	lb.	lb.	£	£	£	£	£	£	£	£	£		
B	17	20	37,488	5,468	8	42,964	21,250	1,119	49	600	350	48	985	752	2,135	137	107	5'13	6'56	100	
D	5	18	31,526	202,883		241,840	39,176	4,365	214	2,116	1,333	165	1,596	5,199	8,293	2,135	1,886	5'50	4'20	482	
F	36	20	383,218	260,094		687,443	159,057	11,843	492	5,112	6,413	438	4,947	12,281	24,079	8,293	5,810	1'58	8'23	3,452	
FA	4	20	72,368	11,635		84,343	26,604	1,523	67	806	645	59	940	1,372	3,016	24,079	7,107	1'72	4'29	7,940	
G	2	20	22,046	11,853		34,097	8,170	595	20	230	58	21	387	642	1,108	24,079	3,397	2'69	8'58	1,057	
J	15	25	357,100	39,957		397,338	163,091	7,093	414	3,687	5,096	281	4,659	5,453	15,489	3,016	3,397	2'72	4'52	391	
K	6	25	29,529	2,649		32,178	9,700	579	38	372	1,751	24	467	483	2,725	3,016	3,397	2'81	3'29	308	
L	1	20	6,745	4,400		11,703	1,893	198	18	125	664	9	90	263	1,026	1,108	1,886	3'48	3'60	3,685	
N	3	30	98,692	8,222		107,090	31,534	1,746	73	944	1,080	73	1,458	1,077	3,688	1,108	1,886	1'85	5'39	229	
O	3	18	74,578	10,947		84,835	56,778	1,703	72	950	1,830	68	1,209	1,333	4,440	3,688	1,886	3'42	3'77	809	
P	6	18	119,327	18,143		137,674	76,614	2,664	111	1,562	2,259	109	2,105	2,177	6,650	4,440	1,886	1'9	12'56	801	
Q	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3'94	3'79	1,342	
R	6	20	57,437	21,557		93,971	36,547	1,595	99	1,045	1,289	66	695	1,705	3,755	...	...	...	...	...	
T	6	18	77,578	24,095		102,613	59,379	2,517	112	1,465	2,237	104	1,583	5,810	5,24	...	...	1'77	4'35	1,173	
U	24	30	564,404	43,823		608,744	225,058	12,551	452	5,706	4,053	507	10,255	7,107	21,922	5,810	1,886	3'70	4'41	1,262	
V	10	25	227,048	24,379		252,461	120,527	4,918	211	2,578	3,514	200	3,126	3,307	10,147	21,922	5,810	4'04	2'80	864	
WA	1	20	14,153	6,943		21,096	6,383	439	25	335	110	19	288	393	810	10,147	3,397	3'14	9'04	4,545	
Total	148	...	2,173,289	701,696		2,945,396	1,042,991	55,511	2,474	27,691	32,685	2,194	34,814	45,537	115,230	115,230	45,537	2'84	3'68	30,050	
Less recoverable, mileage and ex- penditure	...	...	780	...		5,312	6,092	...	...	...	...	...	...	...	...	394	...	...	...	0'01	...
General charges	...	...	2,172,509	701,696		2,939,304	...	...	...	...	...	...	...	...	...	114,836	...	...	...	9'37	...
Total	...	...	...	...		...	...	...	...	...	...	...	...	...	...	149,487	...	...	...	4'04	...
Total	...	...	...	...		...	...	...	...	...	...	...	...	...	...	164,323	...	...	...	13'41	...

* Includes cost of new "K" boiler, year ending 31st March, 1900. † Includes cost of conversion to "LA" year ending 31st March, 1900. ‡ Includes £26,107 6s. 11d. charged to working-expenses on account of Rehaia accident on 11th March, 1899.

GREYMOUTH SECTION.

D F	1 20		6,828	5,870	644	13,342	2,359	195	20	128	56	8	45	237	346	1'01	1'14	0'81	4'26	6'22
	5	20	49,006	31,249	1,741	81,996	14,740	1,301	145	793	667	52	283	1,425	2,427	1'96	1'15	0'82	4'17	7'10
	...	...	273	331	...	604*	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total General charges	6	...	56,107	37,450	2,385	95,942	17,099	1,496	165	921	723	60	328	1,662	2,773	1'81	1'15	0'82	4'15	6'93
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59	...	...	...	...	0'15
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,832	...	...	...	...	7'08

* To adjust interchange of mileage, Midland Railway.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1900—continued.

Type.	No. of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.		Quantity of Stores.			Cost.				Cost per Engine-Mile in Pence.				Days in Stream.		
	Detail.		Total.	Running.			Repairs.			Running.			Repairs.		Running.					
	Train.	Shunting.		Ballast.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Wages and Mate- rial.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.		Wages.	Total.

WESTPORT SECTION.

C	2	12	...	...	21,599	36	21,635	3,837	704	44	267	£	164	£	67	£	426	£	678	£	1'81	'23	0'75	4'73	7'52	248
F	3	15	18,273	...	13,585	280	32,138	7,287	998	51	326	357	29	100	100	657	1,143	2'66	'21	0'75	4'91	8'53	404	...	...	
FA	1	15	11,866	...	3,108	...	14,974	3,717	366	28	146	254	11	59	59	313	637	4'07	'17	0'94	5'02	10'20	152	...	...	
FB	1	15	16,637	4,021	...	2	20,660	6,072	508	34	184	209	15	94	94	405	723	2'42	'17	1'10	4'70	8'39	182	...	...	
WA	2	20	18,224	8,201	36	26,461	10,457	1,086	62	360	157	32	134	134	550	873	1'43	'29	1'22	4'98	7'92	327	...	...	...	
Total	9	...	65,000	50,514	354	115,868	31,970	3,662	219	1,283	1,141	108	454	2,351	4,054	1,845	2'36	'22	0'92	4'88	8'38	1,313	...	...	...	
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

NELSON SECTION.

D	2	26	5,393	1,203	2,093	8,689	1,921	182	10	97	458	5	101	131	695	12'65	1'4	2'79	3'62	19'20	126
F	2	26	42,329	6,194	482	49,005	9,227	907	48	443	276	36	633	800	1,745	1'35	1'8	3'10	3'92	8'55	532
Total	4	...	47,722	7,397	2,575	57,694	11,148	1,089	58	540	734	41	734	931	2,440	3'05	1'7	3'05	3'88	10'15	658
Less recoverable, mileage, Midland Railway	...	...	6,980	669	1,048	8,697	...	...	...	...	87	6	92	147	332	...	...	...	...	0'17	...
Total	4	...	40,742	6,728	1,527	48,997	11,148	1,089	58	540	647	35	642	784	2,108	3'17	1'7	3'14	3'84	10'32	658

PICTON SECTION.

