

Dairy-produce fell off slightly owing to the shortage of feed. There were good increases in chaff and lime, firewood, timber, merchandise, coal, and other minerals, but the tonnage of grain showed a considerable reduction.

Wool was also slightly less.

The output of coal from the Green Island mines is still affected by the use of electric power in the city, but the output from Kaitangata shows a substantial improvement.

Invercargill District.—Revenue, £314,027; increase, £10,231.

Notwithstanding the loss of Easter holiday traffic, passengers increased considerably both in numbers and revenue. Favourable weather induced a larger business in school and factory excursions. The net increase was about 20,000 passengers, and £3,600 of passenger revenue.

Parcels traffic also improved.

About 5,000 more sheep were carried.

There were increases in chaff and lime, and other minerals.

There was a decrease of over 39,000 tons of grain, and wool also decreased slightly. The decrease in grain was anticipated owing to the very early season last year, but dry weather has also reduced the average yield for the present season.

Lake Wakatipu Steamers.

Revenue, £6,643; decrease, £120.

The reduction is chiefly in passengers, owing to the loss of holiday excursion bookings.

Parcels traffic fell off owing to the dry weather affecting the fruit traffic.

Sheep and timber show a reduction owing to special conditions last year which were not recurrent. Lime also decreased, but there were increases of wool, grain, merchandise, and minerals.

Average Late Arrival of Trains.

	Period ending													Average for Year in Minutes.
	Apr. 30.	May 28.	June 25.	July 23.	Aug. 20.	Sept. 17.	Oct. 15.	Nov. 12.	Dec. 10.	Jan. 7.	Feb. 4.	Mar. 4.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1911	3·32	1·35	2·81	0·96	1·20	0·72	0·43	0·60	0·66	4·53	2·38	2·85	2·71	1·88
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
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1911	4·03	3·09	3·17	1·57	1·72	1·44	1·67	2·02	2·43	3·74	3·41	4·28	3·91	2·80
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
<i>Suburban Trains.</i>														
Year ending 31st March, 1911	0·98	0·59	0·92	0·67	0·40	0·32	0·36	0·34	0·31	0·65	0·61	0·51	0·47	0·54
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

STORES.

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

The value of stores (purchased under the Railway vote) on hand at 31st March, 1911, at the various depots amounted to £222,844 3s. 11d., as against £243,439 14s. 7d. on the 31st March, 1910—a decrease of £20,595 10s. 8d.

The value of stores on hand on account of additions to open lines amounted to £27,090 0s. 4d. on the 31st March, 1911, as against £29,066 6s. 2d. on the 31st March, 1910—a decrease of £1,976 5s. 10d.

The total stock of stores on hand has therefore decreased during the past year by £22,571 16s. 6d.

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

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

I have, &c.,

The Hon. the Minister of Railways.

T. RONAYNE,
General Manager.