

1910.
NEW ZEALAND.

RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, THE HON. J. A. MILLAR.

MR. SPEAKER,—

The presentation of the Railway Statement for the year ending 31st March, 1910, imposes on me the pleasing duty of announcing that the year's operations, when compared with those of the previous year, have on the whole been exceedingly satisfactory.

The results may be summarised thus :—

				Year 1910. £	Year 1909. £
Total earnings	...	...	...	3,249,790	2,929,526
Total expenditure	...	...	...	2,169,474	2,114,815
Net profit on working	...	...	...	<u>£1,080,316</u>	<u>£814,711</u>

GENERAL.

The mileage of line opened for traffic on the 31st March, 1910, was 2,717, against 2,682 miles for the previous year. The average miles operated during the year was 2,704.

The following extensions were opened during the year :—

						M.	ch.
Waby-Wellsford	...	...	...	...	...	3	18
Waikohu-Extension	...	...	...	...	...	0	42
Ruatapu-Ross	...	...	...	...	...	7	19
Riversdale-Switzers	...	...	...	...	...	13	67
Waihoaka-Tuatapere	...	...	...	...	...	8	7
Catlin's Houipapa	...	...	...	...	...	2	30
						<u>35</u>	<u>23</u>

The net revenue, £1,080,316, exceeded that of the previous year by £265,605, and is equal to a return of 3·80 per cent. on the capital, £28,513,476, invested in the open lines, and 3·58 on the total capital, £30,321,191, invested in opened and unopened lines.

The cost of working the Kawakawa Section exceeded the gross earnings by £2,958. The net revenue from the Kaihu Section amounted only to £55.

The number of train-miles run during the year was 7,889,166, being an increase of 430,930. The increased train-mileage represents additional facilities to meet the requirements of the business and the public convenience, and in round figures has cost £118,500.

The major portion of this increased mileage represents services laid on in the North Island on the Thorndon–Longburn, Main Trunk lines, and Auckland Suburban lines. The balance, approximately 32,000 miles, represents additions to the South Island main line and West Coast services.

The following figures, which give the record of the late arrivals of the principal trains during the year, indicate that, notwithstanding the various changes made in the train services, the trains as a whole have maintained punctuality:—

		AVERAGE LATE ARRIVAL.	
		Min.	Min.
For long-distance passenger-trains	...	2·15, against	1·29 last year.
For suburban trains	...	0·48, "	0·36 "
For long-distance mixed trains	...	2·69, "	1·88 "

These figures include delays arising from all causes, and embrace accidents, slips, floods, &c.

The passenger traffic shows a gratifying increase, the number of ordinary passengers carried being 11,141,142, an increase of 683,998 over the previous year. Season tickets issued numbered 199,371, an increase of 6,824. Workers continue to take advantage of the opportunity afforded them by the workers' tickets to live out in the suburbs; 150,074 such tickets were issued during the year, an increase of 2,585 over last year. 863,838 passengers travelled at holiday excursion fares, an increase of 73,659 when compared with last year, and 115,405 passengers travelled at the school and factory rates.

The coaching and goods traffic show substantial increases under each of the headings under which the traffic is grouped, carriages, sheep, chaff, lime &c., firewood and timber excepted. In the coaching the increases have been—parcels, 86,513; horses, 1,447; dogs, 437; and in live-stock and goods traffic—cattle, 16,528 head; pigs, 9,304 head; wool, 13,135 tons; grain, 250,675 tons; merchandise, 9,696 tons; minerals, 144,073 tons. The decrease in the sheep traffic is 84,727 head; chaff, lime, &c., 2,764 tons; firewood, 4,260 tons; timber, 59,014 tons.

The traffic in the agricultural produce class for the first time in the history of the railways totalled over a million tons. The large increase of a quarter of a million tons is accounted for by the late harvest last year and the bountiful early harvest in the current year, which resulted in a considerable portion of the cereals grown in two seasons being presented for carriage by rail during the financial year just ended.

The decrease in the sheep traffic is mainly confined to the North Island, and is attributed to the advances in the wool-market making it more profitable for stock-owners to hold their sheep for the clip than to dispose of them in a dull meat-market.

The traffic has also been affected to some extent by the through carriage between Wellington–Napier–Taranaki and Auckland Sections. Formerly such traffic was driven between the railheads and reconsigned, making two separate transactions for one lot of stock, which nominally increased the number of sheep carried. Although the sheep traffic compares unfavourably with that of 1909, it is nevertheless greater by about 500,000 head than the traffic for any other previous year.

The decrease in the timber traffic is mainly in respect of water-borne timber on the Canterbury Port lines, and in Westland export traffic—no doubt due to dullness in the building trade in various parts of the Dominion affecting the output and export from the mills.

The average number of men employed during the year was 12,224, against 12,505 for the previous year.

During the year 266 members of the permanent staff resigned, 127 retired on superannuation, 42 died, 128 were dismissed, and 563 engaged.

Twenty-two appeals were heard during the year by the Railway Appeal Boards. Of these, four were upheld, seventeen dismissed, and in one case the punishment was mitigated.

Eight members of the Second Division were promoted to the First Division.

The sum of £9,277 has been paid as compensation during the year under the Workers' Compensation for Accidents Act.

The rolling-stock was augmented by the addition of 4 four-cylinder balanced compound tender engines, Class "X," weighing 94 tons in working trim, designed for the North Island Main Trunk line, and 2 heavy tank engines, built in the Railway Workshops; also by 8 four-cylinder balanced compound tender engines, weighing 72 tons in working trim, built under contract by Messrs. A. and G. Price (Limited); 26 new cars, 11 bogie brake-vans, and 1 Fell brake-van; 733 goods-wagons, and 500 new tarpaulins.

Eight hundred and forty-seven modern steel axles were placed under cars and wagons in substitution of the old iron axles. The effect of this alteration is to increase the carrying-capacity of each wagon by 2 tons, while giving greater stability to the wagon.

The quantity of Pintsch's gas manufactured at the Railway Gasworks was 7,326,780 cub. ft. A large proportion of the cars in which this illuminant is used are fitted with incandescent mantles, which materially improve the light and the remainder of the cars are being fitted as quickly as possible.

The sum of £5,612 was expended on new and improved machinery for the workshops.

The running of the railway road motor-cars, previously restricted to Culverden - Waiau Ferry, was extended to Hanmer on the 1st November last. A new car has been obtained and put into the service which is meeting all the present requirements of the passenger and mail traffic.

The whole of the railway equipment, consisting of rolling-stock, machinery, and appliances, track, bridges, buildings, and other structures has been maintained in a thoroughly efficient condition.

One hundred and thirteen miles of track were relaid during the year—eighty-two miles of main line with 70 lb. rails, and thirty-one miles of branch line with 53 lb. steel rails taken out of the main line.

Ballast to the extent of 366,242 cubic yards was used in track-maintenance, and 256,647 new sleepers were laid.

A considerable number of improvements have been carried out at various stations connected with the railway system throughout the Dominion: they consist of increased accommodation at stations, additions to station buildings, erection of verandahs, provision and extension of sidings, water-services, installation of fire-prevention appliances in goods-sheds, erection of stockyards, cranes, houses for staff, improved lighting at stations, workshops, and in yards, strengthening bridges, additional signal appliances, weighbridges, sanitary conveniences, and wharf-extensions. Many other works, too numerous to particularise, but having for their object the promotion of the public convenience and efficiency of railway service, were undertaken, and will be pushed on to completion as quickly as possible.

Floods that occurred at Gisborne and in the vicinity of Paeroa, Thames, and Waihi during March caused considerable damage to the railway, and necessitated the suspension of the local train services for a few days.

As a result of inquiries made and data obtained, an order has been given for the construction of two self-contained motor-cars, which will be built in the Railway Workshops as soon as the machinery required for generating the motive power of the cars arrives. The cars will be tested experimentally, and if found in practice to be suitable to the local requirements, additional cars will be put into service from time to time as the business warrants.

Plans and specifications have been prepared for the building of a new twin-screw steel steamer for the Lake Wakatipu service. The vessel is to be built within the Dominion, and to be delivered on Lake Wakatipu ready in every respect for service after such practical trial as may be required. Tenders will be invited accordingly at an early date.

Considerable advancement has been made during the year in connection with the installation of the signalling and interlocking appliances, which were brought into operation at Kaiwarra, Ngaio, Parnell Tunnel, Ngaurukehu, Tawa Flat, Marton, Paekakariki, Sockburn, Templeton, Islington, and Ngahauranga; and with the schemes for double-line working between Addington and Rolleston, Kensington and Cattle-yards, and Auckland and Penrose. Seventeen stations were equipped with fixed semaphores; and Perham's Siding at Rangataua was interlocked with tablet system. The interlocking of Frankton Junction, Blackball, and Caversham is in hand.

Fifty-two Tyler's electric tablet instruments were installed and brought into operation on sections Woodville to Waipukurau, Pukeuri to Washdyke, Granity to Stockton. Automatic tablet-exchanger was fitted at forty stations. Electric lock and block for double-line working has been brought into use between Kaiwarra and Lower Hutt and Rolleston-Heathcote double lines.

At the end of the year under review there were 1,261 miles of line controlled by the electric tablet, 21 miles by the electric staff and ticket, 12 miles double line by electric lock and block. 1,809 miles of poles and 5,051 miles of wire were comprised in the system of train-signalling, railway telephones and telegraphs. Since 1901 the sum of two hundred and twenty-five thousand eight hundred and seventeen pounds sterling has been spent on these adjuncts to safe railway working.

REVENUE.

The gross revenue for the year under review amounted to £3,249,790; it exceeded the estimate by £199,790, and the gross revenue for the previous year by £320,264. Passenger revenue shows an increase of £149,380; season tickets, £10,001; coaching, £5,545; goods and live-stock, £141,843; miscellaneous and rents, £13,495. The receipts per train-mile amounted to 98·75d. as against 94d. for the previous year. The earnings of the Lake Wakatipu steamers amounted to £6,763, as against £6,438 last year. The net earnings, which amounted to £400 per mile for the average number of miles open, exceeding the previous year's net earnings by £80 per mile, gave a return of 3·80 per cent. on the capital cost, against 3·13 per cent. for 1909.

EXPENDITURE.

The expenditure for the year, including £5,139 incurred in connection with the Lake Wakatipu steamers, amounted to £2,169,474, an increase of £54,658 over the previous year; and absorbed 66·76 per cent. of the revenue, as against 72·19 per cent. for the previous year:—

	Expenditure.		Per Cent. of Revenue.	
	1909-10. £	1908-9. £	1909-10.	1908-9.
Traffic	615,033	605,940	18·96	20·73
Locomotive	833,392	794,260	25·70	27·17
Maintenance	620,008	656,154	19·12	22·45
Management	95,902	92,445	2·96	3·16
	2,164,335	2,148,799	66·74	73·51
Less credit recoveries	...	39,042	...	1·33
	2,164,335	2,109,757	66·74	72·18
Lake Wakatipu steamers	5,139	5,058	0·02	0·01
	<u>£2,169,474</u>	<u>£2,114,815</u>	<u>66·76</u>	<u>72·19</u>

The increased expenditure in the Traffic Branch is due to additional train-mileage, extra staff to carry on the business and operate the safety appliances consequent on the extended hours that trains are now running in the more important districts, increases in the pay of staff under the Classification Act, and the cost of working the Wellington and Manawatu Railway for a full year, against four months only during the year 1909.

In the Locomotive Branch the increase is due to the working of the Wellington and Manawatu Railway for a full year, as compared with four months in 1909, additional staff consequent on longer hours of running, increases in pay, cost of fuel and materials generally.

The cost of Head and Departmental Offices has been affected by the incidental charges previously charged under sectional heading but now charged against management, and the scale increases due to staff under the Classification Act.

The cost of maintenance of line, buildings and structures has decreased from £656,154 to £620,008, representing an average expenditure of £229·94, against £257·63 per mile of railway for the previous year. Increased expenditure has been incurred on the Kawakawa Section, £1,947; Gisborne, £223; North Island main line and branches, £5,010; Westport, £599; Picton, £876. The cost of maintenance has decreased on the Whangarei Section, £857; Kaihu, £381; South Island main line and branches, £38,840; Westland, £4,179; Nelson, £544.

Additions and improvements to lines and structures costing £6,093, which might fairly have been debited to capital, have been made during the year and charged to working-expenses.

The sum of £318,090 was expended under the head "Additions to open lines" and charged to Capital Account. Of this amount, £228,332 was expended on rolling-stock, tarpaulins, snow-plough for North Island Main Trunk Railway, Halley motor-car for Hanmer service, and machinery for workshops. The rolling-stock in respect to which the charges are made consists of 13 locomotives, 22 carriages, 11 brake-vans, 34 bogie and 649 four-wheeled wagons, and 500 tarpaulins completed on the 31st March, 1910; and 32 locomotives, 62 carriages, 17 brake-vans, 47 bogie and 1,245 four-wheeled wagons, and 325 tarpaulins incomplete but in hand on that date. £89,758 was spent in tablet, signals and interlocking, telegraph and telephone extensions, purchase of land, bridge-work, sidings, wharves, reclamation-work, turntables, electric lighting and gas installation, Kakahi Sawmill, fencing, steam-navvy, stone-crushing plant, excavating-machine, additions to workshops, station buildings and dwellings, &c.

DUPLICATION OF LINES.

On duplication work the following sums were charged to Capital Account under the provisions of the special Acts relating thereto, passed in 1903, 1904, 1905, and 1908:—

Wellington-Hutt duplication works	...	...	...	...	£ 30,814
New Hutt Road, and purchase of land for same	...	...	...	...	28,468
					<u>£59,282</u>
Auckland-Penrose duplication works	...	...	...	...	£ 5,476
Addington-Rolleston duplication works	...	...	...	...	9,256
Dunedin-Mosguel duplication, and deviation of line	...	...	...	...	66,517
					<u>£81,249</u>
Additions and improvements to railway, Wellington to Longburn	...	...	...	...	£ 39,355
Charges and expenses of raising loan	...	...	...	...	636
					<u>£39,991</u>

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1910, as compared with 1909:—

PARTICULARS.	Year ended 31st March.	
	1909.	1910.
Total miles open for traffic	2,682	2,717
Average miles open for year	2,556	2,704
Capital cost of opened and unopened lines	£29,052,432	£30,321,191
Capital cost of open lines	£27,762,592	£28,513,476
Capital cost per mile of open lines	£10,351	£10,494
Gross earnings	£2,929,526	£3,249,790
Working-expenses	£2,114,815	£2,169,474
NET PROFIT ON WORKING	£814,711	£1,080,316
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·13	3·80
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	72·19	66·76
Earnings per average mile open	£1,148	£1,203
Working-expenses per average mile open	£828	£803
NET EARNINGS PER AVERAGE MILE OPEN	£320	£400
Earnings per train-mile	d. 94·00	d. 98·75
Working-expenses per train-mile	67·89	65·84
NET EARNINGS PER TRAIN-MILE	26·11	32·91
Passengers, ordinary	10,457,144	11,141,142
Season tickets	192,547	199,371
Goods tonnage	4,871,874	5,223,414
Live-stock tonnage	263,534	266,604
Train-mileage	7,458,236	7,889,166
Locomotives	452	465
Passenger-cars	1,116	1,140
Wagons and brake-vans	16,476	17,220

VISIT TO AUSTRALIA.

In accordance with the intimation given to honourable members last session, I took the opportunity during the recess of visiting Australia for the purpose of meeting and conferring with the Railway Commissioners of the various States in reference to the methods of railway working in Australia. I had the pleasure of

meeting all the Commissioners of New South Wales, Victoria, Queensland and South Australia, these being the only States that time would permit of my visiting. I was met with the greatest courtesy by the Commissioners, who went out of their way to afford me all information possible, much of which was of great value to myself, and, I believe, will be of advantage to the administration of the Railway Department of New Zealand.

It was somewhat difficult owing to the varying conditions in the several States to make an absolute comparison with New Zealand, but there is no doubt that all the States I visited possess advantages over this Dominion. Briefly stated these are :—

In New South Wales, coal, which is a very important factor in railway working, costs at least 60 per cent. less than coal can be obtained for in New Zealand, whilst in Victoria it is at least 33 per cent. lower. Then, again, the physical features and vastness of the Australian Continent, the position of its ports and principal markets, induces very long hauls of the traffic. This of itself is of material advantage from the standpoint of economical service. In most of the Australian States one central management can work the whole system, owing to the whole of the lines of the system being directly connected with the main centre of each State. In contradistinction to this we have in New Zealand ten separate sections divided from each other by considerable distances, and we are compelled to have several complete sets of departmental officers. Our chief sections consist only of one of 1,322 miles, and another of 1,073 miles. Many miles of these lines run in close proximity to the seaboard, and have to contend with keen sea competition. Our numerous harbours within short distances of each other influence the length of rail haul, which is invariably for short distances only; the geographical configuration of the country and the position of our principal cities and important provincial towns are such as to preclude the likelihood of long-haul traffic being obtained to any extent. Again, the centralization of population in large cities such as Sydney, Melbourne, and Brisbane permit of most effective and cheap methods of dealing with the suburban traffic, which are unattainable in New Zealand's large centres with their present populations. For instance, Flinders Street Station, in Melbourne, alone deals with nearly 150,000 people daily, who come into the metropolis by the morning trains and return to their homes at night. In Sydney a somewhat similar position is found, but there is also in addition a valuable adjunct in their tramways system, which forms a part of the railway system of that State.

Altogether there are 11,114 miles of railway in the one Southern and three Eastern States, forming in effect one great connected system affording the means of direct communication and interchange of the products of one State with the other.

I ascertained from the Australian Commissioners the method adopted by them in dealing with the railway accounts, the average amount of money expended in maintenance, the conditions under which their employees work, and also the salaries and wages paid to them. This information I propose to submit to the House when it will be seen that, all things considered, our charges in the aggregate are lower for the carriage of the natural products of the country. It will also be seen that our passenger rates generally compare favourably with those in Australia, whilst the salaries, wages, and conditions of railway employment in New Zealand are more desirable than those obtaining in Australia. The amount expended in New Zealand on the maintenance and renewal of track, charged to revenue, is much greater per mile than in Australia; moreover, our rolling-stock, taken all round, compares quite favourably with that in use in Australia.

Taking into consideration all the natural difficulties existing in New Zealand, and also the fact that no system of railway management is successful in giving universal satisfaction, I venture, after impartially surveying Australia from a railway point of view, to express the opinion that having regard to the consideration given to the producers' interests, and the extent to which our railways have during the past fifteen years of State management in New Zealand been used as a means of developing the Dominion, the New Zealand system will compare favourably with the railway systems in other parts of the world, and I have no hesitation in saying that in no part of the world does the question of the safety of the travelling public receive more careful consideration.

CONCLUDING REMARKS AND FORECAST.

Considerable progress has been made with the various duplication works in hand at the close of the last financial year. The Auckland–Penrose line has been completed and brought into use, and alterations to Auckland passenger-yard and station, necessitated by the opening of the double line, have been carried out.

The duplicated section of the Hutt Railway between Ngahauranga and Kaiwarra has been opened, and two tracks are now regularly used daily by trains running between Lower Hutt and Kaiwarra. The construction of the new main road is well in hand, and it is anticipated that the whole works—railway and road—will be practically completed during the coming financial year.

The Addington–Rolleston duplication has been completed and opened for traffic.

The Caversham Tunnel has been completed, and the new track between Dunedin and Cattle-yards has been opened for single-line working. The Chain Hill Tunnel has been commenced, and the work generally in connection with the duplication of the line between Dunedin and Mosgiel is being pushed on as fast as circumstances will permit.

Messrs. A. and G. Price (Limited), of the Thames, have now completed their contract to build and deliver 20 Class “A” four-cylinder balanced compound tender engines. The whole of the engines built by the firm under their various contracts have been up to standard and specification, and given highly satisfactory results in practical every-day work. The same firm were successful tenderers in respect of a further contract to build 10 Class “A” four-cylinder balanced compound locomotives, and it is anticipated that some of these locomotives will be delivered during the financial year 1910–11.

The Railway Workshops are engaged in building 2 Class “X,” 10 Class “B,” and 20 Class “Wg” locomotives, which, added to those to be manufactured by Messrs. Price, makes a total of 42 locomotives now under order. Sixty-two bogie-cars, 18 bogie brake-vans, 47 bogie and 1,212 four-wheeled wagons, are also under construction in the Railway Workshops.

Considerable attention has recently been devoted in America to the question of engine failures, and many of the American Railroad Companies are now keeping records of the mileage run for each locomotive breakdown. There is, however, great dissimilarity in the basis adopted by the roads concerned; some take cognisance of failures involving a delay of two minutes or over in case of a passenger train, and five minutes or over in respect of a goods train; others deal only with failures involving delays of 5 minutes or more to a passenger train and twenty minutes or more to a goods train. There is equally as great a divergence of opinion in regard to what constitutes good locomotive service; some Roads consider 5,000 miles per failure is satisfactory, others require a standard of 16,000 miles for goods-train and 20,000 miles for passenger services. The subject being of importance, the following particulars of the results achieved on our own railways during the past two years will be of interest: For the year 1908–9, 24,462 engine miles were run for each failure on the Auckland Section, 46,897 engine miles for each failure on the Wellington–Napier–New Plymouth line, and 69,594 engine miles for each failure on the Hurunui–Bluff Section. During the year 1909–10 there were no failures on the Kaihu Section, 26,766 miles were run for each failure on Kawakawa Section, 15,362 miles for each failure on Whangarei Section, 27,274 miles for each failure on Gisborne Section, 35,344 miles for each failure on North Island Main Trunk line, 127,272 miles for each failure on South Island Main Trunk line and branches, 18,168 miles for each failure on Picton Section, 38,673 miles for each failure on Nelson Section, 209,882 miles for each failure on Westport Section, and 26,545 miles for each failure on the Westland Section. Taking the whole railway system, 48,990 miles were run for every engine-failure that occurred. Judged on the basis adopted by American Roads it must be conceded that New Zealand results, which include every failure occurring to engines employed in running-train services, irrespective of the period of train-delay, constitute a very good record.

The arrangements made for booking passengers through between stations in North and South Islands have been found to be a convenience and to give satisfaction, as does also the through checking of luggage, in connection with which a contract has been let for the carting of checked luggage between the ferry-boat and the Wellington Railway-station. The total charge made is 2d. per package of checked luggage, and is in strong contrast with the rate ordinarily levied by carters for a like service between the railway-stations and wharves. I have no doubt that as the advantage of the system becomes more generally known, it will be availed of to a much greater extent than at present.

To further facilitate the handling and transport of passengers' luggage, arrangements have been made with the Department's Wellington contractors whereby they will collect at starting stations, check, and deliver at the final destination packages of *bona fide* luggage belonging to passengers journeying by train, or by train and steamer. A passenger booked from Auckland, or other town in the North Island, to a town in the South Island or *vice versa* can therefore, if he elects, hand over his luggage to the Contractor at Auckland, and have it carted to station, checked, and delivered by the Contractor to his address in the South Island on payment of such cartage charges as are mutually agreed upon by the passenger and Contractor. The Contractor will perform the whole or any part of the services stated—that is, he will collect and check at starting station, handing checks to passenger, leaving him to make his own arrangements for delivery at final destination, or if checks are handed to him by passenger he will take delivery and cart luggage to address given on its arrival at destination. In order to check luggage through it is, of course, essential that the passenger holds a ticket for the actual points between which he desires to check. Where ticket is not held when luggage is collected, the Contractor will collect the fare and hand the person concerned an order to be exchanged at the booking-office window for a ticket for the journey to be made. By this means the convenience of the passenger is fully met, and the interests of the railway are conserved.

Since 1895 196 locomotives, 642 passenger-carriages, 163 brake-vans, and 8,589 wagons have been added to the rolling-stock equipment of the lines. These additions have increased the tractive power by 211 per cent., the passenger-seating accommodation by 174 per cent., wagon-carrying capacity by 166 per cent. compared with the position in 1895.

To provide still further for meeting the demands of the prospective increase of traffic that will inevitably follow closely upon the settlement now taking place along the railway routes, arrangements have been made to construct the following rolling-stock for the year 1910–11: 19 bogie-cars, 6 bogie brake-vans, 6 bogie and 875 four-wheeled wagons. The total rolling-stock actually on order at the present time is, therefore, 42 locomotives, 81 bogie-cars, 24 bogie brake-vans, 53 bogie and 2087 four-wheeled wagons.

Nine hundred and ninety-six persons were, on 31st March, in the enjoyment of benefits accruing to them from the Government Railways Superannuation Fund. The sum involved represented an annual charge of £48,468 8s. 11d., and is payable in respect of 622 contributors who have retired voluntarily on account of being medically unfit, 140 widows, and 234 children under the age of fourteen. The accumulated fund now amounts to £173,876 1s. 8d. Since the inception of the Fund on 1st January, 1903, 107 beneficiaries have died, 7 retired as medically unfit recovered and resumed duty, 14 widows remarried, 5 widows and 4 children under fourteen years of age died, and 77 children have attained the age of fourteen years; the annual liability of the Fund has thus been reduced by £8,329.

Owing to the financial depression which existed in the early part of last year affecting the revenues of the Department, it was regretfully found necessary to make some retrenchment, as the outlook at that time did not justify the Department in continuing the expenditure at the rate then existing. The retrenchment thus forced upon the Department prevented the usual number of promotions being made and necessitated expenditure on account of increases in salary and wages being accordingly restricted to the limits of the Act.

The completion of the special building programme for the North Island Main Trunk Line also resulted in a reduction of hands in the different workshops, but with the returning prosperity which is now evident it will be necessary to make provision for the estimated increase of trade, and this, it is hoped, will enable the Department to re-employ some of those men who, unfortunately, had to be retrenched.

During last session it was stated that the railwaymen in the Second Division were desirous of being brought under the Arbitration Act, and I intimated that if this were so they would be given an opportunity of voting on the question. Accordingly the Executive of the Amalgamated Society of Railway Servants, which represents the Second Division of the service, have been requested on more than one occasion

during the past few months to give an authoritative pronouncement on the question. Having now intimated that they were taking a vote on the question, the arrangements I had made for the Department to take a ballot are being held in abeyance to enable the society to complete its undertaking and notify result.

During the past few months I have been approached on several occasions by representatives of the Locomotive Engine-drivers, Firemen, and Cleaners' Association, with a view to obtaining recognition of their society. I arranged to discuss the matter with delegates representing the Locomotive Engine-drivers, Firemen, and Cleaners' Association and Amalgamated Society of Railway Servants. The parties failed to come to any mutual understanding, and, subsequent negotiations having failed, the Locomotive Engine-drivers, Firemen, and Cleaners' Association has renewed the request for recognition. They are still endeavouring to arrange for a *modus vivendi* in the direction of providing for direct representation of the Locomotive Engine-drivers, Firemen, and Cleaners' Association on the Board of the Amalgamated Society of Railway Servants, and Parliament will, I anticipate, have an opportunity this session of dealing with the matter.

The visit of Lord Kitchener to the Dominion was the only event of an historical character that occurred during the year, and, in addition to conveying the ordinary passenger traffic, the Department carried 7,974 cadets and officers and 6,952 Volunteers, and a large number of horses, to and from the various encampments and manœuvring-grounds.

I have devoted considerable attention to the important question of the economies that could be effected in the working of our railways by a judicious expenditure incurred in reducing grades and flattening curves on the principal main lines, thus enabling full advantage to be taken of the great power of the locomotives running thereon.

A very large expenditure has been incurred during recent years in relaying track with heavy metals, respacing sleepers, and strengthening bridges, for the purpose of enabling heavy rolling-stock to be utilised; also in the construction of rolling-stock with increased carrying-capacity and locomotives of increased weight and tractive power. The maximum load of the largest locomotives being governed by the steepest grade the train has to traverse during any portion of the journey, a considerable loss of haulage-power over many miles of line not infrequently results from the existence of one severe grade, and a second engine or train has to be employed to overtake work that could otherwise be efficiently performed by the one engine. It will readily be understood that in such circumstances the full benefit is not being derived from the expenditure already incurred in improving the lines and rolling-stock, and that a considerable reduction could be made in the operating-expenses by reducing grades and curves, thus enabling the locomotives to haul heavier trains and so materially reduce the train-mileage and its attendant expenses for fuel, stores, staff, &c.

The restrictive effect exercised by grades on the loads of trains is clearly demonstrated in and will be readily understood by a perusal of the following figures, which give the hauling-capacity of a locomotive exerting a tractive force of 15,330 lb. on the grades specified:—

Grade.	Hauling-capacity in Tons at a Speed of 20 Miles per Hour.					
1 in 30	...	...	...	...	...	125
1 in 40	...	...	...	...	...	175
1 in 50	...	...	...	...	...	210
1 in 60	...	...	...	...	...	245
1 in 70	...	...	...	...	...	280
1 in 80	...	...	...	...	...	305
1 in 100	...	...	...	...	...	355

It will be seen that the engine-load is 68 per cent. greater on a grade of 1 in 50 than 1 in 30; 60 per cent. greater on a grade of 1 in 70 than on a grade of 1 in 40; 45 per cent. greater on a grade of 1 in 80 than on a grade of 1 in 50; and 69 per cent. greater on a grade of 1 in 100 than on a grade of 1 in 50.

There are at the present moment no less than 35 miles 71 chains of grade steeper than 1 in 40; 79 miles 36 chains of grade between 1 in 40 and 1 in 50; 68 miles 41 chains of grade between 1 in 50 and 1 in 60; 90 miles 40 chains of grade between 1 in 60 and 1 in 70; 59 miles 72 chains of grade between 1 in 70 and 1 in 80; 30 miles 52 chains of grade between 1 in 80 and 1 in 90; 29 miles 41 chains of grade between 1 in 90 and 1 in 99: making a total of 394 miles 33 chains of grades steeper than 1 in 100 on the principal main lines of the Dominion. About 250 miles of these grades occur on the trunk lines connecting Auckland with Invercargill, the balance on the Rotorua, Thames, New Plymouth, and Napier lines. As these lines are traversed daily by the major portion of our train-services, the baneful influence the grades have on the operating-capacity and working-expenses will be at once apparent.

The continued expansion of railway traffic renders it essential that works such as are referred to which will contribute to safe and economical operation of the lines, be remunerative in character, and materially increase the efficiency and capacity of the existing lines, should be put in hand at the earliest possible date.

I therefore recommend that a special vote be taken for the purpose of these works, and that the sum of £25,000 annually be spent in reducing grades and otherwise improving the alignment of the trunk lines, commencing with the Auckland-Wellington Main Trunk line and afterwards continuing on the Rotorua, New Plymouth, Napier, and Hurunui-Bluff lines in order of importance. The table of engine-loads, and practical experience in connection with the Milburn bank in the South Island, indicate clearly that a considerable reduction in train-mileage, with corresponding saving in operating-expenses for all time, will result from carrying out the proposals. Other material advantages incidental to the work will be—

- (1.) Removal of necessity for double-heading a large number of trains;
- (2.) Quicker transport of traffic consequent on increasing hauling-capacity of locomotives;
- (3.) Increased capacity of rolling-stock owing to reduction of time taken in transport of traffic;
- (4.) Reduction in train and engine mileage, fuel and stores;
- (5.) Saving in operating-expenses, which on the basis of existing business is estimated at £25,000 per annum when the trunk-line grades are reduced, and will be an increasing amount as traffic expands and grades on other lines enumerated are lowered;
- (6.) Increasing the capacity of existing lines, thus providing for largely increasing business, and delaying for many years the time when extensive duplication of portions of the main lines will be necessary.

Preliminary surveys and plans dealing with the reduction of grades and improvement of curves on those portions of the North Island Main Trunk line, on which it is desirable operations for reductions should first commence, have been completed. It is proposed that the grades shall be reduced to a minimum of 1 in 70 on straight roads and 1 in 80 on curves, and the radius of curves shall be flattened to 1 in 15 where practicable and 1 in 12 where it is found that the cost of flattening to 1 in 15 would be excessive.

One of the first works undertaken by the original Board of Commissioners, over which Mr. Eddy presided, in New South Wales, was the reduction of grades and improvement of curves. Considerably over £2,000,000 was spent in carrying-out the alterations, which have been highly remunerative to the Department, and at the present time about £480,000 is being spent in deviating the track over the Blue Mountains to cut out the well-known Zig-zag, and enable still further advantage to be obtained from the previous expenditure. A computation of the benefits accruing from the alterations made some years ago showed that at least £100,000 per annum was being saved at the end of five years; that saving has since steadily increased with business, and the results accruing from the expenditure incurred have fully justified and amply repaid the outlay.

I earnestly commend these proposals to the careful consideration of the House, being firmly convinced that if effect is given thereto the financial results

will fully justify my recommendation, and the convenience of the public will be greatly increased.

With a view of securing a more uniform system of working the railway traffic throughout the various sections in the Dominion, I invited a conference of District Traffic Managers to be held in Wellington with the Chief Traffic Manager, when many important matters were discussed. The results of this conference will, I think, be of benefit not only to the officers themselves, but to the public with whom they have to deal. It is my intention to hold such conferences with the General Manager and the chief officers of the different Departments from time to time.

The following statement shows a brief comparison of the traffic and the rolling-stock for dealing therewith when the Government resumed control of the railways in 1895 with that at 31st March of the present year:—

	31st March, 1895.	31st March, 1910.	Increase.	Per Cent of Increase.
Passengers (number) ...	3,905,578	11,141,142	7,235,564	185
Season tickets " ...	28,623	199,371	170,748	597
Parcels " ...	444,981	1,047,806	602,825	135
Horses " ...	11,185	20,571	9,386	84
Carriages " ...	750	2,532	1,782	238
Dogs " ...	23,517	51,235	27,718	118
Drays " ...	705	2,490	1,785	253
Cattle " ...	40,890	176,412	135,522	331
Sheep " ...	1,519,921	5,126,762	3,606,841	237
Pigs " ...	43,292	126,930	83,638	193
Chaff, lime (tons) ...	36,972	179,902	142,930	387
Wool " ...	103,328	151,051	47,723	46
Firewood " ...	85,102	98,360	13,258	16
Timber " ...	198,578	523,845	325,267	164
Grain " ...	388,556	1,044,468	655,912	169
Merchandise " ...	377,938*	739,667	361,729	96
Minerals " ...	857,917	2,486,121	1,628,204	190
Total tonnage ...	2,048,391	5,223,414	3,175,023	155
Total revenue ...	£1,150,851	£3,249,790	£2,098,939	182
Locomotives (number) ...	269	465	196	73
" tractive power (lb.) ...	1,756,178	5,459,621	3,703,443	211
Passenger-cars (number) ...	498	1,140	642	129
Passenger-cars, seating accommodation ...	17,455	47,842	30,387	174
Brake-vans (number) ...	204	367	163	80
Sheep-wagons " ...	390	1,139	749	192
Total wagons, all classes (number) ...	8,264	16,853	8,589	104
Wagon carrying-capacity (tons) ...	50,861	135,088	84,227	166
Tran-mileage run... ...	3,221,620	7,889,166	4,667,546	145

I am fully satisfied that the prosperity manifested by the results of last year's working of our lines will continue during the current year, and, notwithstanding the fact that no Easter holiday traffic will be included in the returns of the year now entered upon, I estimate the revenue at £3,250,000, and the expenditure at £2,223,275.