C	1	15	404	725	3,337	4,466	705	77	4	28	33	4	40	99	176	1'77	2'1	2'15	5'32	9'45	78
D	1	15	1,200	812	1,795	3,807	604	66	5	26	67	4	34	104	209	4'22	2'5	2'14	6'56	13'17	57
G	2	15	27,679	8,853	1,332	37,864	6,912	696	35	224	330	26	378	648	1,382	2'09	1'6	2'39	4'11	8'75	356
Total	4	...	29,283	10,390	6,464	46,137	8,221	839	44	278	430	34	452	851	1,767	2'23	1'8	2'35	4'43	9'19	491
Less recoverable, mileage and expenditure	...	...	...	...	4,489	4,489	...	...	...	...	...	...	...	...	266	...	...	...	...	0'54	...
General charges	...	...	...	...	1,975	41,648	...	...	...	...	...	...	...	...	1,501	...	...	...	...	8'65	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,527	...	...	...	...	0'15	...

RETURN No. 29.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1900.

Mine.	1899-1900.	1898-99.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin Brothers, Sheffield ...	2,051	2,119	...	68
Springfield Coal Company, Springfield ...	470	1,257	...	787
Brockley ...	99	...	99	...
St. Helen's ...	2,098	...	2,098	...
Levick, Whitecliffs ...	...	1,692	...	1,692
Deans, J., Glentunnel ...	3,796	2,977	819	...
Wairiri Coal Company, Glentunnel ...	...	247	...	247
Park, G., Mount Somers ...	927	1,138	...	211
Albury ...	128	...	128	...
Kurow ...	4	4	...	...
Ngapara ...	27	9	18	...
Shag Point ...	20,156	20,155	1	...
Allendale Coal Company ...	13,208	13,286	...	78
Walton Park ...	7,785	8,586	...	801
Saddle Hill ...	9,441	4,582	4,859	...
Fernhill ...	4,344	3,980	364	...
Freeman's ...	6,638	7,520	...	882
Mosgiel ...	6,658	6,681	...	23
Lovell's Flat ...	60	36	24	...
Lovell's Flat (Gibson and Lees) ...	1,126	8,128	...	7,002
Nelson's ...	717	928	...	211
Kaitangata ...	110,209	101,660	8,549	...
Milton ...	353	290	63	...
Lakeside, Stirling ...	...	4	...	4
Anderson's, Stirling ...	90	30	60	...
Penman, Kaitangata ...	...	40	...	40
Conical Hills ...	2,675	2,472	203	...
O'Hagan, C., Pukerau ...	488	432	56	...
Orchard, E. C., Pukerau ...	6	49	...	43
Glover, A., Otikerama ...	...	6	...	6
Johnston, W., Waikaka ...	12	...	12	...
Smyth, J., Gore ...	270	409	...	139
Sleeman, C. P., Mataura ...	1,117	581	536	...
Beattie, J., Mataura ...	221	95	126	...
Brown's, Mataura ...	224	238	...	14
Munro, E., Wyndham ...	38	84	...	46
Darcy's, Nightcaps ...	1,790	1,752	38	...
Nightcaps Coal Company, Nightcaps ...	22,868	20,706	2,162	...
Quested, J., Nightcaps ...	18	20	...	2
Smith and Logan, Kingston Crossing ...	16	16	...	...
Graham, J., Fairfax ...	6	...	6	...
Totals ...	220,134	212,209	20,221	12,296

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, 1900.

Port.	1899-1900.	1898-99.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton ...	1,585	1,610	...	25
Timaru ...	316	245	71	...
Oamaru ...	150	132	18	...
Port Chalmers ...	164	154	10	...
Dunedin ...	89	76	13	...
Bluff ...	228	209	19	...
Totals ...	2,532	2,426	131	25
LOADED :—				
Lyttelton ...	1,643	1,575	68	...
Timaru ...	317	242	75	...
Oamaru ...	127	123	4	...
Port Chalmers ...	189	199	...	10
Dunedin ...	1	9	...	8
Bluff ...	227	209	18	...
Totals ...	2,504	2,357	165	18

RETURN No. 31.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1900,
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	69 19	...	69 19	287 24
Rangiora - Sheffield and Eyre- ton Junction-Bennett's	...	...	53 56	242 65	...	4 40	24 13	58 16
Southbridge and Little River Branches	...	...	48 7			5 42		53 49
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	12 67	...	2 57	...	38 70
Waimate Branch ...	...	...	12 67			2 2		14 69
Totals, Christchurch Division	211 57	6 28	242 65	460 70	69 19	24 13	93 32	554 22
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 77	...	48 77	214 37
Dunroon Branch ...	...	...	37 41	209 29	...	2 72	19 38	40 33
Oamaru-Breakwater Branch ...	...	...	0 63			0 25		1 8
Ngapara & Livingstone Branches	...	...	27 4			2 5		29 9
Shag Point Branch ...	...	...	2 10			0 14		2 24
Waihemo Branch ...	...	...	8 65			0 63		9 48
Port Chalmers Branch ...	...	...	1 26			3 65		5 11
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	19 27	...	1 67	...	23 68
Catlin's River Branch ...	...	...	19 27			1 57		21 4
Totals, Dunedin Division	165 40	...	209 29	374 69	48 77	19 38	68 35	443 24
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 29	...	19 29	101 70
Tapanui Branch ...	...	...	20 4	261 17	...	2 4	24 11	22 8
Waimea Plains Branch ...	...	...	36 41			2 46		39 7
Wyndham Branch ...	...	...	9 35			0 45		10 0
Seaward Bush Branch ...	...	...	24 47			1 77		26 44
Kingston Branch ...	...	...	87 0			7 43		94 43
Makarewa-Orepuki Branch ...	...	...	35 52			4 75		40 47
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51			2 48		27 19
Forest Hill Railway ...	...	...	12 66			0 70		13 56
Lumsden-Mararoa Branch ...	...	...	10 41			1 3		11 44
Totals, Invercargill Division	82 41	...	261 17	343 58	19 29	24 11	43 40	387 18
Grand Totals—Whole Line	459 58	6 28	713 31	1,179 37	137 45	67 62	205 27	1,384 64

RETURN No. 32.

STATEMENT of ALTERATIONS effected in and ADDITIONS to SCALE of CHARGES during the year
ending 31st March, 1900.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Expired tickets : Regulation amended—tickets to be given up on date of expiry or at any other time on demand. Tickets not surrendered on date of expiry to be given up afterwards on demand.

Passenger-fares for distances 201 to 300 miles reduced, and regulation inserted permitting passengers making journeys where there are alternative routes to travel by either route according to fare paid.

Children's tickets : Regulation amended.

Commutation season-tickets : Regulation amended.

Workmen's tickets : Designation altered to "Workers'."

Apprentice and pupil-teachers : Rates reduced—regulation amended to provide for issue to young persons in employment up to twenty-one years of age.

School parties, factories, and friendly societies : Regulations amended—trade-unions included, combined school excursions provided for, and guarantee reduced.

Theatrical, concert, and circus companies : Regulations amended—rate reduced.

Privilege tickets : Regulation amended.

Judges proceeding to shows : Certificate amended.

Religious bodies : Regulations and certificate amended.

Maoris attending Native Land Courts : Regulation providing for issue of return tickets at single fares inserted.

Trains, special and excursion : Regulations amended—Railway Department reserves right to load up to full capacity without rebating any charges.

LOCAL FARES AND REGULATIONS.

Kawakawa Section.

