

1911.
NEW ZEALAND.

RAILWAYS STATEMENT.

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

MR. SPEAKER,—

In presenting the Railways Statement for the year ending 31st March, 1911, I have gratification in announcing that the result of the year's operations has been satisfactory. The earnings, which exceeded last year's revenue by £244,392, are the highest yet obtained in the history of the railways of the Dominion.

The result may be summarized thus:—

				Year 1911. £	Year 1910. £
Total earnings	...	...	...	3,494,182	3,249,790
Total expenditure	...	...	...	2,303,272	2,169,474
Net profit on working	...	...	...	<u>£1,190,910</u>	<u>£1,080,316</u>

GENERAL.

The mileage of line open for traffic on the 31st March, 1911, was 2,761 miles, as against 2,717 miles for the previous year. The average miles operated during the year was 2,742 miles. The following extensions were opened for traffic during the year:—

						M.	ch.
Hukerenui—Towai	...	...	...	...	...	4	39
Wellsford—Te Hana	...	...	...	...	...	3	25
Huiroa—Te Wera	...	...	...	...	...	7	00
Domett—Mina	...	...	...	...	...	3	64
Ngahere—Blackball	...	...	...	...	...	3	31
Lawrence—Big Hill	...	...	...	...	...	7	31
Broken River—Cass	...	...	...	...	...	15	30
						<u>44</u>	<u>60</u>

The capital cost of lines open for traffic, including plant and steamers on Lake Wakatipu, has increased from £28,513,476 last year to £29,606,546 for the year under review.

The net revenue, £1,190,910, exceeded that of the previous year by £110,594, and is equal to a return of 4·06 per cent. on the capital invested in the open lines, and 3·78 on the total capital of £31,509,960 invested in opened and unopened lines.

The cost of working the Kawakawa and Kaihu Sections exceeded the gross earnings by £2,643 and £573 respectively.

The number of train-miles run during the year was 8,141,075, being an increase of 251,909 miles over the previous year. The increased train-mileage represents additional train facilities to meet the requirements of the growing business and the public convenience, and has cost over £71,000.

Additional services provided on the North Island main lines absorbed 201,000 miles, Westland Section 19,000 miles, and the South Island main lines 26,000 miles.

In the Auckland District additional workers' trains have been laid on from Henderson, Onehunga, and Otahuhu. Several of the trains that formerly ran to

Otahuhu only have been extended to Papatoetoe, and improvements made between Penrose and Otahuhu. A passenger-train has been provided on Saturdays between Raurimu and Taumarunui, and goods services between Putaruru and Rotorua adjusted to meet the requirements of passengers as far as could be reasonably done.

A number of alterations were made in the Wellington–Napier–New Plymouth districts, an extra service was put on between Palmerston North and Woodville, and several additions made to the Wellington suburban services.

An extended trial was made of a service between Stratford and Douglas on Saturdays, but owing to paucity of traffic the experimental trains had to be discontinued.

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

		AVERAGE LATE ARRIVALS.	
		Min.	Min.
For long-distance passenger-trains	...	1.88, against	2.15 last year.
For suburban trains	...	0.54, "	0.48 "
For long-distance mixed trains	...	2.80, "	2.69 "

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

Notwithstanding the fact of there being no Easter holiday traffic included in the business for the year under review, the number of ordinary passengers carried aggregated 11,200,613, an increase of 59,471 passengers over the previous year. Season tickets issued numbered 222,104, an increase of 22,733. The number of workers' twelve-trip tickets was 46,378, and of workers' weekly tickets, available on suburban lines, 121,724. The steady increase in workers' tickets goes to show that the people for whose benefit they were established are realizing the advantage derivable from living in the suburban areas. 683,459 passengers travelled on holiday excursion tickets, and 143,875 at school, factory, and friendly-societies rates.

The coaching and goods traffic show increases under the various headings under which the traffic is grouped, horses, drays, wool, and grain excepted. In the coaching the increases have been—Parcels, 70,555; carriages, 219; dogs, 1,527; and in the live-stock and goods traffic—Cattle and calves, 34,436 head; sheep, 784,529 head; pigs, 33,449 head; chaff, lime, &c., 18,644 tons; timber, 103,262 tons; firewood, 11,040 tons; merchandise, 68,777 tons; minerals, 169,129 tons. The decrease in the number of horses was 434 head; drays, 49; wool, 7,804 tons; grain, 31,170 tons.

The decrease in the wool traffic was not unexpected in view of the heavy increase last year, when favourable circumstances induced the sending forward of the product. The decrease this year being principally to ports, it is apparent a considerable portion of the clip has been held in store.

The decrease in the agricultural produce may be attributed to the fact of last harvest being so early that a considerable portion of the yield was carried in the financial year ending 31st March, 1910. The drought in North Otago and South Canterbury also affected the crops in those districts.

The average number of men employed on the railways during the year was 12,881, against 12,224 for the previous year.

During the year 413 members of the permanent staff resigned, 96 retired on superannuation, 38 died, 93 were dismissed, and 730 engaged.

Sixteen appeals were heard during the year by the Railway Appeal Boards, of these four were upheld and twelve dismissed.

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

The sum of £9,202 has been paid as compensation during the year to members retired from the service and to relatives of members deceased. This sum includes £8,684 paid under the Workers' Compensation for Accidents Act.

The additions made to the rolling-stock consisted of 14 heavy locomotives, 26 carriages, 7 bogie brake vans, 824 goods-wagons, and 335 tarpaulins. Of the locomotives 10 were built in the Railway Workshops—viz., 2 Class X four-cylinder balanced compound for use on the heavy gradients of the Wellington–Auckland line, and 8 Class Wg tank engines; the remaining four were Class Ad

72-ton four-cylinder balanced compound, built by Messrs. A. and G. Price (Limited), Thames, under contract.

During the year 983 modern steel axles were placed under cars and wagons, replacing the same number of old iron axles.

The quantity of Pintsch's gas manufactured for car-lighting at the various Railway Gasworks was 8,270,930 cubic feet. All cars in which the gas is used have now been fitted with incandescent mantles for the purpose of improving the light.

£34,730 was expended on new and improved machinery for the workshops.

The whole of the railway appliances and equipment, comprising rolling-stock, machinery, track bridges, buildings, and other structures, were maintained in an efficient and satisfactory condition.