In conclusion, I may remark that with the proposed reduction of grades, the increased hauling-power of our engines, and the additional rolling-stock that will shortly be available, I hope that the Department will be able to continue paying its own interest, and I am confident that the policy proposed will enable further facilities to be granted to the people of the Dominion, either in the direction of improved services, the acceleration of the speed of trains, or by making reductions in rates, thereby enabling the railways to carry out to the fullest extent their function in assisting the further opening up and development of our country.

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

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

New Zealand Government Railways, Head Office,
Wellington, 30th June, 1910.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1910.

The capital cost has increased from £27,762,592 to £28,513,476. The revenue was £3,249,790, as against £2,929,526 last year. The expenditure for the year under review has been £2,169,474 against £2,114,815, an increase of £54,659. The rate of interest on capital was £3 16s., as compared with £3 2s. 7d. last year. The revenue per train-mile was 8s. 2½d. and the expenditure 5s. 6d., as compared with 7s. 10d. and 5s. 8d. respectively last year.

The following extensions were opened during the year :—

	M.	Ch.
Wayby-Wellsford	3	18
Waikohu Extension	0	42
Ruatapu-Ross	7	19
Riversdale-Switzers	13	67
Waihoaka-Tuatapere	8	7
Catlin's-Houipapa	2	30
	35	23

The total mileage added to the system was thus 35 miles 23 chains, making the total mileage open for traffic on the 31st March, 1910, 2,717 miles, as against 2,682 at the close of the previous year.

During the year 11,141,142 ordinary passengers were carried, yielding a revenue of £1,070,790, and 199,371 season tickets were issued, the revenue derived therefrom being £100,249. There was thus an increase of 683,998 ordinary passengers and £149,380 revenue, and of 6,824 season tickets and £10,001 revenue, over the traffic carried under these heads during the previous year. 61,728 children and teachers and 53,677 adults travelled by school and factory excursions during the year, the revenue derived therefrom being £7,965. 863,838 passengers travelled at holiday excursion fares, yielding a revenue of £211,133, an increase of 73,659 excursionists and £44,662 revenue as compared with the previous year.

The coaching and goods traffic has been well maintained during the year, and shows increases under all heads with the exception of carriages, sheep, chaff, lime &c., firewood and timber.

Increases.

Coaching.—Parcels, 86,513; horses, 1,447; dogs, 437. Revenue, £5,545.

Goods.—Drays, 63; cattle, 16,528 head; pigs, 9,304 head; wool, 13,135 tons; grain, 250,675 tons; merchandise, 9,696 tons; minerals, 144,073 tons. Revenue, £155,338. Total increase in goods and live-stock tonnage, 354,610 tons.

Decreases.

Coaching.—Carriages, 18.

Goods.—Sheep, 84,727 head; chaff, lime, &c., 2,764 tons; firewood, 4,260 tons; timber, 59,014 tons.

In December last a second express train each way was put on between Wellington and Auckland, but, with the exception of the duration of the Christmas holiday period, the traffic did not prove sufficient to warrant its retention, and it was discontinued early in January. Since the 6th December last the Wellington-Napier mail trains have been run *via* Palmerston North.

The Invercargill-Christchurch express trains have been further accelerated, and, in conjunction with the fast ferry-boat "Maori," provide a through connection between Invercargill and Auckland on three days a week.

The acquisition of the Wellington and Manawatu Railway has had satisfactory results, and enables traffic from the East and West Coast and Main Trunk lines, which formerly had to be conveyed at a great expense by way of the Wairarapa and over the Rimutaka Incline when consigned "*via* Government line," to be diverted to the shorter and more economical route *via* Longburn. Since the line was taken over very considerable additions have been made in the train-services and accommodation at stations and sidings.

Heavy floods experienced on the Gisborne Section and Auckland District during March disorganized the train-services on the Te Aroha - Thames - Waihi and Gisborne lines, necessitating suspension of train-running operations for some days. On the Kingston-Invercargill line a straying bullock was struck by the engine of a south-bound mixed train, which was badly derailed, and the engine-driver was slightly injured. No one else was, however, hurt.

Good progress continues to be made in the work of equipping the lines with electric tablet interlocking, telegraphs and telephones, automatic tablet-exchangers, and semaphores. The lock-and-block system for double lines has also been brought into operation where suitable circumstances and conditions obtained. Altogether the tablet system is now in operation on 1,261 miles of railway, and the lock-and-block on 13 miles of track.

LOCOMOTIVE.

Mr. A. L. Beattie, Chief Mechanical Engineer, reports as follows :—

The engines, rolling-stock, plant, machinery, and appliances have been maintained in thoroughly efficient working-order, the details of work done and in hand being as follows :—

Locomotives.—The number of engines in service on 1st April, 1909, was 452, and the number on 31st March, 1910, was 465. Fourteen new engines were added to stock, and one tank engine was sold to Westport Harbour Board. Of the fourteen new engines added to the stock, six were built in the Government Railway Workshops, and comprised four Class X, 94-ton tender engines, four-cylinder “balanced-compound” type, specially designed and built for the North Island Main Trunk line, and two Class Wf heavy tank engines; eight Class A, 72-ton tender engines, four-cylinder “balanced-compound” type, were completed under the contract with Messrs. A. and G. Price (Limited), of Thames.

In the Government Railway Workshops to date 79 engines have been built, and 24 old locomotives have been rebuilt to more modern types.

Five hundred and eighty-nine locomotives passed through the workshops during the year, details being as under :—

Particulars.	Number and Type.							Total.
	Four-cylinder "Balanced-compound" Tender Engines.	Tender Engines.	"Articu- lated-com- pound" Tank Engines.	Tank Engines.	Fell Engines.	Fairlies.		
						Single.	Double.	
Number passed through shops	48	207	2	299	6	24	3	589
Built new	4	...	...	2	...	...	...	6
Re-erected	4	...	...	3	...	...	...	7
Thoroughly overhauled	5	60	...	50	...	5	...	120
Heavy repairs	21	55	1	85	5	11	3	181
Light repairs	14	92	1	159	1	8	...	275
Painted and varnished	4	40	...	53	...	6	...	103
Touched up	13	67	...	40	...	7	...	127

Included in above are eight engines for Public Works Department.

At close of year there were under construction in the Government Railway workshops two Class X 94-ton tender engines, four-cylinder “balanced-compound” type, ten heavy tender engines, and twenty large tank engines.

During the year a contract was entered into with Messrs. A. and G. Price (Limited), of Thames, to construct ten large engines and tenders complete of the four-cylinder “balanced-compound” type, so that altogether there were in hand at the close of year forty-two new locomotive engines.

During the year the contract entered into with Messrs. A. and G. Price (Limited), of Thames, to construct twenty Class A, 72-ton tender engines, four-cylinder “balanced-compound” type, was completed, and the engines delivered, being in every respect up to specification.

The new locomotives added, together with boiler-renewals, increased the total tractive power by 297,384 lb., equal to 5·77 per cent.; the new engines building and boilers under construction will, when completed, still further largely augment the tractive power.

Boilers.—The work on new boilers, renewals, and boiler-repairs has been kept well up to date. Thirteen new locomotive boilers were completed. The following are details of boiler-work :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	New Firebox.	New Firebox Tube-plates.	Boilers patched.
Boilers	286	13	100	173	74	19	5	18	119

Forty - three new boilers are under construction, comprising 10 Class B, 3 Class D, 3 Class F, 1 Class J, 2 Class P, 3 Class R, 1 Class S, and 20 Class Wg.

Carriages.—The car-stock on 1st April, 1909, consisted of 1,116 cars, and on 31st March, 1910, was 1,140 cars. Two cars were destroyed by a fire at Fairlie Station, and were replaced with two new cars, and twenty-four new cars were built and added to stock. Equipping cars with lavatory accommodation, cushioned seats in second-class compartments, and platform gates and gangways has made satisfactory progress during the year, the work being carried out as required.

The following table gives details of repairs, &c., to cars during the year :—

Particulars.	Number and Type of Cars.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops ...	1,830	96	28	1,954
Built new ...	26	...	...	26
Converted ...	4	...	...	4
Thoroughly overhauled ...	4	...	...	4
Heavy repairs ...	795	5	...	800
Light repairs ...	1,001	91	28	1,120
Painted and varnished ...	417	11	12	440
Touched up and revarnished ...	602	5	2	609

Sixty-two new bogie carriages are under construction in Railway Workshops.

Brake-vans.—The number of brake-vans on 1st April, 1909, was 356, and the number on 31st March, 1910, was 367. Twelve new brake-vans were built, comprising eleven bogie and one Fell van. One old brake-van was written off, and replaced with a bogie brake-van.

The repairs, &c., to brake-vans were as follows :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans ...	547	12	3	2	184	346	127	166

Eighteen new bogie brake-vans are under construction in Railway Workshops.

Wagons.—The wagon stock on 1st April, 1909, comprised 16,120 vehicles, and on 31st March, 1910, the number was 16,853. Two wagons were written off: one was worn out, and the other destroyed through an accident; both were replaced. Seven hundred and thirty-three wagons were built for ordinary traffic, and five wagons were built for Napier Harbour Board.

The carrying-capacity of wagon stock was increased by 7,059 tons, equal to $5\frac{1}{2}$ per cent., or an equivalent of 1,177 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Re-erected.	Rebuilt.	Thoroughly Overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons ...	17,219	740	10	36	51	3,801	12,581	2,765	5,426

One thousand two hundred and fifty-nine wagons are under construction, comprising 47 bogie and 1,212 four-wheel wagons.

Tarpaulins.—The stock on 1st April, 1909, was 12,397 tarpaulins, and on 31st March, 1910, the number was 12,897 tarpaulins. Five hundred new tarpaulins were made and added to stock; 1,890 worn-out tarpaulins were written off, and replaced with a similar number of new tarpaulins.

The following table gives details of the work on tarpaulins for the year :—

Description.	Number passed through Shops.	Manufactured new.	Condemned, and replaced with New Tarpaulins.	Repaired.
Tarpaulins ...	17,744	500	1,890	15,354

There were 325 new tarpaulins in hand at close of year.

Stationary Engines and Cranes.—The repairs and renewals to stationary engines and cranes were as follows :—

Description.	Number passed through Shops.		Erected.	Re-erected.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Heavy Repairs.	Boiler repairs.			
										Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	Boiler patched.
Hand-cranes	28	...	...	...	8	20	1	10	...	...	...	...	...
Steam-cranes	46	1	3	...	16	26	10	10	1	2	...	...	...
Hydraulic cranes...	1	...	...	...	1	...	...	...	...	...	...	...	...
Stationary engines	19	...	...	...	1	4	...	...	4	15	1	1	7
Pile-drivers and hoisting-engines	9	1	...	...	2	6	2	1	1	2	...	...	...

Axles.—During the year 847 car, van, and wagon axles were replaced with modern steel axles : this number does not include new stock. The replacement of old iron axles with modern steel axles is being pushed on as expeditiously as possible. The steel axles increase the carrying-capacity of four-wheeled wagons by 2 tons.

The sides and ends of high-sided wagons are being raised to enable full loads of coal to be carried, and this will further increase the usefulness of the wagon stock.

Westinghouse Brake.—All new engines and rolling-stock built for North and South Islands Main Lines and Branches are equipped with the quick-acting Westinghouse brake before being placed in traffic. Efficient arrangements are in force for examination and upkeep of the Westinghouse brake.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch Gasworks amounted to 7,326,780 cub. ft., costing 2s. 2-73d. per 100 cub. ft. A large number of cars has been equipped with incandescent mantles, and the work on the remaining cars is being pushed on as quickly as possible.

Motor-cars.—Cars in service have been kept in good and efficient order. One new car was added to stock during the year.

Steamers.—The Railway Department's steamers on Lake Wakatipu have been maintained in good order and condition.

Retaring Wagons.—Whenever wagons are in workshops for repairs tare weight is checked, and adjusted when necessary ; also, at intervals not exceeding twelve months the tare weight of all goods-wagons in service is checked and adjusted.

Cattle and Sheep Wagons.—New cattle and sheep wagons are all fitted with grated floors, and the older wagons are also being provided as quickly as practicable with the grated floors, considerable progress having been made therewith.

Grated floors for wagons carrying live-stock have been found to be a very great improvement.

Renewals and Replacements.—During the year under review two bogie cars were destroyed by fire at Fairlie Station ; one old four-wheel brake-van, two coal hopper-wagons, and 1,890 worn-out tarpaulins were written off stock. These were respectively replaced with two 50 ft. standard cars, one 30 ft. bogie brake-van, two 8-ton standard coal hopper-wagons, and 1,890 new tarpaulins. In accordance with the practice of the Department, rolling-stock destroyed, sold, or worn out is written off, and replaced with standard vehicles, and the cost debited to working-expenses.

Train Running and Mileage.—There has again been a marked increase in train-mileage. Compared with 1908-9 the increase for 1909-10 is 430,930 train-miles, or equal to 5-78 per cent., and 236,958 engine-miles, being equal to 2-27 per cent.

There has been a reduction in the total cost per train-mile.

The following table shows particulars of the expenditure per train-mile :—

Year.	Train-mileage.	Engine-mileage.	Cost in Pence per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1909-10	7,889,166	10,679,787	20-37	4-98	25-35
1908-9	7,458,236	10,442,829	20-22	5-34	25-56

MAINTENANCE.

Mr. J. Burnett, Chief Engineer, reports as follows :—

Permanent-way.—The track has been maintained in good condition. During the past financial year relaying with heavier rails has been carried out as follows :—

	Miles.
Main line, 53 lb. and 56 lb., relaid with 70 lb. steel material	82
Branch lines, 30 lb. and 40 lb., relaid with second-hand 53 lb., &c., steel material removed from main line	31
Total relaying for the year	113

This rate of relaying should be maintained at least till all main lines are in 70 lb. and all important branches in 53 lb. or 56 lb.

Sleepers.—During the year 256,647 sleepers were put in the track. Resleepering of main lines to present standard is being pushed on.

Slips and Floods.—In the Auckland and Gisborne districts considerable damage was caused by heavy floods.

Considerable expense was incurred in the removal of slips and the reinstatement of slipped embankments on the line north of Helensville.

An urgently necessary deviation has been put in hand near Poolburn on the Otago Central Branch.

Ballasting.—366,242 cubic yards of ballast were used on the track during the year.

The crushing plants at Mosgiel and Te Kuiti have been fully employed for railway purposes, and the plant at Mount Egmont mainly for local bodies.

Bridges, &c.—Bridge structures have been maintained in safe condition. The Mangatawaiui new steel viaduct (Napier district) is in hand.

Contracts have been let for the supply of steel girders for replacing the Tongahoe Viaduct (Wanganui district) and two bridges (Nelson Section). Renewals and strengthening have been in hand. The use of rolled steel joists is being extended.

Wharves.—Picton: Earthwork for new wharf is nearly completed; construction of wharf in hand. Nelson: Extension of breastwork completed, and extension of main wharf now starting. Port Chalmers: Removal of central filling has been completed.

Buildings.—Improvements have been made at Frankton, Taumarunui, Taihape, and many other places. Several station buildings have been rebuilt, and a number of cottages erected.

Miscellaneous Works.—Additions and improvements were carried out during the year amounting to £6,093, which was charged to working-expenses. The principal works were: Additions and improvements at Te Papapa, Kirwee, and Levin (part); additions to water-services at Ormond, Lambton, and Addington; turntables, New Plymouth and Greymouth; erection of cranes at Ohakune, Waipukurau, and Clinton; new houses at Pukekohe and Waipahi; verandahs at Mount Eden and Runanga; additions to houses at Pimmerton and Weka Pass; test-weights for weighbridges, Westport; enlarging goods-shed, Waitoa; fire-prevention appliances in goods-sheds at Christchurch and Oamaru; removal of buildings, Waihoa Downs; removal of Workshop Foreman's office, Addington; removal of houses, &c., from Waiau Ferry to Hanmer; engine-shed, Rangiora; stock-yards, Gisborne; book-stall and ladies' waiting-room, Taumarunui; electric lighting, Invercargill workshops; placing electric wire under Bowen Street Pier, Port Chalmers; oil-store, Gisborne; shelter-shed, Heretaunga; extension of platform, Runanga; conveniences for social hall, Palmerston; improvement to coaling arrangements, Timaru; connecting w.c.s with main sewer, Christchurch; weighbridge, Gisborne; raising parapet, Tunnel No. 8, Midland Railway.

Additions to Open Lines.—The principal works carried out during the year were as follows:—

Signalling, interlocking, block-working, &c. Additions to station buildings, station-yards, and sidings: Auckland, Frankton Junction, Taumarunui, Ohakune, Taihape, Marton (completion), Wanganui Wharf, Levin, Paekakariki, Wellington wharves, Riccarton, Pareora, Milton (completion), Edendale, Morton Mains.

Miscellaneous: Additions to water-services—Mercer (completion), Puketutu, Waiouru (completion), Marton (completion), and Palmerston North; engine turntables, Auckland Section (completion) and Clinton; extension of verandah, Auckland; verandah, Avondale; planked footway, Ohinemuri Bridge; strengthening Hamilton Bridge (completion); fencing line, Auckland district; installation of acetylene gas, Ohakune; overbridge, Taihape; improving crossing, Vinegar Hill, North Island Main Trunk Railway; extension of subway, Marton; governors for crushing plant, Mount Egmont; removing stockyards, Hastings to Longlands; additional platform accommodation, Thorndon; electric lighting, Thorndon; laying on gas to car-sidings, Thorndon; purchase of land, Hastings and Thorndon; reclamation, Wellington and Bluff; flag-station between Springston and Ellesmere; extension of pattern-shop, Addington; footbridge, Dunedin; sanitary conveniences, Hillside workshops; wharf-extension, Nelson; new wharf, Picton; purchase of steam navyy from Public Works Department.

The cost of these works, charged to capital, amounts to £84,195.

Doubling and Improvement of Lines.—Auckland-Penrose: This work is completed. Alterations to Auckland passenger-yard and station necessitated by the opening of the double line have been carried out.

Hutt Road and Railway Improvement: The double line is now in use between Lower Hutt and Kaiwarra. Construction of road is well advanced, and it is expected the whole work will be completed during the coming financial year.

Addington-Rolleston: The second track has been opened for traffic.

Dunedin-Mosgiel: The Caversham Tunnel having been completed, the new line between Dunedin and Cattle-yards has been opened for traffic for single-line working. The work is being pushed on as fast as funds will permit. The Chain Hills Tunnel is being started.

Expenditure.—The charges for maintenance amounted to £620,008, or £229 per mile.

Mileage.—Total mileage open for traffic on 31st March was 2,716 miles 62 chains, an increase of 35 miles 23 chains for the year.

Private Sidings.—Seventeen new rights were granted. Total number on 31st March, 327, with an aggregate annual rental of £5,907.

Leases.—Five hundred and twenty-four new leases were registered during the year. The total number at 31st March was 3,397, with an aggregate annual rental of £23,560.

Staff.—Maintenance working staff, 4,005 men; office staff, 124; total, 4,129.

SIGNAL AND ELECTRICAL.

Signals, and Interlocking of Points and Signals.

During the past year seventeen stations have been fitted with fixed semaphore signals, viz. :—

Belfast,	Burnham,	Otira,	Glenavy,
McNab Junction,	Riversdale,	Hinds,	St. Andrew's,
Morven,	Makikihi,	Papanui,	Winchester,
Temuka,	Goodwood,	Southbrook,	Dunsandel.
Windsor,			

The signalling and interlocking at stations has worked with satisfactory results.

The following stations have been fully equipped with signalling and interlocking, and brought into operation during the year : Kaiwarra (temporary scheme), Ngaio, Parnell Tunnel, Ngaurukehu, Tawa Flat, Marton, Paekakariki, Sockburn, Templeton, Islington, Ngahauranga ; Addington and Hornby, complete schemes for double-line working ; Kensington and Cattle-yards, temporary scheme ; Auckland and Rolleston, rearranged for double-line working ; Dunedin, alterations at south end for engine-shed roads ; Perham and Larsen's siding, Rangataua, has been interlocked with the tablet system.

The work has been commenced at Frankton Junction, Blackball, and Caversham.

The expenditure for the year on new works was £16.162 8s. 9d., and for maintenance £4,883 17s. 7d.

Block Working.

The electric train-tablet system of block working has worked with every satisfaction.

During the year 52 tablet instruments and 103 miles of line have been fitted and brought into operation, embracing the following sections : Woodville to Waipukurau, Pukeuri to Washdyke, Granity to Stockton.

The following have also been installed as tablet stations : Ngaurukehu, Birchfield, and Bushy Ballast-pit.

The equipment of the sections Gore to Invercargill and Ngahere to Blackball is in progress.

Automatic tablet-exchanging apparatus has been installed at forty additional stations, and is giving every satisfaction.

The installation of the electric lock and block system for double-line working has been completed and brought into operation between Lower Hutt and Kaiwarra, and the work is in hand on the double lines between Christchurch-Rolleston and Christchurch-Heathcote.

Telegraph and Telephone Facilities, and Electric Lighting.

During the year 297 miles of wire and 157 miles of poles have been erected and brought into use ; also various alterations and additions have been made to improve existing lines.

Sixty-four telephones have been fixed and brought into operation ; 13 additional and 6 extension connections and 3 extension bells have been made with the public telephone exchanges ; and 1 portable telephone and 7 electric bells brought into use.

A number of old-pattern telephones have been replaced by new and modern ones.

Greater facilities are still needed in some of the districts to suit the more pressing requirements.

The electric light at stations where installed is giving every satisfaction.

During the year electric light has been installed at Thorndon and Normanby Stations and Cattle-yards Station, and signals.

The expenditure on the electric block working, telegraph and telephone facilities, and electric lighting for the year was,—

	£	s.	d.
New work	18,033	14	9
Maintenance	11,226	11	5
Public telephone-exchange connections	2,319	15	0
Lines maintained by Post and Telegraph Department	3,348	18	0

TRAFFIC.

Mr. H. Buxton, Chief Traffic Manager, reports as follows :—

Kawakawa Section.

Revenue, £2,932 ; increase, £942.

There were increases in all classes of traffic, except coal. The export of coal from the local mine has now ceased. Flax and timber traffic has improved. The revenue was materially assisted by the construction-work in progress.

Whangarei Section.

Revenue, £28,386 ; decrease, £2,100.

The bulk of the decrease was in log-timber traffic. There was also a slight decrease in the output of coal. Passenger revenue was slightly less than for the previous year, when there were local attractions which were not again provided.

Kaihu Section.

Revenue, £4,349 ; increase, £46.

The variation was due to a slight improvement in passenger and parcels traffic.

Gisborne Section.

Revenue, £12,956 ; increase, £1,864.

The chief increase was in gravel traffic. Sheep, chaff, and wool also showed improvement, but there was little variation in other items.

North Island Main Line and Branches.

Revenue, £1,566,251 ; increase, £205,232.

The principal items of traffic were,—

	Number.	Number.
Passengers	5,584,650 ; increase,	400,396
Season Tickets	116,559 ; ..	7,492
Parcels, &c.	484,970 ; ..	52,271
Live-stock	2,604,994 ; decrease,	292,178
	Tons.	Tons.
Goods	1,394,195 ; increase,	24,028

The revenue per mile of railway rose from £1,434 5s. 6d. last year to £1,472 0s. 10d. this year (an increase of £37 15s. 4d.), and per train-mile from 7s. 2½d. to 7s. 6d.

The variations of traffic in the different districts were approximately as follows :—

Auckland District.—Receipts, £575,724 ; increase, £89,824.

There were large increases in all classes of traffic. There was an increase of over 200,000 passengers, chiefly in the Auckland suburban area and south of Taumarunui. The inclusion of two Easter periods in the year under review counterbalanced to some extent the unusual attraction caused by the visit of the American Fleet in the previous year.

The increase of season tickets is chiefly on the northern line. The issue of workers' tickets in Auckland and suburbs has increased from 16,248 in 1906 to 23,146 last year.

There was a large increase in parcels traffic, mainly consequent upon the connection with the lines in the southern portion of the Island.

Cattle increased 13,237, and pigs by 9,000, but there is an apparent falling-off in the number of sheep. This falling-off is caused by the through railage of sheep which were formerly driven for a part of the journey and reloaded in the Auckland District. During the past five years the live-stock traffic in the Auckland District has almost doubled in volume.

Chaff, &c., increased 8,806 tons, wool 1,170 tons, firewood 2,960 tons, grain 8,905 tons, merchandise 5,724 tons, and coal 34,656 tons. Timber, and minerals other than coal, showed small decreases.

The shipments of butter from Onchunga increased by 1,000 tons, and in addition the direct shipments from Auckland were considerably greater than during the previous year.

The district is very prosperous, and the business is expanding rapidly.

Wanganui District.—Revenue, £334,317 ; decrease, £64,202.

The decrease is only apparent, and is owing to the rearrangement of the districts. Taking the restricted district and comparing it with the same portion for last year an increase of £9,719 is shown, being chiefly derived from stations on the main trunk line.

The passenger traffic shows a slight falling-off as compared with the previous year, during the greater part of which the passenger traffic to and from Auckland went *via* New Plymouth. Local traffic continues to improve except at Wanganui, where the installation of electric trams has reduced the Wanganui-Aramoho traffic.

In parcels traffic a steady increase is shown.

There was a considerable falling-off in sheep and pigs from the northern portion of the district. Cattle, however, improved.

Increases are shown in the tonnage of wool, grain, and road-metal. Decreases are shown in chaff, firewood, timber, merchandise, and coal.

Butter shipped at New Plymouth and Patea shows a decrease of 960 tons, but cheese shipped at the same ports increased by 2,588 tons.

Wellington District.—Revenue, £656,210 ; increase, £179,610

The increase is due largely to the inclusion in this district of the line from Wellington to Palmerston North. In the absence of details of the traffic on the Manawatu Company's line prior to its acquisition, comparisons with the figures for the previous year are of little value.

The passenger traffic shows an increase of 458,749 ordinary passengers, the major part of which is represented by the traffic on the Manawatu line. There is also an increase in the suburban traffic on the Hutt line, except at Te Aro.

Season tickets show a corresponding improvement.

There was a general increase in the parcels traffic throughout the district.

Larger numbers of cattle and pigs were carried, but sheep show a decrease of over 70,000.

Chaff, &c., and wool show considerable increases, but timber and coal show a falling-off.

Picton Section.

Revenue, £28,554 ; increase, £2,539.

Increases in passengers, live-stock, chaff, grain, and merchandise. Decreases in wool, firewood, timber, and coal.

Nelson Section.

Revenue, £23,359 ; increase, £2,248.

Passenger traffic improved slightly, but there were decreases in chaff, firewood, timber, and gravel. The establishment of freezing-works is responsible for an improvement in the sheep traffic, and the visits of ocean-steamers for the mutton have improved the exports of other produce.

The acquisition of the private wharves has resulted in increased revenue from wharfage charges.

Westport Section.

Revenue, £116,028 ; increase, £13,565.

The principal feature of the business was an increase of 103,533 tons of coal. There was an unusual demand in consequence of the temporary stoppage of the mines in New South Wales.

The traffic in mining-props increased. The flax business also revived ; but sawn timber decreased slightly.

Westland Section.

Revenue, £129,649 ; increase, £6,060.

Of the increase, £2,726 was in passenger traffic, due chiefly to increase of settlement.

There was an increase of nearly 23,000 tons in the coal-export. The output is expected to be much larger when new mines in course of development are in full working-order.

There was a decrease of 9,000 tons of timber ; but the business has recently shown signs of recovery.

The mileage of this section increased from 130 to 138 by the opening of the section from Ruatapu to Ross.

The business on the Ross line has been very light so far.

South Island Main Line and Branches.

Revenue, £1,330,563 ; increase, £89,542.

The principal items were,—

	Number.		Number.
Passengers	4,537,940 ;	increase,	231,771
Season tickets	74,241 ;	decrease,	531
Parcels, &c.	573,829 ;	increase,	28,107
Live-stock	2,602,139	„	193,528
	Tons.		Tons.
Goods	2,224,158	„	205,689

The revenue per mile of railway rose from £961 16s. 11d. for the previous year to £1,015 8s. 3d. for the year under review (an increase of £53 11s. 4d.), and per train-mile from 7s. 11½d. to 8s. 6d.

The traffic expenses decreased as follows : Per cent. of revenue, from £22-90 to £20-76 ; per mile of railway, from £220-25 to £210-82 ; per train mile, from 21-81d. to 21-17d.

The particulars of traffic in the different districts are as follows :—

Christchurch District.—Revenue, £584,008 ; increase, £29,171.

There was an increase of 80,000 passengers. Improvement was shown in all parts of the district, but more especially in the vicinity of Christchurch.

Cattle decreased slightly, but sheep show an increase of nearly 50,000, and pigs of 3,400.

There was an increase of 135,000 tons of grain, due to some extent to an early season. Wool also showed an improvement, but chaff, firewood, and timber decreased.

Dunedin District.—Revenue, £442,759 ; increase, £29,822.

Passengers increased by about 100,000. The increase was largely within the suburban area.

Parcels traffic also improved.

Sheep traffic increased by nearly 90,000, pigs improved slightly, but cattle showed no improvement.

The traffic in locally grown fruit was about the same as last year.

Wool, grain, and merchandise show considerable increases, timber also improved slightly ; but chaff, firewood, and coal show a falling-off.

The use of electric power in Dunedin has adversely affected the local coal traffic.

Invercargill District.—Revenue, £303,796 ; increase, £30,549.

Passengers increased by about 50,000, chiefly at excursion fares, though there was a general improvement in the local traffic throughout the district.

Parcels traffic shows an improvement.

About 55,000 sheep more than for the previous year were carried.

Wool shows a substantial increase, and there were also increases in timber, merchandise, and coal ; but chaff, firewood, and road-metal decreased.

There was an increase of over 60,000 tons of grain. Nearly the whole of the 1909 grain crop was carried during the year, as well as a considerable portion of the 1910 crop. It is probable, therefore that the grain-tonnage for current year will show some decrease.

Lake Wakatipu Steamers.

Revenue, £6,763 ; increase, £325.

There was a decrease of 881 passengers, due principally to a falling-off in week-end excursions.

Parcels traffic shows a good increase.

There was an increase of 4,700 sheep.

Goods traffic generally, except firewood, shows improvement. The principal item, 265 tons of bridge-fimber, is traffic of a non-recurrent character.

Average Late Arrival of Trains.

	Period ending													Average for Year, in Minutes.
	May 1.	May 22.	June 26.	July 24.	Aug. 21.	Sept. 18.	Oct. 16.	Nov. 13.	Dec. 11.	Jan. 8.	Feb. 5.	Mar. 5.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1910	3·62	1·61	1·31	0·77	1·23	0·73	1·77	1·09	1·43	5·31	1·63	2·97	4·51	2·15
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
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1910	3·88	3·05	2·94	1·54	1·57	1·56	1·31	1·45	2·20	3·49	2·49	4·42	5·10	2·69
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
<i>Suburban Trains.</i>														
Year ending 31st March, 1910	0·71	0·41	0·44	0·30	0·19	0·18	0·21	0·15	0·34	0·67	0·61	0·95	1·08	0·48
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

STORES.

Mr. H. Baxter, Stores Manager, reports as follows :—

The value of stores (purchased under the Railway vote) on hand at the 31st March, 1910, at the various depots amounted to £243,439 14s. 7d., as against £284,496 12s. 7d. on the 31st March, 1909—a decrease of £41,056 18s.

The value of stores on hand on account of additions to open lines amounted to £29,066 6s. 2d. on the 31st March, 1910, as against £30,692 13s. 9d. on the 31st March, 1909, a decrease of £1,626 7s. 7d. The total stock of stores on hand has therefore decreased during the past year by £42,683 5s. 7d. The stock is in good order, has been carefully and systematically inspected, and is value for the amount stated.

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

I have, &c.,

T. RONAYNE,

The Hon. the Minister of Railways.

General Manager.

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ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1909-1910.

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2. General Expenditure Account.
3. Details of Classified Expenditure.
4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.
5. Comparative Statement of Passenger and Goods Traffic.
6. Cost of Construction, Net Revenue, and Rate of Interest on Capital.
7. Expenditure under Vote "Additions to Open Lines" charged to Capital Account.
8. Return of Revenue received by Railway Department from other Government Departments.
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21. Number of Stations and Private Sidings.
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32. Alterations and Additions in Scale of Charges.

GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1910.

COLLECTIONS for REFUND to HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1910.