Passenger-fares amended.

Auckland Section.

Round-trip tickets : Fares for trips Auckland to Auckland *via* Rotorua and Thames ; Auckland to Auckland *via* Hangitiki, Rotorua, and Thames inserted.

Picton Section.

Through booking : Fares and regulations for through journey by rail and steamer between Wellington and Blenheim inserted.

Hurunui-Bluff Section.

Taieri Beach excursions : Regulations amended.

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

Passengers' luggage : Regulations amended—check luggage system adopted, storage charges reduced, size and weight of packages limited.

Bicycle-crates : Regulation amended—rates inserted.

Left luggage : Checked luggage granted twelve hours' free storage.

Type for newspapers for reproduction purposes : Rates reduced.

Horses : Rate for stallions on circuit reduced ; regulations amended.

Stud stock for breeding purposes : Rates reduced.

Homing-pigeons from fanciers' clubs : Rates reduced.

PART II.—LOCAL RATES AND REGULATIONS.

Auckland Section.

Rates and regulations for through booking to Kaipara ports amended.

Wellington-Napier-New Plymouth Section.

Cream rates, Marton to Waverley, reduced.

PART III.—GOODS : CLASSIFIED RATES.

Class E, agricultural produce : Rates reduced.

Small lots : Rates for packages under 1 cwt. reduced.

PART III.—GOODS : REGULATIONS.

Class E : Regulations *re* small lots of agricultural produce amended.

Class F : Regulations *re* lots under 4 tons amended, and rates reduced. Regulation *re* overloading trucks amended.

Class K : Regulations amended—charge for check wagons reduced ; rate for small lots of Australian timber amended, for New Zealand timber not over 6 ft. in length reduced, and for bogie check wagons inserted.

Class M : Rates for stud stock for breeding purposes reduced.

Class P : Regulations amended—rates for manures reduced.

Class Q : Regulations amended—rates for bones reduced.

Seeds for cleaning : Regulation amended, and made applicable only to seeds grown by and to be used by farmers.

Show stock, &c. : Regulations amended, and collie dogs attending dog trials included.

Threshing machinery, &c. : Regulation amended to include sheep-shearing machines.

Tarpaulins : Regulations amended—rates reduced.

Storage : Regulation amended—Wanganui and Wellington included as head stations.

Weighing : Rate for onions inserted.

Returned empties : Rates for empty returned fish-boxes, casks, and sacks reduced ; regulation inserted.

PART IV.—GOODS : LOCAL RATES.

Kawakawa Section.

Rates and regulations amended.

Whangarei Section.

A, B, C, D, and H goods, Opau to Kamo : Minimum charge reduced.

Timber : Rates from Foote's siding inserted, and from Waiotu to Opau reduced ; regulation for timber, Mander and Bradley's siding to Opau, inserted, and rates reduced.

A, B, C, D goods, Auckland, Newmarket, and Onehunga to and from Thames reduced.
Terminal rates on A, B, C, D, and E goods at Auckland reduced.

Copra, candlenuts, &c., and raw materials for manufacture of soap, oil, and acids, Newmarket and Westfield: Rate and regulation inserted.

Zinc shavings, Thames to Paeroa : Rate reduced ; regulation inserted.

Timber, sawn, Helensville to Remuera, Onehunga Wharf, and intermediate stations: Rate reduced.

Rates and regulations for through booking between Auckland and Kaipara ports amended.

Cement, Wellington to Petone: Rate and regulation removed.

Class P: Rates for manures reduced.

Wool: Rate, Wangaehu, Baker's Crossing, and Ratana to Wanganui, reduced.

Timber: Regulation *re* export amended.

Coke: Regulation for conveyance, Masterton to Mauriceville, removed.

New Plymouth Breakwater: Minimum charge reduced.

Manures, Petone to Wellington: Regulation amended.

Wood-ashes for manufacture of caustic potash: Rate reduced.

Wool, Hokitika to Greymouth, for shipment : Rate reduced ; regulation inserted.

Class E : Rates reduced.

Lime: Rate and regulation for shunting inserted.

Firewood: Rate, Motupiko to Nelson, reduced for journey over Government line.

Freewood: Rate, Metaphine to Nelson, reduced for
Bark, native: Regulation amended; rates reduced.

Timber, Belgrove to Stoke and Bishopdale: Rate reduced.

Cheese : Regulation *re* 4-ton lots from factories abolished ; rates reduced.

A, B, C, D: Small lots, Christchurch-Timaru, Dunedin-Invercargill, Dunedin, Port Chalmers, and Oamaru—regulation amended; rates reduced. Lyttelton to Christchurch (not to private sidings)—rates reduced. Bluff to Invercargill—rates amended.

A and B: Small lots, Dunedin to Waitahuna, Balclutha and Lawrence—regulation amended; rates reduced.

Small lots, Christchurch to Southbridge Branch: Rates reduced: regulation amended.

Frozen meat, Fairfield-Belfast: Rate reduced; regulation inserted.

Pelts: Rate, Fairfield to Woolston, for 4-ton lots, reduced: regulation inserted.

Cement and Clinker, Dunedin to Christchurch : Regulation inserted ; rate reduced.

Wool: Regulation and rate, Clydevale, &c., to Dunedin and Port Chalmers, steamer and rail, amended: rate, Smithfield to Timaru, reduced.

Gravel, Menlove's siding to Oamaru: Bate and regulation removed.

Ships' goods on port lines: Rate for theatrical scenery reduced.

Terminal charges : At Christchurch, reduced ; charge at Invercargill amended.

Acid, sulphuric, New Zealand manufacture, packed in consignments of not less than 2 tons

2 tons	...	...	...	...	...	A
Ambrosia, packed.	Owners' risk	...	...	...	...	E
Ashes.	Owners' risk	...	...	...	...	Q
Bark, native, loose or packed in bags or bundles.	Owners' risk	...	...	...	...	P
<i>Removed :</i> Bark, native, loose or packed in bags or bundles.	Owners' risk	...	...	...	...	N
Boiler-fluid.	Owners' risk	...	...	...	...	B
Bonedust, packed.	Owners' risk	...	...	...	...	E
<i>Removed :</i> Bonedust, packed.	Owners' risk	...	...	...	...	P
Brattice-cloth.	Owners' risk	...	...	...	...	D
Butter, packed in consignments of not less than 10 cwt.	Rate and a half	...	...	...	...	E
<i>Removed :</i> Butter, packed in consignments of not less than 10 cwt.	...	...	...	...	...	D
Cheese, packed, consigned from makers' factories in consignments of not less than 10 cwt.	Rate and a half	...	...	...	...	E
<i>Removed :</i> Cheese, packed, consigned from makers' factories in consignments of not less than 10 cwt.	...	...	...	...	...	D
Cinders.	Owners' risk	...	...	...	...	Q
Clothes-props.	Owners' risk	...	...	...	...	F
Cocconut fibre	...	...	...	...	...	B