One hundred miles of main-line track were relaid with 70 lb. steel rails, and 40 miles of branch line with 53 lb. steel rails taken out of the main line. The total mileage relaid was thus 140, which constitutes a record for relaying in any one year.

376,300 cubic yards of ballast were used in maintaining the track, and 304,755 new sleepers were laid.

The principal works carried out in the direction of improvements comprised enlargement of station buildings, erection of verandahs, weighbridges, houses for staff, water-services, fire-appliances, bridge-strengthening, station-lighting, additional signal and safety appliances, telegraph and telephone facilities, goods-sheds, siding accommodation, and sanitary arrangements. Many other works that will tend to efficiency in working and promote the public convenience were put in hand; some were completed, and others are well forward towards completion.

Tenders were invited during the year for the construction of a new passenger steamer for the Lake Wakatipu service, to run in conjunction with the "Mountaineer." Messrs. J. McGregor and Co., of Dunedin, were the successful tenderers, and have already made good progress with the work of constructing the vessel.

Further extension of the signal and interlocking systems has been made during the year, the appliances being brought into operation at Frankton, Aramoho, Blackball; a rearrangement was also made at Westport, Islington, and Timaru respectively; complete schemes for double-line working at Burnside, Kensington, Caversham, Dunedin (south end), and Kaiwarra. A rearrangement for double-line working was made at Wellington (north end). Harrison's Siding, Whangarei; Waingawa Siding; Works Siding, Chain Hills, have been interlocked with the tablet system, and twenty-three stations were equipped with fixed semaphores. Thirty-four Tyer's electric tablet instruments were brought into operation on sections Gore to Invercargill, Ngahere to Blackball, Whangarei to Kamo. Thirty-five stations were equipped with the automatic tablet exchangers. Electric lock-and-block for double-line working was completed and brought into operation between Kaiwarra and Wellington, Dunedin and Burnside, Christchurch and Templeton.

The total mileage of railway controlled by electric tablet at the 31st March was 1,306 miles. The train staff and ticket was in operation on 21 miles, and electric lock-and-block on 28 miles. The system of train-signalling railway telegraph and telephone consisted of 1,915 miles of poles and 5,295 miles of wire. The expenditure incurred in equipping the railway with these necessary appliances for safe working since 1901 has been £254,053.

REVENUE.

The gross revenue for the year amounted to £3,494,182. It exceeds the estimate by £244,182, and the gross revenue for the preceeding year by £244,392. Passenger revenue shows an increase of £33,503; season tickets, £18,868; coaching traffic, £1,204; goods and live-stock, £188,532; miscellaneous and rents, £2,285. The receipts per train-mile amounted to 8s. 6½d., as against 8s. 2½d. for the previous year. The earnings of the Lake Wakatipu steamers amounted to £6,643, as against £6,762 for the previous year. The net earnings, which amounted to £435 per mile for the average number of miles open, exceeded the previous year's net earnings by £35 per mile, and gave a return of 4·06 per cent. on the capital cost, against 3·80 per cent. for 1910.

EXPENDITURE.

The expenditure for the year, including £5,029 incurred in connection with the Lake Wakatipu steamers, amounted to £2,303,272, an increase of £133,798 over the previous year, and absorbed 65·92 per cent. of the revenue, as against 66·76 per cent. for the previous year.

				Expenditure.		Per Cent. of Revenue.	
				1910-11.	1909-10.	1910-11.	1909-10.
				£	£		
Traffic	...	...	...	631,380	615,033	18·10	18·96
Locomotive	...	...	...	875,282	833,392	25·10	25·70
Maintenance	...	...	...	693,445	620,008	19·89	19·12
Management	...	...	...	98,136	95,902	2·81	2·96
				2,298,243	2,164,335	65·90	66·74
Lake Wakatipu steamers	...	...	...	5,029	5,139	0·02	0·02
				2,303,272	2,169,474	65·92	66·76

The increased expenditure in the Traffic Branch is due to the additional train-mileage, increases in the salaries and wages of the staff under the Classification Act, extra staff to carry on the business and operate the safety appliances.

In the Locomotive Branch the increase is due to extra train-mileage, additional staff, advance in salaries and wages of staff under the Classification Act, and in the price of fuel and materials. The increase in the cost of the Head and Departmental Offices is incidental to the inclusion in the Head Office portion of the vote of items that have previously been charged under the sectional heading, and to the scale increase of salaries under the Classification Act.

The cost of maintenance of line, buildings, and structures has increased from £620,008 to £693,445, representing an average expenditure of £253·58 against £229·94 per mile of railway for the previous year. The increased expenditure has been incurred on the Whangarei Section, £1,244; Kaihu, £725; Gisborne, £2,413; North Island main line and branches, £50,098; South Island main line and branches, £13,189; Westland, £1,927; Westport, £2,730; Nelson, £1,645. The cost of maintenance has decreased on the Kawakawa Section, £403; Picton, £131.

Additions and improvements to lines, structures, &c., costing £27,159, which might fairly have been debited to capital, have been made during the year and charged to working-expenses.

The sum of £362,903 was expended under the head "Additions to Open Lines," and charged to Capital Account, and of this amount £250,051 was expended on rolling-stock, pneumatic coaling-cranes, and machinery for workshops. The rolling-stock in respect to which the charges are made consists of 14 locomotives, 26 carriages, 7 brake-vans, 35 bogie and 765 four-wheeled wagons, and 335 tarpaulins, completed on the 31st March, 1911, and 28 locomotives, 53 carriages, 8 brake-vans, 26 bogie and 1,346 four-wheeled wagons, and 810 tarpaulins incomplete, but in hand on that date. £112,852 was spent in tablet, signals, and interlocking telegraph and telephone extensions, purchase of land, bridge-work, water-services, sidings, stockyards, wharves, reclamation-work, dwellings, fencing, weighbridges, gas-lighting, deviation of line, reduction of grades and improvements of curves, additions to 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:—

				£
Wellington-Hutt duplication-works	...	...	...	19,511
New Hutt Road and purchase of land for same	...	...	...	15,485
				£34,996
				£
Auckland-Penrose duplication-works	...	...	...	75
Addington-Rolleston duplication-works	...	...	...	1,801
Dunedin-Mosgiel duplication and deviation of line	...	...	...	58,469
Charges and expenses of raising loan	...	...	...	6
				£60,351