H. DAVIDSON, Chief Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Year ended 31st March, 1910.

Sections.	Maintenance of Way and Works.						Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Total
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotive.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.							
WAGES AND SERVICES.																			
Kawakawa	£ s. d. 608 2 5	£ s. d. 1,129 9 1	£ s. d. 20 18 2	£ s. d. ..	£ s. d. ..	£ s. d. 1,758 9 8	£ s. d. 675 15 0	£ s. d. 50 18 0	£ s. d. ..	£ s. d. 79 2 1	£ s. d. ..	£ s. d. 805 15 1	£ s. d. 24 8 11	£ s. d. 86 12 11	£ s. d. 617 2 8	£ s. d. 28 7 3	£ s. d. 239 9 4	£ s. d. ..	£ s. d. 3,560 5 10
Whangarei	832 5 7	468 16 7	300 18 9	84 16 1	..	1,686 17 0	1,670 14 6	126 7 5	..	598 5 11	..	2,395 7 10	100 0 7	664 17 10	3,129 3 6	285 17 6	683 7 3	..	8,945 11 6
Kaihu	1,102 16 6	76 18 9	21 13 8	..	..	1,201 8 11	433 17 1	72 1 5	..	376 12 3	..	882 10 9	25 9 6	216 15 1	1,007 15 7	43 2 8	319 17 2	..	3,696 19 8
Gisborne	1,781 1 9	194 16 6	95 15 11	243 15 6	..	2,315 9 8	1,129 7 3	86 15 11	..	524 8 1	..	1,740 11 3	155 17 9	182 19 6	1,477 3 9	127 12 5	387 7 4	..	6,387 6 8
North Island Main Lines and Branches	141,246 1 10	55,974 18 8	18,804 13 10	Cr. 385 5 10	..	215,640 8 6	119,787 16 9	10,440 9 10	..	42,654 1 9	..	172,882 8 4	22,436 6 2	24,485 10 11	239,849 12 0	15,423 9 0	30,355 6 2	..	721,073 1 1
South Island Main Lines and Branches	133,092 17 0	38,669 14 1	21,253 15 3	347 6 0	..	193,363 12 4	101,576 14 2	8,028 3 4	..	38,070 10 8	..	147,675 8 2	18,168 3 10	20,635 11 11	240,460 19 4	13,176 11 2	24,741 15 0	..	658,222 1 9
Westland	12,250 8 10	4,652 13 0	971 4 0	378 7 6	..	18,252 13 4	8,137 8 11	348 9 9	..	2,576 8 5	..	11,062 7 1	1,211 12 6	3,205 11 5	19,560 4 11	1,297 11 3	3,208 2 0	..	57,798 2 6
Westport	3,264 16 4	1,666 5 2	416 11 11	25 16 8	..	5,373 10 1	3,746 6 5	298 6 4	..	2,344 12 4	..	8,389 5 1	352 12 6	3,698 3 10	13,073 2 6	1,154 18 2	2,537 10 7	..	34,579 2 9
Nelson	3,306 14 2	1,583 7 1	170 10 7	50 7 1	..	5,110 18 11	1,525 15 8	46 6 8	..	481 4 6	..	2,053 6 10	234 7 0	463 19 11	5,255 13 10	231 9 0	757 18 6	..	14,107 14 0
Picton	3,727 1 5	3,152 17 2	73 7 11	89 13 3	..	7,042 19 9	2,379 16 10	138 16 5	..	533 19 0	..	3,052 12 3	245 19 2	307 9 8	4,695 4 7	283 5 1	618 18 3	..	16,246 8 9
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,928 15 0	3,928 15 0
Totals	301,212 5 10	107,569 16 1	42,129 10 0	834 16 3	..	451,746 8 2	243,063 12 7	19,636 15 1	..	88,239 5 0	..	350,939 12 8	42,954 17 11	53,947 13 0	529,126 7 8	32,052 3 6	63,849 11 7	3,928 15 0	1,528,545 9 6
STORES.																			
Kawakawa	78 8 1	1,861 4 2	3 7 11	..	..	1,943 0 2	..	193 18 8	38 15 3	25 19 0	..	258 12 11	7 17 1	25 12 11	55 14 5	..	..	..	2,290 17 6
Whangarei	159 8 6	403 5 1	62 11 7	51 3 8	..	676 8 10	..	949 13 1	97 7 11	305 10 3	..	1,352 11 3	75 15 8	318 11 4	201 2 8	..	..	..	2,624 9 9
Kaihu	31 14 9	16 15 9	9 18 4	..	..	58 8 10	..	209 16 6	12 11 1	114 7 4	..	336 14 11	2 14 1	53 4 5	58 11 11	..	..	..	509 14 2
Gisborne	58 13 9	2 18 3	16 16 11	127 13 8	..	206 2 7	..	932 19 3	77 16 6	169 19 5	..	1,180 15 2	48 2 10	56 0 10	133 10 8	..	..	..	1,624 12 1
North Island Main Lines and Branches	40,742 0 2	15,734 13 1	10,646 18 1	2,761 3 2	..	69,884 14 6	..	132,910 16 2	7,975 16 7	23,286 6 11	..	164,172 19 8	13,842 4 5	11,844 1 10	20,500 17 2	..	..	..	280,244 17 7
South Island Main Lines and Branches	42,383 17 9	18,283 17 3	11,577 5 4	1,829 10 7	..	74,074 10 11	..	92,850 10 5	5,084 4 7	23,077 7 5	..	121,012 2 5	9,024 17 8	9,216 5 4	18,610 11 4	..	..	..	231,938 7 8
Westland	4,741 16 4	1,397 15 8	525 8 2	192 4 4	..	6,857 4 6	..	2,949 3 11	392 2 9	1,149 11 3	..	4,490 17 11	606 11 4	1,590 7 5	1,936 5 1	..	..	..	15,481 6 3
Westport	2,784 10 0	360 15 11	358 7 10	88 16 8	..	3,592 10 5	..	2,167 2 8	321 15 0	1,246 3 0	..	3,735 0 8	106 15 5	1,605 5 6	957 5 4	..	..	..	9,996 17 4
Nelson	1,298 13 5	326 13 9	73 12 2	22 10 3	..	1,721 9 7	..	1,038 12 10	85 8 9	259 10 3	..	1,383 11 10	118 5 0	76 3 11	453 5 0	..	..	..	3,752 15 4
Picton	1,888 15 4	2,473 5 1	40 1 11	68 13 11	..	4,470 16 3	..	1,606 15 1	147 17 1	397 15 10	..	2,152 8 0	109 4 7	151 19 3	352 2 6	..	..	..	7,236 10 7
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,104 12 8	1,104 12 8
Totals	94,167 18 1	40,861 4 0	23,314 8 3	5,141 16 3	..	163,485 6 7	..	235,809 8 7	14,233 15 6	50,032 10 8	..	300,075 14 9	23,942 8 1	24,937 12 9	43,259 6 1	..	..	1,104 12 8	556,805 0 11
MISCELLANEOUS.																			
Kawakawa	1 11 4	2 13 4	..	..	4 7 9	8 12 5	..	0 3 3	..	3 3 6	0 11 2	3 17 11	0 12 11	4 10 9	21 16 4	..	..	..	39 10 4
Whangarei	9 2 5	7 5 10	..	..	10 13 8	27 1 11	..	1 8 2	..	65 14 5	5 6 10	72 9 5	3 2 1	47 9 4	97 9 1	..	..	..	247 11 10
Kaihu	0 3 10	..	..	..	1 12 8	1 16 6	..	0 3 11	..	45 17 8	0 16 4	46 17 11	0 8 2	10 16 1	27 2 9	..	..	..	87 1 5
Gisborne	4 8 2	..	..	0 9 8	4 11 7	9 9 5	..	0 1 8	..	80 7 7	2 6 0	82 15 3	10 17 7	9 13 10	109 16 5	..	..	..	222 12 6
North Island Main Lines and Branches	353 1 2	224 4 10	5 2 0	8 16 6	2,172 2 5	2,763 6 11	..	100 17 4	..	7,361 7 11	581 2 6	8,043 7 9	3,428 7 8	4,088 7 10	18,428 12 2	..	..	..	36,752 2 4
South Island Main Lines and Branches	230 1 2	182 2 1	38 10 3	66 11 8	1,073 19 8	1,591 4 10	..	74 2 6	..	8,123 1 11	1,326 0 4	9,523 4 9	4,356 18 3	5,030 0 5	17,183 19 5	..	..	..	37,679 7 8
Westland	22 12 1	25 8 5	0 4 1	0 5 3	88 11 0	137 0 10	..	18 7 3	..	220 2 0	34 4 4	272 13 7	Cr. 37 14 3	419 4 0	3,779 3 1	..	..	..	4,570 7 3
Westport	15 1 8	39 19 11	0 9 7	16 10 7	62 9 8	134 11 5	..	2 4 2	..	375 2 4	33 10 0	410 16 6	Cr. 40 1 6	650 4 3	2,307 16 0	..	..	..	3,463 6 8
Nelson	6 11 6	1 0 8	..	..	17 19 8	25 11 10	..	..	..	23 4 4	7 3 2	30 7 6	15 11 1	13 10 6	202 0 7	..	..	..	287 1 6
Picton	6 4 5	37 7 1	..	..	33 13 9	77 5 3	..	..	..	51 17 8	5 1 0	56 18 8	15 12 11	28 14 0	489 9 7	..	..	..	668 0 5
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	105 18 7	105 18 7
Totals	648 17 9	520 2 2	44 5 11	92 13 8	3,470 1 10	4,776 1 4	..	197 8 3	..	16,349 19 4	1,996 1 8	18,543 9 3	7,747 14 11	10,302 11 0	42,647 5 5	..	..	105 18 7	84,123 0 6
Grand totals	396,029 1 8	148,951 2 3	65,488 4 2	6,069 6 2	3,470 1 10	620,007 16 1	243,063 12 7	255,643 11 11	14,233 15 6	154,621 15 0	1,996 1 8	669,558 16 8	74,645 0 11	89,187 16 9	615,032 19 2	32,052 3 6	63,849 11 7	5,139 6 3	2,169,473 10 11

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1910.

* For the year 1909-1910 Recoveries have been credited to the branch to which they relate respectively.

H. DAVIDSON, Chief Accountant.

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RETURN No. 5.
COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1910.

Sections.	Length Open for Traffic.	Passengers.					Total Season Tickets.	Parcels, &c.					Live-Stock, Goods, &c.																							
		First Class.		Second Class.		Total.		Parcels.	Horses.	Carriages.	Dogs.	Total.	Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.		Chaff, Lime, &c.		Wool.		Firewood.		Timber.		Grain.		Merchandise.		Minerals.		Total.	
1909-10.	Miles.	Single.	Return.	Single.	Return.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.
Kawakawa ...	8	541	180	4,531	5,590	10,842	34	354	53	8	52	467	1	11	2	2,099	5	2,118	88 8 0	450 0 0	...	72 0 0	1,009 19 0	1,288 5 0	1,860 0 0	2,527 5 0	7,207 9 0	7,295 17 0	...	...	...	...	...	...	...	
Whangarei ...	23	12,085	6,896	34,325	36,596	89,902	562	3,057	26	3	194	3,280	9	128	5	923	65	1,130	87 0 0	762 0 0	...	1,566 0 0	23,543 19 0	2,508 18 0	4,178 0 0	105,348 16 0	137,907 13 0	137,994 13 0	...	...	...	...	...	...	...	
Kaihu ...	17	374	854	14,809	15,492	31,529	39	2,686	99	12	171	2,968	8	20	17	208	18	271	20 12 0	510 0 0	21 0 0	372 0 0	6,404 4 0	812 4 0	2,434 10 0	153 0 0	10,706 18 0	10,727 10 0	...	...	...	...	...	...	...	
Gisborne ...	23	3,926	4,208	31,900	37,906	77,940	381	3,389	39	16	437	3,881	14	140	2	62,613	110	62,879	2,562 13 0	498 0 0	1,902 4 0	1,296 0 0	2,996 11 0	2,150 4 0	2,053 17 0	11,960 14 0	22,857 10 0	25,420 3 0	...	...	...	...	...	...	...	
N. Island Main Lines and Branches	1,064	229,327	621,782	1,275,985	3,457,556	5,584,650	116,559	446,125	9,966	1,173	27,706	484,970	977	112,046	7,096	2,398,890	86,962	2,605,971	137,626 0 0	74,920 0 0	34,329 12 0	53,424 0 0	215,999 2 0	228,765 12 0	282,414 16 0	504,341 19 0	1,394,195 1 0	1,531,821 1 0	...	...	...	...	...	...	...	
S. Island Main Lines and Branches	1,323	160,199	628,782	786,233	2,962,726	4,537,940	74,241	543,259	9,181	1,196	20,193	573,829	1,284	48,432	5,415	2,508,887	39,405	2,603,423	118,988 9 0	76,608 0 0	110,665 16 0	25,786 0 0	174,207 18 0	769,672 15 0	407,771 2 0	659,446 6 0	2,224,157 17 0	2,343,146 6 0	...	...	...	...	...	...	...	
Westland ...	138	12,125	27,088	113,190	265,156	417,559	5,291	26,990	702	62	1,037	28,791	96	2,528	95	15,978	127	18,824	1,539 13 0	2,232 0 0	170 8 0	3,730 0 0	90,453 6 0	9,799 3 0	19,355 14 0	402,597 7 0	528,337 18 0	529,877 11 0	...	...	...	...	...	...	...	
Westport ...	31	785	2,924	28,331	79,290	111,330	714	6,356	42	2	198	6,598	13	15	4	3,187	136	3,355	144 12 0	1,056 0 0	...	6,306 0 0	2,461 6 0	2,437 9 0	5,193 14 0	781,705 6 0	799,159 15 0	799,304 7 0	...	...	...	...	...	...	...	
Nelson ...	48	2,351	7,018	33,483	71,844	114,696	1,009	5,467	78	25	421	5,991	15	62	42	14,984	27	15,130	630 14 0	2,250 0 0	687 4 0	2,886 0 0	4,191 6 0	7,407 2 0	5,517 6 0	7,574 19 0	30,513 17 0	31,144 11 0	...	...	...	...	...	...	...	
Picton ...	34	7,472	25,070	28,504	82,342	143,388	523	2,911	235	12	610	3,768	68	217	3	110,647	75	111,010	4,535 8 0	19,614 0 0	2,781 12 0	2,880 0 0	1,645 12 0	17,670 17 0	7,203 13 0	9,361 5 0	61,156 19 0	65,692 7 0	...	...	...	...	...	...	...	
Lake Wakatipu Steamers	...	1,879	9,134	2,927	7,426	21,366	18	7,212	150	23	216	7,601	5	132	...	8,346	...	8,483	380 7 0	1,002 0 0	493 8 0	42 0 0	931 19 0	1,955 19 0	1,683 18 0	1,104 2 0	7,213 6 0	7,593 13 0	...	...	...	...	...	...	...	
Totals	2,709	431,064	1,333,936	2,354,218	7,021,924	11,141,142	199,371	1,047,806	20,571	2,532	51,235	1,122,144	2,490	163,731	12,681	5,126,762	126,930	5,432,594	266,603 16 0	179,902 0 0	151,051 4 0	98,360 0 0	523,845 2 0	1,044,468 8 0	739,666 10 0	2,486,120 19 0	5,223,414 3 0	5,490,017 19 0	...	...	...	...	...	...	...	
1908-9.	Miles.	Single.	Return.	Single.	Return.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.
Kawakawa ...	8	662	282	4,437	4,314	9,695	39	186	42	4	80	312	3	30	2	2,086	4	2,125	95 4 0	60 0 0	...	186 0 0	333 11 0	1,093 1 0	1,751 3 0	1,643 9 0	5,067 4 0	5,152 8 0	...	...	...	...	...	...	...	
Whangarei ...	23	12,553	8,130	33,412	39,088	93,183	634	2,579	10	...	101	2,690	22	305	1	2,283	99	2,710	208 0 0	306 0 0	...	1,512 0 0	36,911 19 0	2,440 18 0	3,774 0 0	108,088 5 0	153,033 2 0	153,241 2 0	...	...	...	...	...	...	...	
Kaihu ...	17	536	768	14,263	14,742	30,309	70	2,285	94	9	171	2,559	3	14	1	131	...	149	11 9 0	18 0 0	9 8 0	510 0 0	652 12 0	2,131 8 0	128 11 0	11,093 7 0	11,104 16 0	...	...	...	...	...	...	...		
Gisborne ...	23	3,694	3,842	33,490	39,934	80,960	629	2,727	35	6	516	3,284	13	56	63	46,454	150	46,736	1,892 9 0	300 0 0	1,684 4 0	2,172 0 0	2,958 11 0	2,204 4 0	1,889 15 0	4,267 4 0	15,475 18 0	17,368 7 0	...	...	...	...	...	...	...	
N. Island Main Lines and Branches	1,061	246,835	581,686	1,309,123	3,046,610	5,184,254	109,067	395,873	9,103	1,194	26,529	432,699	1,044	92,732	7,462	2,713,336	83,642	2,898,216	143,684 18 0	58,634 0 0	33,266 16 0	52,166 0 0	236,142 7 0	208,321 19 0	279,947 5 0	501,688 8 0	1,370,166 15 0	1,513,851 13 0	...	...	...	...	...	...	...	
S. Island Main Lines and Branches	1,299	168,618	575,934	806,373	2,755,244	4,306,169	74,772	514,850	8,776	1,194	20,902	545,722	1,204	49,433	6,928	2,318,738	33,512	2,409,815	111,516 2 0	104,730 0 0	98,993 16 0	31,940 0 0	183,535 19 0	545,083 7 0	403,673 14 0	650,512 5 0	2,018,469 1 0	2,129,985 3 0	...	...	...	...	...	...	...	
Westland ...	130	11,429	23,052	106,362	231,826	372,669	5,317	22,270	563	53	894	23,780	74	2,439	72	16,932	92	19,609	1,534 11 0	1,656 0 0	161 16 0	1,672 0 0	104,415 2 0	8,235 0 0	19,530 11 0	377,915 14 0	513,586 3 0	515,120 14 0	...	...	...	...	...	...	...	
Westport ...	31	928	2,296	27,440	79,760	110,424	641	6,079	27	...	242	6,348	5	55	2	2,508	22	2,592	122 3 0	402 0 0	...	5,130 0 0	3,036 13 0	2,232 0 0	5,245 2 0	676,653 1 0	692,698 16 0	692,820 19 0	...	...	...	...	...	...	...	
Nelson ...	48	2,324	6,720	32,283	72,982	114,309	915	5,304	71	45	468	5,888	12	51	75	11,003	23	11,164	407 16 0	2,574 0 0	579 0 0	4,170 0 0	5,022 10 0	7,532 11 0	3,769 0 0	10,132 15 0	33,779 16 0	34,247 12 0	...	...	...	...	...	...	...	
Picton ...	34	7,123	23,896	27,616	74,290	132,925	447	2,867	238	20	708	3,833	44	101	3	94,393	82	94,623	3,834 16 0	13,146 0 0	2,755 16 0	3,096 0 0	2,193 10 0	14,210 6 0	6,653 3 0	10,085 14 0	52,140 9 0	55,975 5 0	...	...	...	...	...	...	...	
Lake Wakatipu Steamers	...	1,819	10,710	2,944	6,774	22,247	16	6,273	165	25	187	6,650	3	59	...	3,625	...	3,687	166 3 0	840 0 0	465 12 0	66 0 0	666 2 0	1,787 8 0	1,605 12 0	933 2 0	6,363 16 0	6,529 19 0	...	...	...	...	...	...	...	
Totals	2,674	456,521	1,237,316	2,397,743	6,365,564	10,457,144	192,547	961,293	19,124	2,550	50,798	1,033,765	2,427	145,275	14,609	5,211,489	117,626	5,491,426	263,533 11 0	182,666 0 0	137,916 8 0	102,620 0 0	582,859 12 0	793,793 6 0	729,970 13 0	2,342,048 8 0	4,871,874 7 0	5,135,407 18 0	...	...	...	...	...	...	...	

Sections.	Revenue.										Mileage.		
	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, Mails, and Miscellaneous.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Train.	Shunting and Ballasting.	Total.	
1909-10.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.
Kawakawa ...	528 17 9	39 12 6	117 5 5	685 15 8	1,654 6 3	545 10 8	46 16 0	2,246 12 11	2,932 8 7	8,537	18,229	26,766	
Whangarei ...	3,846 12 6	355 4 1	456 9 1	4,658 5 8	21,855 12 11	1,613 3 3	258 19 0	23,727 15 2	28,386 0 10	56,901	19,908	76,809	
Kaihu ...	1,474 12 8	61 0 3	332 13 4	1,868 6 3	2,313 2 1	21 9 5	145 19 8	2,480 11 2	4,348 17 5	13,360	5,089	18,449	
Gisborne ...	4,849 17 9	304 15 5	541 10 4	5,696 3 0	5,821 13 10	1,054 18 4	383 1 7	7,259 13 9	12,955 17 3	32,252	22,297	54,549	
N. Island Main Lines and Branches	608,681 12 6	59,463 1 2	100,986 7 3	769,131 0 11	750,678 7 3	17,454 13 6	28,987 0 10	797,120 1 7	1,566,251 2 6	4,179,576	1,263,432	5,443,008	
S. Island Main Lines and Branches	401,704 14 10	35,874 18 2	81,807 12 3	519,387 5 3	764,031 19 6	24,096 19 0	23,047 1 7	811,176 0 1	1,330,563 5 4	3,132,444	1,194,821	4,327,265	
Westland...	25,699 11 5	1,945 15 7	4,662 15 10	32,308 2 10	91,916 0 7	3,895 3 10	1,529 4 3	97,340 8 8	129,648 11 6	213,275	105,261	318,536	
Westport ...	5,939 19 10	539 0 1	796 1 0	7,275 0 11	103,102 17 8	5,036 1 0	613 16 11	108,752 15 7	116,027 16 6	113,435	96,447	209,882	
Nelson ...	6,638 19 9	815 16 4	1,183 16 3	8,638 12 4	12,897 1 5	935 15 4	887 12 3	14,720 9 0	23,359 1 4	66,116	11,230	77,346	
Picton ...	8,636 6 2	518 2 2	855 13 6	10,010 1 10	15,536 2 1	2,450 13 4	556 15 10	18,543 11 3	28,553 13 1	73,270	53,907	127,177	
Lake Wakatipu Steamers	2,789 5 3	331 15 0	844 13 1	3,965 13 4	2,739 10 2	27 4 2	30 10 0	2,797 4 4	6,762 17 8	...	...	...	
Totals ...	1,070,790 10 5	100,249 0 9	192,584 17 4	1,363,624 8 6	1,772,546 13 9	57,131 11 10	56,486 17 11	1,886,165 3 6	3,249,789 12 0	7,889,166	2,790,621	10,679,787	
1908-9.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.	
Kawakawa ...	505 10 1	46 5 0	109 8 3	661 3 4	1,283 1 3	20 8 7	25 4 0	1,328 13 10	1,989 17 2	7,802	2,975	10,777	
Whangarei ...	3,964 1 10	438 8 7	398 10 6	4,801 0 11	25,154 11 11	293 10 11	236 11 9	25,684 14 7	30,485 15 6	60,581	21,076	81,657	
Kaihu ...	1,408 5 1	88 12 8	306 4 6	1,803 2 3	2,369 13 6	27 0 4	103 12 3	2,500 6 1	4,303 8 4	13,101	6,442	19,543	
Gisborne ...	4,771 6 6	430 8 2	459 4 6	5,660 19 2	4,741 0 5	473 13 11	215 19 0	5,430 13 4	11,091 12 6	32,448	12,342	44,790	
N. Island Main Lines and Branches	487,947 18 1	48,700 15 11	90,273 18 1	626,922 12 1	692,802 14 9	21,147 16 8	20,145 14 11	734,096 6 4	1,361,018 18 5	3,776,097	1,337,139	5,113,236	
S. Island Main Lines and Branches	376,320 2 2	36,703 4 3	87,835 14 8	500,859 1 1	696,619 12 7	24,157 2 5	19,385 7 4	740,162 2 4	1,241,021 3 5	3,127,165	1,326,826	4,453,991	
Westland...	23,088 16 10	1,831 7 10	4,022 2 5	28,942 7 1	90,253 14 9	3,298 0 6	1,094 15 9	94,646 11 0	123,588 18 1	203,440	116,614	320,054	
Westport ...	5,886 17 6	492 3 7	753 8 0	7,132 9 1	89,846 18 11	4,991 17 2	491 15 3	95,330 11 4	102,463 0 5	107,322	108,341	215,663	
Nelson ...	6,453 17 8	758 9 11	1,114 7 4	8,326 14 11	11,226 14 2	822 4 5	735 1 9	12,784 0 1	21,110 15 3	64,109	8,941	73,050	
Picton ...	8,143 8 8	479 18 7	933 15 2	9,557 2 5	14,034 19 3	1,916 0 2	506 8 2	16,457 7 7	26,014 10 0	66,171	43,897	110,068	
Lake Wakatipu Steamers	2,920 6 9	278 4 0	833 8 0	4,031 18 9	2,370 16 5	Cr. 0 10 4	35 7 0	2,405 13 1	6,437 11 10	...	...	...	
Totals ...	921,410 11 2	90,247 18 6	187,040 1 5	1,198,698 11 1	1,630,703 17 11	57,147 4 9	42,975 17 2	1,730,826 19 10	2,929,525 10 11	7,458,236	2,984,593	10,442,829	

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, Rolling-stock, &c., to 31st March, 1910; Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines for Year ended same Date.

Section.	COST OF CONSTRUCTION, ETC.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Kawakawa	92,773	..	-2,958	..
Whangarei	178,136	82,477	16,568	9 6 0
Kaihu	67,918	122,290	..	..
Gisborne	191,759	..	55	0 1 7
North Island Main Lines and Branches ..	12,546,672	108,809	4,721	2 9 3
South Island Main Lines and Branches ..	12,540,331	264,220	528,181	4 4 2
Westland	1,540,879	452,160	402,723	3 4 8
Westport	512,886	422,025	51,799	3 7 3
Nelson	395,356	57,420	67,988	13 5 1
Pictou	376,264	61,327	5,212	1 6 4
Lake Wakatipu steamer service ..	16,436	121,410	4,403	1 3 5
In suspense—			1,624	9 17 7
Surveys, North Island	..	32,416	..	..
Miscellaneous, North Island	..	5,169	..	..
Surveys, South Island	..	7,959	..	..
Miscellaneous, South Island	..	5,168	..	..
P.W.D. stock of permanent-way ..	..	61,865	..	..
W.R.D. stock of A.O.L. stores ..	29,066	..	..	..
W.R.D. Deposit Account for permanent-way material	25,000	..	..	..
	£28,513,476	£1,807,715	£1,080,316	£3 16 0
Total cost of opened and unopened lines at 31st March, 1910	£30,321,191		£1,080,316	£3 11 6

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorisation Act, 1885, the information regarding the last mentioned being furnished by the respective Boards. The rate of interest earned has been computed on cost proportionately to the time during which lines taken over by the Working Railways Department within the financial year were earning revenue, thus:—

South Island Main Lines and Branches—

Riversdale-Switzers	..	..	..	..	Opened for traffic 1st Oct., 1909.
Waihoaka-Tuatapere	..	..	..	..	" " " "
Catlins-Houipapa	..	..	..	..	17th Dec., 1909.

H. DAVIDSON, Chief Accountant.

RETURN No. 7.

EXPENDITURE under Vote for ADDITIONS to OPEN LINES, charged to Capital Account, for the Year ended 31st March, 1910.

	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1909		30,692 13 9
Expenditure charged to Vote 92 by Treasury		316,463 13 6
		347,156 7 3
Less material on hand at 31st March, 1910		29,066 6 2
Expenditure on Works, &c.—		
Way and Works Branch	89,757 11 6	
Locomotive Branch	228,332 9 7	
		318,090 1 1

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	5,092 9 2	
	Additions to station buildings and extension of station yards, and other facilities	26,925 14 8	
	Additions to dwellings	165 0 0	
	Additional works, water services, &c., for Locomotive Department	2,075 0 8	
	Turntables	332 19 2	
	Pile-driving plant	27 5 4	
	Bridge-work	358 3 10	
	Fencing	735 6 6	
	Land	5,007 3 3	
	Gas-installation	387 14 9	
	Steam navy	1,400 0 0	
	Kakahi Sawmill	5,563 0 0	
	Stone-crushing plant	206 7 3	
	Additional works, Wanganui Wharf	530 6 11	
	Electric lighting	325 5 1	
	Reclamation, Wellington	1,014 9 10	
	Workshop additions	154 9 3	
	Signals and interlocking	5,970 18 3	
	Tablet-installation	1,631 19 4	
	Telegraphs and telephones	459 2 3	
	Fixed signals	41 13 8	
			58,404 9 2
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	1,912 2 9	
	Additions to station buildings and extension of station yards, and other facilities	1,602 16 11	
	Additions to dwellings	171 6 0	
	Additional works, water services, &c., for Locomotive Department	354 3 9	
	Turntables	585 16 3	
	Excavating-machine	1,000 0 0	
	Bridge-work	1,359 6 2	
	Reclamation, Bluff	1,612 10 0	
	Workshop additions	873 10 10	
	Signals and interlocking	192 0 0	
	Tablet-installation	2,612 9 1	
	Telegraphs and telephones	566 1 11	
	Fixed signals	650 0 0	
			13,492 3 8
Whangarei	Sidings, &c.	110 5 5	
	Fixed signals	30 0 0	
			140 5 5
Westland	Signals and interlocking	51 0 0	
	Telegraphs and telephones	650 0 0	
			701 0 0
Nelson	Wharf-extension		10,977 14 7
Picton	New wharf, Picton		6,041 18 8
			£89,757 11 6

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1909.	Number Complete on 31st March, 1910.	Number Incomplete on 31st March, 1910.	Expenditure in Year ended 31st March, 1910.
					£ s. d.
Wagons, four-wheel, 1905-1906 programme ..	S-6	..	..	..	12 8 5
Carriages, Class A, 1906-1907 programme ..	W-6	6	6	..	1,747 2 5
Wagons, four-wheel, 1906-1907 programme ..	Y-6	28	22	..	857 1 4
Wagons, bogie, 1906-1907 programme ..	Z-6	10	10	..	729 11 9
Carriages, Class A, for North Island Main Trunk Railway ..	B-7	10	10	..	6,317 2 5
Brake-vans, Class F, for North Island Main Trunk Railway ..	D-7	4	4	..	1,670 17 5
Locomotives, 20 Class A (contract) ..	F-7	8	8	..	21,841 12 6
Wagons, four-wheel, 1907-1908 programme ..	G-7	361	229	132	1,037 1 2
Postal cars, 50 ft. ..	H-7	..	..	..	27 5 5
Wagons, four-wheel, Class Q ..	I-7	69	69	..	1,943 14 1
Locomotives, Class X ..	K-7	6	4	2	15,092 7 2
Locomotives, Class Wf ..	M-7	1	1	..	2,076 10 11
Carriages, Class A, 1908-1909 programme ..	P-7	28	5	23	10,047 15 2
Brake-vans, Class F, 1908-1909 programme ..	Q-7	12*	6	6	2,623 16 6
Wagons, bogie, 1908-1909 programme ..	R-7	55	20	35	12,872 17 7
Wagons, four-wheel, 1908-1909 programme ..	S-7	669	295	374	60,804 0 7
Brake-vans, Fell ..	T-7	1	1	..	103 8 11
Wagons for carrying stone ..	U-7	..	..	..	495 5 4
Tarpaulins, 1908-1909 programme ..	V-7	325	325	..	1,180 3 7
Carriages, Class A, 1909-1910 programme ..	X-7	40	1	39	7,117 2 1
Brake-vans, Class F, 1909-1910 programme ..	Y-7	11	..	11	1,734 19 6
Wagons, bogie, 1909-1910 programme ..	Z-7	16	4	12	1,016 4 2
Wagons, four-wheel, 1909-1910 programme ..	A-8	767	28	739	51,645 9 11
Snow-ploughs for North Island Main Trunk Railway ..	B-8	..	..	..	504 4 4
Halley motor-car for Hanmer Service ..	C-8	..	..	..	1,111 7 4
Locomotives, Class Wg ..	D-8	10	..	10	10,131 3 1
Locomotives, Class B ..	E-8	10	..	10	1,333 7 3
Tarpaulins, 1909-1910 programme ..	F-8	500	175	325	1,276 19 7
Locomotives, 10 Class A (contract) ..	G-8	10	..	10	90 1 7
Locomotives, 2 Class Wf, bought from Public Works Department ..	H-8	..	..	..	5,229 0 0
Workshop machinery ..	..	..	..	..	5,612 8 1
Total ..	..	..	..	..	£228,332 9 7
Total locomotives ..	..	45	13	32	..
" carriages ..	..	84	22	62	..
" brake-vans ..	..	28	11	17	..
" wagons, bogie ..	..	81	34	47	..
" wagons, four-wheel ..	..	1,894	649	1,245	..
" tarpaulins ..	..	825	500	325	..

* Order reduced to 12.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1910.

<i>Railway Capital Account:—</i>	£	s.	d.
Straightening and doubling Wellington-Hutt Railway ..	30,813	11	11
<i>For Recovery in terms of Act:—</i>			
New Hutt Road (including land for same) ..	28,468	3	11
	<u>£59,281</u>	<u>15</u>	<u>10</u>

EXPENDITURE under the Railways Improvements Authorisation Act, 1904, charged to Capital Account for the Year ended 31st March, 1910.

	£	s.	d.
Auckland-Penrose, duplication of line ..	5,475	11	7
Addington-Rolleston, ..	9,256	3	1
Dunedin-Mosgiel, duplication and deviation of line ..	66,516	17	6
	<u>£81,248</u>	<u>12</u>	<u>2</u>

EXPENDITURE under the Wellington and Manawatu Railway Purchase Act, 1908, charged to Capital Account for the Year ended 31st March, 1910.

	£	s.	d.
Additions and improvements to Railway, Wellington to Longburn ..	39,355	0	4
Charges and expenses of raising loan ..	636	1	0
	<u>£39,991</u>	<u>1</u>	<u>4</u>

H. DAVIDSON, Chief Accountant.

RETURN No. 8.

RETURN of REVENUE received by Railway Department from other Departments of the Public Service for the Year ended 31st March, 1910.

Department.	Passengers.			Mails.			Goods.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Defence	9,108	0	0	..	..	..	4,178	3	8	13,286	3	8
Police	2,428	19	3	..	..	..	411	15	3	2,840	14	6
Public Works	1,431	16	5	..	..	..	29,647	19	11	31,079	16	4
Mines and State Coal-mines	262	2	5	..	..	..	35,627	15	8	35,889	18	1
Agriculture	1,974	0	7	..	..	..	1,331	3	2	3,305	3	9
Lands and Survey	1,251	9	5	..	..	..	706	13	10	1,958	3	3
Customs	90	10	2	..	..	..	2	16	9	93	6	11
Internal Affairs	1,012	8	5	..	..	..	71	9	9	1,083	18	2
Hospital and Charitable Aid	144	9	8	..	..	..	19	2	11	163	12	7
Mental Hospitals	46	8	8	..	..	..	1,081	2	11	1,127	11	7
Marine	509	9	8	..	..	..	21	17	1	531	6	9
Prisons	583	8	1	..	..	..	151	11	7	734	19	8
Valuation	256	1	0	..	..	..	..	..	..	256	1	0
Education	17,601	18	4	..	..	..	529	2	5	18,131	0	9
Labour	2,664	11	4	..	..	..	40	13	0	2,705	4	4
Justice	1,218	4	2	..	..	..	8	0	5	1,226	4	7
Tourist and Health Resorts	230	19	4	..	..	..	655	18	10	886	18	2
Public Trustee	25	0	0	..	..	..	..	..	..	25	0	0
Post and Telegraph	1,827	13	0	60,727	18	6	3,960	8	0	66,515	19	6
Native	109	13	9	..	..	..	10	8	3	120	2	0
Government Printer	..	..	..	..	..	..	174	9	9	174	9	9
Legislative	28	11	6	..	..	..	..	..	..	28	11	6
Stamps and Deeds	5	7	11	..	..	..	0	2	3	5	10	2
Health	669	13	2	..	..	..	273	7	5	943	0	7
Totals	43,480	16	3	60,727	18	6	78,904	2	10	183,112	17	7

H. DAVIDSON, Chief Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1910.

Description.	Number.	Amount.		
		£	s.	d.
Travellers' tickets, all lines...	3	215	0	0
Travellers' tickets, North Island ..	20	1,051	0	0
Travellers' tickets, South Island ..	38	1,978	15	0
Reporters' tickets ..	87	866	19	6
Sectional tickets, North Island ..	254	7,591	18	0
Sectional tickets, South Island ..	284	8,206	18	0
Tourists' tickets, all lines ..	572	5,000	0	0
Tourists' tickets, North Island ..	3,279	17,463	10	0
Tourists' tickets, South Island ..	497	2,665	0	0
Fifty-trip commutation tickets (ordinary) ..	3,325	2,445	4	0
Fifty-trip commutation tickets (family) ..	1,691	2,488	14	0
School tickets ..	21,968	10,323	2	7
Twenty-trip commutation tickets ..	873	676	4	2
Twelve-trip workmen's tickets ..	42,256	6,401	7	6
Weekly workmen's tickets ..	107,818	10,873	16	6
All other season tickets ..	16,406	22,001	11	6
Totals ..	199,371	100,249	0	9

H. DAVIDSON, Chief Accountant.

RETURN NO. 10.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1910.