Cyanide	...	...	...	...	...	...	...	...	D
Door-frames	...	...	...	...	...	...	...	...	C
Earth. Owners' risk	...	...	...	...	...	...	...	...	Q
Fencing-posts, patent. Owners' risk	...	...	...	...	...	...	...	...	F
Fencing-posts and stakes, hewn or sawn. Owners' risk	...	...	...	...	...	...	...	...	F
Flowers, cut. Half rate. Owners' risk as parcels	...	...	...	...	...	...	...	...	See Part II.
Furnace-doors	...	...	...	...	...	...	...	...	D
Grain, poisoned, packed in double bags, with "Poisoned grain" painted thereon in 3 in. letters	...	...	...	...	...	...	...	...	D
Grain, phosphorised, packed in double bags, with "Poisoned grain" painted thereon in 3 in. letters. Double rate. Dangerous	...	...	...	...	...	...	...	...	A
Removed: Grain, poisoned	...	...	...	...	...	...	...	...	D
Removed: Grain, phosphorised. Double rate. Dangerous	...	...	...	...	...	...	...	...	A
Guano, packed. Owners' risk	...	...	...	...	...	...	...	...	E
Removed: Guano, packed	...	...	...	...	...	...	...	...	P
Iron, oxide of. Owners' risk	...	...	...	...	...	...	...	...	N
Kianit. Owners' risk	...	...	...	...	...	...	...	...	E
Removed: Kianit. Owners' risk	...	...	...	...	...	...	...	...	P
Lard, packed in consignments of not less than 10 cwt. Rate and a half	...	...	...	...	...	...	...	...	E
Lime, native, for manuring farm-lands. Owners' risk	...	...	...	...	...	...	...	...	See Part III.
Manures, other than street, stable, and farmyard. Owners' risk	...	...	...	...	...	...	...	...	E
Manure salt. Owners' risk	...	...	...	...	...	...	...	...	E
Removed: Manures, other than street, stable, and farmyard. Owners' risk	...	...	...	...	...	...	...	...	P
Removed: Manure salt. Owners' risk	...	...	...	...	...	...	...	...	P
Moss, hand-pressed, packed in bags or bales	...	...	...	...	...	...	...	...	C
Oleo	...	...	...	...	...	...	...	...	C
Oxide of iron. Owners' risk	...	...	...	...	...	...	...	...	N
Oyster-shells, packed, for manufacture of manures	...	...	...	...	...	...	...	...	E
Posts, fencing, hewn or sawn. Owners' risk	...	...	...	...	...	...	...	...	F
Posts, patent fencing. Owners' risk	...	...	...	...	...	...	...	...	F
Props, clothes. Owners' risk	...	...	...	...	...	...	...	...	F
Rails, fencing. Owners' risk	...	...	...	...	...	...	...	...	F
Rock-salt	...	...	...	...	...	...	...	...	E
Removed: Rock-salt	...	...	...	...	...	...	...	...	P
Salt for curing hides. Owners' risk	...	...	...	...	...	...	...	...	D
Salt, manure, or for agricultural or pastoral purposes	...	...	...	...	...	...	...	...	E
Removed: Salt, manure, or for agricultural or pastoral purposes	...	...	...	...	...	...	...	...	P
Removed: Scab specific, packed	...	...	...	...	...	...	...	...	B
Shale-oil, in 2-ton lots. Owners' risk	...	...	...	...	...	...	...	...	D
Shells for footpaths, in sacks. Owners' risk	...	...	...	...	...	...	...	...	D
Shells, oyster, packed, for manufacture of manures	...	...	...	...	...	...	...	...	E
Soot, in bags, as manure. Owners' risk...	...	...	...	...	...	...	...	...	E
Removed: Soot, in bags, as manure. Owners' risk	...	...	...	...	...	...	...	...	P
Stakes, fencing, hewn or sawn. Owners' risk	...	...	...	...	...	...	...	...	F
Stocklick	...	...	...	...	...	...	...	...	D
Stone-piles, rough. Owners' risk	...	...	...	...	...	...	...	...	Q
Stone, pumice, packed for export (including use of railway tarpaulins). Owners' risk	...	...	...	...	...	...	...	...	Q
Timber, Australian and Tasmanian. Rate and a half. Owners' risk...	...	...	...	...	...	...	...	...	K
Tin, scrap. Owners' risk	...	...	...	...	...	...	...	...	N
Toys, loose. Owners' risk. Special goods. Rate and a half	...	...	...	...	...	...	...	...	A
Type, set, for reproduction purposes, consigned by or to newspaper proprietors	...	...	...	...	...	...	...	...	See Part II.
Wheatmeal, packed. Owners' risk	...	...	...	...	...	...	...	...	E
Window-frames	...	...	...	...	...	...	...	...	C
Zinc shavings	...	...	...	...	...	...	...	...	C

PART VI.—WHARVES.

Kawakawa Section.

Opua Wharf: Wharfage rate on sheep, pigs, and goats not conveyed by rail reduced.

Auckland Section.

Mercer Wharf: Rates and regulations inserted.

Onehunga Wharf: Rates for Class E amended, and for bonedust, guano, and manures other than street, stable, and farmyard, reduced.

Greymouth Section.

Greymouth Wharf: Regulations amended. Rate for coke, coal, bricks, and fireclay for export reduced.

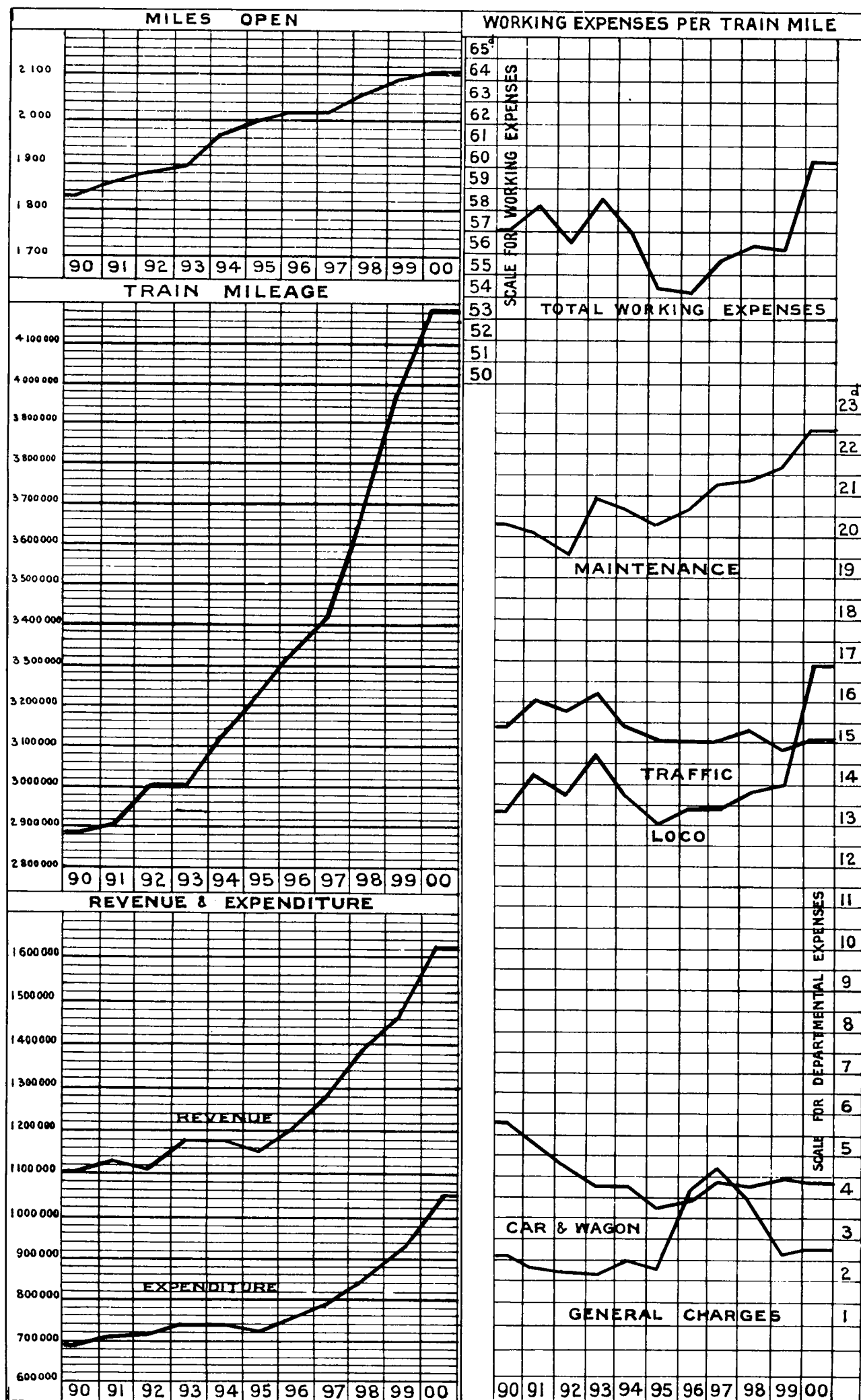
Westport Section.