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1911, as compared with 1910:—

PARTICULARS.	Year ended 31st March.	
	1910.	1911.
Total miles open for traffic	2,717	2,761
Average miles open for year	2,704	2,742
Capital cost of opened and unopened lines	£30,321,191	£31,509,960
Capital cost of open lines	£28,513,476	£29,606,546
Capital cost per mile of open lines	£10,494	£10,723
Gross earnings	£3,249,790	£3,494,182
Working-expenses	£2,169,474	£2,303,272
NET PROFIT ON WORKING	£1,080,316	£1,190,910
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·80	4·06
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	66·76	65·92
Earnings per average mile open	£1,203	£1,275
Working-expenses per average mile open	£803	£840
NET EARNINGS PER AVERAGE MILE OPEN	£400	£435
Earnings per train-mile	d. 98·75	d. 102·75
Working-expenses per train-mile	65·84	67·75
NET EARNINGS PER TRAIN-MILE	32·91	35·00
Passengers, ordinary	11,141,142	11,200,613
Season tickets	199,371	222,104
Goods tonnage	5,223,414	5,555,292
Live-stock tonnage	266,604	308,382
Train-mileage	7,889,166	8,141,075
Locomotives	465	478
Passenger-cars	1,140	1,166
Wagons and brake-vans	17,220	18,036

CONCLUDING REMARKS AND FORECAST.

The last section of the Wellington-Hutt duplication-work—namely, that between Kaiwarra and Wellington—has been completed and was opened for traffic on the 4th April, 1911, since which date both lines have been regularly used for traffic. The main road is well advanced and will be finished shortly.

Considerable progress has been made with the Dunedin-Mosgiel duplication. The section Dunedin to Burnside has been opened for traffic. Operations are being pushed forward vigorously between Burnside and Mosgiel, where large gangs of men are engaged in the tunnel and formation work.

A deviation of the Otago Central line at Poolburn, undertaken to obviate the risk of damage by flood, has been completed.

On the Wellington-New Plymouth line a deviation has been made at Manawapou to improve the grade preliminary to the building of a new steel bridge to replace the existing wooden structure. The Manawapou is the last of the high timber viaducts on the Napier-New Plymouth line, and when the new bridge is available it will be practicable to run heavy locomotives over the now restricted line north of Wanganui and so effect a considerable saving in train-mileage.

The track-improvements foreshadowed in my last Statement have been commenced at Tuakau, in the Auckland District, where a work of considerable magnitude, involving the complete rearrangement of the station-yard and reduction of the heavy grade in the vicinity, is in progress.

With a view to enabling these important operations to be pursued in steady and regular sequence and so obtain the best results, I purpose asking the House to authorize the sum of £100,000 being obtained under special act, and to be spent at the rate of £25,000 per annum on grade-reduction work.

Messrs. A. and G. Price (Limited), of the Thames, have made good progress with the construction of the second lot of ten Ad. compounds for which they obtained the contract; four have been completed and handed over to the Department, and the remaining six will be delivered in schedule time.

There are under construction in the Railway Workshops ten heavy-goods tender engines, Class B type, and twelve tank engines of the Wg type. Orders were also in hand for five Class X heavy balanced compound and ten Wg tank engines. Fifty-five bogie cars, nine bogie brake vans, twenty-six bogie and 1,355 four-wheeled wagons were also under construction in the Railway Workshops.

During the past sixteen years the additions made to the rolling-stock have comprised 209 locomotives, 668 bogie passenger carriages, 169 brake vans, 893 sheep-trucks, 8,506 goods-wagons. By these additions the tractive power has been increased 226 per cent., passenger-seating capacity by 181 per cent., wagon capacity by 181 per cent.

Notwithstanding the large increase made in the rolling-stock, the continued development of the railway traffic renders the carrying-out of a progressive policy in regard to rolling-stock equipment a matter of imperative necessity. The following rolling-stock, which comprises the programme for 1911-12, has therefore been placed on order: ten engines, thirty-one bogie carriages, twenty-four bogie and eighty-four four-wheeled wagons. These make the rolling-stock now actually on order fifty-three locomotives, eighty-six bogie cars, nine bogie brake vans, fifty bogie and 1,439 four-wheeled wagons.

On the 25th February, 1911, an accident, unfortunately attended with loss of life, happened to the Wellington-Napier express train when running near Paekakariki. A boulder that had become displaced descended from the hillside as the train was passing and crashed into one of the carriages, killing one passenger and injuring three others. The line had been patrolled a few minutes prior to the passing of the train, and there was then nothing to indicate the likelihood of any stone falling.

On the 16th August, 1910, a goods-train ran into a slip near Utiku, the engine and eleven wagons being derailed. A washout on the Otago Central line, on the 8th December, 1910, resulted in derailment of engine and four wagons, and on the 3rd June, 1910, eleven wagons on a goods-train were derailed on the Nightcaps line.

Recognition has been extended to the Locomotive Engine-drivers, Firemen, and Cleaners' Association, the right being reserved for the Amalgamated Society of Railway Servants to make representations to the Railway Department on behalf of such of the Locomotive men as continue their allegiance to the Amalgamated Society.

During last session an increase was made in the rates of pay of ironworking machinists employed in the Railway Workshops. I have recently devoted some attention to the question of the pay of certain other grades of the service, and will, in due course, submit for the consideration of the House my proposals for further improving the pay of the men in the Second Division of the Railway service.

With a view to economizing the use of railway rolling-stock, insuring a greater load per wagon and reducing empty truck-haulage as much as practicable, arrangements have been made for the consigning and despatch of goods to various stations on certain days of the week only according to the volume of business done or offering for each place, and I have no doubt that when the system is once fully established it will prove as satisfactory here as it is in Victoria, where I saw the result of its operation and the economy accruing therefrom.

With a view to meeting the public convenience, I propose bringing into operation on our lines the cash-on-delivery system in respect to parcels traffic. Under this system it will be practicable for a tradesmen to consign to a client

a parcel of goods for which it is desired the charges should be paid when delivery is given. The Railway Department will collect the charges on behalf of the consignor, and in due course pay the amount over to him. Where the goods are not delivered within a specified time the consignor will be notified, and his instructions as to disposal obtained.

