

As will be seen from the table below, the time-table has been maintained with punctuality.

*Average Late Arrival of Trains.*

	Period ending													Average for Year, in Minutes.
	April 29.	May 27.	June 24.	July 22.	Aug. 19.	S pt. 16.	Oct. 14.	Nov. 11.	Dec. 9.	Jan. 6.	Feb. 3.	Mar. 3.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1906	1.76	0.5	1.23	0.68	0.18	0.23	0.3	0.67	0.71	2.33	1.18	0.63	0.85	0.87
Year ending 31st March, 1905	1.1	0.5	0.61	0.3	2.29	0.49	0.95	1.01	0.51	2.76	1.24	0.8	1.34	1.07
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1906	2.26	1.6	2.06	0.71	0.71	0.64	0.48	1.05	0.84	1.49	1.36	1.47	1.6	1.25
Year ending 31st March, 1905	1.96	0.9	1.21	0.58	1.38	0.7	0.86	1.11	0.8	1.9	1.21	1.1	1.28	1.15
<i>Suburban Trains.</i>														
Year ending 31st March, 1906	0.47	0.38	0.43	0.21	0.13	0.15	0.17	0.09	0.35	0.31	0.29	0.27	0.19	0.26
Year ending 31st March, 1905	0.57	0.17	0.42	0.23	0.27	0.17	0.55	0.17	0.17	0.44	0.28	0.29	0.21	0.3

**STORES.**

Mr. M. C. Rowe, Acting Stores Manager, reports as follows:—

The value of stores (purchased under the Railway vote) on hand on the 31st March, 1906, at the various depots amounted to £152,707 5s. 9d., as against £180,459 13s. 9d. on the 31st March, 1905.

The value of the stores on hand on account of additions to open lines amounted to £5,669 0s. 9d. on the 31st March, 1906, as against £7,649 18s. 3d. on the 31st March, 1905.

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

The conduct of the staff as a whole has been very satisfactory.

I have, &c.,

The Hon. the Minister for Railways.

T. BONAYNE,  
General Manager.