Classification of Work.	SECTIONS.										Total.
	Kawakawa.	Whangarei.	Kaiti.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Pictou.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Track-surfacing ..	447 16 8	1,527 16 6	776 15 11	1,767 13 6	101,778 4 8	101,163 13 1	9,513 8 3	2,870 16 1	2,746 12 8	2,554 4 0	225,147 1 4
Track-renewals ..	194 6 11	167 5 1	45 0 10	Cr. 2 17 10	56,045 11 5	56,899 18 2	6,058 18 7	3,159 9 11	1,559 14 11	2,458 3 2	126,585 11 2
Ballasting ..	35 8 1	Cr. 729 6 3	98 5 1	15 12 10	14,858 19 4	11,716 2 3	671 2 7	16 12 1	109 4 10	275 17 0	27,067 17 10
Banks, cuttings, ditches, tunnels ..	10 10 2	35 1 2	214 13 3	63 15 2	9,658 7 9	5,927 2 5	771 7 10	17 9 11	196 6 8	333 17 0	17,228 11 4
Bridges, culverts, drains ..	2,904 17 5	371 8 0	53 6 8	104 15 4	44,737 11 5	28,754 8 11	2,531 10 4	531 13 4	705 8 3	1,187 11 0	81,882 10 8
Fences, gates, cattle-stops, hedges ..	..	175 17 7	1 1 0	10 18 8	7,674 16 2	9,839 11 7	812 19 9	254 12 2	454 13 4	210 13 9	19,435 4 0
Roads, approaches, &c. ..	0 16 3	40 3 10	2 14 6	24 16 1	3,846 19 4	2,271 18 6	166 11 5	12 19 6	88 0 2	53 14 11	6,508 14 6
Water-services, signals, cranes, appliances ..	14 9 3	48 9 7	36 0 10	47 8 0	14,559 0 4	11,411 11 3	1,283 18 8	726 6 10	138 18 6	186 1 10	28,452 5 1
Wharves ..	73 3 8	243 8 6	0 11 6	9 16 8	1,115 9 4	4,858 3 2	1,280 16 11	541 9 2	524 1 3	4,025 7 10	12,672 8 0
Buildings ..	24 6 1	363 10 4	31 12 0	112 12 10	29,456 13 11	32,869 10 10	1,496 16 3	775 9 4	244 2 9	113 9 10	65,488 4 2
Miscellaneous ..	..	135 19 9	..	371 18 10	2,384 13 10	2,243 8 3	570 17 1	131 3 11	72 17 4	158 7 2	6,069 6 2
General charges ..	4 7 9	10 13 8	1 12 8	4 11 7	2,172 2 5	1,073 19 8	88 11 0	62 9 8	17 19 8	33 13 9	3,470 1 10
Totals ..	3,710 2 3	2,390 7 9	1,261 14 3	2,531 1 8	288,288 9 11	269,029 8 1	25,246 18 8	9,100 11 11	6,858 0 4	11,591 1 3	620,007 16 1
Rate per mile opened ..	463 15 3	103 18 7	74 4 4	110 0 11	270 18 11	205 6 2	182 19 0	293 11 4	142 17 6	340 18 3	229 18 10

H. DAVIDSON, Chief Accountant.

RETURN NO. 11.
STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1910.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.					GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.			
	Schools, 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, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.	£	s.	d.
Kawakawa	No. 137	No. 5	No. 319	No. 461	£ 14 8 0	No. 38	No. 428	No. 466	£ 27 15 2	927	£ 42 3 2	42	3	2
Whangarei	244	...	191	435	15 18 9	54	789	843	87 3 0	1,278	103 1 9	103	1	9
Kaihu	386	6	602	994	35 0 8	13	755	768	78 2 0	1,762	113 2 8	113	2	8
Auckland	2,661	389	2,444	5,494	368 9 3	9,191	142,407	151,598	37,715 15 7	157,092	38,084 4 10	38,084	4	10
Gisborne	349	2	462	813	45 9 3	183	6,891	7,074	520 7 9	7,887	565 17 0	565	17	0
Wanganui	4,666	974	3,530	9,170	641 13 6	9,460	54,420	63,880	20,383 12 8	73,050	21,025 6 2	21,025	6	2
Wellington-Napier	10,057	1,618	6,563	18,238	1,290 5 5	36,387	151,607	187,994	53,318 7 9	206,232	54,608 13 2	54,608	13	2
Pictou	764	64	651	1,479	80 12 0	1,978	12,793	14,771	1,588 17 1	16,250	1,669 9 1	1,669	9	1
Nelson	867	193	200	1,260	55 4 0	1,389	7,377	8,766	920 3 0	10,026	975 7 0	975	7	0
Westport	101	9	128	238	6 7 11	115	6,423	6,538	641 18 10	6,776	648 6 9	648	6	9
Westland	3,404	423	4,644	8,471	633 0 7	2,888	30,604	33,492	3,864 12 10	41,963	4,497 13 5	4,497	13	5
Christchurch	14,925	1,868	16,346	33,139	2,567 1 5	29,768	146,477	176,245	38,521 14 6	209,384	41,088 15 11	41,088	15	11
Dunedin	9,773	1,467	12,336	23,576	1,353 16 9	29,769	103,360	133,129	35,495 18 2	156,705	36,849 14 11	36,849	14	11
Invercargill	5,583	793	5,261	11,637	857 8 1	7,044	71,230	78,274	17,968 18 6	89,911	18,826 6 7	18,826	6	7
Totals (1910	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5	219,098	2	5
1909	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	174,112	12	1
Increase	...	...	1,098	1,639	323 9 9	5,965	67,694	73,659	44,662 0 7	72,020	44,985 10 4	44,985	10	4
Decrease	1,282	1,455	...	...	...	...	...	...	...	...	...	...	...	...
Total, year ending—	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	57,478	18	8
31st March, 1896	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	69,055	2	8
31st March, 1897	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	86,392	6	2
31st March, 1898	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	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	100,906	11	3
31st March, 1901	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5	108,167	7	5
31st March, 1902	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10	142,279	16	10
31st March, 1903	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	691,157	109,329 19 9	109,329	19	9
31st March, 1904	50,364	6,975	54,344	111,633	7,424 19 7	100,417	594,967	693,384	125,624 4 0	807,067	133,049 3 7	133,049	3	7
31st March, 1905	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9	137,559	12	9
31st March, 1906	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4	148,822	12	4
31st March, 1907	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1	200,700	1	1
31st March, 1908	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3	149,124	7	3
31st March, 1909	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	174,112	12	1
31st March, 1910	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5	219,098	2	5

DEPT. OF LABOUR

6—D. 2.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1910—continued

NORTH ISLAND MAIN
LINES & BRANCHES—
continued.

Mataora.
Taihape.
Utiku.
Mangaweka.
Ohingaiti.
Hunterville.
Morton.
N. Plymouth (Coach's
(Goods)

Breakwater.
Waitara.
Inglewood.
Tariki.
Midhurst.
Stratford.
Eltham.
Normanby.
Hawera.
Patea.
Waverley.
Waitotara.
Kai Iwi.
Aramoho.
Wanganui (Passen.).
" (Parcels).
" Head Office.
Fordell.
Turakina.
Greatford.
Halcombe.
Feilding (Coaching).
" (Goods).
Palmerston N. (Pass's)
" (Parcels).
" (Goods).

Ashhurst.
Longburn.
Foxton.
Shannon.
Levin.
Otaki.
Paekakariki.
Johnsonville.
Thorndon (Coach's).
" (Goods).
Lambton (Pass'grs).
" (Parcels).
" (Goods).
" Wharf.

Te Aro.
Ngahauranga.
Petone.
Lower Hutt.
Upper Hutt.
Kaitoke.
Summit.
Cross Creek.
Featherston.
Greytown.
Carterton.
Masterton.
Mauriceville.
Eketahuna.
Pahiatua.
Mangatainoka.
Woodville.
Dannevirke.
Makotuku.
Ormondville.
Takapau.
Waipukurau.
Waipawa.
Kaikora.
Te Aute.
Hastings.
Farnham.
Napier.

Port Ahuriri.
Head Office (Wgtn.).
Accountant.
Tablet Stations.
General.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1910—*continue*

7-D. 2.

SOUTH ISLAND MAIN LIFES & BRANCHES—
continued.
Waihoia.
Milburn.
Milton (Coaching).
Tairāwhiti (Goods).
Waikahuna.
Lawrence (Coaching).
" (Goods).
Lovell's Flat.
Surgepit.
Balclutha (Coaching).
" (Goods).
Waiwera.
Clinton.
Waipahi.
Taupo.
Kelso.
Heriot.
Pukerau.
Gore (Coaching).
" (Goods).
Riversdale.
Switzer.
Balfour.
Mataura.
Edendale.
Wyndham.
Woodland.
Invercargill (Pass.).
" (Parcels).
" (Goods).
" Head Office.
Waimahaka.
Bluff (Coaching).
" (Goods).
" Wharf.
Makarere.
Thorobury.
Rivercon.
Orengi.
Tuatapere.
Fairfax.
Otatau.
Nightcaps.
Winton.
Central Bush.
Dipton.
Lumsden.
Kingston.
Through traffic
(Westland).
Through traffic
(Westland).
Accountant.
Tablet stations.
General.
Totals.

WESTLAND SECTION—
Hokitika.
Kahurangi.
Grey mouth (Coach'g).
" (Goods).
" Head Office.
Runanga.
Brunner.
Stillwater.
Ngahere.
Ahauru.
Totara Flat.
Reefton.
Moana.
Otira.
Accountant.
Through traffic
(S.T.M.L. & B.).
Totals.

WESTPORT SECTION—
Westport.
Waimanagaro Junction.
Grantly.
Head Office.
Tablet stations.
General.
Totals.

NELSON SECTION—
Nelson.
Richmond.
Wakefield.
Belgrave.
Kohatu.
Head Office.
General.
Totals.

PICTON SECTION—
Picton.
Blenheim.
Head Office.
General.
Totals.

LAKE WAKATIPU STRAMERS: Totals.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1910.

Description.	Class.	Kawakawa.	Whangarei.	Kathu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.												
Sleepers, bogie, 50 feet	AA	...	...	...	8	...	...	...	...	...	...	8
First-class day-cars, bogie, 50 feet	AA	...	...	...	10	...	...	...	...	...	...	10
Second-class cars, bogie, 50 feet	AA	...	...	...	22	...	...	...	...	...	...	22
Refreshment-cars, " 50 feet	AA	...	...	...	6	...	...	...	...	...	...	6
Royal saloon, bogie, 50 feet	AA	...	...	...	2	...	...	...	...	...	...	2
Royal saloon, bogie, 44 feet	A	...	...	...	...	...	1	...	...	...	...	1
Gallery-cars, " 44 feet	A	...	...	...	...	...	5	...	...	...	...	5
Saloon, bogie, 44 feet	A	...	...	...	...	...	1	...	...	...	...	1
" " 41 feet	A	...	...	...	5	...	4	...	...	...	...	9
" " 39½ feet	A	...	...	...	7	...	7	...	...	...	...	14
" " 37½ feet	A	...	...	...	2	...	...	...	...	...	...	2
" " 35 feet	A	...	...	...	1	...	...	2	...	...	...	3
Refreshment-cars, bogie, 54½ feet	A	...	...	...	1	...	...	...	...	...	...	1
" " 47½ feet	A	...	...	...	...	...	6	...	...	...	...	6
" " 44 feet	A	...	...	...	7	...	1	...	...	...	...	8
" " 31 feet	B	...	...	...	1	...	...	...	...	...	...	1
Motor-train cars, bogie, 60 feet	A	...	...	...	3	...	1	...	...	...	...	4
First-class, bogie, 52 feet	A	...	...	...	5	...	...	...	...	...	...	5
" " 47½ feet	A	...	...	...	36	...	24	...	...	...	1	61
" " 45 feet	A	...	...	...	11	...	...	...	...	...	...	11
" " 44 feet	A	...	...	...	4	...	6	...	...	...	...	10
" " 42½ feet	A	...	...	...	...	...	8	...	...	...	...	8
" " 30 feet	B	...	...	...	1	...	6	...	...	...	...	7
" 6-wheel	C	...	...	...	...	...	4	...	...	...	...	4
" 4-wheel	D	...	2	...	...	...	2	...	...	...	...	4
Composite, bogie, 60 feet	A	...	...	...	3	...	...	...	...	...	...	3
" " 50 feet	A	...	...	...	...	...	1	...	...	...	...	1
" " 47½ feet	A	...	...	...	99	...	73	5	1	2	2	182
" " 46 feet	A	...	...	...	...	...	8	...	...	...	...	8
" " 45 feet	A	...	...	...	8	...	...	...	...	...	...	8
" " 44 feet	A	...	...	...	86	...	80	9	2	2	3	182
" " 42½ feet	A	...	...	...	13	...	30	...	...	...	...	43
" " 39½ feet	A	...	...	...	4	...	4	2	1	1	1	13
" " 30 feet	B	...	...	...	20	...	20	...	...	...	...	40
" 6-wheel	C	...	4	2	...	3	5	2	...	2	...	18
" 4-wheel	D	2	...	...	...	...	...	...	...	...	...	2
Second-class, bogie, 52 feet	A	...	...	...	13	...	...	...	...	...	...	13
" " 50 feet	A	...	...	...	3	...	1	...	...	...	...	4
" " 47½ feet	A	...	...	...	52	...	51	...	1	...	...	104
" " 46 feet	A	...	...	...	...	...	4	...	...	...	...	4
" " 45 feet	A	...	...	...	16	...	...	...	...	...	...	16
" " 44 feet	A	...	...	...	77	...	100	7	3	2	2	191
" " 42½ feet	A	...	...	...	1	...	6	...	...	...	...	7
" " 39½ feet	A	...	...	...	8	...	...	1	...	1	...	10
" " 35 feet	A	...	...	...	3	...	...	...	...	...	...	3
" " 30 feet	B	...	...	...	2	...	10	...	...	...	1	13
" 6-wheel	C	...	3	2	...	5	13	2	...	2	...	27
" 4-wheel	D	1	3	...	...	...	6	...	...	...	2	12
Postal, bogie, 50 feet	A	...	...	...	8	...	2	...	...	...	...	10
" " 44 feet	A	...	...	...	...	...	4	...	...	...	...	4
" " 39½ feet	A	...	...	...	2	...	...	...	...	...	...	2
" " 30 feet	B	...	...	...	...	...	3	...	...	...	...	3
" " composite, 44 feet	A	...	...	...	4	...	...	...	...	...	...	4
Totals	...	3	12	4	554	8	497	30	8	12	12	1,140
WAGONS, ETC.												
Brake-vans, 4-wheel	F	2	4	2	23	2	54	7	2	4	3	103
" bogie	F	...	...	...	148	1	93	9	4	...	1	256
" Fell	F	...	...	...	7	...	...	1	...	...	...	8
Horse-boxes	G	...	...	...	108	...	71	4	...	1	2	186
Cattle	H	2	2	...	181	2	171	10	2	3	2	375
Sheep	J	...	...	...	556	20	406	3	...	5	24	1,014
Covered goods	K	1	5	1	213	...	322	15	3	6	3	569
Sleeping-vans	K	...	...	...	26	...	43	3	1	1	...	74
High-sides	L	5	12	4	3,177	21	3,977	168	12	73	114	7,563
"	LA	...	...	...	250	...	1,326	...	...	...	...	1,576
Wharf	LB	...	...	...	...	...	...	45	...	...	...	45
Low-sides	M	4	18	12	372	25	815	50	24	14	21	1,355
" steel	MA	...	...	...	100	...	...	...	...	...	...	100
Work-train	MB	...	...	...	70	...	75	...	...	...	...	145
Timber	N	10	72	40	201	...	165	36	32	8	...	564
Iron hopper	O	...	...	...	50	...	...	...	109	...	...	159
Platform coal	P	9	95	...	...	...	...	...	...	...	...	104
Movable hopper	Q	...	...	...	...	...	...	434	514	...	...	948
Frozen meat	W	...	...	...	105	...	65	...	...	10	...	180
Cool, insulated	X	...	2	...	155	...	11	...	...	...	...	168
" ventilated	XA	...	...	...	101	...	63	...	...	...	7	171
Work-train hopper	Y	...	...	...	78	...	31	20	...	...	...	129
"	YB	...	...	...	63	...	62	...	...	...	...	125
Carried forward	...	33	210	59	5,984	71	7,750	805	703	125	177	15,917

RETURN No. 13—continued.
STATEMENT of CARRIAGE and WAGON STOCK, &c.—continued.

Description.	Class	Kawakawa.	Whangarei.	Kaibu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WAGONS, ETC.—continued.												
Brought forward ...	...	33	210	59	5,984	71	7,750	805	703	125	177	15,917
High-side, bogie ...	R	...	...	2	192	...	51	9	...	...	...	254
" " ...	R _B	...	...	...	45	...	21	...	...	...	...	66
" " ...	R _D	...	...	...	16	...	...	...	...	...	...	16
Sheep, " ...	S	...	...	...	73	...	52	...	...	...	...	125
Oattle, " ...	T	...	...	...	49	...	21	...	...	...	...	70
Platform, " ...	U	1	2	...	206	4	61	28	...	2	4	308
Gas storeholders, bogie ...	U _A	...	...	...	6	...	6	...	...	...	...	12
Platform, " ...	U _B	...	...	...	137	...	40	34	...	...	...	211
" " ...	U _D	...	...	...	48	...	...	...	...	...	...	48
Horse-boxes, " ...	U _G	...	...	...	16	...	12	...	...	...	...	28
Frozen meat, " ...	V	...	...	...	46	...	55	...	...	...	...	101
Covered goods, " ...	Z	...	...	...	43	...	21	...	...	...	...	64
Totals ...	...	34	212	61	6,861	75	8,090	876	703	127	181	17,220
TARPAULINS ...	...	13	37	24	4,941	55	7,230	245	42	120	190	12,897

RETURN No. 14.
STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1910.

Class.	Type.	Cylinders.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
		Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.											
A	Tender (4cyl.balanced compound)	12 & 19	22	6	4 6	6	30½	...	...	...	20	...	7	...	...	...	...	27
A	Tender, simple	17	26	6	4 6	6	30½	...	...	...	...	...	1	...	...	...	...	1
B	"	16	22	8	3 6½	4	30½	...	...	...	...	...	8	...	...	...	...	8
Bc	" compound	11½ & 19	20	8	3 7	{ 2 2 2 }	{ 28 28 30 }	...	...	...	1	...	...	...	...	...	...	1
C	Tank	9½	18	4	2 6½	2	18	1	1	...	2	...	...	...	2	...	...	6
D	"	9½	18	4	3 0½	2	18	1	...	...	8	2	15	1	...	1	1	29
E	" (articulated compound)	9½ & 16	18	12	3 0½	2	26½	...	...	...	1	...	...	...	...	...	...	1
F	"	10½	18	6	3 0½	...	...	...	...	2	24	...	37	5	2	1	...	71
FA	"	12	18	6	3 0½	2	24	...	2	...	5	1	6	1	2	2	1	20
G	"	10½	18	4	3 0½	4	21	...	...	...	...	...	...	...	...	...	4	4
H	" "Fell"	14	16	4	2 8	2	30	...	...	...	6	...	...	...	...	...	...	6
J	Tender	14	20	6	3 6½	2	24½	...	...	...	17	...	15	...	...	...	...	32
K	"	12	20	4	4 1½	4	30½	...	...	...	2	...	6	...	...	...	...	8
L	Tank	12	18	4	3 6½	6	26½	...	...	...	9	...	1	...	...	...	...	10
LA	"	12	18	4	3 9	4	26½	...	...	...	...	...	...	5	...	...	...	5
M	"	13	20	4	3 6½	6	28½	...	...	...	4	...	...	...	...	...	...	4
N	Tender	15	20	6	4 1½	4	28½	...	...	...	10	...	...	...	...	...	...	10
NA	"	15	20	6	4 1	4	30	...	...	...	2	...	...	...	...	...	...	2
NC	" compound	10 & 17	20	6	4 1	4	30	...	...	...	2	...	...	...	...	...	...	2
O	"	10 & 17	18	6	4 1	4	30	...	...	...	2	...	...	...	...	...	...	2
OA	"	15	18	8	3 0½	2	28½	...	...	...	6	...	...	...	...	...	...	6
OB	" compound	11 & 18	20	8	3 7	2	30	...	...	...	1	...	...	...	...	...	...	1
OC	"	16	20	8	3 7	2	30	...	...	...	2	...	...	...	...	...	...	2
P	" compound	11 & 18	20	8	3 7	2	30	...	...	...	1	...	...	...	...	...	...	1
Q	"	15	20	8	3 5	2	26½	...	...	...	4	...	6	...	...	...	...	10
R	"	16	22	6	4 1½	{ 2 4 }	{ 30 26½ }	...	...	...	6	...	7	...	...	...	...	13
S	Single Fairlie	12½	16	6	3 0½	4	36½	...	...	...	10	...	8	...	...	...	...	18
T	"	13	16	6	3 0½	4	36½	...	...	...	4	...	...	...	...	...	...	4
U	Tender	15	18	8	3 0½	2	24½	...	...	...	2	...	4	...	...	...	...	6
UA	"	16	20	6	4 6	4	30½	...	...	...	...	...	9	...	...	...	...	9
UB	"	16	20	6	4 1½	4	30	...	...	...	...	...	6	...	...	...	...	6
UB	"	16	20	6	4 1½	4	26½	...	...	...	...	...	20	...	...	...	...	20
UC	"	16	22	6	4 1½	4	30	...	...	...	...	...	2	...	...	...	...	2
UD	"	16	22	6	4 1½	4	30	...	...	...	...	...	10	...	...	...	...	10
V	"	16½	22	6	4 10	4	28	...	...	...	2	...	...	...	...	...	...	2
W	"	15	20	6	4 1½	4	26½	...	...	...	3	...	10	...	...	...	...	13
WA	Tank	14	20	6	3 0½	4	26½	...	...	...	...	...	...	2	...	...	...	2
WB	"	14	20	6	3 3½	4	28½	...	...	...	8	...	...	3	...	...	...	11
WB	"	14	20	6	3 3½	4	25	...	2	...	6	...	...	...	4	...	...	12
WD	"	14	20	6	3 3½	6	25	...	...	...	14	...	4	...	...	...	...	18
WE	"	16	22	6	3 6½	8	30½	...	...	...	2	...	...	...	...	...	...	2
WF	"	14	22	6	3 9	6	30½	...	...	...	22	...	16	...	...	...	...	38
WH	"	12	18	6	3 1	4	24½	...	...	...	3	...	...	...	...	...	...	3
WJ	"	17	20	8	3 7	{ 2 4 }	{ 30 26½ }	...	...	...	1	...	...	...	...	...	...	1
X	Tender (4cyl.balanced compound)	13½ & 22	22	8	3 9	{ 2 4 }	{ 30½ 26½ }	...	...	...	6	...	...	...	...	...	...	6
Totals		...	...	...	...	...	...	2	5	2	218	3	198	17	10	4	6	465

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):—

		Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.		Population per Mile of Railway.	Cost per Head of Population.	Train-miles run.	Gross Earnings.	Earnings per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	Net Earnings per Train-mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
							£	s. d.																		£	s. d.	£	s. d.				
Victoria	..	87,884	1,283,149	3,397	5 3	42,486,323	12,459,378	33 2 3	11,290,578	4,178,124	88-81	2,409,439	51-22	1,768,685	37-59	16-57	67	3 5	181,020,620	4,166,786	1,230	709	521 184	21-11	15-35	3-57	503	1,272	11,531	1909.			
New South Wales		310,700	1,605,009	3,560	4 8½	47,612,666	13,140,443	29 13 4	15,074,144	5,028,450	80-06	2,952,824	47-01	2,075,626	33-05	4-45	58-72	3 2	852,051,556	9,298,929	1,412	829	583 176	22-44	16-02	2-18	798	925	15,067	" 1908.			
Cape of Good Hope		221,311	622,200	3,262	3 6	32,029,068	9,848,190	51 9 7	7,160,728	2,850,139	95-50	2,246,881	75-30	603,258	20-20	1-88	78-80	4 11	7,16,251,695	1,285,969	883	686	187 136	32-40	21 00	2-40	652	1,090	10,153	31 Dec. 1909.			
Queensland	..	668,224	558,237	3,444	3 6	23,395,322	6,689,162	41 18 2	7,391,332	2,103,119	68-25	1,227,098	39-75	876,021	28-50	3-75	58-35	3 15	4 11,521,829	2,662,354	601	356	245 115	15-50	15-68	1-19	428	493	8,715	30 June.			
South Australia	..	903,690	407,000	2,027	3 6 5	15,337,463	7,567,201	37 13 8	4,955,779	1,652,043	80-01	953,551	46-18	698,492	33-83	4-55	57-72	4 1	2 13,856,709	2,168,267	815	470	345 134	21-53	12-80	1-25	343	472	6,521	" 1908.			
Natal	..	20,461	97,109	976	3 6	13,989,202	14,333,100	144 1 2	4,844,858	1,832,862	90-79	1,240,319	61-44	592,543	29-35	4-23	67-67	18 17	6 2,680,426	2,676,748	1,877	1,270	607 195	32-36	18-26	3-39	336	397	3,619	31 Dec. 1909.			
Western Australia		975,876	271,614	1,971	3 6	11,016,837	5,589,138	40 11 3	4,102,102	1,508,436	88-25	973,871	56-98	534,565	31-27	4-85	64-56	5 11	1 12,717,569	2,196,789	765	494	271 107	27-60	17-48	1-85	315	360	6,763	30 June.			
Tasmania	..	26,215	183,189	463	3 6 5	4,003,839	8,647,396	21 17 2	1,029,119	80,036	65-30	204,127	47-60	75,909	17-70	1 89	72 89	1 10	6 1,547,016	467,417	596	434	162 132	18-80	18-32	3-51	78	181	1,637	" 1899.			
New Zealand	..	104,471	746,673	2,090	3 6	16,404,076	7,849,357	21 19 5	3,968,708	1,469,665	89-00	929,737	56-22	539,928	32-78	3-29	63-26	1 19	4 4,955,553	2,624,059	712	450	262 173	18-46	16-67	3-00	293	550	9,792	31 Mar. 1900.			
"	..	104,471	758,616	2,099	3 6	16,703,887	7,958,361	22 0 5	4,187,893	1,623,891	93-00	1,052,358	60-31	571,533	32-69	3-42	64-80	2 2 10	5,468,284	3,127,824	774	501	273 188	21-32	16-17	2-93	304	577	10,295	31 Mar. 1901.			
"	..	104,471	815,349	2,174	3 6	17,207,328	7,915,375	21 2 1	4,620,971	1,727,236	89-75	1,127,848	58-58	599,388	31-17	3-47	65-30	2 2 4	6,243,593	3,339,687	794	519	275 196	19-99	17-15	2-09	306	603	10,868	31 Mar. 1902.			
"	..	104,471	833,137	2,227	3 6	18,170,722	8,159,374	21 16 2	5,066,360	1,874,586	88-75	1,252,237	59-32	622,349	29-43	3-43	66-80	2 5 0	7,356,136	3,529,177	842	562	280 196	21-35	17-78	3-03	362	701	12,444	31 Mar. 1903.			
"	..	104,471	857,985	2,262	3 6	19,081,735	8,436,379	22 4 10	5,443,333	1,974,038	87-00	1,343,415	59-23	630,623	27-77	3-30	68-05	2 6 0	7,575,390	3,730,394	873	594	279 204	21-36	18-24	3-19	372	751	12,992	31 Mar. 1904.			
"	..	104,471	882,097	2,305	3 6	20,692,911	8,977,383	23 9 2	5,685,399	2,180,641	91-75	1,438,724	60-48	741,917	31-27	3-58	65-98	2 9 5	8,306,383	4,072,576	943	622	321 213	22-21	17-22	3-14	377	809	13,433	31 Mar. 1905.			
"	..	104,471	908,114	2,347	3 6	21,701,572	9,141,387	23 17 11	6,107,079	2,209,231	86-50	1,492,900	58-46	716,331	28-04	3-30	67-58	2 8 8	8,514,112	4,011,511	938	634	304 217	21-05	18-28	3-10	389	864	13,885	31 Mar. 1906.			
"	..	104,471	933,111	2,391	3 6	22,498,972	9,410,391	24 2 3	6,413,573	2,349,704	87-75	1,621,239	60-47	728,465	27-28	3-24	69-00	2 10 4	8,826,382	4,241,422	980	675	304 229	21-99	18-86	3-01	395	906	14,127	31 Mar. 1907.			
"	..	104,471	961,604	2,427	3 6	23,504,272	9,570,396	24 8 10	6,755,454	2,624,600	93-00	1,812,482	64-21	812,118	28-79	3-45	69-06	2 14 7	9,600,786	4,592,099	1,078	744	334 253	23-37	18-90	2-80	398	966	14,605	31 Mar. 1908.			
"	..	104,471	985,318	2,469	3 6	24,366,539	9,861,399	24 14 7	7,051,274	2,761,938	93-75	1,949,759	66-18	81 2,179	27-57	3-33	70-59	2 16 1	9,756,716	4,834,534	1,114	786	328 258	24-96	19-40	2-76	410	1,002	15,475	31 Mar. 1909.			
"	..	104,471	1,016,044	2,556	3 6	27,762,592	10,351,398	27 6 6	7,458,236	2,929,526	94-00	2,114,815	67-89	814,711	26-11	3-13	72-19	2 17 8	10,457,144	4,871,874	1,148	823	320 258	25-56	20-73	3-16	452	1,116	16,476	31 Mar. 1910.			
"	..	104,471	1,035,211	2,704	3 6	28,513,476	10,494,383	27 10 10	7,889,166	3,249,790	98-75	2,169,474	65-84	1,080,316	32-91	3-80	66-76	3 2 9	11,141,142	5,223,414	1,203	803	400 230	25-35	18-96	2-96	465	1,140	17,220	31 Mar.			