Arrangements have been made for improving the seating-accommodation in the ordinary second-class cars running on long-distance trains, the intention being to substitute chair seats for the longitudinal seats with which many of the second-class cars are at present provided.

The motor-car services, to which reference was made in my last statement, will, I anticipate, commence running during the present year. An order has been placed for some time for the generating machinery and other essential parts that must be obtained from abroad, but there has been unavoidable difficulty in fulfilling the order.

I am of opinion that the Renard road trains, one of which I saw in operation in Queensland in 1910, can be used with considerable advantage for the purpose of developing business and affording the settlers in sparsely populated districts, where it is impracticable to provide railways in the immediate future, a reliable means of transport to the nearest railway-station. With a view, therefore, to making a practical test in that direction, I purpose placing at as early a date as possible one of these trains on the road in the Central Otago District. If the results come up to my expectations, similar trains will be placed in other suitable portions of the Dominion.

On the 31st March the accumulated funds to the credit of the Government Railways Superannuation amounted to £207,242, an increase of £33,366 on the previous year. The total income for the year amounted to £95,687 and the outgoing to £62,321. Of the latter amount £51,577 represented the annual charge involved in payments to 1,122 beneficiaries, comprising 708 contributors voluntarily resigned or been retired on account of being medically unfit, 152 widows, and 262 children under the age of fourteen years.

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, 1911.	Increase.	Per Cent of Increase.
Passengers (number) ...	3,905,578	11,200,613	7,295,035	187
Season tickets " ...	28,623	222,104	193,481	676
Parcels " ...	444,981	1,118,361	673,380	151
Horses " ...	11,185	20,137	8,952	80
Carriages " ...	750	2,751	2,001	267
Dogs " ...	23,517	52,762	29,245	124
Drays " ...	705	2,441	1,736	246
Cattle " ...	40,890	210,848	169,958	416
Sheep " ...	1,519,921	5,911,291	4,391,370	288
Pigs " ...	43,292	160,379	117,087	270
Chaff, lime (tons) ...	36,972	198,546	161,574	437
Wool " ...	103,328	143,247	39,919	39
Firewood " ...	85,102	109,400	24,298	29
Timber " ...	198,578	627,107	428,529	216
Grain " ...	388,556	1,013,298	624,742	161
Merchandise " ...	377,938	808,444	430,506	114
Minerals " ...	857,917	2,655,250	1,797,333	209
Total tonnage ...	2,048,391	5,555,292	3,506,901	171
Total revenue ...	£1,150,851	£3,494,182	£2,343,331	204
Locomotives (number) ...	269	478	209	78
" tractive power (lb.) ...	1,756,178	5,725,125	3,968,947	226
Passenger-cars (number) ...	498	1,166	668	134
Passenger-cars, seating accommodation ...	17,455	49,035	31,580	181
Brake-vans (number) ...	204	373	169	83
Sheep-wagons " ...	390	1,283	893	229
Total wagons, all classes (number) ...	8,264	17,663	9,399	114
Wagon carrying-capacity (tons) ...	50,861	142,779	91,918	181
Train-mileage run... ..	3,221,620	8,141,075	4,919,455	153

In view of the buoyancy of the traffic, the continuous and steady development of our natural resources, the increased settlement now taking place, and the commercial activity prevailing throughout the Dominion, I look forward with confidence, and estimate that the revenue for the year ending 31st March, 1912, will be £3,525,000, and the expenditure £2,375,000.

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

New Zealand Government Railways, Head Office,
Wellington, 27th July, 1911.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1911.

* The capital cost has increased from £28,513,476 to £29,606,546. The revenue was £3,494,182, against £3,249,790 last year. The expenditure for the year under review amounted to £2,303,272, against £2,169,474. The rate of interest on capital was £4 ls. 3d., as compared with £3 16s. last year. The revenue per train-mile was 8s. 6½d., and the expenditure 5s. 7½d., as compared with 8s. 2½d. and 5s. 6d. respectively last year.

The following extensions were opened during the year :—

						M.	Ch.
Hukerenui—Towai ..	..	..	..	..	..	4	39
Wellsford—Te Hana ..	..	..	..	..	..	3	25
Huiroa—Te Wera ..	..	..	..	..	..	7	0
Domett—Mina ..	..	..	..	..	..	3	64
Ngahere—Blackball ..	..	..	..	..	..	3	31
Lawrence—Big Hill ..	..	..	..	..	..	7	31
Broken River—Cass ..	..	..	..	..	..	15	30
						44	60

The mileage added to the system was thus 44 miles 60 chains, making the total mileage open for traffic on the 31st March, 1911, of 2,761 miles 25 chains, as against 2,716 miles 45 chains at the close of the previous year.

During the year 11,200,613 passengers were carried, yielding a revenue of £1,104,295, and 222,104 season tickets were issued, the revenue derived therefrom amounting to £119,117. There was thus an increase of 59,471 ordinary passengers and £33,504 revenue, and of 22,733 season tickets and £18,868 revenue, over the traffic carried under these heads during the previous year. 77,180 children and teachers and 66,695 adults travelled by school and factory excursions during the year, the revenue derived therefrom amounting to £9,489. 683,459 passengers travelled at holiday excursion fares, yielding a revenue of £155,445.

The coaching and goods traffic has been well maintained during the year, and shows increases under all heads with the exception of horses, drays, wool, and grain.

Increases.

Coaching.—Parcels, 70,555; carriages, 219; dogs, 1,527. Revenue, £1,204.

Goods.—Cattle, 34,436 head; sheep, 784,529 head; pigs, 33,449 head; chaff, lime, &c., 18,644 tons; firewood, 11,040 tons; timber, 103,262 tons; merchandise, 68,777 tons; minerals, 169,129 tons. Total increase in goods and live-stock tonnage, 373,656 tons. Total increase in goods and miscellaneous revenue, £190,816.

Decreases.

Coaching.—Horses, 434.

Goods.—Drays, 49; wool, 7,804 tons; grain, 31,170 tons.

Considerable additions were made to the train services during the year with a view to affording greater facilities to the public and meeting the requirements of the traffic. The resultant increase to the train-mileage was 251,909 miles.