Westport Wharf: Rate for lime for export reduced.

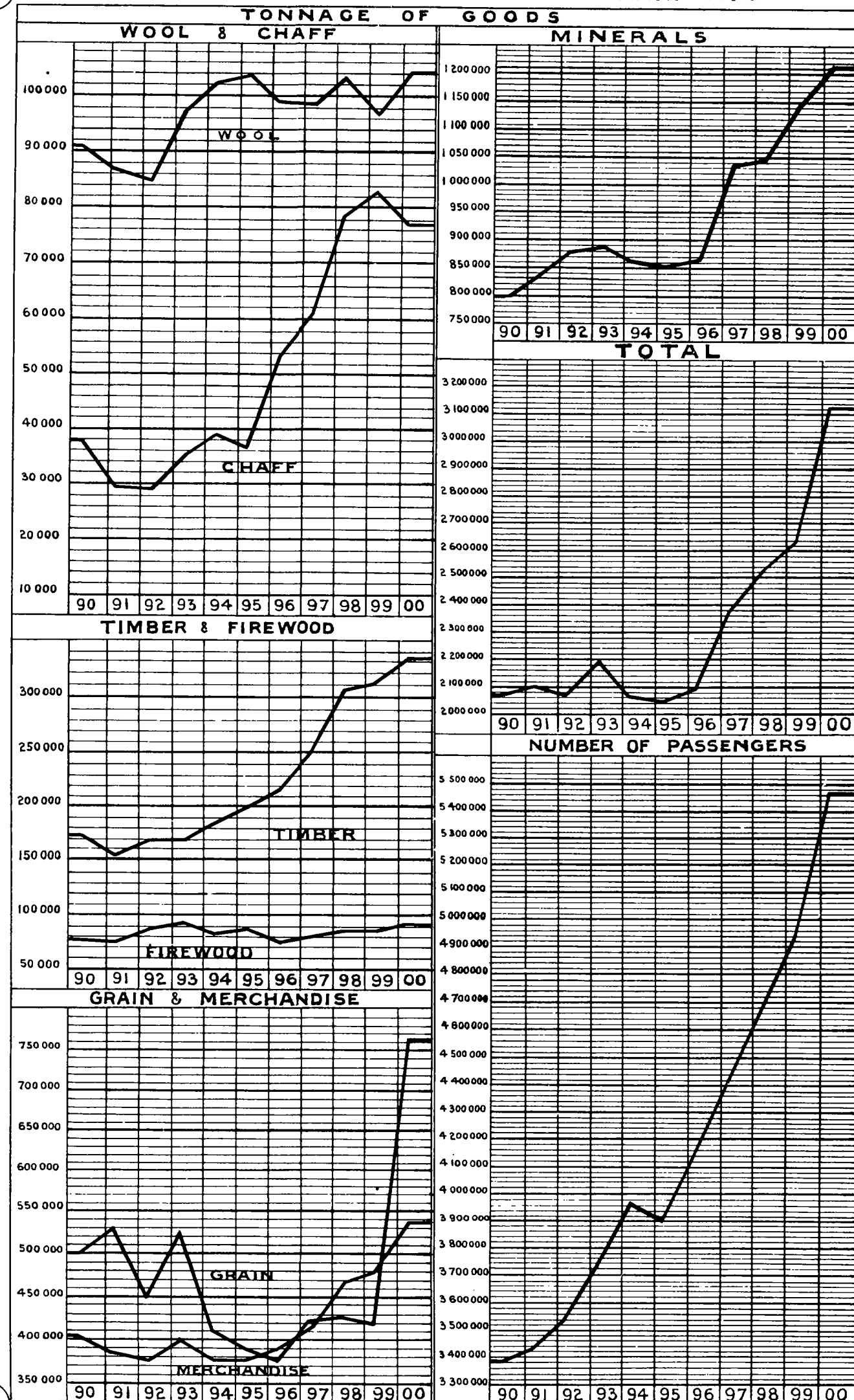
Wellington-Napier-New Plymouth Section.

Wanganui Wharf: Regulations amended; rates for bondmarking and Customs examination inserted.
T. RONAYNE, General Manager.

NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



0.0 _____ **0.5** _____ **1.0** _____
_____ **0.0** _____ **0.5** _____ **1.0** _____

Government Railways open for traffic on 31st March, 1900	..	2,104 miles.
Private companies' ..	..	137 "
Capital cost of Government Railways open on 31st March, 1900 ..	..	£16,703,887
Revenue from Government Railways, year ending 31st March, 1900	..	£1,623,891
Expenditure on ..	..	£1,052,358
Passengers carried ..	..	5,468,284
No. of season tickets issued ..	..	63,335
Cattle, sheep, and pigs carried ..	..	2,624,899
Tonnage carried ..	..	3,127,874
No. of miles travelled by trains ..	..	4,187,983
No. of locomotives ..	..	304
No. of passenger-carriages ..	..	577
No. of wagons and brake-vans ..	..	10,295
Area of colony, square miles ..	..	104,471
Population, estimated at 31st March, 1900 ..	..	758,616
Chief Cities:—		
Auckland ..	..	57,816
Wellington ..	..	41,758
Christchurch ..	..	51,330
Dunedin ..	..	47,280
Population with Suburbs (Census for 1896)		
Auckland ..	..	57,816
Wellington ..	..	41,758
Christchurch ..	..	51,330
Dunedin ..	..	47,280

Middle Island

Scale of English Miles.