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1910.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.				Drays.	Cattle.	Sheep.	Pigs.	Line Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.	
				No.	Revenue.	No.	Revenue.	Parcels.	Horses.	Carriages.	Dogs.																		Revenue.
		£		£		£	No.	No.	No.	No.	£	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	£	£	£	£	d.		
1882-83	1,358	10,478,998	2,785,685	3,283,378	362,106	8,621	14,763	308,620	9,850	975	22,716	34,658	928	27,605	421,671	27,799	11,910	51,703	75,740	197,231	367,428	350,823	510,088	1,564,823	518,330	29,496	8,757	953,347	82.00
1883-84	1,396	11,078,500	2,841,745	3,272,644	321,615	9,036	14,763	325,675	9,555	906	24,666	35,142	939	29,675	627,090	29,522	16,470	62,067	81,255	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	13,017,567	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	14,993	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	85.50
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	985,386	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	14,733,120	3,002,174	3,759,044	367,594	16,504	23,025	420,610	12,993	921	26,780	44,801	796	33,597	1,321,046	38,814	34,314	96,841	88,186	168,910	523,637	397,411	884,031	2,193,330	707,786	18,890	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	4,672,264	360,243	28,623	24,906	444,981	11,185	750	23,517	43,270	705	40,890	1,519,921	43,292	36,972	103,328	85,102	198,578	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	49,651	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	55,909	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	64,935	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	1,147,353	2,624,059	882,077	20,328	25,289	1,469,665	89.00
1899-1900	2,104	16,703,887	4,187,893	5,468,284	474,793	63,335	40,228	624,115	11,474	1159	27,066	68,488	1345	65,063	2,523,787	36,409	77,292	104,621	92,126	334,677	464,033	536,428	1,218,698	3,127,874	985,723	25,135	29,524	1,623,891	93.00
1900-1901	2,212	17,207,328	4,620,971	6,243,593	503,051	82,921	41,925	633,770	11,421	1336	30,658	72,712	1566	72,868	2,412,191	51,059	78,844	96,519	92,830	380,803	772,571	551,879	1,366,241	3,339,687	1,051,695	28,601	29,253	1,727,236	89.75
1901-1902	2,235	18,170,722	5,066,360	7,356,136	575,697	100,778	45,322	677,804	11,926	1506	30,404	79,561	1564	83,458	2,724,860	55,159	86,378	101,878	100,236	427,153	813,345	556,395	1,443,792	3,529,177	1,110,575	30,303	33,129	1,874,586	88.75
1902-1903	2,291	19,081,735	5,443,333	7,575,390	576,529	118,431	49,169	731,762	12,737	1646	34,202	87,273	1921	102,461	3,821,333	61,844	121,092	116,309	100,498	436,008	718,376	633,685	1,604,426	3,730,394	1,189,101	29,960	42,006	1,974,038	87.00
1903-1904	2,328	20,692,911	5,685,399	8,306,383	652,080	129,919	52,580	798,800	14,629	2056	36,816	110,151	2340	107,435	3,756,378	70,268	132,562	101,316	106,066	509,712	820,453	658,144	1,744,323	4,072,576	1,293,169	38,074	39,587	2,180,641	91.75
1904-1905	2,374	21,701,572	6,107,079	8,514,112	680,905	140,453	57,252	825,468	15,651	2228	38,592	115,051	2307	110,924	3,412,984	77,768	131,714	107,625	109,174	493,327	732,479	630,832	1,806,360	4,011,511	1,277,976	40,067	37,980	2,209,231	86.50
1905-1906	2,406	22,498,972	6,413,573	8,826,382	723,867	147,989	63,006	892,037	17,008	2376	40,097	142,642	2350	119,311	3,348,685	92,702	144,884	116,086	106,510	534,533	772,258	623,603	1,938,548	4,241,422	1,346,038	38,518	35,633	2,349,704	87.75
1906-1907	2,456	23,504,272	6,755,454	9,600,786	823,067	165,504	68,986	929,929	17,770	2440	42,081	151,913	2496	133,031	4,661,001	115,222	168,316	128,161	109,236	567,835	770,706	712,399	2,135,446	4,592,099	1,498,686	44,692	37,256	2,624,600	93.00
1907-1908	2,471	24,365,647	7,051,274	9,756,716	835,473	185,174	77,505	937,565	18,423	2829	47,766	176,876	2530	150,751	4,593,100	125,937	169,767	120,593	110,154	616,892	739,568	757,647	2,319,913	4,834,534	1,582,328	50,143	39,613	2,761,938	93.75
1908-1909	2,682	27,762,592	7,458,236	10,457,144	921,411	192,547	90,248	961,293	19,124	2550	50,798	187,040	2427	159,384	5,211,489	117,636	182,666	137,916	102,620	582,860	793,793	729,971	2,342,048	4,871,874	1,630,704	57,147	42,976	2,929,526	94.00
1909-1910	2,717	28,513,476	7,889,166	11,141,142	1,070,791	199,371	100,249	1,047,806	20,571	2532	51,235	192,585	2490	176,412	5,126,762	126,930	179,902	151,051	98,360	523,845	1,044,468	739,667	2,486,121	5,223,414	1,772,546	57,132	56,487	3,249,790	98.75

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.	
d.	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	
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	£	£	d.	£	£	d.	£	£	d.	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	17.96	14.09	..	..	..	41,345	4.30	3.49	..	..	..	655,990
1884-85	57.45	65.99	254,329	24.32	176.87	21.18	166,576	15.93	13.87	56,245	5.38	4.68	171,822	16.43	14.30	..	..	..	41,055	3.93	3.42	..	..	..	690,026
1885-86	54.85	65.91	247,566	23.64	160.32	19.67	162,860	15.55	12.94	55,303	5.28	4.40	180,352	17.22	14.33	..	..	..	44,259	4.22	3.51	..	..	..	690,340
1886-87	55.76	69.99	252,530	25.28	149.85	20.14	166,407	16.66	13.27	59,107	5.92	4.72	177,825	17.80	14.18	..	..	..	43,203	4.33	3.45	..	..	..	699,072
1887-88	56.02	69.09	246,340	24.76	141.35	20.08	159,757	16.06	13.02	65,018	6.54	5.30	173,991	17.49	14.18	..	..	..	42,222	4.24	3.44	..	..	..	687,328
1888-89	55.54	64.86	232,915	23.35	131.31	19.99	153,807	15.42	13.20	55,422	5.55	4.76	176,995	17.74	15.19	..	..	..	27,906	2.80	2.40	..	..	..	647,045
1889-90	57.13	62.32	242,075	22.10	134.70	20.26	159,180	14.53	13.32	67,211	6.13	5.62	182,427	16.65	15.27	..	..	..	31,894	2.91	2.66	..	..	..	682,787
1890-91	58.09	62.47	241,330	21.51	132.27	20.01	172,064	15.34	14.26	66,228	5.91	5.49	193,461	17.25	16.04	..	..	..	27,622	2.46	2.29	..	..	..	700,703
1891-92	56.32	63.34	245,163	21.98	131.41	19.54	177,156	15.88	14.12	57,723	5.17	4.60	198,654	17.81	15.84	..	..	..	27,822	2.50	2.22	..	..	..	706,517
1892-93	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	..	..	..	735,350
1894-95	54.54	63.62	272,718	23.70	138.57	20.32	175,758	15.27	13.09	50,949	4.43	3.79	201,641	17.52	15.02	..	..	..	31,095	2.70	2.32	..	..	..	732,160
1895-96	54.53	63.51	282,593	23.89	141.45	20.51	185,669	15.69	13.47	54,692	4.62	3.97	207,253	17.52	15.04	37,979	3.21	2.76	..	..	..	16,818	1.42	1.22	751,368
1896-97	55.55	61.35	301,981	23.48	149.77	21.26	190,543	14.82	13.41	65,825	5.12	4.64	213,914	16.63	15.06	39,072	3.03	2.75	..	..	..	32,280	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
1900-1901	58.58	65.30	426,405	24.69	196.14	22.15	293,333	16.98	15.24	91,532	5.30	4.75	246,159	17.15	15.38	51,590	2.99	2.68	..	..	..	31,221	1.81	1.62	1,127,848
1901-1902	59.32	66.80	436,847	23.30	196.17	20.69	351,172	18.73	16.64	99,522	5.31	4.71	333,211	17.78	15.79	56,756	3.03	2.69	..	..	..	25,271	1.35	1.20	1,252,237
1902-1903	59.23	68.05	460,398	23.32	203.55	20.30	378,575	19.18	16.69	105,976	5.37	4.67	360,061	18.24	15.89	62,997	3.19	2.77	..	..	..	24,592	1.25	1.08	1,343,415
Lake Wakatipu Steamers.																									
1903-1904	60.48	65.98	490,819	22.58	212.94	20.72	414,168	19.05	17.48	111,988	5.15	4.73	374,347	17.22	15.80	68,223	3.14	2.88	6,048	86.45	..	26,869	1.23	1.13	1,438,724
1904-1905	58.46	67.58	508,735	23.09	216.64	19.99	425,717	19.32	16.73	109,918	4.99	4.32	402,715	18.28	15.83	68,353	3.10	2.68	5,198	88.14	..	27,736	1.26	1.09	1,492,900
1905-1906	60.47	69.00	546,805	23.33	228.67	20.46	463,315	19.98	17.52	119,437	5.10	4.47	442,064	18.86	16.54	70,539	3.01	2.64	5,227	87.33	..	31,148	1.33	1.16	1,621,239
1906-1907	64.21	69.06	613,890	23.45	252.78	21.81	522,100	19.94	18.55	135,793	5.19	4.82	494,942	18.90	17.58	73,376	2.80	2.61	5,082	82.52	..	32,701	1.25	1.16	1,812,482
1907-1908	66.18	70.59	638,560	23.18	258.31	21.73	572,586	20.78	19.49	160,818	5.84	5.47	534,634	19.40	18.20	76,082	2.76	2.59	5,377	81.02	..	38,298	1.39	1.30	1,949,759
1908-1909	67.89	72.19	656,154	22.45	257.63	21.11	628,410	21.50	20.22	165,850	5.67	5.34	605,940	20.73	19.50	92,445	3.16	2.98	5,058	78.56	..	39,042	1.33	1.26	2,114,815
1909-1910	65.84	66.76	620,008	19.12	229.94	18.86	669,559	20.65	20.37	163,833	5.05	4.98	615,033	18.96	18.71	95,902	2.96	2.92	5,139	75.99	..	2,169,479	..	..	2,169,479

RETURN No. 17.

STATEMENT of STORES CONTRACTS, &c., current during the Year ending 31st March, 1910.

Service.	Period.	Name of Contractor.	Rate.
General stores—			
Auckland—			
General ironmongery	31/3/1911	A. and T. Burt (Limited)	As per tender (ga-
Furnishing ironmongery	"	Briscoe and Co. "	zatted).
Ironmongery — Bolts, nuts, and rivets	"	John Burns and Co. (Limited)	Ditto.
" Tools, &c.	"	Briscoe and Co. "	"
" Plumbers' and gas-fitters'	"	John Burns and Co. "	"
Soap and candles	"	John Newton and Sons (Limited)	"
Drapery	"	Sargood, Son, and Ewen "	"
Galvanised iron and tinware goods	"	A. and T. Burt "	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	John Burns and Co. (Limited)	"
Oils, colours, &c.	"	"	"
Oil, kerosene	"	Vacuum Oil Company "	"
Ship-chandlery, &c.	"	John Burns and Co. "	"
Bricks, red	"	J. J. Craig "	"
Drain-pipes	"	"	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	A. and T. Burt "	"
Iron and steel	"	Briscoe and Co. "	"
Iron, sheet, galvanised	"	Southern Cross Galvanised Iron Company (Limited)	"
Leather, &c.	"	John Burns and Co. (Limited)	"
Colonial cement	"	Burnside Hydraulic Lime and Cement Company (Limited)	"
Colonial lime	"	J. J. Craig (Limited)	"
Wellington—			
General ironmongery	"	Briscoe and Co. (Limited)	"
Furnishing ironmongery	"	"	"
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	"	"
Explosives	"	W. M. Bannatyne and Co. (Limited)	"
Soap and candles	"	John Newton and Sons (Limited)	"
Drapery	"	Te Aro House	"
Galvanised iron and tinware goods	"	A. and T. Burt	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Smith and Smith (Limited)	"
Oil, kerosene	"	Vacuum Oil Company (Limited)	"
Ship-chandlery, &c.	"	Briscoe and Co. "	"
Bricks, red	"	P. Hutson and Co. "	"
Drain-pipes	"	Herbert Hill	"
Firebricks and fireclay	"	P. Hutson and Co. (Limited)	"
Indiarubber goods, &c.	"	A. R. Hislop	"
Iron and steel	"	Briscoe and Co. (Limited)	"
Leather, &c.	"	"	"
Colonial cement	"	Burnside Hydraulic Lime and Cement Company (Limited)	"
Colonial lime	"	J. J. Craig (Limited)	"
Christchurch—			
General ironmongery	"	Ashby, Bergh, and Co. (Limited)	"
Furnishing ironmongery	"	"	"
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	"	"
Explosives	"	"	"
Soap and candles	"	McLeod Bros. (Limited)	"
Drapery	"	Ross and Glendining (Limited)	"
Galvanised iron and tinware goods	"	Ashby, Bergh, and Co. "	"
Chemicals, drugs, &c.	"	"	"
Disinfectants	"	"	"
Oils, colours, &c.	"	E. Reece and Sons	"
Oil, kerosene	"	Vacuum Oil Company (Limited)	"
Ship-chandlery, &c.	"	E. Reece and Sons	"
Bricks, red	"	Ashby, Bergh, and Co. (Limited)	"
Drain-pipes	"	"	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	"	"
Iron and steel	"	Anderson's (Limited)	"
Leather, &c.	"	Ashby, Bergh, and Co. (Limited)	"
Colonial cement	"	Christchurch Brick Company (Limited)	"
Colonial lime	"	"	"

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

Service.	Period.	Name of Contractor.	Rate.
General stores—<i>continued.</i>			
Dunedin—			
General ironmongery	31/3/1911	Briscoe and Co. (Limited)	As per tender (ga-
Furnishing ironmongery	"	John Edmond	zatted).
Ironmongery—Bolts, nuts, and rivets	"	"	Ditto.
Tools, &c.	"	"	"
Plumbers' and gas-fitters'	"	Briscoe and Co. (Limited)	"
Explosives	"	"	"
Soap and candles	"	McLeod Bros. (Limited)	"
Drapery	"	Ross and Glendining (Limited)	"
Galvanised iron and tinware goods	"	Briscoe and Co. (Limited)	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Briscoe and Co. (Limited)	"
Oil, kerosene	"	Vacuum Oil Company (Limited)	"
Ship-chandlery, &c.	"	Briscoe and Co. (Limited)	"
Bricks, red	"	C. and W. Gore	"
Drain-pipes	"	P. McSkimming and Son	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	A. and T. Burt (Limited)	"
Iron and steel	"	Briscoe and Co.	"
Leather, &c.	"	Brace, Windle, Blyth, and Co.	"
Colonial cement	"	Milburn Lime and Cement Company (Limited)	"
Colonial lime	"	Ditto	"
Invercargill—			
General ironmongery	"	Briscoe and Co. (Limited)	"
Furnishing ironmongery	"	John Edmond	"
Ironmongery—Bolts, nuts, and rivets	"	"	"
Tools, &c.	"	"	"
Plumbers' and gas-fitters'	"	Briscoe and Co. (Limited)	"
Explosives	"	"	"
Drapery	"	Ross and Glendining (Limited)	"
Galvanised iron and tinware goods	"	Briscoe and Co.	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Briscoe and Co. (Limited)	"
Ship-chandlery, &c.	"	"	"
Drain-pipes	"	T. Todd and Sons	"
Firebricks and fireclay	"	P. McSkimming and Son	"
Indiarubber goods, &c.	"	A. and T. Burt (Limited)	"
Iron and steel	"	Briscoe and Co.	"
Leather, &c.	"	Brace, Windle, Blyth, and Co.	"
Colonial cement	"	J. E. Watson and Co. (Limited)	"
Colonial lime	"	"	"
Greymouth—			
General ironmongery	"	D. McLean	"
Furnishing ironmongery	"	"	"
Ironmongery—Bolts, nuts, and rivets	"	Forsyth and McKay	"
Tools, &c.	"	"	"
Plumbers' and gas-fitters'	"	D. McLean	"
Soap and candles	"	John Newton and Sons (Limited)	"
Drapery	"	Te Aro House (Limited)	"
Galvanised iron and tinware goods	"	D. McLean	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	D. McLean	"
Oil, kerosene	"	"	"
Ship-chandlery, &c.	"	Forsyth and McKay	"
Bricks, red	"	"	"
Drain-pipes	"	"	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	"	"
Iron and steel	"	"	"
Colonial cement	"	D. McLean	"
Colonial lime	"	Forsyth and McKay	"
Westport—			
General ironmongery	"	G. H. Gothard (Limited)	"
Furnishing ironmongery	"	"	"
Ironmongery—Bolts, nuts, and rivets	"	"	"
Tools, &c.	"	"	"

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

Service.	Period.	Name of Contractor.	Rate.
General stores—<i>continued.</i>			
Westport—<i>continued.</i>			
Soap and candles	31/3/1911	John Newton and Sons (Limited) ..	As per tender (ga-
			zatted).
Drapery	"	Ross and Glendining ..	Ditto.
Chemicals, drugs, &c. ..	"	Kemphorne, Prosser, and Co. (Limited) ..	"
Disinfectants	"	G. H. Gothard (Limited) ..	"
Iron and steel	"	" ..	"
Brushware—			
North Island Sections	"	G. Trevethick ..	As per tender.
South Island	"	Bunting and Co. (Limited) ..	"
Candles and soap—			
South Island Sections	"	McLeod Bros. (Limited) ..	"
Printing and stationery			
Horse-forage, at Christchurch	31/3/1910	Government Printer ..	As per agreement.
	"	T. Wreaks ..	As per tender.
Cartage at Wellington			
.. ..	"	Munt, Cottrell, and Co. (Limited) ..	"
Coal-supply—			
Whangarei Section	"	Hikurangi Coal Company (Limited) ..	"
Auckland	"	Taupiri Coal-mines ..	"
Dunedin	"	New Zealand Coal and Oil Company (Limited) ..	"
Southland	"	Nightcaps Coal Company ..	"
Auckland	"	State Mines ..	17/6 to 23/ per ton.
"	"	Westport Coal Company ..	21/6 to 25/ "
"	"	Westport-Stockton Coal Company ..	23/ "
"	"	Greymouth-Point Elizabeth Coal Com-	23/ "
		pany ..	
"	"	Importers ..	19/8 to 20/3 "
"	"	State Mines ..	16/6 to 25/ "
Wellington—Manawatu and Napier Sec-			
tions			
Ditto	"	Westport Coal Company ..	21/6 to 27/6 "
"	"	Westport-Stockton Coal Company ..	20/6 to 26/6 "
"	"	Greymouth-Point Elizabeth Coal Com-	16/6 to 22/ "
		pany ..	
"	"	Blackball Coal Company ..	21/ to 25/ "
"	"	Paparoa Coal Company ..	15/6 to 18/6 "
"	"	Importers ..	20/ to 23/6 "
Christchurch Section			
"	"	State Mines ..	17/6 to 21/6 "
"	"	Westport Coal Company ..	19/6 to 25/ "
"	"	Westport-Stockton Coal Company ..	18/6 to 23/6 "
"	"	Blackball Coal Company ..	22/ to 23/ "
"	"	Paparoa Coal Company ..	22/6 "
"	"	Greymouth-Point Elizabeth Coal Com-	21/6 "
		pany ..	
"	"	H. Levick ..	13/ "
"	"	Importers ..	20/6 to 22/6 "
Dunedin			
"	"	State Mines ..	18/6 to 22/6 "
"	"	Westport Coal Company ..	21/6 to 25/ "
"	"	Greymouth-Point Elizabeth Coal Com-	20/ to 23/ "
		pany ..	
"	"	Westport-Stockton Coal Company ..	19/6 to 23 "
"	"	Blackball Coal Company ..	24/ "
"	"	Bruce Railway and Coal Company ..	7/10 to 8/ "
"	"	Importers ..	21/9 to 22/6 "
Invercargill			
"	"	State Mines ..	19/6 to 23/6 "
"	"	Westport Coal Company ..	25/ "
"	"	Greymouth-Point Elizabeth Coal Com-	23/ "
		pany ..	
"	"	Blackball Coal Company ..	24/6 "
Westland			
"	"	State Mines ..	10/2 to 13/2 "
"	"	Paparoa Coal Company ..	10/ "
"	"	Greymouth-Point Elizabeth Coal Com-	12/6 to 15 "
		pany ..	
Westport			
"	"	State Mines ..	7/6 to 8/10 "
"	"	Westport Coal Company ..	11/ "
Native Timber Supply—			
Dunedin	"	Massey and Co. ..	As per tender.
Invercargill	"	" ..	"
North Island	"	Kakahi State Sawmill ..	"
Uniforms—			
Stationmasters	31/3/1911	Ross and Glendining (Limited) ..	"
Guards and porters	"	A. Levy ..	"
Uniform caps—			
Stationmasters, summer	"	Ross and Glendining (Limited) ..	9/8 each.
" winter	"	" ..	9/9 "
Drivers and firemen, summer	"	" ..	3/6 "
" winter	"	" ..	4/6 "
Guards and porters, summer	"	" ..	3/6 "
" winter	"	" ..	3/9 "
White linen cap-covers	"	" ..	10 1/2d. "
Rainproof cap-covers	"	" ..	2/ "

RETURN No. 17—continued.

STATEMENT OF STORES CONTRACTS, &c.—continued.

Service.	Period.	Name of Contractor.	Rate.
55,000 gallons 300° mineral colza oil ..	31/3/1910	James Service and Co. ..	9½d. per gal.
6,000 " double-boiled linseed-oil ..	30/4/1909	Mason, Struthers, and Co. (Limited) ..	2/3 7/8 "
4,700 " raw linseed-oil ..		" " " " " " ..	2/2 7/8 "
8,000 " double-boiled linseed-oil ..	30/6/1910	" " " " " " ..	2/10 "
2,000 " raw linseed-oil ..		" " " " " " ..	2/9 "
40,000 " special blended axle oil ..	31/3/1910	James Service and Co. ..	10d. "
60,000 " castor oil ..	31/12/1909	Landale and Clark (Limited) ..	Calcutta rates.
60,000 " " ..	31/12/1910	" " " " " " ..	" "
150 hand signal lamps ..	31/3/1910	A. and T. Burt (Limited) ..	11/ each.
100 train tail lamps ..	"	T. Garland and Co. ..	9/7 "
3,885 gallons best varnish ..	31/12/1910	Briscoe and Company (Limited) ..	As per tender.
Ironbark timber at Auckland ..	31/12/1909	J. W. Wallace and Co. ..	24/9 & 30/9 per 100 ft.
" " Wanganui ..	"	" " " " " " ..	27/6 and 32/6 "
" " Lyttelton ..	"	" " " " " " ..	24/ and 30/ "
" " Dunedin ..	"	" " " " " " ..	26/9 and 31/9 "
" " Wellington ..	"	Gollin and Co. Proprietary (Limited) ..	25/6 and 27/6 "
" " Picton ..	"	" " " " " " ..	27/ and 30/6 "
" " Invercargill ..	"	Samuel Brown (Limited) ..	21/ "
" " Nelson ..	"	" " " " " " ..	25/6 "
" " Greymouth ..	"	Fraser and Co. ..	26/ and 31/6 "
" " Westport ..	"	" " " " " " ..	26/ "
" piles at Auckland ..	"	J. W. Wallace and Co. ..	2/7 per lin. ft. "
" " Wanganui ..	"	" " " " " " ..	2/9 "
" " Lyttelton ..	"	" " " " " " ..	2/11 "
" " Dunedin ..	"	" " " " " " ..	2/6 "
" " Wellington ..	"	Gollin and Co. Proprietary (Limited) ..	2/7 "
" " Picton ..	"	" " " " " " ..	2/5 "
" " Invercargill ..	"	Samuel Brown (Limited) ..	2/8 "
" " Nelson ..	"	" " " " " " ..	2/8 "
" " Greymouth ..	"	Fraser and Co. ..	2/11 "
Brush-box timber at Auckland ..	"	J. W. Wallace and Co. ..	24/9 per 100 ft.
" " Wellington ..	"	Gollin and Co. Proprietary (Limited) ..	27/6 "
" " Greymouth ..	"	Fraser and Co. ..	24/6 "
190,000 Jarrah sleepers, 7 ft. by 8 in. by 5 in.—	31/3/1910	South-west Timber-hewers' Co-operative Society (Limited) ..	4/ each.
2,000 Ironbark sleepers, 7 ft. by 8 in. by 5 in.—	"	Richardson and Blair ..	4/4 "
6,900 Ironbark sleepers, 7 ft. by 8 in. by 6 in.—	31/12/1909	" " " " " " ..	3/11 "
Auckland District—			
Kauri timber ..	31/3/1910	Merchants and mills in district ..	16/6 to 42/6 per 100 ft.
Red-pine " ..	"	" " " " " " ..	10/ to 20/ "
White-pine " ..	"	" " " " " " ..	7/6 to 12/ "
Matai " ..	"	" " " " " " ..	17/ to 21/6 "
Totara " ..	"	" " " " " " ..	17/ to 22/ "
V.D.L. " ..	"	" " " " " " ..	21/6 "
Mangalo " ..	"	" " " " " " ..	20/ "
Jarrah " ..	"	Millar's Jarrah Company ..	19/ to 23/ "
Teak " ..	"	Castendyk and Focke ..	6½d. per ft.
Wellington—Napier—New Plymouth District—			
Kauri timber ..	"	Merchants in district ..	22/ to 39/6 per 100 ft.
Red-pine " ..	"	Merchants and mills in district ..	8/6 to 20/ "
" " (figured) ..	"	" " " " " " ..	20/6 to 23/ "
White-pine " ..	"	" " " " " " ..	7/6 to 10/6 "
Matai " ..	"	" " " " " " ..	18/6 to 24/6 "
Totara " ..	"	" " " " " " ..	12/ to 27/6 "
Clear-pine " ..	"	Merchants in district ..	7½d. per ft.
Powellised red-pine timber ..	"	N.Z. Powell Wood Process (Limited) ..	15/ per 100 ft.
" white-pine " ..	"	" " " " " " ..	14/6 "
Jarrah timber ..	"	Millar's Jarrah Company ..	19/ to 26/6 per 100 ft.
Teak " ..	"	Castendyk and Focke ..	6½d. per ft.
Christchurch District—			
Kauri timber ..	"	Merchants in district ..	12/3 to 33/ per 100 ft.
Red-pine " ..	"	" " " " " " ..	11/6 to 21/ "
White-pine " ..	"	" " " " " " ..	12/6 to 13/ "
Matai " ..	"	" " " " " " ..	22/6 "
Totara " ..	"	" " " " " " ..	24/ to 28/6 "
V.D.L. " ..	"	" " " " " " ..	15/ to 15/6 "
Yellow-pine " ..	"	" " " " " " ..	33/ "
Sugar-pine " ..	"	" " " " " " ..	33/ "
Red-pine " (figured) ..	"	" " " " " " ..	23/9 to 25/ "
Clear-pine " ..	"	" " " " " " ..	8d. and 9d. per ft.
Teak " ..	"	Castendyk and Focke ..	6½d. per ft.
Jarrah " ..	"	Merchants in district ..	23/ to 27/ per 100 ft.

RETURN NO. 17—continued.

STATEMENT OF STORES CONTRACTS, &c.—continued.

Service.	Period.	Name of Contractor.	Rate.
Dunedin District—			
Clear-pine timber	31/3/1910	Merchants in district	60/ to 62/6 per 100 ft.
Kauri "	"	"	12/3 to 33/ "
Mangaio "	"	"	20/ "
Jarrah "	"	"	19/ to 22/ "
Teak "	"	Castendyk and Focke	6 ³ / ₄ d. per ft.
Invercargill District—			
Baltic-pine timber	"	Merchants in district	34/6 to 37/6 per 100 ft.
Jarrah "	"	"	26/ "
V.D.L. "	"	"	20/ "
Red-birch "	"	"	7/6 "
Westland District—			
Red-pine timber	"	Merchants and mills in district	7/ to 16/ per 100 ft.
Silver-pine "	"	"	18/ to 20/6 "
White-pine "	"	"	6/3 to 8/ "
Matai "	"	"	22/6 "
Birch "	"	"	9/6 "
Westport District—			
Red-pine timber	"	"	9/ to 17/6 per 100 ft.
Totara "	"	"	18/ to 20/ "
Yellow-pine "	"	"	20/ to 25/ "
Birch "	"	"	13/6 "
Cedar "	"	"	16/6 to 18/ "
Nelson District—			
Red-pine timber	"	Merchants in district	10/6 to 15/ "
White-pine "	"	"	9/ to 15/9 "
Totara "	"	"	20/ to 34/6 "
Matai "	"	"	16/ "
Birch "	"	"	15/6 to 16/6 "
V.D.L. "	"	"	9/ per 100 lin. ft.
Picton District—			
Red-pine timber	"	"	12/6 to 19/6 per 100 ft.
White-pine "	"	"	11/ to 13/6 "
Totara "	"	"	14/6 to 30/ "
Matai "	"	"	19/6 to 20/ "
Jarrah "	"	"	27/ "
Auckland District—			
20,000 totara sleepers	"	Settlers and mills in district	3/, 3/3, and 3/6 each.
2,600 " "	"	Kakahi State Sawmill	3/ "
5,600 " "	"	Public Works Department	3/ and 3/6 "
1,200 puriri "	"	Settlers in district	4/ and 4/3 "
2,050 white-pine sleepers	"	Kakahi State Sawmill	1/9 "
4,530 " "	"	Public Works Department	1/9 "
600 red-pine sleepers	"	"	1/9 "
3,630 powellised red-pine sleepers	"	N.Z. Powell Wood Process (Limited)	3/ "
1,650 powellised white-pine sleepers	"	"	3/ "
Wellington—Napier—New Plymouth District—			
2,630 totara sleepers	"	Settlers and mills in district	3/ and 3/6 each.
2,600 creosoting sleepers	"	Public Works Department	1/9 "
3,550 " "	"	Settlers and mills in district	1/9 "
Invercargill District—			
17,650 creosoting sleepers	"	"	1/8 each.
Westland District—			
51,740 silver-pine sleepers	"	"	3/3 "
Westport District—			
18,650 silver-pine sleepers	"	"	3/3 and 3/5 each.
Jarrah crossing sleepers—			
105,250 sup. ft. at Auckland	30/6/1909	South-west Timber-hewers' Co-operative Society (Limited)	16/8 per 100 ft.
56,050 " Wellington	"	Ditto	"
59,160 " Wanganui	"	"	"
29,870 " Westport	"	"	"
340 " Greymouth	"	"	"
116,400 " Dunedin	"	"	"

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, and PUMPS for the Year ending 31st March, 1910.

Description.	Kawakawa.	Whangarei.	Kaiti.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES—											
1 cwt. ..	..	..	..	..	1	1	..	..	..	..	2
1 1/2 " ..	..	..	..	..	..	1	..	..	..	..	1
2 " ..	..	..	..	..	..	1	4	..	..	..	5
1 1/2 " ..	..	..	..	..	..	..	..	..	..	..	..
2 " ..	..	..	3	..	13	13	2	1	..	..	32
2 1/2 " ..	..	1	..	..	..	11	..	..	..	..	12
2 3/4 " ..	..	..	..	..	..	2	..	..	..	..	2
3 " ..	..	..	..	..	6	7	5	..	2	..	20
3 1/2 " ..	..	..	..	..	..	1	..	..	..	..	1
4 " ..	2	..	..	..	49	31	3	1	..	..	86
5 " ..	..	1	..	..	29	30	1	..	6	..	67
5 1/2 " ..	..	..	..	..	..	4	..	..	..	..	4
6 " ..	..	..	1	2	26	43	1	1	..	..	74
6 1/2 " ..	..	..	..	..	..	1	..	..	..	..	1
7 " ..	..	1	..	..	9	9	..	..	..	..	19
8 " ..	..	..	..	..	12	7	..	..	..	..	19
9 " ..	..	..	..	..	1	3	..	..	..	..	4
10 " ..	..	2	..	..	35	55	7	..	..	3	102
11 " ..	..	..	1	1	20	33	..	2	2	..	59
12 " ..	..	..	..	..	2	7	3	..	..	..	12
12 1/2 " ..	..	..	..	..	..	1	..	..	..	..	1
13 " ..	..	..	..	..	3	6	..	..	..	..	9
14 " ..	..	..	..	..	1	3	..	..	..	..	4
15 " ..	..	..	..	..	11	9	..	..	..	..	20
16 " ..	..	..	..	1	13	26	..	1	2	..	43
17 " ..	..	..	..	..	..	1	..	..	..	..	1
20 " ..	..	..	..	..	4	5	..	..	..	1	10
21 " ..	..	..	..	..	2	..	..	..	..	..	2
22 " ..	..	..	..	..	3	2	..	..	..	..	5
23 " ..	..	..	..	..	..	1	..	..	..	..	1
60 " ..	..	..	..	..	2	..	..	..	..	..	2
4 lb. ..	..	..	..	..	..	1	..	..	..	..	1
200 " ..	..	..	..	..	..	2	..	..	..	..	2
240 " ..	..	..	..	..	..	4	..	..	..	..	4
244 " ..	..	..	..	..	..	4	..	..	..	..	4
248 " ..	..	..	..	..	..	1	..	..	..	..	1
250 " ..	..	..	..	..	..	2	..	..	..	..	2
280 " ..	..	..	..	..	..	1	..	..	..	..	1
600 " ..	..	..	..	..	..	1	..	..	..	..	1
700 " ..	..	..	..	..	..	1	..	..	..	..	1
900 " ..	..	..	..	..	..	1	..	..	..	..	1
2,340 " ..	..	..	..	..	..	1	..	..	..	..	1
2,352 " ..	..	..	..	..	..	1	..	..	..	..	1
2,464 " ..	..	..	..	..	..	9	..	..	..	..	9
3,024 " ..	..	..	..	..	..	1	..	..	..	..	1
Totals ..	2	5	5	4	242	344	26	6	12	4	650
WEIGHBRIDGES :—											
3 tons (cart) ..	..	..	..	..	1	1	..	..	..	..	2
6 " ..	..	..	..	..	..	1	..	..	..	..	1
7 " ..	..	..	..	..	..	1	..	..	..	..	1
8 " ..	..	..	..	..	..	2	..	..	..	..	2
10 " ..	..	..	..	..	..	1	..	..	..	..	1
10 " (wagon) ..	..	..	..	..	..	2	..	..	..	..	2
11 " ..	..	..	..	..	2	..	..	..	..	..	2
12 " ..	..	..	..	..	7	2	..	..	1	1	11
14 " ..	..	..	..	..	1	..	..	..	..	..	1
15 " ..	..	..	..	..	1	..	..	..	..	..	1
18 " ..	..	..	..	..	..	1	..	..	..	..	1
20 " ..	..	1	..	..	10	17	..	4	..	1	33
25 " ..	..	..	..	..	3	3	2	1	..	..	9
30 " ..	..	..	..	..	1	2	..	..	..	..	3
40 " ..	..	..	..	..	..	1	..	..	..	..	1
Total ..	..	1	..	..	26	34	2	5	1	2	71
TRAVERSERS ..											
..	..	..	..	..	2	19	..	..	1	1	23
TURNABLES :—											
43-feet (engine) ..	..	..	..	..	..	1	..	..	..	..	1
50 " ..	..	..	..	..	19	27	2	..	..	..	48
55 " ..	..	..	..	..	9	10	..	..	..	..	19
12 " (wagon) ..	..	..	..	..	..	3	..	..	..	..	3
13 " ..	..	..	..	..	9	32	..	..	1	..	42
14 " ..	..	..	..	..	4	8	1	..	1	..	14
Total ..	..	..	..	..	41	81	3	..	2	..	137

RETURN No. 18—continued.

STATEMENT of WEIGHING-MACHINES, &c.—continued.

Description.	Kawakawa.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
CRANES:—											
1-ton, stationary, hand	..	..	..	..	..	1	..	..	..	..	1
1 " " " "	..	..	..	..	13	9	..	..	..	..	22
1½ " " " "	..	..	..	..	42	17	3	..	3	3	68
2 " " " "	..	..	..	..	6	15	..	..	1	..	22
3 " " " "	..	..	..	..	..	3	..	..	..	..	3
4 " " " "	..	..	..	..	6	25	..	..	..	..	31
5 " " " "	..	..	..	..	1	7	3	..	..	..	11
7 " " " "	..	..	..	..	1	3	..	..	..	..	4
10 " " " "	..	..	..	..	3	3	..	..	..	..	6
15 " " " "	..	..	..	..	..	2	..	..	..	..	2
20 " " " "	..	..	..	..	..	..	..	..	1	..	1
¾ " " " hydraulic	..	..	..	..	..	1	..	..	..	..	1
8 " " " "	..	..	..	..	..	..	2	..	..	..	2
¾ " travelling, overhead	..	..	..	..	2	..	..	..	..	..	2
1 " " " "	..	..	..	..	18	7	2	3	..	..	30
1½ " " " "	..	..	..	..	2	..	..	..	..	..	2
2 " " " hand	..	..	..	..	8	..	2	1	1	1	18
3 " " " "	..	..	..	..	..	2	..	..	..	..	2
5 " " " "	..	..	..	..	9	4	2	1	1	1	18
6 " " " "	..	..	..	..	..	1	..	..	..	..	1
10 " " " "	..	..	..	..	2	2	..	..	..	..	4
¾ " " " steam	..	..	..	..	..	2	..	..	..	..	2
1½ " " " "	..	..	..	..	1	1	..	..	1	..	3
2 " " " "	..	..	..	..	1	5	..	..	..	1	7
3 " " " "	..	1	1	..	3	7	..	1	..	1	14
5 " " " "	..	..	..	..	2	4	1	..	..	..	7
7 " " " "	..	..	2	..	9	5	1	..	..	..	17
7½ " " " "	..	..	..	..	..	1	..	..	..	..	1
12 " " " "	..	..	..	..	..	..	1	1	..	..	2
15 " " " "	..	..	..	..	..	..	..	1	..	..	1
20 " " " "	..	..	..	..	..	..	..	3	..	..	3
Pile-driving and hoisting engines, steam	..	..	..	..	15	5	1	1	1	1	24
Total	1	3	..	..	144	132	18	12	9	8	327
WATER-SERVICES:—											
Steam	..	1	1	..	6	10	3	1	..	..	22
Hand	1	..	1	4	52	79	5	..	2	2	146
Windmill	..	..	1	1	23	55	2	..	1	5	88
Hot-air	1	..	..	1	2	12	..	..	1	..	17
Hydraulic	..	..	..	..	28	28	1	..	1	..	58
Oil	..	..	..	1	26	15	..	..	..	..	42
Gravitation	..	3	3	..	55	40	14	7	3	..	125
Gas-engine	..	..	..	..	1	..	..	..	..	..	1
Total	2	4	6	7	193	239	25	8	8	7	499

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1910.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID:—											
55 lb. steel	..	..	..	..	471	..	..	..	..	..	471
70 lb. steel	..	..	..	..	14,371	5,327	474	514	..	..	20,686
Total	..	..	..	..	14,842	5,327	474	514	..	..	21,157

RETURN NO. 20.