The train accidents during the year were not of a serious nature, and only in one instance was there any injury to passengers, and in this case a passenger was killed by a stone falling from a hillside and striking a passing train. A goods-train was derailed through running into a slip at Utiku, and an engine and four wagons were derailed on the Otago Central line owing to flood-waters washing gravel over the rails. Eleven wagons on a goods-train on the Nightcaps Branch were derailed, causing some damage to the stock.

The installation of electric tablet, telephones, and telegraph facilities, interlocking and signals and electric lighting, has made considerable progress during the year, and the rolling-stock and other working appliances were materially augmented.

Messrs. A. and G. Price (Limited) have delivered four of the ten Class AD compound locomotives included in the contract let to them in October, 1909, and are well forward with the balance, which will be delivered within schedule time. This firm were the successful tenderers for the manufacture of a further lot of ten Class AD locomotives, let under contract during the year. It is gratifying to have to say that the whole of the locomotives manufactured by the firm under its various contracts with the Department have given every satisfaction in actual work, and have in all respects been up to the standard required by the specification.

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 completed and in hand being as follows :—

Locomotives.—On the 1st April, 1910, there were 465 engines in service, and on the 31st March, 1911, there were 478 engines. Fourteen new engines were added to stock and one small engine was transferred to the Department's Sawmill. Of the new engines added to stock ten were built in the Government Railway Workshops, and comprised two Class X, 94-ton tender engines, four-cylinder "balanced-compound" type, specially designed and built for the North Island Main Trunk line, and eight Class Wg heavy tank engines; and four Class Ad, 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 eighty-nine engines have been built and twenty-four old locomotives have been rebuilt to modern designs.

Five hundred and ninety-two locomotives passed through the workshops during the year, the details being as follows :—

Particulars.	Number and Type.							Total.
	Four-cylinder "Balanced-compound" Tender Engines.	Tender Engines.	"Articulated-compound" Tank Engines.	Tank Engines.	Fell Engines.	Fairlies.		
						Single.	Double.	
Number passed through shops	35	212	2	312	5	19	7	592
Built new	2	...	...	8	...	...	...	10
Re-erected	2	...	...	14	...	...	...	16
Thoroughly overhauled	2	46	...	45	...	3	3	99
Heavy repairs	15	58	2	95	5	10	3	188
Light repairs	14	108	...	150	...	6	1	279
Painted and varnished	2	39	...	56	...	5	1	103
Touched up	14	55	...	40	...	5	...	114

Included in above are ten engines for the Public Works Department.

At the close of the year there were under construction in the Government Railway Workshops ten heavy tender engines and twelve large tank engines; also orders were in hand to build in the Railway workshops five Class X, 94-ton tender engines, four-cylinder "balanced-compound" type, and ten large tank engines.

Under the contract with Messrs. A. and G. Price (Limited), of Thames, there were six large tender engines of the four-cylinder "balanced-compound" type to be delivered, so that altogether there were in hand at the close of the year forty-three locomotive-engines.

Before the close of the year tenders were invited for the construction in the Dominion of ten large tender engines of the four-cylinder "balanced-compound" type.

The new locomotives added, together with boiler-renewals, increased the total tractive power by 265,504 lb., equal to 4.86 per cent.; the new engines being built 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. Twenty new locomotive-boilers were completed. The following statement shows the details of boiler-work :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Firebox.	New Firebox Tube-plates.	New Tube-plates (Smoke-box).	New Barrels.	Boilers patched.
Boilers	333	20	118	195	90	21	2	11	7	1	120

Twenty-three new boilers were under construction at the close of the year, comprising ten Class BA, two Class P, one Class S, and ten Class Wg.

Carriages.—The car stock on the 1st April, 1910, consisted of 1,140 cars, and the number on the 31st March, 1911, was 1,166 cars. Twenty-six new bogie cars were built and added to stock. Satisfactory progress has been made in equipping cars with lavatory accommodation, cushioned seats in second-class compartments, and platform gates and gangways.

The following table shows details of car-work for the year :—

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops ...	1,843	100	23	1,966
Built new ...	26	...	...	26
Converted ...	14	...	...	14
Thoroughly overhauled ...	3	2	...	5
Heavy repairs ...	788	6	2	796
Light repairs ...	1,012	92	21	1,125
Painted and varnished ...	371	10	2	383
Touched up and revarnished ...	655	11	7	673

Fifty-five new bogie carriages are under construction in Railway workshops.

Brake-vans.—The number of brake-vans on the 1st April, 1910, was 367, and the number on the 31st March, 1911, was 373. Seven new bogie brake-vans were built. One old four-wheel brake-van was written off and converted to a sleeping-van.

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

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans ...	554	7	201	346	135	142

Nine bogie brake-vans are under construction in the Railway workshops.

Wagons.—The wagon stock on the 1st April, 1910, comprised 16,853 vehicles, and on the 31st March, 1911, the number was 17,663. Twenty-eight four-wheeled wagons were written off; twenty-six of these wagons were converted to bogie wagons; one old wagon was broken up, and one destroyed through an accident: both were replaced. Eight hundred and twenty-four wagons were built and added to stock, thirteen bogie wagons were converted from four-wheel wagons, and one brake-van was altered to a sleeping-van. Four wagons were built for Napier Harbour Board.

The carrying-capacity of wagon stock was increased by 7,691 tons, equal to 5.69 per cent., or an equivalent of 1,282 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Converted.	Rebuilt.	Re-erected.	Thoroughly Over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons ...	17,647	828	13	51	25	16	4,382	12,332	2,667	5,811

One thousand three hundred and eighty-one wagons are under construction, comprising twenty-six bogie and 1,355 four-wheel wagons.

Tarpaulins.—The stock on the 1st April, 1910, was 12,897 tarpaulins, and on the 31st March, 1911, the number was 13,232 tarpaulins. Three hundred and thirty-five new tarpaulins were made and added to stock; 2,322 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 ...	16,826	335	2,322	14,169

There were 810 new tarpaulins in hand at the close of the year.