Government Railways open for traffic, 2104 miles

Private lines 177.

Coach routes

Roads and tracks

Steamer routes

K. P. Taylor, Inc.

	Miles
Auckland to Helensville	31
" to Rotorua	37
" to Mokau	133
" to Cambridge	107
" to Thames	141
New Plymouth to Wanganui	107
" to Napier	274
" to Wellington (via W. & M. Railway)	28
" to " (via Rimutaka)	30
Napier to Wellington (via W. & M. Railway)	191
" to " (via Rimutaka)	212
Christchurch to Culverden	68
" to Dunedin	230
Oamaru to Dunedin	78
Dunedin to Ranfurly	81
" to Invercargill	139
" to Lawrence	80
" to Bluff	156
" to Kingston (via Waimea Plains Line)	174
" to " (via Invercargill)	226
Bluff to Kingston	104



PHOTOGRAPHED AT H.A.O. OFFICE, LANDS & SURVEY DEPT., WELLINGTON N.Z., 1900

Goods Train, Christchurch-Lyttelton Line.

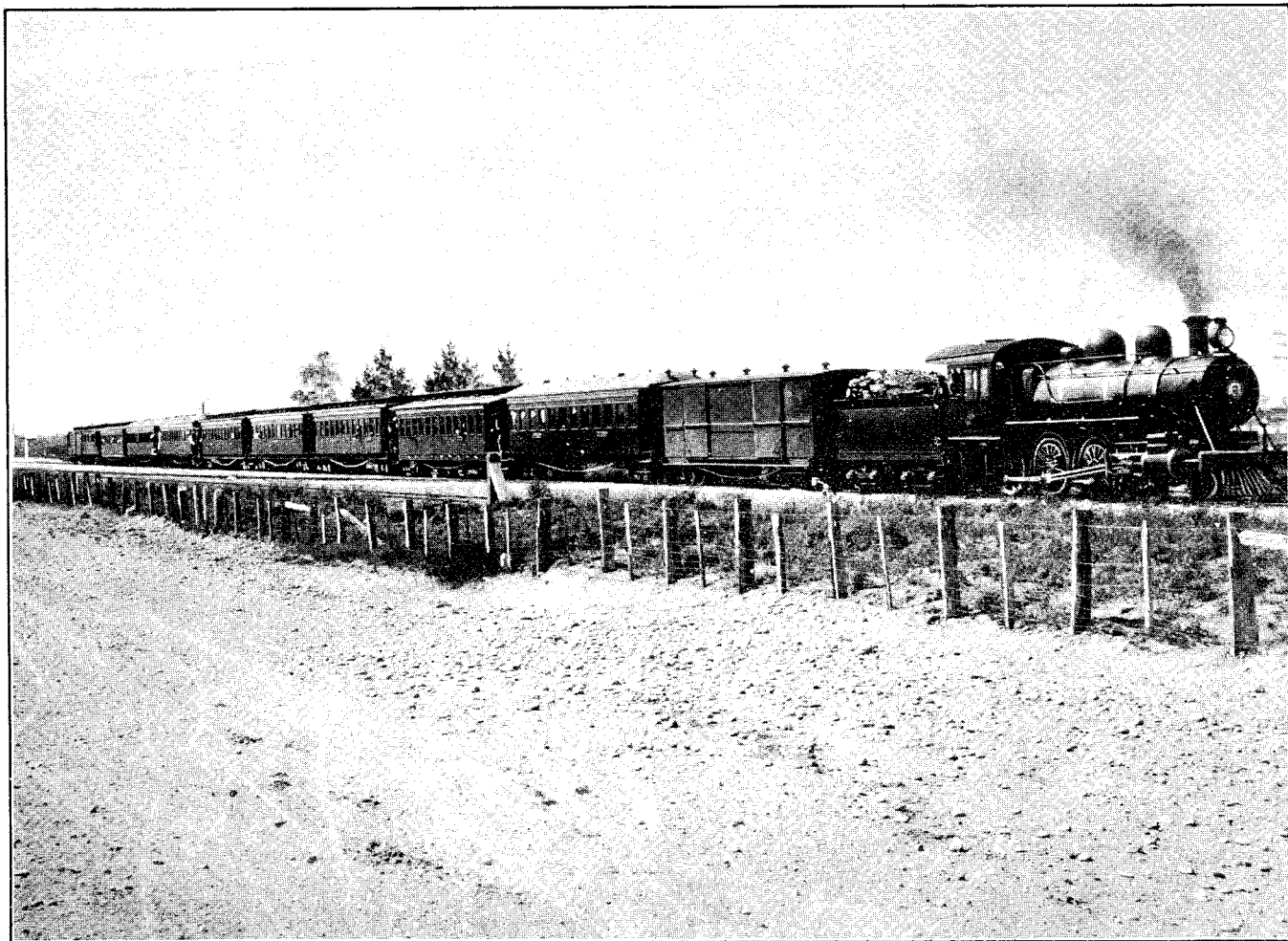


PHOTO "THE ARRIVAL AT HEAD OFFICE, LANDS & SURVEY DEPT" WELINGTON N7 1900.

Christchurch-Dunedin Express Train.