STATEMENT of SLEEPERS RELAIID and REMOVED during the Year ending 31st March, 1910.

Description.	Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAIID:—											
Black-pine	...	...	...	...	...	...	...	...	...	...	...
Totara	486	136	255	6,234	...	32	...	...	...	13	7,156
Birch	...	...	...	17	...	95	...	...	...	314	426
Jarrah	25	...	...	74,476	...	68,372	...	96	1,109	131	144,209
Silver-pine	...	...	...	209	...	5,781	8,592	4,598	3,354	7,158	29,692
Puriri	...	762	...	944	...	9	...	...	...	...	1,715
Creosoted	...	...	...	32,273	...	28,443	...	...	...	...	60,716
Ironbark	...	...	...	1,256	...	1,836	1,062	100	...	55	4,399
Grey-gum	...	...	...	...	...	46	...	...	...	...	46
Powellised...	...	...	...	8,378	...	...	...	...	...	...	8,378
Total	511	898	255	123,787	...	104,614	9,654	4,794	4,463	7,671	256,647
SLEEPERS REMOVED:—											
Black-pine	...	...	...	915	...	18,865	...	...	...	...	19,780
Totara	...	142	...	41,527	...	28,416	...	...	...	15	70,100
Birch	...	...	...	196	...	6,956	4,855	155	367	6,295	18,824
Jarrah	...	...	...	6,685	...	7,039	...	...	...	29	13,753
Silver-pine	...	388	...	4,025	...	20,310	4,799	4,639	4,096	616	38,873
Puriri	18	250	...	29,690	...	3,308	...	...	...	...	33,266
Creosoted	...	...	...	183	...	2,765	...	...	...	...	2,948
Ironbark	...	...	...	32,091	...	3,097	...	...	...	...	35,188
Grey-gum	...	...	...	742	...	93	...	...	...	...	835
Kauri	400	40	255	201	...	71	...	...	...	...	967
Maire	...	...	...	264	...	...	...	...	...	...	264
Blue-gum	...	...	...	...	...	24	...	...	...	...	24
Hinau	...	...	...	98	...	...	...	...	...	...	98
Rimu	...	...	...	134	...	54	...	...	...	...	188
Kamai	...	...	...	...	...	1,217	...	...	...	...	1,217
Oregon	65	...	...	...	...	...	...	...	...	...	65
Total	483	820	255	116,751	...	92,215	9,654	4,794	4,463	6,955	236,390

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1910.

Sections.	Miles chains.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			t Stations.	Out of Stations.	Total.
Kawakawa	7 39	4	...	1	1
Whangarei	22 44	12	3	4	7
Kaihu	17 15	11	...	2	2
Gisborne	23 68	12	2	1	3
North Island Main Line and Branches	1,072 67	382	74	45	119
South Island Main Line and Branches	1,323 51	496	137	21	158
Westland	137 62	65	24	5	29
Westport	30 17	16	4	...	4
Nelson	47 55	20	3	1	4
Picton	33 44	16	4	1	5
Totals	2,716 62	1,034	251	81	332

RETURN NO. 22.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1910.

Section.	Mileage open for Traffic on 31st March, 1909.	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, 1910.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1910.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
							M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Kawakawa	...	...	...	...	...	...	...	...	...	7 39	7 39
Whangarei	...	...	...	...	...	...	...	...	...	22 44	22 44
Kaiti	...	...	...	...	...	...	...	...	...	17 15	17 15
North Island Main Line and Branches	1,069 49	Wayby-Wellsford	1st April, 1909	3 18	3 18	...	...	3 18	3 18	1,072 67	1,072 67
Gisborne	23 26	Waiokahu Extension	"	0 42	0 42	...	...	0 42	0 42	23 68	23 68
South Island Main Line and Branches	1,297 3	Riversdale-Swifters Waiotaka-Tuatapere Oatlin's-Houipapa	1st October, 1909 " " 17th December, 1909	13 67 8 7 2 30	6 72 4 4 0 55	...	...	24 24	11 51	1,321 27	1,308 54
Ditto, Private Line— Nightsaps Branch	2 24	...	...	...	...	...	...	...	...	2 24	2 24
Westland	130 43	Ruatapu-Ross	1st April, 1909	7 19	7 19	...	...	7 19	7 19	137 62	137 62
Westport	30 17	...	...	...	...	...	...	...	...	30 17	30 17
Nelson	47 55	...	...	...	...	...	...	...	...	47 55	47 55
Pictou	33 44	...	...	...	...	...	...	...	...	33 44	33 44
Total	2,681 39	...	...	35 23	22 50	...	...	35 23	22 50	2,716 62	2,704 9

RETURN No. 23.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1910.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	53 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Kawakawa Section—															
Opua-Kawakawa ..	..	0 2	..	..	..	..	6 22	..	0 57	0 38	..	..	..	M. ch.	7 39
Whangarei Section—															
Opau Wharf-Hukerenui ..	..	..	..	..	..	..	17 78	..	..	4 46	..	..	..	..	22 44
Kaihu Section—															
Dargaville-Kaihu ..	..	..	..	..	..	..	17 15	..	..	..	..	..	..	..	17 15
North Island Main Line and Branches—															
Auckland-Wellington ..	..	..	..	..	0 3	..	98 30	..	..	61 59	26 54	..	239 11	..	425 77
Newmarket-Wellford ..	..	..	..	..	..	..	37 60	5 6	..	22 75	..	..	3 47	..	69 28
Penrose-Onehunga ..	..	..	0 10	..	..	..	2 23	..	..	..	..	..	0 26	..	2 59
Frankton-Thames ..	..	..	..	..	..	..	26 0	..	..	18 77	..	..	17 78	..	62 75
Paeroa-Waihi ..	..	..	..	..	..	..	..	1 39	..	12 24	..	..	..	..	12 24
Cambridge Branch ..	..	..	6 64	..	..	..	3 56	..	..	..	..	..	0 2	..	12 1
Morrinsville-Rotorua ..	..	..	0 21	..	..	..	68 35	..	..	..	..	..	0 4	..	68 60
Marton-New Plymouth ..	..	..	..	..	0 3	..	29 20	..	..	42 44	..	..	64 78	..	136 65
Waitara Branch ..	..	0 42	2 28	..	..	..	1 72	..	..	..	..	..	..	..	4 62
Stratford-Huiroa ..	..	..	15 47	..	..	..	..	..	..	0 22	..	..	..	..	15 69
Mount Egmont Branch ..	..	..	..	..	..	..	..	..	..	6 2	..	..	..	..	6 2
Aramoho-Wanganui ..	..	..	..	..	0 21	..	..	..	..	1 76	..	..	1 3	..	3 20
Forston Branch ..	..	..	..	..	9 31	..	10 2	..	..	..	..	..	..	..	19 33
Palmerston-Spit ..	..	2 1	..	..	..	..	55 53	..	..	35 67	..	..	20 31	..	113 72
Wellington-Woodville ..	..	..	..	..	0 3	..	29 32	..	..	17 16	..	..	67 72	..	114 43
Greytown Branch ..	..	..	..	..	3 7	..	..	..	..	..	..	..	..	..	3 7
Te Aro Branch ..	..	..	..	..	..	..	1 9	..	..	0 1	..	..	..	..	1 10
Gisborne Section—															
Gisborne-Waikohu ..	..	0 20	..	..	..	..	..	5 66	..	17 62	..	..	..	..	23 68
South Island Main Line and Branches—															
Lyttelton-Bluff ..	..	0 11	..	..	..	..	66 46	..	0 11	27 40	..	..	296 5	1 48	392 1
Addington-Culverden ..	..	..	..	..	..	..	36 58	..	4 6	0 12	..	6 39	2 22	..	67 57
Oxford Branch ..	0 14	0 6	11 52	..	..	..	18 59	..	..	2 74	..	..	..	..	33 45
Eyreton Branch ..	5 24	5 76	0 17	..	..	..	8 54	..	..	..	..	..	..	..	20 11
Waipara-Domett ..	..	..	..	..	..	..	..	..	..	31 46	..	..	..	..	31 46
Southbridge Branch ..	..	..	..	..	..	..	23 19	1 0	..	1 20	..	..	..	..	25 39
Little River Branch ..	..	0 27	13 42	6 27	1 59	..	..	..	0 53	..	..	..	..	..	22 48
Springfield Branch ..	..	..	..	..	..	..	4 57	4 60	..	30 17	..	..	2 36	..	42 10
White Cliffs Branch ..	..	..	..	..	..	..	11 46	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch ..	..	..	..	..	22 20	..	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch ..	..	4 8	23 28	..	..	..	..	..	..	..	..	..	..	..	27 36
Albury Branch ..	..	26 34	9 38	..	..	..	0 21	..	..	..	..	..	..	..	36 13
Waimate Branch ..	..	0 7	..	..	..	..	2 37	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch ..	..	..	..	..	8 21	..	..	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	..	14 66	0 12	..	4 34	..	18 9	..	..	..	..	..	..	..	37 41
Oamaru Breakwater Branch ..	..	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Carried forward ..	5 38	55 3	83 39	6 27	27 22	24 22	596 73	18 11	5 47	396 18	26 54	6 39	734 15	1 48	1,927 56

RETURN NO. 23—continued.

STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1910—continued.

Line.	30lb. Iron.	40lb. Iron.	40lb. Steel.	45lb. Steel.	53lb. Iron.	53lb. Steel.	53lb. Steel.	56lb. Iron.	56lb. Steel.	70lb. Iron.	70lb. Steel.	100lb. Steel.	Total.
Brought forward													
South Island Main Line and Branches—continued													
Ngapara Branch	M. ch. 5 38	M. ch. 55 3	M. ch. 83 39	M. ch. 6 27	M. ch. 27 22	M. ch. 24 22	M. ch. 596 73	M. ch. 5 47	M. ch. 396 18	M. ch. 6 39	M. ch. 734 15	M. ch. 1 48	M. ch. 1,927 56
Livingstone Branch	..	11 46	0 29	..	..	..	11 44	..	3 45	..	..	..	15 9
Waikato Branch	..	..	7 5	..	0 59	..	0 1	..	1 0	..	..	..	11 75
Port Chalmers Branch	..	..	..	..	..	..	0 21	..	..	..	1 5	..	8 65
Walton Park Branch	..	1 6	..	..	..	..	1 43	..	..	..	..	..	1 26
Fernhill Branch	..	..	1 57	..	..	..	..	..	..	..	..	..	2 49
Otago Central Railway	..	..	..	..	..	..	65 73	..	65 58	..	..	..	1 57
Outram Branch	..	4 51	1 19	..	..	..	1 33	..	1 57	..	..	..	134 51
Lawrence Branch	..	0 18	..	..	..	..	1 29	..	14 76	..	..	..	9 0
Catlin's River Branch	..	9 40	6 72	..	0 25	..	19 2	..	3 37	..	..	..	22 1
Tapanui Branch	..	..	..	..	..	..	3 10	..	6 59	..	..	..	25 14
Waikato Branch	..	..	..	..	..	..	..	..	..	..	0 2	..	26 21
Wyndham Branch	..	..	16 62	..	..	..	9 13	..	..	..	0 22	..	12 57
Seaward Bush Branch	..	20 2	..	..	0 20	..	1 66	..	6 71	..	..	..	9 35
Invercargill-Kingston	..	..	..	..	..	..	38 39	..	9 47	14 2	4 50	..	25 39
Makarewa-Tuapere	..	..	22 13	..	..	..	17 76	8 6	10 21	..	12 0	..	87 0
Thornbury-Nightcaps	..	12 66	..	..	..	..	0 19	..	2 18	..	0 1	..	48 28
Forest Hill Branch	..	..	..	..	..	..	..	..	..	..	..	..	24 51
Mararoa Branch	..	..	10 18	..	..	..	0 23	..	..	..	..	..	12 66
Waimea Plains Railway	..	..	..	..	30 50	..	4 58	..	0 72	..	..	..	10 41
Riversdale-Swifters	..	..	..	..	..	..	1 77	11 69	..	..	0 1	..	36 41
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	13 67
Greymouth-Otira	..	..	..	..	..	..	31 9	..	11 28	..	8 11	..	50 48
Greymouth-Ross	..	..	..	..	..	..	18 26	..	17 43	..	2 40	..	38 29
Stillwater-Cronadun	..	..	..	..	..	..	37 13	..	6 53	..	..	..	43 66
Coal Creek Branch	..	..	..	..	..	..	0 15	..	4 62	..	0 2	..	4 79
Westport-Mokihinui	..	1 17	2 23	..	0 36	..	12 75	..	4 42	..	12 24	..	30 17
Nelson-Kiwi	..	0 51	2 47	..	1 1	..	21 4	5 15	16 75	..	..	..	47 55
Pictou-Seddon	..	..	..	..	1 24	..	12 51	..	16 29	..	0 2	..	33 44
Total	5 38	116 60	154 64	6 27	61 77	24 22	909 13	5 47	541 31	20 41	775 86	1 48	2,716 62

RETURN NO. 24.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1910.

Ref. No.	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1910.		
										In.	Out.	Total.
KAWAKAWA SECTION.												
1040	R. 02/2358 ..	Jan. 1, 1907	Hall and Black ..	M. ch. 6 79	Taumarere ..	Govt. and grantees	5 years* ..	†	£ ..	£ s. d. 1 0 0	£ s. d. 9 18 0	£ s. d. 10 18 0
WHANGAREI SECTION.												
950	R. 00/241 ..	April 1, 1905	Mander and Bradley ..	18 32	Whakapara ..	Grantees	5 years* ..	†	..	17 10 3	1,106 9 3	1,123 19 6
963	R. 05/3060 ..	July 1, 1905	R. P. Gibbons ..	..	Hikurangi ..	"	5 " ..	Premium..	120 0 0	2 2 8	447 10 11	449 13 7
1016	R. 02/551 ..	Jan. 1, 1907	Hikurangi Coal Company (Limited)	..	Waro ..	"	5 " ..	†	..	50 12 9	7,707 3 0	7,757 15 9
1087	R. 02/550 ..	Jan. 1, 1907	Hikurangi Coal Company and Mary Belton ..	..	" ..	"	5 " ..	..	..	5 12 3	34 7 8	39 19 11
1062	R. 06/3579 ..	Oct. 26, 1907	A. L. Stokes ..	18 15	Whakapara ..	Govt. and grantees	5 " ..	..	..	90 6 7	458 0 1	548 6 8
1065	R. 02/532 ..	Jan. 1, 1908	Kauri Timber Company (Limited)	..	Mangahahuru ..	Govt. ..	5 " ..	†	..	..	35 12 8	35 12 8
1226	R. 04/3988 ..	Mar. 1, 1910	Northern Coal Company (Limited)	..	Waro ..	†	5 " ..	†	Repairs, £18/0/6	31 14 1	5,179 19 8	5,211 13 9
KAIHU SECTION.												
1011	R. 06/2737 ..	Oct. 1, 1906	H. P. Clear ..	3 2	Flaxmill ..	Grantees	5 years* ..	Premium..	85 0 0	19 0 4	20 5 0	39 5 4
1031	R. 02/1438 ..	Jan. 1, 1907	Mitchelson Timber Company and James Trounson	16 15	Kahu Booms ..	Govt. ..	5 " ..	..	..	2 14 3	931 19 3	934 13 6
GISBORNE SECTION.												
956	R. 05/901 ..	July 1, 1905	New Zealand Shipping Company (Limited)	..	GISBORNE ..	Grantees	10 years* ..	Premium..	250 0 0	151 5 6	4 9 4	155 14 10
1099	R. 07/4316 ..	Nov. 1, 1908	GISBORNE BOROUGH COUNCIL	..	" ..	"	5 " ..	"	Rental, £25	616 11 4	..	616 11 4
..	..	..	GISBORNE BOROUGH COUNCIL	..	Kaitaratahi ..	..	..	..	..	6 7 11	616 11 4	622 19 3
NORTH ISLAND MAIN LINES AND BRANCHES.												
744	R. 00/668 ..	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited)	1 5	Hamilton ..	Grantees	10 years* ..	Premium..	175 0 0	227 5 5	70 7 10	297 13 3
866	R. 33/3515 ..	Oct. 1, 1903	Carr, Pountney, and Co. ..	..	Morrinsville ..	"	10 " ..	†	Rental, £25	15 16 9	38 1 1	53 17 10
885	R. 04/956 ..	May 11, 1904	A. and G. Price ..	..	Thames ..	Govt. ..	Indefinite	..	..	..	..	..
912	R. 39/1973 ..	July 1, 1904	Firth Pumice Company (Limited)	58 11	Ohinevau ..	Govt. and grantees	10 years* ..	†	Rental, £50	138 11 2	447 5 8	555 16 10
919	R. 04/2222 ..	Oct. 1, 1904	Auckland Farmers' Freezing Com- pany (Limited)	6 64	Westfield ..	Grantees	10 " ..	Premium..	358 0 0	3,548 7 9	886 18 10	4,435 6 7
936	R. 05/867 ..	April 1, 1905	Shaw, Savill, and Albion Company	..	Auckland ..	"	5 " ..	"	Rental, £50	545 12 7	46 0 7	591 13 2
947	R. 04/3883 ..	Mar. 1, 1905	Drury Coal Company (Limited)	..	Drury ..	"	5 " ..	"	Rental, £50	198 2 9	33 4 5	231 7 2
959	R. 04/1368 ..	Oct. 1, 1905	Leyland-O'Brien Timber Company (Limited)	..	Auckland ..	"	5 " ..	"	40 0 0	1,741 5 2	11 7 11	1,752 13 1
977	R. 02/1392 ..	Mar. 1, 1906	Bartholomew Land and Timber Company (Limited)	43 20	Ngatira ..	"	10 " ..	"	Rental, £50	184 6 4	2,788 13 2	2,972 19 6

RETURN NO. 24—continued.

PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1910—continued.

Reg. 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, 1910.			
										In.	Out.	£ s. d.	Total.
1207	R. 00/107 ..	Jan. 1, 1910	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	M. ch. ..	Westfie ..	Grantees ..	10 years* ..	Repairs ..	Rep's, £80/18/5 Rental, £25	£ 1,977 19 1	£ s. d. 4,883 10 7	£ s. d. 6,811 9 8	
1217	R. 04/2105 ..	Nov. 1, 1909	Ellis and Burnand (Limited) and Moore Bros.	..	Monunui ..	" ..	5 " * ..	Premium..	478 10 0	..	..	..	
1219	R. 10/653 ..	Mar. 1, 1910	Kauri Timber Company (Limited)	..	Owharoa ..	" ..	5 " * ..	" ..	544 0 0	..	..	..	
24	R. 89/2248 ..	1875	Napier Gas Company ..	2 30	Napier ..	Govt. ..	Undefined	" ..	117 19 11	868 8 7	145 11 1	1,013 19 8	
221	R. 90/2374 ..	Dec. 13, 1880	Gear Meat Preserving and Freezing Company (Limited)	6 37	Pelone ..	Grantees ..	" ..	Premium..	Rental, £25	1,868 2 2	11,486 7 5	12,799 9 7	
736	R. 00/1192 ..	May 1, 1900	R. Holt ..	99 72	Hastings ..	" ..	10 years* ..	†	Repairs, £15s. Rental, £25	914 8 6	27 9 4	941 17 10	
758	R. 98/3987 ..	Oct. 1, 1900	J. Garnett ..	99 71	" ..	" ..	10 " * ..	†	Rental, £25	426 13 0	..	426 13 0	
759	R. 99/2633 ..	April 1, 1901	Henry Brown and Co. ..	235 43	Inglewood ..	" ..	10 " * ..	Premium..	200 0 0	138 4 4	178 3 6	306 7 10	
760	R. 01/299 ..	April 1, 1901	Nelson Bros. (Limited) ..	96 17	Woodville ..	" ..	10 " * ..	†	Repairs, £42 Rental, £25	1,081 2 10	1,157 19 10	2,239 2 8	
788	R. 01/886 ..	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea ..	" ..	10 " * ..	Premium..	200 0 0	73 4 8	2,832 16 5	2,906 1 1	
792	R. 02/354 ..	Jan. 1, 1902	Nelson Bros. (Limited) ..	68 3	Waipukurau ..	Govt. ..	10 " * ..	†	Rental, £25	..	..	..	
930	R. 02/2178 ..	Sept. 1, 1902	Wanganui Dairy Company (Limited)	..	Aramoho ..	Grantees ..	10 " * ..	Premium..	192 0 0	78 7 7	80 2 11	158 10 6	
831	R. 92/1948 ..	Sept. 1, 1902	Williams and Kettle ..	..	Hastings ..	" ..	10 " * ..	†	Rental, £25	427 15 10	178 13 0	606 8 10	
857	R. 99/2453 ..	Oct. 1, 1903	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Eltham ..	" ..	10 " * ..	†	Rental, £25	1 14 0	166 19 5	168 13 5	
858	R. 99/2453 ..	Oct. 1, 1903	Egmont Box Company (Limited)	..	" ..	" ..	10 " * ..	†	Rental, £25	584 19 8	8,926 15 1	4,511 14 9	
868	R. 96/3827 ..	Nov. 1, 1903	Nelson Bros. (Limited) ..	..	Tomona ..	" ..	10 " * ..	†	Rental, £25	1,753 12 9	3,795 13 1	5,549 5 10	
882	R. 03/4089 ..	Mar. 1, 1904	Union Timber, Sash, and Door Company (Limited)	88 36	Palmerston North ..	" ..	10 " * ..	Premium..	121 0 0	689 6 0	60 3 9	749 9 9	
883	R. 04/291 ..	Mar. 1, 1904	William Cook ..	88 36	" ..	" ..	10 " * ..	" ..	121 0 0	862 18 4	257 8 1	1,120 6 5	
896	R. 04/955 ..	July 1, 1904	McMurray and Co. (Limited)	..	" ..	" ..	10 " * ..	" ..	Rental, £25	252 15 0	6 10 6	259 5 6	
922	R. 04/1516 ..	Nov. 1, 1904	Thomas Borthwick and Sons ..	..	Pakipaki ..	" ..	10 " * ..	" ..	Rental, £25	8,192 16 11	3,108 19 3	6,281 16 2	
924	R. 03/4058 ..	Nov. 1, 1904	Manawatu Racing Club ..	..	Awapuni ..	" ..	10 " * ..	" ..	1,116 0 0	..	..	..	
938	R. 04/2133 ..	Nov. 18, 1904	The Manawatu Timber Company (Limited)	37 69	Utiku ..	" ..	10 " * ..	" ..	Rental, £25	464 18 0	2 3 6	2 3 6	
954	R. 04/1002 ..	Mar. 1, 1905	The New Plymouth Sash and Door Factory and Timber Company (Limited)	7 8	Toko ..	" ..	5 " * ..	" ..	204 4 6	257 14 10	..	257 14 10	
960	R. 00/2261 ..	Aug. 1, 1905	William Booth and Co. ..	58 23	Carterton ..	Govt. ..	5 " * ..	†	170 0 0	118 4 0	272 1 6	390 5 6	
965	R. 05/2546 ..	Oct. 1, 1905	Mathew Morrison (tenant may use siding)	..	Hastings ..	Grantee ..	10 " * ..	Premium..	Rental, £25	111 19 9	..	111 19 9	
972	R. 00/1143 ..	Nov. 15, 1905	Taranaki Producers' Freezing-works Company (Limited)	9 40	Moturoa ..	" ..	10 " * ..	" ..	12 5 0	1,530 4 8	2,090 6 6	3,620 11 2	

	Jan. 1, 1906	Robert Holt ..	..	..	111 79	Napier	Govt. ..	10 years*	Rental, £50	3,769 7 10	3,769 7 10
	Jan. 1, 1906	G. A. Gamman and Co. and Lizzie Bathbone	..	..	40 73	Te Ohu	..	5 "	..	530 3 8	530 3 8
993 R. 96/114 ..	May 1, 1906	Perham, Larsen, and Co.	..	..	37 69	Utiku ..	..	5 "	Premium..	1,677 18 6	1,831 9 9
997 R. 05/3567 ..	July 1, 1906	H. D. Bennett ..	..	..	46 79	Mataroa	Grantee	5 "	692 0 0	4,080 8 11	4,048 5 7
1002 R. 03/951 ..	June 1, 1906	Wellington Meat Export Company (Limited)	..	..	..	Ngaauranga	Grantees	10 "	Rental, £25	790 19 2	4,885 8 1
1008 R. 01/182 ..	June 1, 1906	Silverstream Brick and Tile Com-pany	..	..	..	Silverstream	..	5 "	Premium..	173 17 9	826 14 1
1006 R. 02/1544 ..	Aug. 1, 1906	Waikopiro Timber Company (Ltd.)	..	..	42 65	Makotuku	..	5 "	13 3 5	36 18 10	1,966 18 2
1008 R. 06/1112 ..	June 28, 1906	Wellington Harbour Board	..	..	..	Te Aro ..	..	10 "	85 0 0	221 9 6	221 9 6
1012 R. 01/2827 ..	Oct. 1, 1906	Napier Gas Company (Limited)	..	..	..	Hastings	..	5 "	Rental, £25	662 17 0	696 6 6
1014 R. 01/2396 ..	Oct. 1, 1906	Henry Brown and Co. ..	..	..	..	Morley Street	..	10 "	156 0 0	61 7 2	374 11 11
1018 R. 06/2769 ..	Feb. 1, 1907	Department of Mines	..	..	..	Wanganui	..	10 "	135 0 0	136 2 10	522 8 2
1022 R. 06/3783 ..	Jan. 1, 1907	R. Wilson and Co.	..	..	..	Marton	..	10 "	Rental, £25	392 6 11	491 5 8
1034 R. 02/3212 ..	Mar. 26, 1907	Wellington Meat Export Company	..	..	..	Waingawa	..	10 "	3 10 0	..	2,176 9 0
1041 R. 07/2501 ..	Aug. 1, 1907	Belmont Quarry Company	..	..	12 47	Belmont	..	5 "	Rental, £25	..	15 15 0
1042 R. 07/895 ..	July 1, 1907	Gosse, Bolton, and Swan...	..	..	11 28	Foxton	..	5 "	322 0 0	1 6 9	606 15 11
1046 R. 07/1141 ..	Oct. 1, 1907	New Zealand Shipping Company (Limited)	..	..	..	..	..	10 "	540 0 0	673 17 7	678 2 7
1048 R. 01/1659 ..	Aug. 1, 1907	Totara Sawmill Company	..	..	..	Tamaki	..	5 "	Rental, £25	..	933 4 11
1054 R. 97/4085 ..	Nov. 1, 1907	Murray, Roberts, and Co.	..	..	..	Port Ahuriri	Govt. ..	10 "	110 0 0	1,127 10 7	1,356 10 0
1055 R. 02/2734 ..	Nov. 1, 1907	G. Syme	..	..	..	Ngare...	..	5 "	322 0 0	210 0 7	210 0 7
1061 R. 07/2868 ..	Jan. 1, 1908	Rangataua Timber Company	..	..	..	Rangataua	..	5 "	575 0 0	1,663 11 0	1,701 12 7
1069 R. 97/3534 ..	Mar. 1, 1908	Levin and Co. ..	..	..	..	Masterton	Govt. and grantees	10 "	Rental, £25	687 3 3	2,047 9 6
1075 R. 00/2214 ..	April 1, 1908	Kendrick Bros. ..	..	..	..	Aramoho	Grantees	5 "	152 0 0	37 11 9	54 12 11
1077 R. 02/2937 ..	May 1, 1908	Wairarapa Farmers' Co-operative Association	..	..	..	Masterton	..	10 "	Rental, £25	3 13 10	224 16 9
1078 R. 02/1854 ..	April 1, 1908	Tiratu Sawmilling Company	..	..	..	Mangatera	..	5 "	237 5 6	2 17 5	1,896 13 4
1081 R. 00/2784 ..	June 1, 1908	Mauriceville Lime Company	..	..	..	Mauriceville	..	5 "	237 5 6	108 17 8	353 10 10
1082 R. 03/2618 ..	Sept. 1, 1908	A. Quinlan	..	..	93 36	Hukunui	..	5 "	262 8 0	0 9 3	262 17 3
1087 R. 98/3331 ..	Oct. 1, 1908	W. G. Bassett	..	..	2 11	Wanganui	..	10 "	Rental, £25	60 10 4	1,192 0 11
1083 R. 03/3688 ..	Nov. 1, 1908	Pitoathly and Co.	..	..	..	Belmont	..	5 "	Repairs, £7	1,889 15 8	1,889 15 8
1094 R. 98/3766 ..	Jan. 1, 1909	Daigety and Co.	..	..	250 48	Port Ahuriri	..	10 "	Rental, £25	737 4 9	1,777 14 7
1095 R. 06/2689 ..	Dec. 1, 1908	Gardner and Sons	..	..	247 10	Turangaare	..	5 "	1,040 0 0	1,743 7 0	1,774 6 11
1096 R. 08/3485 ..	Jan. 1, 1909	W. Booth and Co.	..	..	..	Matamau	..	5 "	473 0 0	160 18 5	460 8 0
1097 R. 03/9251 ..	Jan. 1, 1909	G. Bartholomew and Co.	..	..	..	Waitangi	..	5 "	..	24 17 1	1,526 0 7
1100 R. 08/3724 ..	Jan. 1, 1909	Geo. Syme	..	..	..	Wairarapa	..	5 "	305 0 0	950 3 10	1,232 11 5
1101 R. 09/262 ..	Jan. 1, 1909	Quinn Bros.	..	..	..	Turangaare	..	5 "	440 0 0	356 17 11	575 7 2
1108 R. 05/3440 ..	Feb. 1, 1909	N. King	..	..	..	New Plymouth	..	10 "	Rental, £25	159 19 10	269 10 5
1109 R. 01/1877 ..	Jan. 1, 1908	G. H. S.ubbs	..	..	..	Waitara	Govt. ..	5 "	Rental, £25	500 11 6	429 10 3
1110 R. 08/187 ..	Jan. 1, 1909	Masterton Borough Council	..	..	..	Masterton	Grantees	5 "	470 0 0	100 13 11	709 1 9
1117 R. 99/1984 ..	May 1, 1909	Wanganui Sash and Door Company (Limited)	..	..	..	Wanganui	Repairs ..	5 "	23 18 6	67 2 6	3,815 1 0
1142 R. 09/1892 ..	April 1, 1909	National Mortgage and Agency Com-pany of New Zealand (Limited)	..	..	..	Longburn	With Manawatu Rail-way Company	10 "	Rental, £25	713 12 3	1,987 17 10

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

PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1910—continued.