Stationary Engines and Cranes.—The repairs and renewals were as follows :—

Description.	Number passed through Shona.	Re-erected.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.					
							New Boiler.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	Boilers patched.
Hand-cranes	17	...	5	12	5	8	...	...	...	...	...	...
Steam-cranes	50	1	9	40	3	4	1	...	4	...	...	...
Stationary engines	23	...	...	...	...	...	1	9	14	4	3	9
Pile-drivers and hoisting-engines	9	...	4	5	...	...	...	...	...	...	...	...
Pneumatic cranes	1	...	...	1	...	...	...	...	...	...	...	...
Oil-engines	1	...	1	...	...	...	...	...	...	...	...	...

Axles.—During the year 983 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 work of raising sides and ends of high-sided wagons is being pushed on as much as practicable. This addition to these wagons enables full loads of coal to be carried, and increases the usefulness of wagon stock.

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

Car-lighting.—The oil-gas manufactured at the five separate Pintsch gasworks amounted to 8,270,930 cub. ft., costing 2s. 1-29d. per 100 cub. ft. The work of fitting cars with incandescent mantles is now practically completed.

Motor-cars.—Cars in service have been kept in good and efficient working-order.

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

Re-taring 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.—The fitting of grated floors to the older wagons has made satisfactory progress ; the work will be completed during current year. All new wagons are fitted with grated floors before being placed in traffic. These grated floors are found to be a great improvement in wagons for carrying live-stock.

Renewals and Replacements.—During the year under review thirteen bogie wagons, specially for timber and coal traffic, were converted from twenty-six four-wheelers. Also two coal hopper wagons and 2,322 worn-out tarpaulins were written off and replaced by a similar number of new wagons and new tarpaulins respectively. In accordance with the practice of the Department the cost of the conversions, new wagons, and new tarpaulins was debited to working-expenses.

Train Running and Mileage.—There has again been a marked increase in train-mileage. Compared with 1909-10 the increase for 1910-11 is 251,909 train-miles, or equal to 3-19 per cent., and 264,043 engine-miles, being equal to 2-47 per cent.

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.
1910-11	8,141,075	10,943,830	20-50	5-31	25-81
1909-10	7,889,166	10,679,787	20-37	4-98	25-35

MAINTENANCE.

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

Permanent-way.—The track has been maintained in good condition. Relaying has been carried out as follows :—

	Miles.
Main line, 53 lb. and 56 lb., relaid with 70 lb. steel material	100
Branch lines, 30 lb. and 40 lb., relaid with second-hand 53 lb., &c., steel material	40
removed from main line	..

Total relaying for the year 140

This is the greatest length yet relaid in one financial year. In view of the constantly increasing mileage and the age of many of the lines it is advisable to continue relaying at about this rate.

Sleepers.—304,755 sleepers were put into the track during the year.

A plant is being installed at Kew, near Invercargill, for the treatment of timber by the Powell preservative process. It is anticipated that our softer timbers, and some of our harder but less durable timbers, can be satisfactorily treated by this process, enabling use to be made of a large quantity of such timbers, which, without treatment, are unsuitable for sleepers.

Slips and Floods.—Damage to lines and interruption of traffic from slips and floods have not been serious. The deviation at Poolburn, on the Otago Central Branch, has been completed.

Ballasting.—During the past year 376,300 cubic yards of ballast have been used on the track. The crushing-plant at Te Kuiti has been constantly at work; others intermittently. Satisfactory results have been obtained with a machine ballast-loader recently purchased, and the use of such machines will probably be extended.

Bridges, &c.—Bridge structures have been maintained in safe condition. Mangatowainui (Napier district) steel viaduct has been completed, the Tongahoe (Wanganui district) new steel viaduct is in hand, and the Manawapou (Wanganui district) will be put in hand this year. This is the last of the high timber viaducts.

Several timber bridges have been rebuilt in ironbark, and a considerable number in rolled-steel joists. The Jetty Street overbridge at Dunedin has been redecked with reinforced-concrete slabs and wood blocking. Owing to the cost and difficulty in procuring first-class ironbark, the use of plate girders and rolled-steel joists is being considerably extended.

Wharves.—The new ferro-concrete wharf at Picton is in hand. At Nelson the dredging of new berths is completed, and extension of the wharf is approaching completion.

Buildings.—Station buildings have been rebuilt at several places, including those destroyed by fire at Otaki and Levin.

Obsolete and worn-out station buildings are being from time to time replaced by more suitable structures. Several platform verandahs have been provided.

Grade Improvements.—Surveys have been made for a number of grade easements on the North Island Main Trunk line. A start has been made at Tuakau, where the work includes complete rearrangement of the station-yard.

The cost of this work will be recouped by the increased capacity of the line, and it would be advisable to spend £25,000 per annum on it.

A deviation improving the grades has been started in connection with rebuilding the Manawapou Viaduct (Wanganui district).

Miscellaneous Works.—Additions and improvements were carried out during the year amounting to £15,174, which was charged to working-expenses. The principal works were: Additions and improvements at Mount Albert, Manurewa, Ruatangata, Mangaonoho, Penrose (part), Wellington, Kurow, Balclutha, and Edievale (part); additions to water-services at Ohingaiti, Upper Hutt, Milton, and Gore (part); erection of verandahs at Penrose, Papakura, Khandallah (part), Thornbury Junction, and Otautau; new houses at Waipahi (part) and Teremakau (part); additions to houses at Ngahere, Wai-iti, Ashhurst, Huntly, Waimate, Morven, Westmere, Tuakau, Newmarket, Masterton (part), Rotorua, and Waipara (part); erection of weighbridges at Bluff, Invercargill, and Waimangaroa Junction; provision of pay-office in goods-office, Auckland; connecting station buildings with city drainage, Nelson; shed for Railway Fire-brigade, Napier; fencing workshops, Napier; removal of goods-shed, Ruatapu to Greymouth; wash-out boiler-shed, Thorndon; office for Locomotive Foreman, Thorndon; additions repair-shed, Palmerston North; rearrangement station building, Pukekohe; metalling and fencing approach-road to station, Te Karaka (part); Morse wire, Thorndon-Palmerston North; installation of Synchronome electric clock, Dunedin Station; additions A shed, Christchurch; connecting yard closets and urinals with sewerage system, Christchurch; additions to library, Cross Creek; erection warehouse crane, Winton (part); shed for train-examiners, Hawera; six portable huts, Invercargill Section; provision of party wall in Wanganui wharf-shed (part); erection of 50 ft. turntable, Wanganui; new station building, Kawakawa; social hall, Wellington (part); extension of engine-shed, Waipukurau (part); wagon-repair shop, Taihape; approach-road, Motunaho; crane, New Plymouth; goods-office, Hastings; installation of acetylene gas, Upper Hutt (part); shifting cottages from Broken River to Staircase (part).