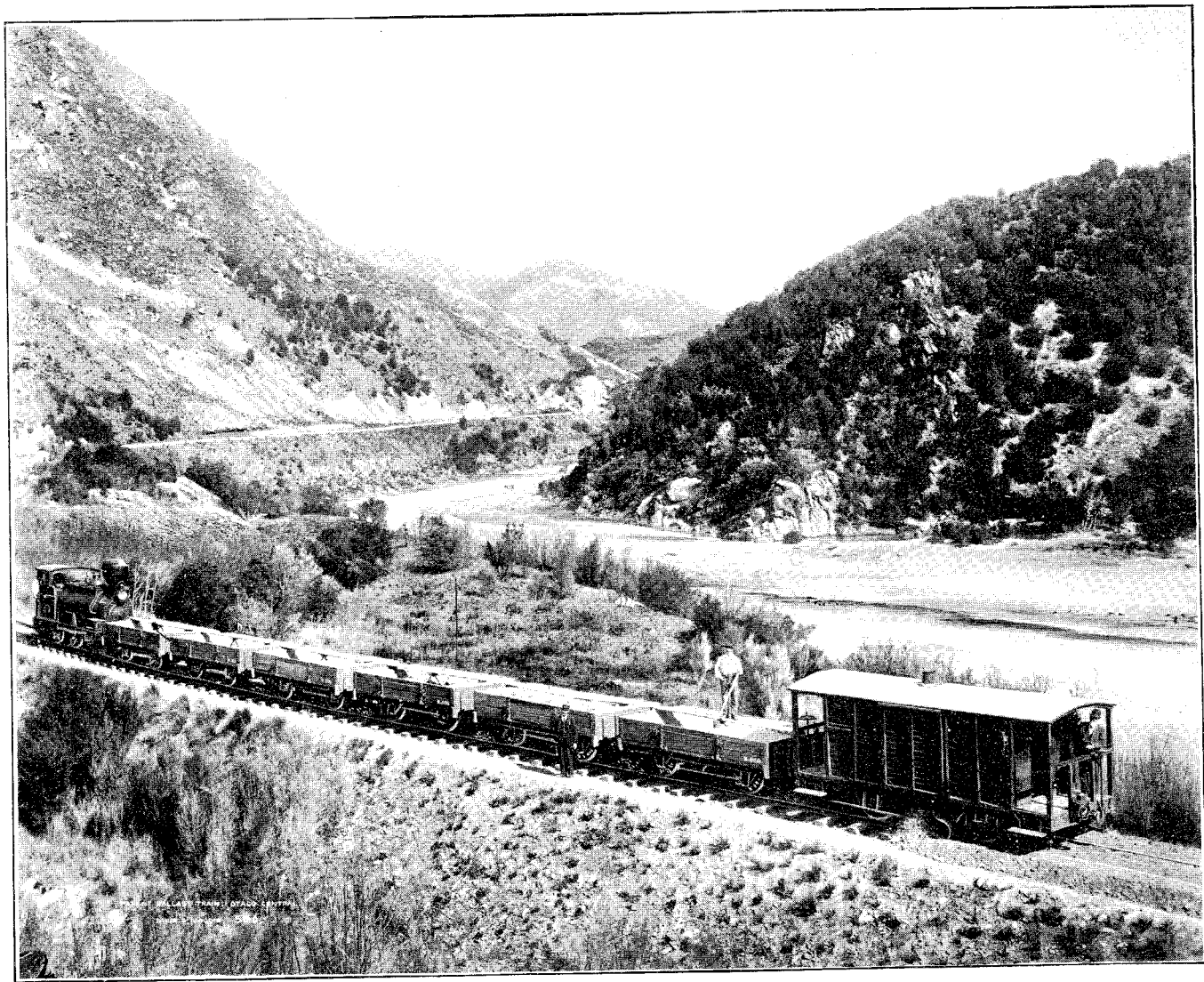


PHOTO LITHOGRAPHED AT HEAD OFFICE LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1900.

Patent Ballast Plough at work on Otago Central Railway.

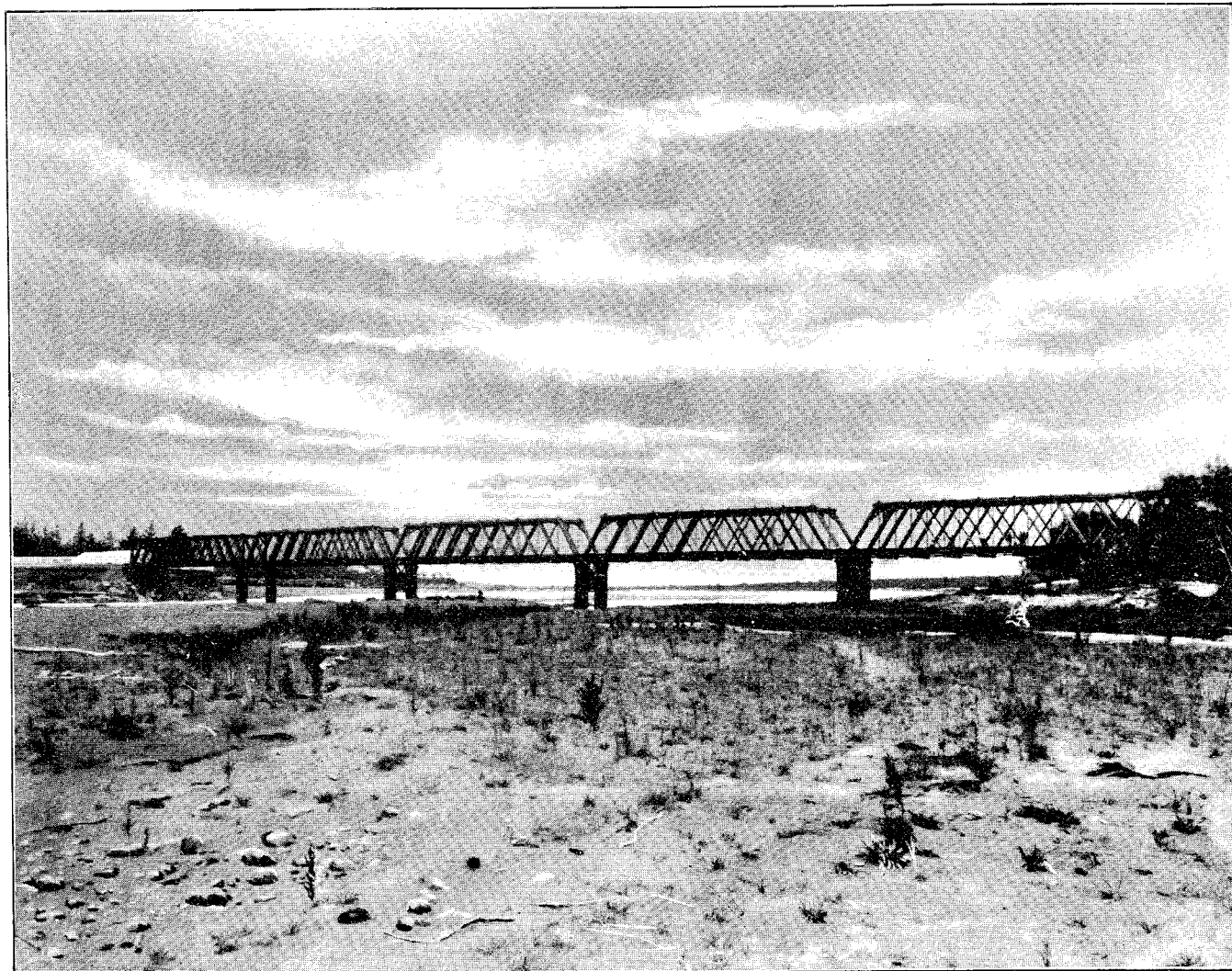


PHOTO-LITHOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1906.

Rangitikei Road and Railway Bridge, 5 spans, each 120 ft.



PHOTO LITHOGRAMS AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1900.

Rangitikei Road and Railway Bridge, 5 spans, each 120 ft.