Ref. 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, 1910.		
										In.	Out.	Total.
									£ s. d.	£ s. d.	£ s. d.	£ d.
1151	R. 01/2230	May 1, 1909	Henry Carlson ..	M. ch.	Pukehou	+	5 years*	+	Repairs, £10	4 5 8	23 7 11	27 13 7
1160	R. 98/3250	May 1, 1909	Department of Lands ..	..	Piripiri	+	5 " *	+	Rental, £25	..	190 17 0	190 17 0
1165	R. 97/2271	Aug. 1, 1909	George Bartholomew Company (Limited)	..	Feilding	+	10 " *	+	..	20 19 5	914 0 4	934 19 9
1174	R. 01/1707	Oct. 1, 1909	Manawatu County Council	..	Himataangi	+	5 " *	+	..	..	240 11 2	240 11 2
1175	R. 04/79	Nov. 1, 1909	B. L. Knight ..	269 28	Utuku ..	+	5 " *	+	..	2,471 14 0	114 17 2	2,586 11 2
1177	R. 98/2734	Feb. 1, 1909	C. N. Clausen ..	..	Palmerston North	+	10 " *	+	Rental, £25	1,164 6 10	54 6 10	1,218 13 8
1188	R. 09/3045	July 1, 1909	New Zealand Powell Wood Process Company (Limited)	..	Rangataua	Grantees	5 " *	Premium..	61 0 0	144 1 1	216 4 6	360 5 7
1196	R. 04/3525	Jan. 1, 1910	Rangitikei County Council	..	Ohingsaiti	+	5 " *	+	Repairs, £6 1s.	132 15 7	..	132 15 7
1199	R. 99/854	Jan. 1, 1910	Thos. Borthwick and Sons (Australasia, Limited)	..	Waitara	+	10 " *	+	Rental, £25	185 10 4	2,234 19 4	2,410 9 8
1200	R. 00/1180	Jan. 1, 1910	Williams and Kettle (Limited)	..	Port Ahuriri	+	10 " *	+	Rental, £25	2,510 9 8	191 15 1	2,702 4 9
1202	R. 04/1256	Oct. 28, 1909	Bosher Bros. ..	..	Winiata	+	5 " *	+	..	3,030 9 8	23 0 9	3,053 10 5
1220	R. 08/608	Oct. 1, 1909	Perham, Larsen, and Company (Limited)	..	Rangataua	Grantees	10 " *	Premium..	345 0 0	..	..	..
SOUTH ISLAND MAIN LINES AND BRANCHES.												
..	..	..	J. Mill and Co.	..	Oamaru	Govt.	Indefinite	..	..	724 19 4	717 16 7	1,442 15 11
3	R. 96/1630	Dec. 28, 1870	Public Works Department	1 17	Dunedin	Grantee	For ever ..	..	..	2 16 8	100 0 10	102 17 6
12	R. 82/2186	June 2, 1875	Richard Allen ..	21 29	Riccarton	Govt.	"	..	..	1,679 2 8	1,432 6 8	3,101 9 4
13	R. 98/4310	Dec. 18, 1874	Bank of New South Wales. (Used by White and Co.)	157 77	Leeston	Govt.	"	..	..	316 3 4	..	316 3 4
20	R. 96/1984	Dec. 11, 1875	Oamaru Harbour Board ..	1 52	Oamaru	Grantee	Undefined	..	..	3,954 12 6	2,472 13 5	6,427 5 11
32	R. 93/3100	April 7, 1876	D. C. Evans ..	105 54	Wilson's Siding ..	Govt.	For ever ..	..	..	302 12 5	436 5 8	738 18 1
33	R. 00/945	April 22, 1876	D. C. Turnbull and Co. ..	8 75	Timaru	Govt.	"	..	..	786 15 11	822 9 2	1,609 5 1
37	R. 02/641	July 18, 1876	J. Deans ..	166 27	Glentunnel	"	"	..	..	91 4 10	2,739 0 3	2,830 5 1
120	R. 98/4310	Jan. 23, 1878	Clark Bros. ..	157 65	Maheno	"	Undefined	..	..	362 12 0	1,658 4 11	2,020 16 11
178	R. 89/2248	—	Oamaru Harbour Board ..	157 65	Oamaru (1st sidg.)	"	Indefinite	300 0 0	50 0 0	902 5 8	1,220 3 10	2,122 9 6
258	R. 00/473	Jan. 10, 1882	Mosgiel Woollen-factory Company	0 73	Oamaru (2nd ")	"	"	..	..	169 4 7	68 17 2	238 1 9
586	R. 02/3668	Nov. 1, 1905	Wigram Bros.	10 71	Mosgiel Township	"	For ever ..	..	..	..	..	..
700	R. 99/2053	May 1, 1899	T. Teschemaker..	165 26	South Malvern ..	"	Indefinite	..	..	1,364 7 5	581 11 2	1,945 18 7
729	R. 00/991	April 1, 1900	W. White and Co. ..	7 46	Teschemaker's ..	"	10 years*	+	Rental, £25	1,208 11 4	967 18 7	2,176 9 11
731	R. 99/3088	May 1, 1900	J. Montgomery and Co. ..	7 59	Addington	Grantees	10 " *	+	Rental, £25	1,208 11 4	967 18 7	2,176 9 11
732	R. 00/1193	May 1, 1900	Wright, Stephenson, and Co.	26 50	Balfout	"	10 " *	Premium..	79 14 0	451 7 2	1,192 1 8	1,633 8 10
740	R. 99/2357	May 1, 1900	J. and T. Meek ..	158 18	Oamaru	Govt.	10 " *	+	Rental, £25	765 10 10	586 12 8	1,352 3 6
749	R. 00/2042	Oct. 1, 1900	J. Craig and Co.	157 45	Oamaru	"	10 " *	+	Rental, £50	552 12 2	151 12 6	704 4 8
754	R. 00/694	Oct. 1, 1900	National Mortgage and Agency Coy. Timaru Harbour Board (National Mortgage and Agency Company, Ltd., Mill and Co., Shaw, Savill, and Albion Company, and Westland-Timaru Timber and Coal Company Ltd., tenants, Westport Coal Co., Mason, Struthers, & Co., Briscoe & Co.)	58 76	Ashburton	Grantees	10 " *	+	Rental, £25	564 16 3	842 14 3	1,407 10 6
				105 74	Timaru	"	10 " *	Premium..	95 0 0	1,715 11 6	1,737 15 6	3,453 7 0

RETURN NO. 24—continued.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1910—continued.

Ref. 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, 1910.			Total.
										In.	Out.		
									£ s. d.	£ s. d.	£ s. d.	£ s. d.	
865	R. 00/1544 ..	Sept. 1, 1903	Lovell's Flat Coal Company	M. ch.	Lovell's Flat	Grantees	8 years and 247 days*	†	..	6,273 10 8	1,455 4 0	7,728 14 8	
881	R. 97/2835 ..	Feb. 1, 1904	J. G. Ward	..	Bluff	"	10 years*	†	Rental, £50	213 16 8	495 0 5	708 17 1	
886	R. 03/4076 ..	June 1, 1904	North Canterbury Co-operative Stores Company (Limited)	..	Rangiora	"	10 " *	Premium..	Rental, £25	873 0 9	..	873 0 9	
901	R. 04/1850 ..	July 1, 1904	Christchurch Tramway Board	..	Christchurch	"	10 " *	"	500 0 0	1,496 10 6	417 4 7	1,913 15 1	
914	R. 94/3672 ..	Oct. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Dunedin	Govt. and grantees	10 " *	†	Rental, £50	221 14 0	316 4 10	539 5 5	
928	R. 04/2853 ..	Jan. 1, 1905	Thomas Todd and Sons ..	3 40	West Plains	Grantees	10 " *	Premium..	Rental, £50	650 10 0	390 11 4	1,071 1 4	
933	R. 94/3949 ..	Dec. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Invercargill	"	10 " *	†	Rental, £50	1,194 2 3	1,037 15 2	2,231 17 5	
948	R. 01/2761 ..	Jan. 1, 1905	J. E. Watson and Co. (Limited)	..	Bluff ..	Govt. and grantees	10 " *	†	Rental, £50	4,417 7 10	2,751 15 6	7,169 3 4	
949	R. 00/1774 ..	May 1, 1905	Lyttelton Harbour Board	..	Lyttelton	"	5 " *	..	..	2,742 4 10	332 14 5	3,074 19 3	
952	R. 95/3127 ..	May 1, 1905	G. McClatchie and Co. ..	6 9	Christchurch	Govt. ..	10 " *	†	Rental, £50	400 19 3	759 1 1	1,159 20 4	
957	R. 05/2585 ..	July 1, 1905	C. P. Sleeman ..	342 70	Mataura	Grantees	5 " *	†	..	841 13 8	338 5 8	1,179 19 4	
961	R. 00/568 ..	July 1, 1905	Christchurch City Council	9 22	Chaney's	"	5 " *	†	75 0 0	306 11 8	60 8 0	366 19 8	
964	R. 05/2953 ..	Sept. 1, 1905	Dalgaty and Co. (Limited)	..	Timaru	"	10 " *	Premium..	Rental, £50	901 18 3	708 14 0	1,610 12 3	
974	R. 98/111 ..	Jan. 1, 1906	Broad, Small, and Co. ..	374 46	Invercargill	Govt. ..	10 " *	"	Rental, £50	127 2 9	721 7 2	848 9 11	
979	R. 03/1149 ..	Jan. 1, 1906	T. D. Ward and R. Cleave	374 39	"	Grantees	10 " *	"	Rental, £50	24 3 2	383 13 10	407 17 0	
981	R. 00/2041 ..	Feb. 1, 1906	(McCallum and Co. ..	7 22	Fairfax	"	5 " *	"	3 0 0	715 2 1	584 5 9	1,299 7 10	
982	R. 05/2912 ..	Jan. 1, 1906	(R. Meek and Co. ..	..	Lake Road	"	10 " *	"	30 0 0	2,070 11 11	103 16 8	2,174 8 7	
984	R. 01/1037 ..	Mar. 1, 1906	New Zealand Farmers' Co-operative Association (Limited)	0 15	Lyttelton	"	5 " *	†	Rental, £25	368 4 1	308 0 0	666 4 1	
991	R. 01/1375 ..	May 1, 1906	Lyttelton Harbour Board	15 0	Kapuka	"	5 " *	Premium..	2 10 7	1,920 12 4	16 15 5	1,937 7 9	
994	R. 01/776 ..	May 1, 1906	McCallum and Co. ..	..	Gore ..	"	10 " *	†	Rental, £25	231 5 6	182 13 9	413 19 3	
996	R. 06/946 ..	May 1, 1906	Fleming and Co. ..	..	Christchurch	Grantees	10 " *	Premium..	220 0 0	37 3 8	170 6 3	207 9 11	
999	R. 01/1604 ..	July 1, 1906	N.Z. Govt. Mines Department	..	"	"	10 " *	"	Rental, £50	803 11 1	501 11 10	1,305 2 11	
1000	R. 96/2443 ..	July 1, 1906	William Borlase	..	Sawyer's Bay	Grantee	5 " *	†	..	4,460 0 2	3,787 15 1	8,247 15 3	
1001	R. 96/3013 ..	July 1, 1906	Nelson Bros. ..	..	Hornby	"	10 " *	†	Rental, £25	..	..	..	
1004	R. 06/1868 ..	Sept. 1, 1906	James Macfie and Co. (Limited)	..	Dunedin	"	10 " *	†	Rental, £50	..	..	..	
1015	R. 02/2502 ..	Aug. 1, 1906	N.M. and A. Co. of N.Z. (Limited)	..	Gore ..	Grantees	5 " *	Premium..	100 0 0	..	..	..	
1017	R. 06/3093 ..	Jan. 1, 1907	William Quinn ..	121 76	Otaio ..	Govt. and grantees	10 " *	†	Rental, £25	..	..	..	
1019	R. 98/410 ..	Dec. 1, 1906	N.M. and A. Co. of N.Z. (Limited)	..	Invercargill	Grantees	10 " *	Premium..	12 0 0	..	..	..	
			Christchurch Meat Company	..	Smithfield	"	10 " *	†	Rental, £50	..	..	..	

(Included in No. 94.9.)

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* Three months' notice.

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1910—continued.

Id. 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, 1910.			Total.
										In.	Out.	£ s. d.	
1127	R. 99/1832 ..	May 1, 1909	Bedford Mills Company ..	M. ch.	Timaru ..	†	10 years*	†	Repairs, £22	£ 609 12 1	£ s. d. 609 2 0	£ s. d. 1,218 14 1	
1128	R. 09/1283 ..	April 4, 1909	H. Matson and Co. (Limited)	..	Addington ..	Grantees	10 "	Premium..	Rental, £50	712 8 2	597 9 1	1,309 17 3	
1129	R. 99/1738 ..	May 1, 1909	Canterbury (N.Z.) Seed Company (Limited)	..	Hethcote ..	"	10 "	"	Rental, £25	331 15 8	211 9 1	543 4 9	
1131	R. 05/2759 ..	May 1, 1909	William Goss ..	..	Christchurch ..	†	10 "	†	Rental, £25	969 14 11	31 19 11	1,001 14 10	
1132	R. 08/147 ..	April 1, 1909	N.Z. Coal and Oil Company (Limited)	..	Orepuki ..	†	5 "	†	Rep'ts, £32/13/6	15 13 5	958 1 4	973 14 9	
1133	R. 99/1728 ..	May 1, 1909	Dalgaty and Co. (Limited)	..	Christchurch ..	†	10 "	†	Rental, £50	1,908 6 0	554 19 0	2,463 5 0	
1134	R. 08/2054 ..	May 1, 1909	Friedlander Bros. (Limited)	..	Tinwald ..	†	10 "	†	Rep'ts, £31 10/	65 4 2	2,018 13 7	2,083 17 9	
1135	R. 99/2208 ..	Jan. 1, 1909	Christchurch Gas, Coal, and Coke Company (Limited)	..	Christchurch ..	Grantees	10 "	†	Rental, £25	3,872 16 4	147 2 5	4,019 18 9	
1136	R. 99/2427 ..	May 1, 1909	Canterbury Roller Flour-mills Company	..	Gore ..	†	1 "	†	Rental, £50	181 17 2	813 3 2	995 0 4	
1137	R. 99/1934 ..	May 1, 1909	Fleming and Co. (Limited)	..	Lyndhurst ..	†	1 "	†	Rental, £25	632 6 1	579 8 2	1,211 14 3	
1138	R. 98/3247 ..	April 1, 1909	Friedlander Bros. (Limited)	..	..	†	10 "	†	Rental, £25	..	932 3 2	932 3 2	
1140	R. 99/2174 ..	May 1, 1909	Fleming and Co. (Limited)	..	Elles Road ..	†	10 "	†	Repairs, £2	1,080 13 0	601 8 0	1,682 1 0	
1141	R. 99/263 ..	Feb. 1, 1909	John Borgfeldt ..	..	Papanui ..	†	5 "	†	Rental, £50	143 0 1	12 8 7	155 8 8	
1143	R. 99/1935 ..	May 1, 1909	Thomas Newton Pratt ..	..	Christchurch ..	†	10 "	†	Repairs, £56	1,586 9 3	91 14 5	1,678 3 8	
1144	R. 99/2066 ..	June 1, 1909	National Mortgage and Agency Company of New Zealand (Limited)	..	Dunedin ..	†	10 "	†	Rental, £50	2,236 12 9	341 5 0	2,577 17 9	
1145	R. 99/1120 ..	July 1, 1909	Wright, Stephenson, and Co. (Limited)	..	Invercargill ..	†	10 "	†	Rental, £50	1,501 0 0	730 10 0	2,231 10 0	
1146	R. 09/358 ..	July 1, 1909	Wm. Hugh Paterson ..	..	Willowbank ..	Grantees	5 "	Premium..	155 0 0	..	..	..	
1147	R. 99/1967 ..	June 1, 1909	Crown Milling Company (Limited)	..	Dunedin ..	†	10 "	†	Rental, £50	1,393 1 0	154 8 6	1,545 9 6	
1148	R. 99/1968 ..	Aug. 1, 1909	Wm. Scott and Co. ..	..	Southbridge ..	†	10 "	†	Rental, £25	210 2 5	607 6 6	817 8 11	
1150	R. 97/2821 ..	Aug. 1, 1909	Dalgaty and Co. (Limited)	..	Dunedin ..	†	10 "	†	Rental, £50	3,725 19 6	958 10 6	4,684 10 0	
1153	R. 99/2313 ..	Aug. 1, 1909	Invercargill Corporation ..	..	Invercargill ..	†	5 "	Repairs ..	6 0 0	380 11 0	43 1 0	423 12 0	
1154	R. 07/4774 ..	July 1, 1909	Jarrah Timber Co. ..	..	Addington ..	†	10 "	†	Repairs, £81	..	..	..	
1157	R. 99/2537 ..	June 1, 1909	Christchurch Meat Company (Limited)	..	Eveline ..	†	10 "	†	Rental, £25	903 9 0	1,544 14 5	2,448 3 5	
1158	R. 99/2017 ..	Aug. 1, 1909	Oamaru Borough Council	..	Oamaru ..	†	5 "	†	Rental, £50	98 10 10	10 2 8	108 13 6	
1167	R. 08/2000 ..	Aug. 1, 1909	Milburn Lime and Cement Company (Limited)	..	Milburn ..	†	5 "	†	..	1,287 16 4	1,320 12 5	2,608 8 9	
1169	R. 99/2207 ..	Aug. 1, 1909	Walton Park Coal Company	..	Walton Park ..	†	5 "	†	..	..	111 16 3	111 16 3	
1170	R. 98/4318 ..	Oct. 1, 1909	C. and W. Gore ..	..	Wingatui ..	†	5 "	†	..	168 5 10	850 1	1,018 7 2	

1173	R. 03/3161	Oct.	1, 1909	Southland Timber Company	..	Obautau	..	†	5	..	Repairs, £1 10s.	36 19 4	624 12 5	661 11 9
1176	R. 99/2065	Aug.	1, 1909	William Nicholls	..	Belfast	..	†	10	..	Rental, £25	698 9 2	447 12 2	1,146 1 4
1178	R. 99/2218	Aug.	1, 1909	T. E. Hodgkinson and Co.	..	Makarewa	..	†	5	..	..	1 16 0	132 7 7	134 3 7
1179	R. 99/2343	Aug.	1, 1909	Smart and Son	..	Hornshy	..	†	5	..	..	21 17 0	740 2 10	761 19 10
1181	R. 99/2072	Oct.	1, 1909	New Zealand Shipping Company (Limited)	..	Bluff	..	†	10	..	Rental, £50	1,585 8 2	284 0 10	1,869 9 0
1182	R. 02/1255	Nov.	1, 1909	Invercargill Corporation	..	Waikiti	..	†	5	..	Repairs, £210s.	192 12 3	107 5 2	300 4 3
1185	R. 99/1719	Aug.	1, 1909	Bowron Bros. and Co. (Limited)	..	Woolston	..	†	10	..	Rental, £25	1,267 10 11	451 0 11	1,718 11 10
1186	R. 99/2096	Aug.	1, 1909	Lytelton Borough Council	..	"	..	†	5	..	..	21 14 9	..	21 14 9
1189	R. 99/2005	Oct.	1, 1909	Milburn Lime and Cement Company (Limited)	..	Milburn	..	†	1	..	Rental, £50	1,716 14 7	969 18 4	2,686 12 11
1191	R. 10/634	Oct.	1, 1909	Canterbury Farmers' Co-operative Association	..	Studholme	..	Premium..	10	..	164 0 0	(Included in No. 815.)		
1192	R. 99 2406	Aug.	1, 1909	Christchurch Meat Company (Limited)	..	Islington	..	†	10	..	Rental, £25	8,732 19 8	6,483 0 10	15,221 0 6
1193	R. 09/3046	Oct.	1, 1909	James Holland	..	Kaipoi	..	†	5	..	Repairs, £13	..	318 14 0	318 14 0
1194	R. 99/2416	Nov.	1, 1909	N.Z. Loan and Mercantile Agency Company (Limited)	..	Bluff	..	†	10	..	Rental, £50	2,172 7 7	1,233 6 9	3,405 14 4
1197	R. 99/2209	Jan.	1, 1910	Duncan McGregor	..	Centre Bush	..	†	5	..	Repairs, £2 5s.	..	235 16 9	235 16 9
1198	R. 00/141	Jan.	1, 1910	Henry Harriway	..	Burnside	..	†	1	..	Rental, £25	1,102 8 9	310 3 5	1,412 12 2
1201	R. 99/2313	Nov.	1, 1909	Lytelton Harbour Board	..	Lytelton	..	†	5	..	..	630 6 1	17 12 2	647 18 3
1203	R. 00/992	Jan.	1, 1910	J. G. Ward and Co. (Limited)	..	Limehills	..	†	5	..	Repairs, £3	46 16 4	4 5 11	51 2 3
1206	R. 07/2503	Nov.	1, 1908	North Otago Agricultural and Pastoral Association	..	Oamaru	..	Half-cash Grantees	5	..	235 0 0	..	..	..
1209	R. 05/293	Jan.	1, 1910	Friedlander Bros. (Limited)	..	Lynnhurst	..	†	10	..	..	28 9 4	557 3 7	585 12 11
1212	R. 99/367	Feb.	1, 1910	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	..	Ashburton	..	†	10	..	Rental, £25	920 12 0	1,077 2 11	1,997 14 11

WESTLAND SECTION.

344	R. 86/2585	Aug.	20, 1886	Greymouth - Point Elizabeth Rly. and Coal Company (Limited)	8 0	Brunner	..	Greyouth Har. Bd.	Undefined	..	..	29 10 10	4,360 7 7	4,389 18 5
946	R. 00/197	Jan.	1, 1905	Baxter Bros.	10 77	Kumara	..	Govt. and grantees	5 years*	†	..	..	360 3 9	360 3 9
966	R. 05/1908	Dec.	1, 1905	Lincoln Bros. and Toomey & Peebles	..	Stafford	..	Grantees	5	Premium..	200 0 0	..	245 9 11	245 9 11
970	R. 05/1881	Nov.	1, 1905	Southorn and Co.	..	Ngahere	..	Grantees	5	..	..	61 2 10	61 2 10	61 2 10
971	R. 02/553	Oct.	1, 1905	Kotuku Sawmilling Company	..	Aratika	..	Taken over with Mid-land Rly.	5	Premium..	5 0 0	27 15 5	828 18 5	856 13 10
975	R. 02/557	Oct.	1, 1905	Stratford, Blair, and Co...	..	Kokiri	..	Ditto	5	..	49 0 0	28 1 10	901 6 4	929 8 2
976	R. 02/554	Oct.	1, 1905	Moana Sawmilling Company (Ltd.)	..	Moana	..	..	5	..	8 0 0	..	850 10 8	850 10 8
980	R. 02/552	Oct.	1, 1905	Blackball Coal Company (Limited)	..	Ngahere	..	..	5	..	48 0 0	78 3 8	9,372 2 11	9,372 2 11
983	R. 02/558	Oct.	1, 1905	Baxter Bros.	..	Kokiri	..	..	5	..	5 0 0	45 17 8	776 0 8	821 18 4
985	R. 01/856	April	1, 1906	Tarawera Sawmill Company (Ltd.)	..	Inchbonnie	..	Grantees	5	..	..	110 4 10	993 17 1	1,104 1 11
992	R. 02/556	Oct.	1, 1905	Lake Brunner Sawmill Company	..	Moana	..	..	5	Premium..	320 0 0	23 8 10	2,369 11 11	2,393 0 9
1007	R. 00/2624	Aug.	1, 1906	Despatch Foundry Company (Ltd.)	..	Greymouth	..	..	10	†	Rental, £25	104 18 9	285 16 0	390 14 9
1013	R. 01/456	Oct.	1, 1906	Jack Bros.	..	Kotuku	..	..	5	Premium..	290 0 0	75 11 5	1,493 5 10	1,568 17 3
1025	R. 07/774	Nov.	1, 1906	Stratford, Blair, and Co. (Limited)	..	Ahaura	..	..	5	..	235 0 0	25 1 7	1,205 4 7	1,280 6 2
1068	R. 06/440	Mar.	1, 1908	Ikamatua Sawmilling Company	..	Ikamatua	..	..	5	..	500 0 0	33 16 6	825 18 5	859 14 11
1073	R. 07/3061	Jan.	1, 1908	Messrs. Manson and Co...	25 20	Te Kinga	..	..	5	..	900 0 0	44 16 3	1,356 2 7	1,400 18 10
1102	R. 99/1729	Sept.	1, 1908	Stratford, Blair, and Co...	..	Arnold's	..	..	5	..	5 10 0	8 3 7	525 1 2	533 4 9
1107	R. 03/1446	Oct.	1, 1908	O. Butler	..	Gladstone	..	..	5	..	..	21 7 5	199 0 11	220 8 4
1120	R. 08/3246	Nov.	3, 1908	Westland Stone Company (Limited)	..	Dobson	..	..	5	Premium..	376 10 0	..	11 13 7	11 13 7

* Three month's notice.

† Siding originally laid under old agreement

RETURN No. 24—continued.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1910—continued.

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, 1910.				
										In.	Out.	£ s. d.	£ s. d.	£ s. d.
M. ch.														
11152	R. 03/4851	July 1, 1909	G. T. Moss	..	Te Kinga	Grantees	5 years*	†	Repairs, £10	£ 8 2	443 16 9	452 4 11		
11155	R. 03/2385	Nov. 1, 1908	K.K. Sawmilling Company	..	Kapitea	†	5 " *	†	Repairs, £10	1 6 10	3 13 0	4 19 10		
11156	R. 03/2385	Nov. 1, 1908	K.K. Sawmilling Company	..	..	†	5 " *	†	Repairs, £10	4 2 4	520 14 0	524 16 4		
11168	R. 03/4189	June 1, 1909	Red Jacks Sawmilling Company	..	Ngahere	Grantees	5 " *	Premium..	305 0 0	..	207 8 2	207 8 2		
11172	R. 03/3096	April 1, 1909	William Morris ..	..	Kumara	†	5 " *	†	..	2 5 0	768 7 1	770 12 1		
11183	R. 99/2900	Nov. 1, 1909	J. C. Maffroy and Co. ..	..	Ho Ho	Grantees	5 " *	Premium..	20 0 0	1,132 6 6	105 6 1	1,237 12 7		
11184	R. 99/1730	April 1, 1909	Stratford, Blair, and Co. ..	..	Greymouth	Grantees	10 " *	Premium..	Rental, £25	91 13 9	..	91 13 9		
11187	R. 08/4493	April 1, 1909	Ikamatua Sawmilling Company ..	..	..	†	10 " *	..	20 0 0	29 11 2	464 10 4	494 1 6		
1208	R. 04/2611	Nov. 1, 1909	Grey Valley Timber Company (Limited)	6 16	Ngahere	†	5 " *	†	..	12 2 1	838 5 1	850 7 2		
1211	R. 03/2764	Feb. 1, 1910	Grey-mouth Timber and Land Company (Limited)	22 8	Moana	†	5 " *	†	..	..	..	..		
1213	R. 09/2106	Dec. 1, 1909	Butler Bros. ..	..	Ruatapu	Grantees	5 " *	Premium..	180 0 0	..	..	..		
WESTPORT SECTION.														
1026	R. 07/865	Mar. 1, 1907	N.Z. Government Mines Department	..	Westport	Grantee	5 years*	Premium..	950 0 0	590 0 1	91 14 11	621 15 0		
1043	R. 07/591	Sept. 1, 1907	Westport-Stockton Coal Company	19 3	Ngakawan	..	5 " *	..	952 0 0	104 9 10	15,634 12 1	15,739 1 11		
1159	R. 00/2091	Mar. 1, 1909	J. and S. Marris	26 70	Mokihini	†	5 " *	†	..	12 6 5	31 6 5	43 12 10		
1195	R. 00/2091	Aug. 1, 1909	D. P. Mumm ..	..	..	†	5 " *	†	..	13 4 4	3 14 0	16 18 4		
NELSON SECTION.														
238	R. 31/1947	Aug. 31, 1881	Neale and Haddow	1 6	Nelson	Grantees	Undefined	Premium..	150 0 0	256 9 3	2 11 10	259 1 1		
958	R. 05/892	July 1, 1905	E. Buxton and Co. (Limited)	..	..	..	10 years*	..	180 0 0	977 3 11	131 10 10	508 14 9		
—	R. 00/1834	Oct. 1, 1899	M. Lightband ..	..	..	(Right held in connection with lease)	..	..	67 18 0	139 11 10	0 19 3	140 11 1		
1204	R. 08/3577	Sept. 1, 1908	Nelson Freezing Company (Limited)	..	Stoke	Grantees	10 years*	..	320 0 0	197 13 1	243 12 8	441 5 9		
PICTON SECTION.														
794	R. 99/2880	Dec. 1, 1901	Christchurch Meat Company (Ltd.)	13 35	Spring Creek	Grantees	10 years*	†	Repairs, £15	23 15 3	41 18 8	65 13 11		
797	R. 01/2132	Feb. 1, 1902	Levin and Co. (Limited) ..	17 69	Blenheim	..	10 " *	†	Repairs, £9	494 16 5	485 17 1	980 13 6		
800	R. 91/3490	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton	..	10 " *	†	Rental, £25	235 3 8	122 10 8	357 14 4		
870	R. 93/3737	Nov. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim	..	10 " *	†	Repairs, £5	303 18 4	611 3 8	915 2 0		
1098	R. 06/1461	Jan. 1, 1909	Corry and Co. ..	..	..	..	10 " *	Premium..	Rental, £25	338 0 7	1,035 3 6	1,373 4 1		

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

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1910.

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	106,703
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
1900-1901	4 30	103 38	107 68	226,485	345,433
1901-1902	11 20	12 32	23 52	49,665	369,339
1902-1903	28 40	27 43	56 3	117,679	330,029
1903-1904	33 12	4 44	37 56	79,170	309,296
1904-1905	17 61	27 75	45 56	95,970	302,252
1905-1906	23 5	8 52	31 57	66,596	309,183
1906-1907	..	50 7	50 7	105,184	283,293
1907-1908	10 38	4 61	15 19	31,999	331,678
1908-1909	186 21	23 21	209 42	440,003	279,190
1909-1910	3 60	31 43	35 23	74,104	236,390
Totals	..	..	..	5,638,737	6,222,376

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1909, and March, 1910.

Department.	Kawakawa.	Whangarei.	Kaihu.	Giborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
1909-10.											
General	...	...	...	...	...	...	...	...	...	...	648
Traffic	6	21	7	12	1,801	1,658	127	75	24	27	3,758
Maintenance	12	17	8	15	1,811	1,649	154	59	55	67	3,847
Locomotive	5	20	5	9	1,868	1,804	126	96	17	21	3,971
Totals	23	58	20	36	5,480	5,111	407	230	96	115	12,224
1908-9.											
General	...	...	...	...	...	...	...	...	...	...	460
Traffic	7	19	8	10	1,826	1,755	134	74	39	27	3,899
Maintenance	5	17	10	16	2,308	1,874	168	42	48	56	4,544
Locomotive	3	20	5	5	1,679	1,611	132	106	15	26	3,602
Totals	15	56	23	31	5,813	5,240	434	222	102	109	12,505

LOCOMOTIVE RETURNS for the Year ending March 31st, 1910.

Type.	Number 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.			
			Train.	Shunting and Empty.	Work- train.		Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.		Total.
KAWAKAWA SECTION.																					
C ..	1	15	1,521	765	13,389	15,675	Cwt.	Qt.	lb.	lb.	£	£	£	£	£	0.84	0.23	1.73	5.22	8.02	214
D ..	1	15	7,016	2,320	1,755	11,091	4,350	403	19	152	55	15	113	341	324	0.61	0.28	1.71	6.58	9.18	202
Totals	2	..	8,537	3,085	15,144	26,766	7,034	743	37	280	83	28	192	645	948	0.75	0.25	1.72	5.78	8.50	416
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	120	..	..	..	..	1.08	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,068	..	..	..	..	9.58	..
WHANGAREI SECTION.																					
C ..	1	15	3,772	6,179	..	9,951	4,301	387	20	167	17	15	92	240	364	0.41	0.36	2.22	5.79	8.78	256
FA ..	2	17	22,667	6,316	525	29,508	15,324	949	45	379	218	36	326	596	1,176	1.77	0.29	2.65	4.85	9.56	320
WB ..	2	17	30,462	6,865	23	37,350	23,060	1,263	39	510	550	45	495	739	1,829	3.53	0.29	3.18	4.75	11.75	386
Totals	5	..	56,901	19,360	548	76,809	42,685	2,599	104	1,056	785	96	913	1,575	3,369	2.46	0.30	2.85	4.92	10.53	962
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	451	..	..	..	..	1.40	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,820	..	..	..	..	11.93	..
KAIHU SECTION.																					
F ..	2	15	13,360	4,598	491	18,449	3,536	398	27	190	479	15	225	422	1,141	6.23	0.19	2.93	5.49	14.84	317
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	125	..	..	..	..	1.63	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,266	..	..	..	..	16.47	..
GISBORNE SECTION.																					
D ..	2	12	12,635	2,536	16,372	31,543	6,927	1,120	31	375	382	40	498	544	1,464	2.91	0.30	3.79	4.14	11.14	376
FA*	1	15	19,617	3,349	40	23,006	5,344	1,182	35	235	197	39	387	408	1,031	2.05	0.41	4.04	4.26	10.76	205
Totals	3	..	32,252	5,885	16,412	54,549	12,271	2,302	66	610	579	79	885	952	2,495	2.55	0.35	3.89	4.19	10.98	581
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	509	..	..	..	..	2.24	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,004	..	..	..	..	13.22	..

* Transferred from Wellington Section, May, 1909.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1910—continued.

Type.	Number 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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
			Train.	Shunting and Empty.		Work-train.	Coal.	Oil.		Tallow.	Waste.	Stores.		Fuel.	Wages.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

* 1 FA transferred to Gisborne Section, May, 1908.

† 1 WA transferred to Westland Section, September, 1909.

‡ 1 Wn transferred to Westport Section, June, 1909.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1910—continued.

Type.	Number of Engines.	Average Speed—		Engine-Mileage.		Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.			
		Miles per Hour.	Train.	Detail.		Total.	Running.				Repairs.				Running.						
				Shunting and Empty.	Work-train.		Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Store.	Fuel.	Wages.	Total.						
SOUTH ISLAND MAIN LINE AND BRANCHES.																					
A ..	8	30	221,287	9,776	4	231,067	86,400	8,059	585	3,278	£ 2,934	£ 295	£ 4,208	£ 3,063	10,500	3-05	0-31	4-37	3-18	10-91	1,398
B ..	8	20	160,239	17,719	..	177,958	108,846	8,050	293	2,719	4,034	263	5,258	3,960	13,513	5-44	0-36	7-09	5-34	18-23	1,882
D ..	15	18	24,010	180,623	2,676	207,309	55,320	4,721	403	2,913	1,914	170	2,641	6,089	10,814	2-21	0-20	3-06	7-05	12-52	3,519
F ..	37	20	161,281	401,329	161,001	663,611	192,053	16,554	1,155	6,465	8,305	528	9,176	18,006	36,015	3-00	0-19	3-32	6-51	13-02	9,275
FA ..	6	20	57,122	16,953	17,848	91,923	29,614	2,758	233	1,171	2,233	95	1,439	2,111	5,878	5-83	0-25	3-76	5-51	13-35	1,274
J ..	15	25	272,763	33,867	13,569	320,189	148,766	8,963	681	4,100	5,144	314	7,055	5,870	18,383	3-85	0-23	5-29	4-40	13-77	3,378
K ..	6	25	79,077	6,093	1,604	86,774	33,985	2,098	186	1,357	982	81	1,588	1,452	4,103	2-72	0-22	4-39	4-02	11-35	1,146
L ..	1	20	8,120	4,486	97	12,703	4,322	529	47	219	73	18	210	318	619	1-38	0-34	3-96	6-01	11-69	245
P ..	6	18	103,872	28,309	1,615	133,796	64,769	6,308	212	1,670	1,795	206	3,124	2,792	7,917	3-22	0-37	5-60	5-01	14-20	1,363
Q ..	7	30	190,029	11,650	..	201,679	93,668	7,141	230	2,122	3,454	270	4,519	2,759	11,002	4-11	0-32	5-38	3-28	13-09	1,417
R ..	8	20	58,806	63,108	43,006	164,920	45,554	3,358	346	2,021	1,502	123	2,209	3,922	7,756	2-19	0-18	3-21	5-71	11-29	2,019
T ..	4	18	51,308	7,341	9,676	68,325	32,478	2,843	124	975	1,265	101	1,565	1,476	4,407	4-44	0-36	5-50	5-18	15-48	835
U ..	9	30	229,323	11,266	..	240,589	104,443	7,292	410	2,589	3,951	247	4,910	3,709	12,817	3-94	0-25	4-90	3-70	12-79	2,012
UA ..	6	30	142,056	8,988	215	151,259	69,938	5,822	210	1,762	3,712	190	3,306	2,363	9,571	5-89	0-30	5-25	3-75	15-19	1,312
UB ..	22	30	584,525	38,044	663	623,232	288,967	20,731	985	7,707	7,610	762	13,981	9,731	32,084	2-93	0-30	5-38	3-75	12-36	5,039
UC ..	10	30	217,718	19,389	176	237,283	111,569	7,848	485	3,510	4,715	273	5,437	4,217	14,642	4-77	0-27	5-50	4-27	14-81	2,357
V ..	10	25	232,889	22,665	607	256,161	170,324	7,099	410	3,115	3,351	248	7,925	4,758	16,282	3-14	0-23	7-43	4-46	15-26	2,682
W ..	4	20	46,969	12,961	18,795	78,715	30,075	3,460	125	1,101	1,038	116	1,450	1,744	4,348	3-17	0-35	4-42	5-32	13-26	949
WF ..	16	25	291,060	61,846	26,866	379,772	12,851*	13,141	735	5,435	3,976	447	7,677	8,056	20,156	2-51	0-28	4-85	5-09	12-73	4,185
Totals	198	..	3,132,444	956,413	238,408	4,327,265	1,819,395	136,775	7,857	54,229	61,988	4,747	87,678	86,396	240,809	3-44	0-27	4-86	4-79	13-36	46,287
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37,402	..	..	..	..	2-07	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	278,211	..	..	..	..	15-43	..
WESTLAND SECTION.																					
D ..	1	18	11	16,069	..	16,080	3,769	768	35	255	70	22	98	496	686	1-04	0-33	1-46	7-40	10-23	267
F ..	5	20	59,353	36,347	15,311	111,011	35,658	4,332	168	1,330	545	123	955	2,508	4,131	1-18	0-27	2-06	5-42	8-93	1,392
FA ..	1	20	25,276	2,111	285	27,672	11,802	1,064	40	296	127	34	325	498	984	1-10	0-29	2-82	4-32	8-53	292
LA ..	6	20	66,250	14,257	11,410	91,917	30,460	3,525	169	1,131	1,114	101	830	1,819	3,864	2-90	0-26	2-17	4-75	10-08	1,250
W ..	2	15	10,936	2,798	451	14,185	1,640	810	55	340	1,474	25	134	414	2,047	24-94	0-42	2-27	7-00	34-63	315
WA†	3	20	51,449	6,222	..	57,671	22,453	2,734	105	687	494	84	606	1,058	2,242	2-06	0-35	2-52	4-40	9-33	617
Totals	17	..	213,275	77,804	27,457	318,536	110,951	13,233	572	4,039	3,824	389	2,948	6,793	13,954	2-88	0-29	2-22	5-12	10-51	4,133
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,872	..	..	..	..	1-41	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15,826	..	..	..	..	11-92	..
* Oil, gallons. † 1,640 cwt. coal issued free of cost. ‡ 1 WA transferred from Wellington Section, September, 1909.																					