Additions to Open Lines.—The cost of these works, charged to capital, amounted to £112,852. The principal items were as follows:—

Signalling, interlocking, block working, &c. Additions to station buildings, station-yards, and sidings, Auckland, Mount Eden, Mount Albert, Henderson, Penrose, Westfield, Otahuhu, Papakura, Buckland, Tuakau, Mercer, Frankton Junction (completion), Hamilton, Morrinsville, Otorohanga, Te Kuiti, Taihape, Palmerston North, Linton, Shannon, Levin (completion), Stratford, Thorndon, Christchurch, Papanui, Timaru, Milton, and Stillwater.

Miscellaneous.—Additions to water-services at Opua (part), Taumarere, Drury, Otorohanga, Taumarunui, Ohingaiti, Taihape, Rata, Palmerston North, Johnsonville, Waipara, Waitati, Invercargill, and Kumara; new houses at Taupiri, Ngahauranga, Hawarden, and Picton; purchase of land at Mount Eden, Ahuriri, Hastings, Upper Hutt, Hayward's, Ngahauranga, Wellington, Woolston, Ad-dington, and Lime Hills; overbridge, Taihape; wharf-extension, Nelson (part); new wharf, Picton (part); extension of subway, Marton (part); fencing line, Manawatu Gorge (part), North Island Main Trunk (part), and near Tinwald; deviation of line, Ravensbourne (part); crane, Hamilton; refreshment-room, Gore; additions to goods-sheds, Ohakune and Eltham; goods-shed, Waimiha; acetylene-gas lighting, Taumarunui; additions to workshops, Petone; weighbridges, New Plymouth, Bluff, and Invercargill; additional bridges, Thames Branch; new stations, Mangere Road and Kuru-puni; pneumatic riveting plant, Wellington; extension of Davis Street culvert and reclamation, Wellington; additions to engine-shed, Gisborne; installation of aerogen gas, Taihape; additions to engine-depot, Dunedin (part); extension of platform, Invercargill.

Doubling and Improvement of Lines.—Hutt Road and Railway Improvement: The double line from Lower Hutt to Lambton Station, Wellington, has been completed. The road is well advanced, and the whole of the works will be finished within a few months.

Dunedin-Mosgiel: Double-line working between Dunedin and Burnside was brought into operation in October last. Works between Burnside and Abbotsford are nearing completion, Chain Hills Tunnel is in hand, and works between that tunnel and Mosgiel are being pushed on.

Expenditure.—Maintenance cost £693,445, equal to about £253 per mile.

Mileage.—The mileage open for traffic on the 31st March, 1911, amounted to 2,761 miles 25 chains, being an increase for the year of 44 miles 43 chains.

Private Sidings.—New rights granted during the year totalled nineteen, making in all 334 with an annual rental of £6,057.

Leases.—Leases current on the 31st March numbered 3,595, with a total annual rental of £24,341. New leases issued during the year, 574.

Staff.—Maintenance working-staff, 4,127 men; office staff, 121: total, 4,248.

SIGNAL AND ELECTRICAL.

Signals, and Interlocking of Points and Signals.

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

Bennett's Junction,	Hamilton,	Henderson,	Clifton.
Kamahi.	Shortland.	Eureka,	Stockton,
Awarua.	Springfield,	Thames,	Westfield,
Centre Bush	One-tree Point.	Whangarei,	Waihi,
Weedon's,	West Plains,	Culverden,	Putaruru.
Morningside,	Otira,	Riversdale.	

The signalling and interlocking at stations has worked satisfactorily.

The following stations have been fully equipped with signalling and interlocking, and brought into operation during the year: Frankton, Aramoho, Blackball, Westport (rearrangement), Islington (rearrangement), Timaru (rearrangement), Burnside (complete scheme for double-line working), Kensington (complete scheme for double-line working), Caversham (complete scheme for double-line working), Dunedin South end (complete scheme for double-line working), Kaiwarra (complete scheme for double-line working), Wellington North end (rearrangement for double-line working). Harrison's Siding, Whangarei, Waingawa Siding (near Masterton), Works Siding, Chain Hills have been interlocked with the tablet system.

Work has been commenced at Kioreroa Lift-bridge, Green Island, Abbotsford, Linwood, Woolston, Taihape, Weedon's, and Thorndon.

The expenditure for the year on new works was £12,710 0s. 2d., and for maintenance £5,969 17s. 11d.

Block Working.

The electric train-tablet system of block working has worked satisfactorily.

During the year thirty-four instruments and forty-five miles of line have been fitted and brought into operation, embracing the following sections: Gore to Invercargill; Ngahere to Blackball; Whangarei to Kamo.

The following have also been installed as tablet stations: Manawatu Ballast-pit, Black Jack's Point, Westfield, and Tuakau.

The equipment of the section Washdyke to Rolleston is in progress.

Automatic tablet-exchanging apparatus has been installed at thirty-five stations.

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

Telegraph and Telephone Facilities, and Electric Lighting.

During the year 244 miles of wire and 106 miles of poles have been erected and brought into use; also various alterations and additions have been made to improve existing lines.

Fifty-seven telephones have been fixed and brought into operation, eight additional and three extension connections have been made with the public telephone exchanges, and three portable telephones and fifteen electric bells brought into use.

The work of installing new Morse line, Gore-Lumsden, is in hand.

Old-pattern telephones have been replaced by new and modern ones as opportunity offered.

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

During the year electric light has been installed at Thorndon, Ravensbourne, and Eketahuna Stations, and at Kensington and Caversham Stations and signals. The electric light at stations where installed is giving satisfaction.

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

New works—					£	s.	d.
Electric tablet working	..	..	..	..	7,198	0	9
Electric lock and block	..	..	..	..	3,867	12	10
Telegraph and telephone lines	..	..	..	..	2,329	13	9
Electric light	..	..	..	..	700	6	8
					£14,095	14	0
Maintenance—							
Electric block working and telegraph and telephone lines	..	..	..	..	7,266	16	8
Lines maintained by Post and Telegraph Department	..	..	..	..	3,143	5	6
Electric light	..	..	..	..	1,405	12	0
					£11,815	14	2
Public telephone-exchange connections					£2,324	13	4

TRAFFIC.