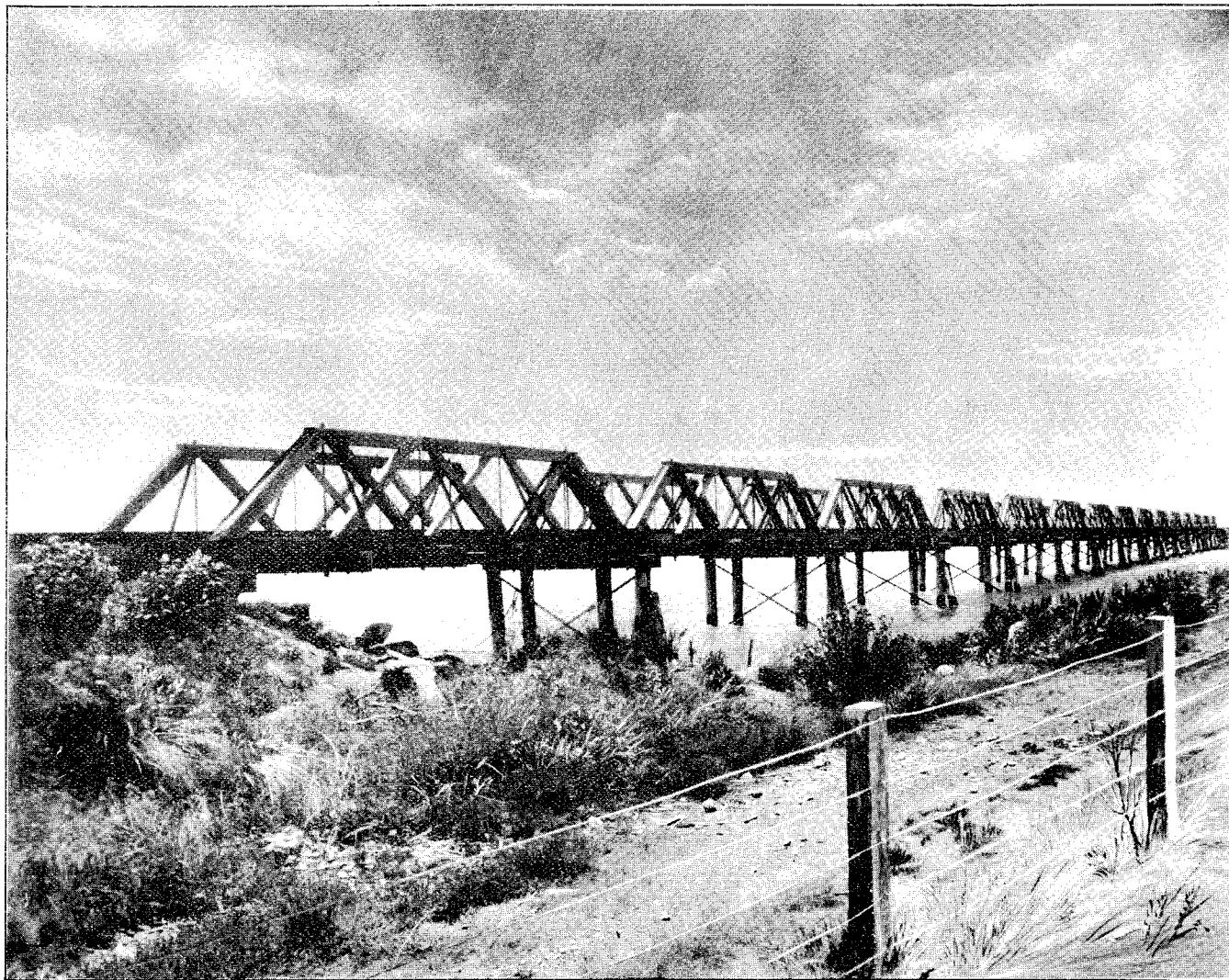


PHOTO LITHOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT., WELLINGTON, N.Z., 1950.

Waitangi Railway Bridge, 15 spans, each 45 ft.

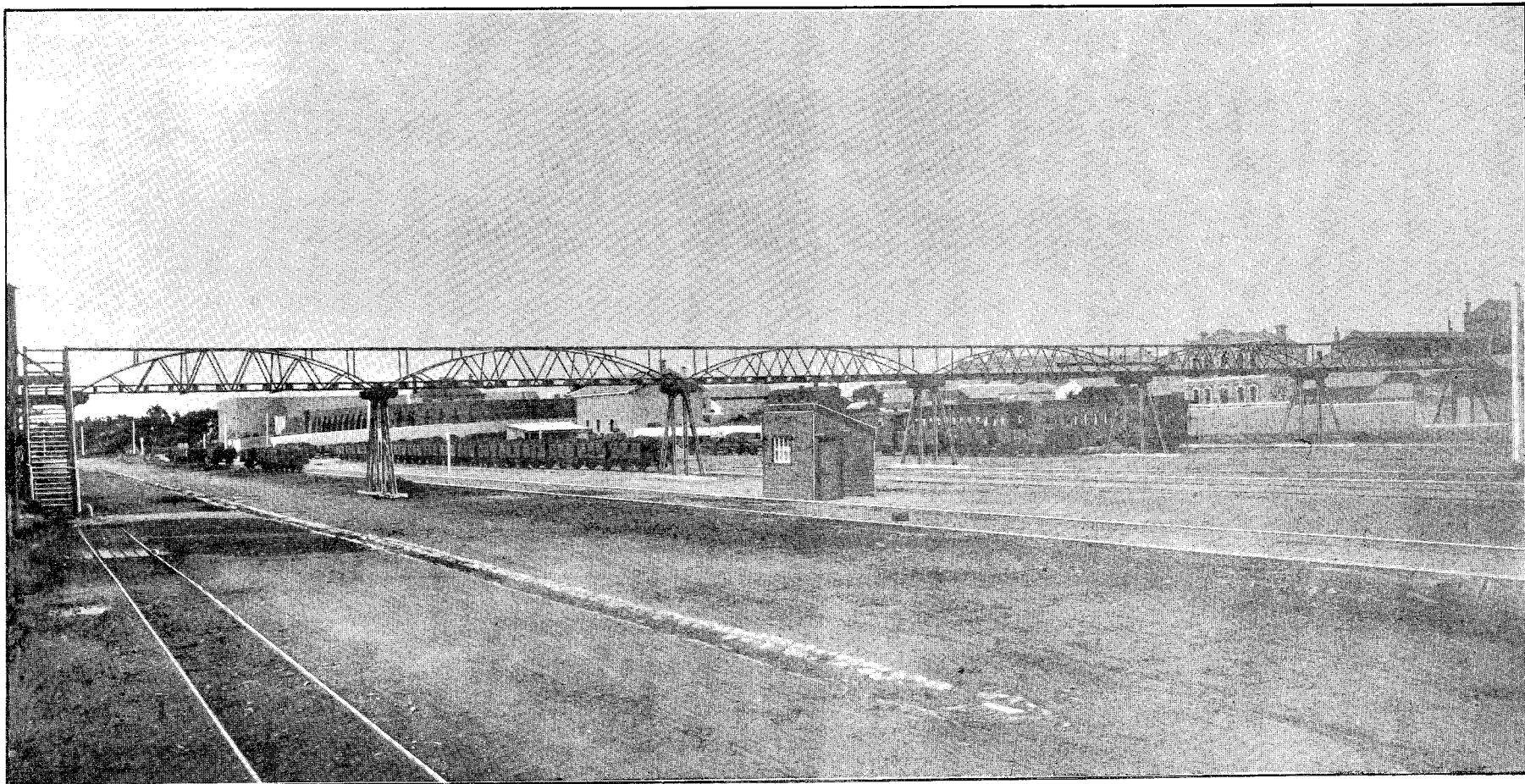


PHOTO-LITHOGRAPHS AT HEAD OFFICE, LANDS & SURVEY DEPT., WELLINGTON, N.Z. 17061

Invercargill Overbridge—one 40 ft. span and five 45 ft. spans. Built of Old Rails.