* Oil, gallons.

† 1,640 cwt. coal issued free of cost.*

* 1 WA transferred from Wellington Section, September, 1909

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1910—continued.

Type.	Number of Engines.	Engine-Mileage.			Quantity of Stores.			Cost.			Cost per Engine-Mile in Pence.				Days in Steam.		
		Detail.		Total.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Running.	Total.	Running.					
		Train.	Shunting and Empty.									Work-train.	Wages and Material.	Stores.		Fuel.	Wages.

WESTPORT SECTION.

Type.	Number of Engines.	Average Speed—Miles per Hour.	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Stores.	Fuel.	Wages.	Material.	Stores.	Fuel.	Wages.	Total.	Days in Steam.
C ..	2	12	158	29,976	1,179	31,313	6,648	1,075	73	525	222	36	190	986	1,434	0-27	1-46	7-36	10-99	434
F* ..	2	15	18,202	29,823	1,179	49,204†	11,279	1,507	101	708	391	50	323	1,287	2,031	1-91	0-24	1-57	6-28	659
F ^A ..	2	15	20,764	15,574	368	36,706	12,388	1,435	83	510	644	50	356	856	1,906	4-21	0-33	2-33	5-59	441
W ^B † ..	4	20	74,311	18,331	17	92,659	42,527	5,417	172	1,124	2,074	174	1,136	1,766	5,150	5-37	0-45	2-94	4-57	846
Totals ..	10	..	113,435	93,704	2,743	209,882	72,842	9,434	429	2,867	3,331	310	2,005	4,895	10,541	3-81	0-35	2-29	5-60	2,380
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,994	..	..	..	2-28	..
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,535	..	..	..	14-33	..

NELSON SECTION.

D ..	1	18	1,628	699	1,042	3,369	783	172	20	39	18	6	37	77	138	1.28	0.43	2.64	5.48	9.83	99
F ..	1	18	16,019	2,829	1,220	20,068	4,984	510	40	151	64	17	240	365	686	0.77	0.20	2.87	4.36	8.20	255
F ^A ..	2	18	48,469	5,199	241	53,909	14,340	1,814	82	526	317	59	692	907	1,975	1.41	0.26	3.08	4.04	8.79	491
Totals ..	4	..	66,116	8,727	2,503	77,346	20,107	2,496	142	716	399	82	969	1,349	2,799	1.24	0.25	3.00	4.19	8.68	845
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	668	..	..	..	..	2.07	..
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,467	..	..	..	..	10.75	..

PICTON SECTION.

D ..	1	18	2,768	1,664	17,111	21,543	3,166	365	20	149	26	13	163	407	609	0.29	0.14	1.82	4.53	6.78	278
F ..	1	18	17,219	4,543	233	21,995	7,484	814	20	136	142	24	383	418	967	1.55	0.26	4.18	4.56	10.55	263
F ^A ..	4	18	53,283	22,923	7,433	83,639	20,311	2,214	55	506	563	69	1,037	1,434	3,103	1.61	0.20	2.98	4.11	8.90	990
Totals ..	6	..	73,270	29,130	24,777	127,177	30,961	3,393	95	791	731	106	1,583	2,259	4,679	1.38	0.20	2.99	4.26	8.83	1,531
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	583	..	..	..	..	1.10	..
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,262	..	..	..	..	9.93	..

* 1 F sold to Westport Harbour Board, October, 1909.

† Includes 250 miles worked by Harbour Board's engine.

‡ 1 W^B transferred from Wellington Section, June, 1909.

RETURN No. 29.

SOUTH ISLAND MAIN LINE AND BRANCHES.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1910.

Mine.	1908-9.	1909-10.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
St. Helen's, White Cliffs	1,348	520	..	828
Homebush, Glentunnel.. .. .	10,085	9,365	..	700
Mount Somers Coal Company, Mount Somers	2,435	4,291	1,856	..
Woolshed Creek Company, Mount Somers	202	..	..	202
Albury	185	237	52	..
Waihao Forks.. .. .	267	188	..	79
Gibson's	27	26	..	1
Kurow	14	10	..	4
Ngapara	101	97	..	4
Shag Point	223	683	460	..
Allandale Coal Company	10,479	5,056	..	5,423
Saddle Hill	39,404	35,942	..	3,462
Fernhill	19,960	21,943	1,983	..
Mosgiel	885	414	..	471
Taratu Mine, Lovell's Flat	16,029	14,095	..	1,934
Lovell's Flat Coal Company	3,246	..	..	3,246
Benhar	235	136	..	99
Kaitangata	102,180	121,245	19,065	..
Bruce Coal Company	13,889	12,667	..	1,222
Anderson's, Stirling	92	34	..	58
Conical Hills	2,500	2,657	157	..
Sneddon and Hamilton, Pukerau	59	48	..	11
New Zealand Express Company, Gore	1,562	1,541	..	21
Sleeman, C. P., Mataura	527	795	268	..
Beattie, Coster, and Co., Mataura	3,174	4,594	1,420	..
Collieries Company, Mataura	5,231	5,533	302	..
Beattie and Co., Mataura	531	..	..	531
Mackie and Wallis, Mataura	..	32	32	..
H. Parker, Mataura	..	11	11	..
Nightcaps Coal Company, Nightcaps	46,995	50,352	3,357	..
McKenzie, D., Nightcaps	2,047	1,450	..	597
Tucker, Nightcaps	149	..	..	149
Grant, J., Nightcaps	68	..	..	68
Spence, J., Nightcaps	1,118	749	..	369
McBride, A., Nightcaps	10	..	..	10
Nichol, B., Nightcaps	5	..	..	5
Tinker and Co., Nightcaps	1,079	..	..	1,079
Moss Bros., Nightcaps	..	28	28	..
McIndoe and Turner, Nightcaps.. .. .	..	59	59	..
Wairio Coal Company, Nightcaps	2,638	1,087	..	1,551
Westport Coal Company, Nightcaps	207	125	..	82
J. Lloyd, Nightcaps	46	900	854	..
Withers, J., Gore	72	..	..	72
Green and Co., Gore	539	1,607	1,068	..
Broom and Co., Gore	310	315	5	..
Bowden, Ashers	770	943	173	..
Smith, Fairfax	6	..	..	6
Clark, Wyndham	63	42	..	21
McColl, Willowbank	..	6	6	..
Jones, Willowbank	..	24	24	..
J. Johnston, Kingston Crossing	..	27	27	..
Totals	290,972	299,874	31,207	22,305

RETURN No. 30.

SOUTH ISLAND MAIN LINE AND BRANCHES.

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, 1910.

Port.	1909-10.	1908-9.	Increase.	Decrease.
DISCHARGED :—	No.	No.	No.	No.
Lyttelton	1,933	1,659	274	..
Timaru	280	272	8	..
Oamaru	142	152	..	10
Port Chalmers	70	116	..	46
Dunedin	86	103	..	17
Bluff	229	236	..	7
Totals	2,740	2,538	202	..
LOADED :—	No.	No.	No.	No.
Lyttelton	1,756	1,712	44	..
Timaru	289	236	53	..
Oamaru	151	140	11	..
Port Chalmers	65	131	..	66
Dunedin	51	44	7	..
Bluff	229	236	..	7
Totals	2,541	2,499	42	..

RETURN No. 31.

SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1910, on the SOUTH ISLAND MAIN LINE 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	17 66	..	229 43	85 58	..	85 58	315 21
Rangiora-Sheffield and Eyreton Junction - Bennett's	..	..	53 56	..	..	4 61	..	58 37
Waipara-Domett	..	..	31 46	..	..	2 71	..	34 37
Southbridge and Little River Branches	..	..	48 7	..	..	6 7	..	54 14
Springfield and White Cliffs Branches [Branch	..	..	53 56	285 61	..	6 59	31 12	60 35
Rakaia and Ashburton Forks	..	..	22 20	..	..	3 14	..	25 34
Mount Somers Branch	..	..	27 36	..	..	1 75	..	29 31
Albury Branch	..	..	36 13	..	..	2 73	..	39 6
Waimate Branch	..	..	12 67	..	..	2 52	..	15 39
Totals, Christchurch Division	211 57	17 66	285 61	515 24	85 58	31 12	116 70	632 14
DUNEDIN DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	165 40	2 12	..	167 52	66 79	..	66 79	234 51
Duntroon Branch	..	..	37 41	..	..	3 12	..	40 53
Oamaru-Breakwater Branch	..	..	0 63	..	..	1 62	..	2 45
Ngapara and Livingstone Branches	..	..	27 4	..	..	2 15	..	29 19
Waihero Branch	..	..	8 65	..	..	0 63	..	9 48
Port Chalmers Branch	..	..	1 26	..	..	3 65	28 7	5 11
Walton Park Branch	..	..	2 49	270 51	..	0 52	..	3 21
Fernhill Branch	..	..	1 57	..	..	0 23	..	2 0
Otago Central Railway	..	..	134 51	..	..	10 31	..	145 2
Outram Branch	..	..	9 0	..	..	1 0	..	9 63
Lawrence Branch	..	..	22 1	..	..	1 73	..	23 74
Catlin's River Branch	..	..	25 14	..	..	2 28	..	27 42
Totals, Dunedin Division	165 40	2 12	270 51	438 23	66 79	28 7	95 6	533 29
INVERCARGILL DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	82 41	..	..	82 41	30 68	..	30 68	113 29
Tapanui Branch	..	..	26 21	..	..	2 50	..	28 71
Waimea Plains Branch	..	..	36 41	..	..	3 4	..	39 45
Switzer's Branch	..	..	13 67	..	..	2 3	..	15 70
Waikaka Branch	..	..	12 57	..	..	2 3	..	14 60
Wyndham Branch	..	..	9 35	..	..	1 0	..	10 35
Seaward Bush Branch	..	..	25 39	..	..	2 4	..	27 43
Kingston Branch	..	..	87 0	307 41	..	9 23	37 7	96 23
Makarewa-Orepuki Branch	..	..	48 23	..	..	9 34	..	57 57
Thornbury-Wairio and Wairio-Nightcaps Branches	..	..	24 51	..	..	3 30	..	28 1
Forest Hill Railway	..	..	12 66	..	..	1 13	..	13 79
Lumsden-Mararoa Branch	..	..	10 41	..	..	1 3	..	11 44
Totals, Invercargill Division	82 41	..	307 41	390 2	30 68	37 7	67 75	457 77
Grand Totals—Whole Line	459 58	19 78	863 73	1,343 49	183 45	96 26	279 71	1,623 40

RETURN NO. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1910.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Public-school Cadets : Regulation amended.
 School boarders' tickets : Regulation amended.
 Ordinary tickets : Fares for distances over 50 miles increased.
 Tourist excursion tickets : Fares increased owing to additional mileage added to system.

LOCAL FARES AND REGULATIONS.

North Island Main Line and Branches.

Regulation *re* combining suburban and ordinary fares cancelled.
 Hot Lakes District round-trip tickets : Fares increased.
 Regulation *re* computation of fares for passengers conveyed over the Government line being computed on the basis of the shorter route abolished.
 Regulation inserted providing that tickets for intermediate stations between Thorndon and Palmerston North are not available for north- or south-bound Main Trunk express trains. Passengers breaking this regulation to pay full ordinary fare for 87 miles.

South Island Main Line and Branches.

Hanmer Plains Hot Springs tickets : Regulation and fares amended consequent upon the motor-cars running through from Culverden to Hanmer and *vice versa*.
 Through booking by rail and steamer between Dunedin and Portobello : Steamer and rail fares reduced.
 Through booking by rail and steamer to Queenstown : Fares increased.
 Cold Lakes and Glacial Districts of Otago, and round trips through Central Otago : Fares increased.
 Regulation *re* combining suburban and ordinary fares cancelled.

PART II.—PARCELS, HORSES, ETC. : GENERAL.

Homing-pigeons : Regulation amended to provide that homing-pigeons are to be charged ordinary parcels rates when forwarded by mail and express trains.

PARCELS, HORSES, ETC. : LOCAL RATES.

North Island Main Line and Branches.

Luggage, parcels, &c. : Regulation *re* charges being computed on the basis of the shorter route abolished.

Westland Section.

Parcels consigned to Ross : Additions to parcel rates owing to cartage contract.

South Island Main Line and Branches.

Through booking by rail and motor of parcels, luggage, &c., by Hanmer motor service : Regulation and charges amended.

PART III.—GOODS : REGULATIONS.

Regulation (4), Class F : Provision made for chaff loaded in "LA" wagons to be charged one and a quarter times the classified or local rates ; loading and unloading charges to be made on the same basis.

Regulation (7), Class M : Sheep conveyed in "LA" wagons to be charged two-thirds of the rate charged for "J" trucks.

Regulation (10), Class "Q," amended to meet the case of small lots of New Zealand ground phosphate.

PART IV.—GOODS : LOCAL RATES.

North Island Main Line and Branches.

Goods of Classes A, B, C, D, on New Plymouth - Breakwater line : Regulation amended.
 Regulation *re* computation of charges on goods, live-stock, &c., on basis shorter route and charges on goods *ex* Manawatu Railway Company's line abolished.

Westland Section.

Goods for Ross : Cartage charge of 2s. 6d. per ton (minimum, 3d.) provided on goods consigned to Ross. Coal requiring baggage, 1s. 6d. additional.

Picton Section.

Through booking : Regulation amended to provide for malt, flour, wheat, beans, barley, potatoes, pollard, oatmeal, onions, oats, bran, and grass-seed between the Port (Nelson) and stations between Picton and Blenheim being charged 1s. per sack.

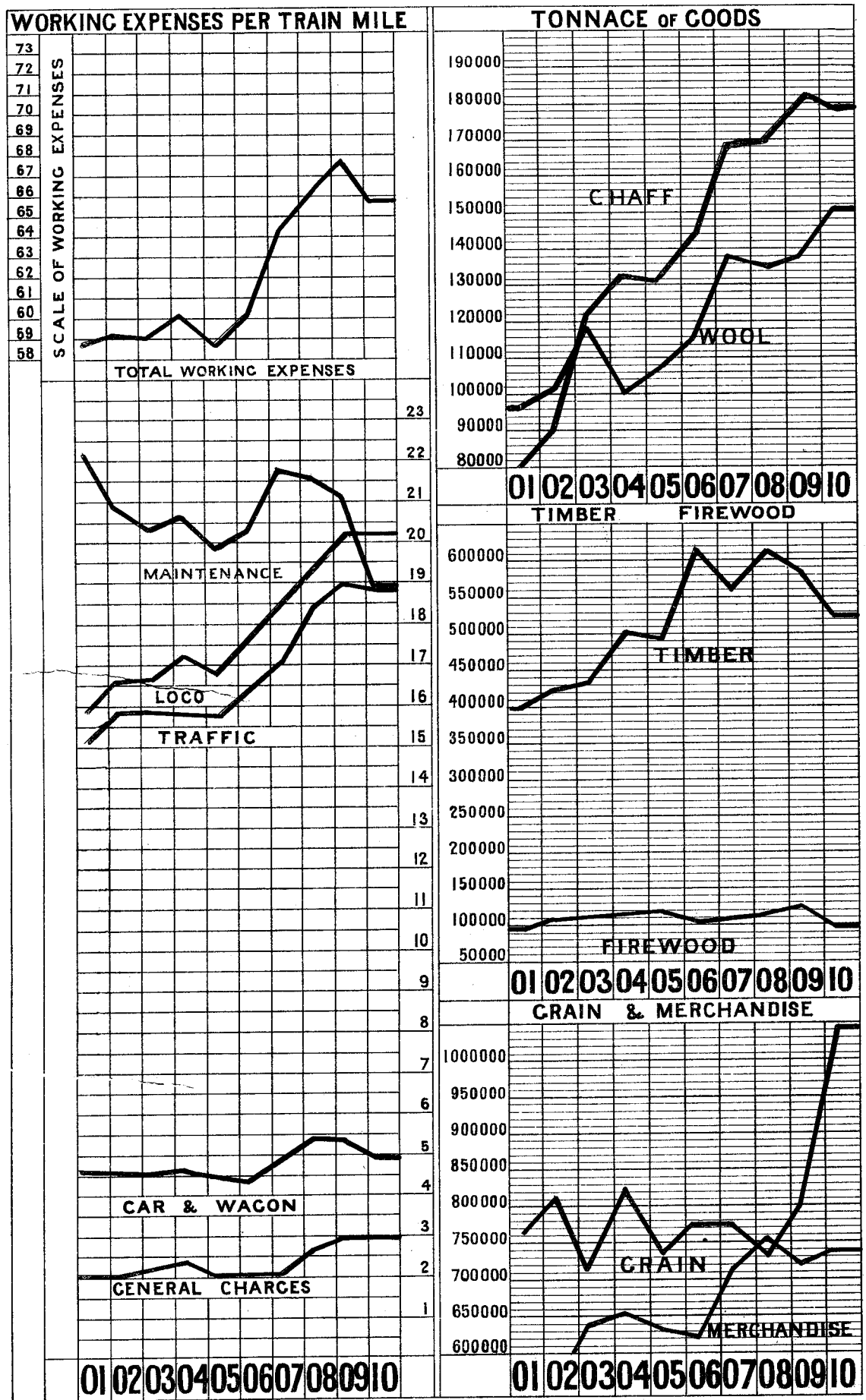
South Island Main Line and Branches.

Ships' goods, Dunedin and Port Chalmers : Regulation amended.

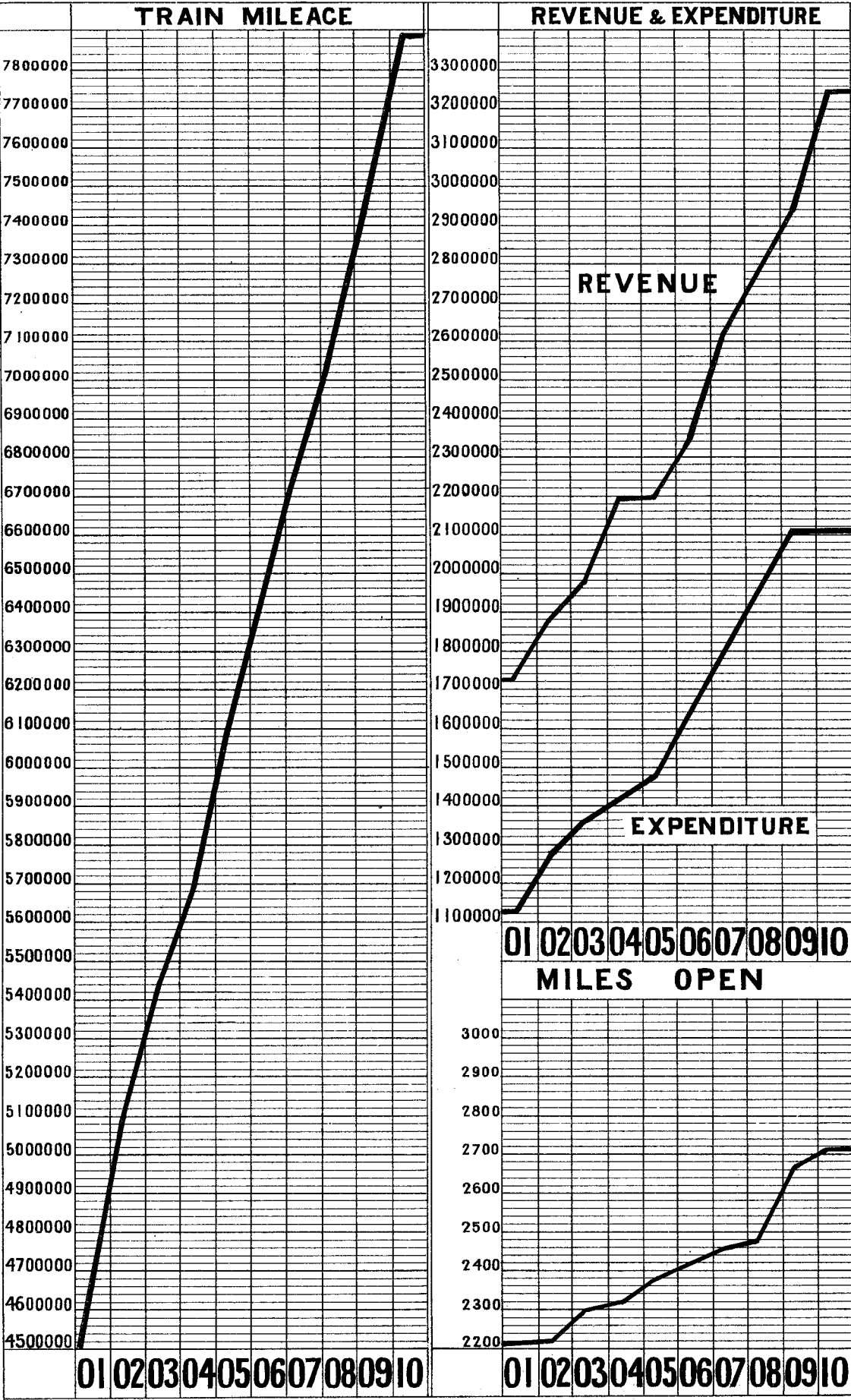
PART V.—CLASSIFICATION OF GOODS, LIVE-STOCK PARCELS, AND LUGGAGE.

	Class
Inserted—	
Asbestos sheets, packed. Owner's risk	D
Asphalt-powder. Owner's risk	N
Cask-heads. Owner's risk	D
Cattle-food manufactured from New Zealand produce. Owner's risk	E
Ceilings, metal, steel, packed in crates or cases. Owner's risk	B
Chloride of calcium, packed. Owner's risk	D
Congo roofing	B
Flax-refuse consigned from flax-mills to factories for the manufacture of cattle-food. Owner's risk	F
Gas, acetylene, in cylinders. Owner's risk. Dangerous	A
Halters, rope	C
Leather and rubber cuttings and parings (waste) consigned to New Zealand leather rubber factories. Owner's risk	N
Leather rubber goods (consisting of boots, soles and heels, belting, tubing, mats, motor cycle or carriage tires) packed, consigned direct from New Zealand leather rubber factories. Owner's risk	C
Machines, sheep-shearing. Owner's risk. Special goods	B
Malt-screening	E
Removed—	
Mattresses, packed	A
Inserted—	
Mattresses, packed, whole or in parts	A
Milk, humanised, as milk	See Part II
Mussels, in bottles. Owner's risk	C
Petrol	As benzine
Removed—	
Pipes, steel water or gas, New Zealand manufacture. Owner's risk. Special goods	C
Inserted—	
Pipes, steel water or gas, New Zealand manufacture. Owner's risk. Special goods	D
Removed—	
Posts and rails, fencing. Owner's risk	F
Inserted—	
Posts and rails, fencing, not otherwise specified. Owner's risk. Rate and a half	F
Posts and rails, fencing, New Zealand-grown timber. Owner's risk	F
Pumice building-blocks	P
Timber, imported, not otherwise specified. Owner's risk. Rate and a half	K

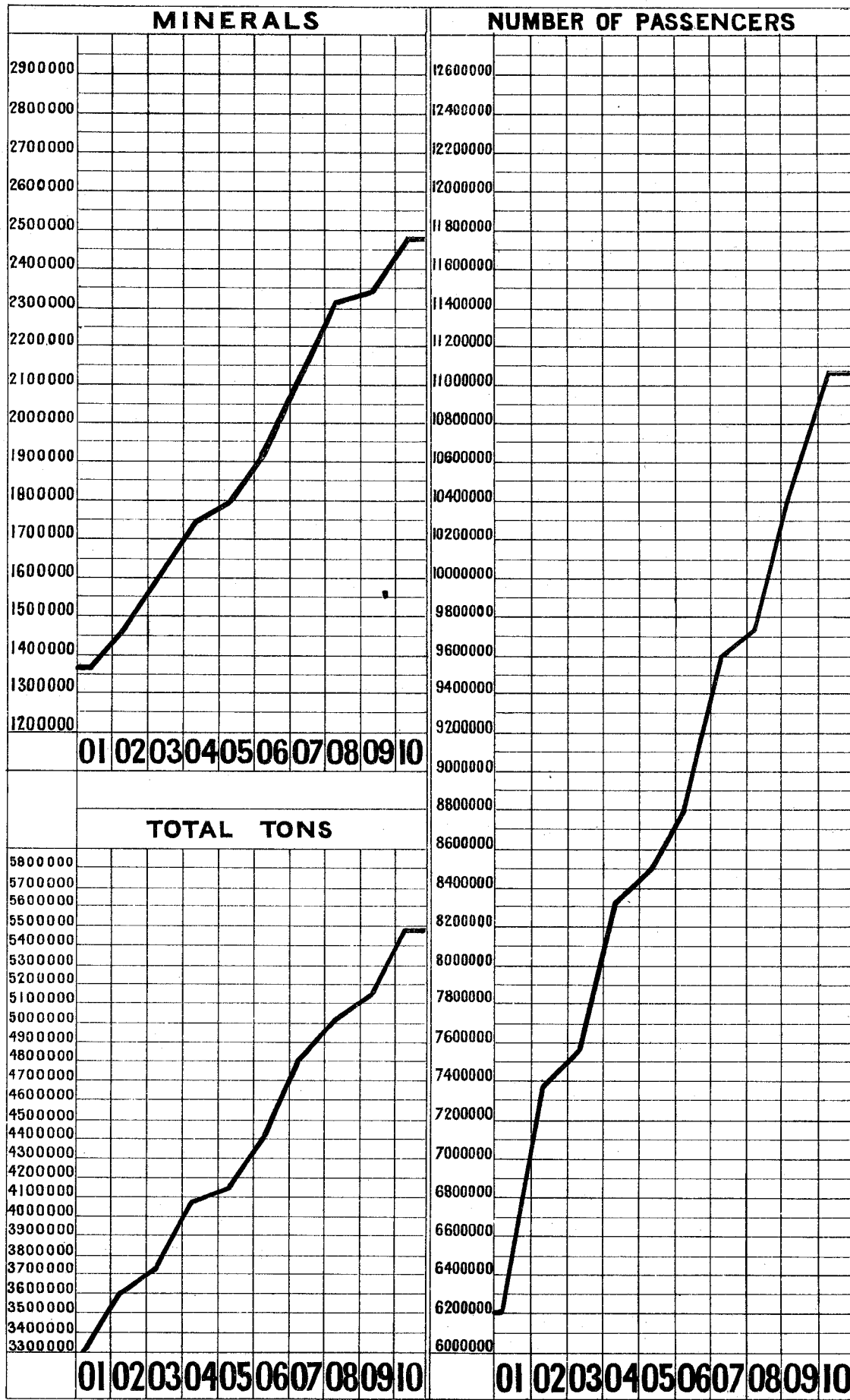
NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS

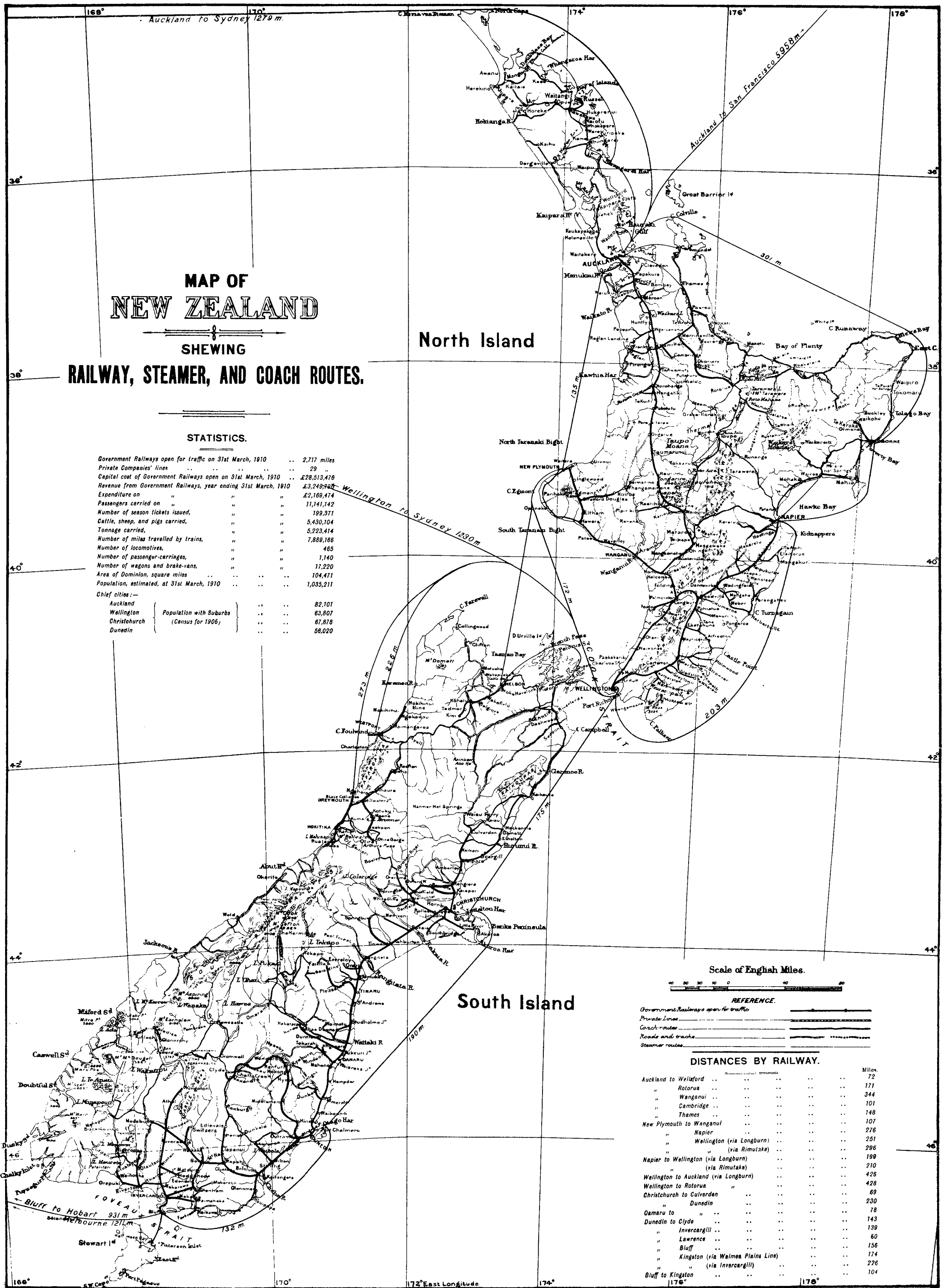


MAP OF NEW ZEALAND

SHEWING RAILWAY, STEAMER, AND COACH ROUTES.

STATISTICS.

Government Railways open for traffic on 31st March, 1910	..	2,717 miles
Private Companies' lines	..	29 "
Capital cost of Government Railways open on 31st March, 1910	..	£28,513,476
Revenue from Government Railways, year ending 31st March, 1910	..	£3,249,700
Expenditure on "	..	£2,169,474
Passengers carried on "	..	11,141,142
Number of season tickets issued,	..	199,371
Cattle, sheep, and pigs carried,	..	5,430,104
Tonnage carried,	..	5,223,414
Number of miles travelled by trains,	..	7,889,166
Number of locomotives,	..	465
Number of passenger-carriages,	..	1,140
Number of wagons and brake-vans,	..	17,220
Area of Dominion, square miles	..	104,471
Population, estimated, at 31st March, 1910	..	1,035,211
Chief cities:-		
Auckland	Population with Suburbs	82,101
Wellington	(Census for 1906)	63,807
Christchurch		67,878
Dunedin		58,020



Scale of English Miles.

REFERENCE.

Government Railways open for traffic	—
Private Lines	—
Coach routes	—
Roads and tracks	—
Steamer routes	—

DISTANCES BY RAILWAY.

	Miles.
Auckland to Wellingford	72
" Rotorua	171
" Wanganui	344
" Cambridge	101
" Thames	148
New Plymouth to Wanganui	107
" Napier	276
" Wellington (via Longburn)	251
" " (via Rimutaka)	286
Napier to Wellington (via Longburn)	199
" " (via Rimutaka)	210
Wellington to Auckland (via Longburn)	426
Wellington to Rotorua	428
Christchurch to Culverden	69
" Dunedin	230
Oamaru to "	78
Dunedin to Clyde	143
" Invercargill	139
" Lawrence	60
" Bluff	156
" Kingston (via Waima Plains Line)	174
" " (via Invercargill)	226
Bluff to Kingston	104

