

The approximate earnings of the different divisions were,—

Auckland District.—Revenue, £485,900; increase, £46,800.

Passengers increased by 228,000, chiefly at Auckland and suburban stations.

There was a decrease of 5,600 at Onehunga Wharf owing to the diversion of the traffic from the steamers to the Main Trunk line.

The visit of the American fleet was responsible for an increase of 70,000 passengers in the local traffic.

Parcels traffic increased about 30 per cent.

There was a slight falling-off in cattle, but sheep increased by 93,000.

All classes of goods traffic (except chaff, green flax, and firewood) show increases.

Wanganui District.—The inclusion of the Manawatu line in the Government railway system has entailed some alteration in the method of accounting during the last four months of the year. Comparisons with the figures of the previous year are therefore of little value. The figures which follow include the returns from the stations which were in the Wanganui district prior to the 7th December last.

Revenue, £398,500; increase, £36,100.

There were some local increases in the passenger traffic, but the bookings at New Plymouth fell off by 11,200 passengers as a result of the diversion of the Auckland traffic to the Main Trunk line.

There was a large increase in live-stock. Cattle increased by 5,600, and sheep by 280,000.

Grain increased by 4,600 tons, and wool by 1,865 tons. Timber showed little variation, but merchandise and minerals decreased slightly.

There was a good season for dairy-produce, and the export of butter and cheese increased by 3,200 tons.

Wellington-Napier District.—The figures for this district also are affected by the alteration in accounting for through traffic, and they include four months' traffic of the Manawatu line.

The revenue was £476,600, an increase of £52,100.

There was a very large increase in the number of passengers, over 90,000 additional being carried from stations between Te Aro and Lower Hutt.

The Manawatu line added 192,400 passengers.

Season tickets also increased considerably.

Parcels traffic decreased slightly.

There was an increase of 238,000 sheep.

Timber decreased on the Wairarapa-Napier line by 8,500,000 ft., owing to local supplies becoming exhausted, and dullness in the building trade. Firewood also decreased.

Other classes of traffic show increases due to the inclusion of the Manawatu stations.

North of Auckland Sections.

Kawakawa Section.—Revenue, £1,990; increase, £6.

Whangarei Section.—Revenue, £30,486; decrease, £80.

Increases in passengers, parcels, live-stock, firewood, grain, and merchandise.

Decreases in chaff, timber, and minerals.

The supply of timber is failing, and the output of coal from the local mines was affected by labour troubles.

Kaihu Section.—Revenue, £4,303; decrease, £124.

The failing timber-supply and the closing of the flax-mills are the causes of falling revenue.

Gisborne Section.

Revenue, £11,092; increase, £2,695.

The extension of this line is causing considerable accession of business. The mineral traffic decreased, but there were increases of wool, firewood, timber, and grain. The sheep traffic increased largely.

Average Late Arrival of Trains.

	Period ending													Average for Year, in Minutes.
	April 25.	May 23.	June 20.	July 18.	Aug. 15.	Sept. 12.	Oct. 10.	Nov. 7.	Dec. 5.	Jan. 2.	Jan. 30.	Feb. 27.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1909	2·72	0·87	1·64	1·50	0·61	0·31	0·48	0·78	0·97	2·15	1·60	1·61	1·57	1·29
Year ending 31st March, 1908	3·55	1·22	0·98	1·36	0·50	0·82	1·99	0·81	0·98	2·18	1·44	1·43	1·32	1·43
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1909	3·22	1·97	2·10	1·32	1·17	1·30	1·04	1·12	1·30	2·01	1·76	2·74	3·42	1·88
Year ending 31st March, 1908	2·43	1·95	1·75	1·31	1·07	1·25	1·14	1·20	1·27	1·67	1·88	3·11	2·70	1·75
<i>Suburban Trains.</i>														
Year ending 31st March, 1909	0·55	0·33	0·58	0·34	0·40	0·28	0·16	0·22	0·16	0·49	0·42	0·52	0·31	0·36
Year ending 31st March, 1908	0·52	0·36	0·53	0·40	0·29	0·13	0·23	0·18	0·20	0·53	0·38	0·73	0·51	0·38