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

Kawakawa Section.

Revenue, £2,834 ; decrease, £98.

Passengers, parcels, grain, and merchandise show increases, but there are decreases in chaff, &c., firewood, timber, and minerals.

Whangarei Section.

Revenue, £29,393 ; increase, £1,007.

The bulk of the increase is in passengers. The principal variations in tonnage were an increase of 12,300 tons of minerals and a decrease of 6,500 tons of timber.

Kaihu Section.

Revenue, £4,117 ; decrease, £232.

The decrease is in passenger traffic due to a movement of population from the gumfields. Goods traffic improved slightly.

Gisborne Section.

Revenue, £14,191 ; increase, £1,235.

There was a slight decrease in the number of passengers and in the number of sheep, but goods traffic generally increased.

North Island Main Line and Branches.

Revenue, £1,742,243 ; increase, £175,992.

The principal items of traffic were :—

	Number.	Number.
Passengers	5,675,271 ; increase,	90,621
Season tickets	135,082 ;	18,523
Parcels, &c.	526,479 ;	41,509
Live-stock	3,142,180 ;	537,186
	Tons.	Tons.
Goods	1,612,054 ;	217,859

The revenue per mile of railway rose from £1,472 0s. 10d. last year to £1,614 18s. 10d. this year (an increase of £142 18s.), and per train-mile from 7s. 6d. to 7s. 11½d.

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

Auckland District.—Revenue, £670,785 ; increase, £95,061.

There were large increases in passengers at Auckland suburban stations and at Taumarunui. From Auckland Station there was a decrease of nearly 22,000 owing to the absence of Easter holiday traffic.

The sale of season tickets increased by 14,000, chiefly at Auckland, Avondale, and Henderson.

Parcels increased by over 20,000 ; cattle by 15,000 ; sheep by 42,000, and pigs by 9,700.

There were also large increases in tonnage, the principal items being grain 22,000 tons, timber 11,000 tons, coal 28,000 tons, and other minerals 28,000 tons.

There was a slight decrease in chaff.

There was a considerable improvement in the cattle traffic from the northern district.

The increase in timber was chiefly from the King-country mills, but the mills on the Rotorua line also gave a substantial increase. Notwithstanding the dry season, the shipments of butter at Onehunga increased by 1,200 tons.

Wanganui District.—Revenue, £381,473 ; increase, £47,156.

Passengers show a slight decrease in numbers, but the passenger revenue improved.

Parcels increased by nearly 10,000.

There were small increases in the numbers of cattle and pigs.

Sheep increased by 168,600.

There was a general increase in other classes of traffic, the principal item being 20,000 tons of timber.

Dairy-produce shows a decline of 1,260 tons on account of the dry weather.

Wellington District.—Revenue, £689,985 ; increase, £33,775.

The numbers of passengers from Wellington were reduced by the absence of Easter holiday traffic, but some of the Manawatu stations show considerable increases. The revenue from passengers also increased.

The number of season tickets increased by 4,400, and the number of parcels by 12,600.

Sheep traffic shows an increase of 281,000. There were also small increases in cattle and pigs.

Other classes of traffic, with the exception of wool and timber, show steady improvement, the principal items being 12,000 tons of grain, 12,000 tons of merchandise, and 17,000 tons of coal.

Pictou Section.

Revenue, £27,020 ; decrease, £1,534.

There was a decrease of 11,500 passengers and £577 passenger revenue. In the previous year the Marlborough Jubilee and New Zealand Championship Regatta caused unusually large passenger traffic.

There was an increase of 20,550 sheep, also small increase in wool and timber, but other classes of traffic show a decline.

There has been very little interruption of the river traffic, and this has affected the business at Pictou.

Nelson Section.

Revenue, £24,842 ; increase, £1,483.

Passengers show an increase in number, but a slight decrease in revenue.

Sheep traffic has not improved.

Wool and merchandise decreased somewhat, but grain and minerals improved.

Westport Section.

Revenue, £116,449 ; increase, £421.

Passengers show a small increase.

There are increases in firewood, timber, grain, and merchandise, but coal decreased by nearly 17,000 tons. During the early part of the previous year there was an unusual demand for coal owing to labour disputes at Newcastle.

Westland Section.

Revenue, £143,121 ; increase, £13,472.

Passengers show a decrease in number owing to the absence of Easter holiday traffic, but the revenue is £179 better.

Parcels show a slight improvement.

There is an increase of 3,000 sheep.

Goods traffic shows a substantial increase, the chief items being 23,500 tons of timber, and 34,000 tons of minerals.

In August last a branch line serving the Blackball and Paparoa Mines was opened for regular traffic.

South Island Main Line and Branches.

Revenue, £1,383,328 ; increase, £52,765.

The principal items were :—

	Number.	Number.
Passengers	4,529,362 ; decrease,	8,578
Season tickets	78,514 ; increase,	4,273
Parcels	597,674 ; ..	23,845
Live-stock	2,905,143 : ..	303,004
	Tons.	Tons.
Goods	2,281,088 ; ..	56,930

The revenue per mile of railway rose from £1,015 8s. 3d. last year to £1,037 2s. 6d. for the year under review, and per train-mile from 8s. 6d. to 8s. 9½d.

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

Christchurch District.—Revenue, £622,055 ; increase, £38,047.

Passengers show a decrease of 8,000 in number, but an increase in revenue. The decrease in numbers is chiefly at Christchurch and Timaru, owing to the absence of Easter holiday bookings, but is counterbalanced to some extent by an increase at the suburban stations.

Parcels traffic continues to improve.

Live-stock traffic was swelled by large movements of sheep owing to the shortage of feed. There was an increase of 198,000 sheep as compared with the previous year. Cattle and pigs also increased.

In other classes of traffic there were large increases of chaff, timber, merchandise, and coal, but the tonnage of wool and grain was slightly less than for the previous year.

Dunedin District.—Revenue, £447,246 ; increase, £4,487.

There was a large decrease in the number of passengers, due to the absence of Easter holiday traffic, but the revenue shows a slight increase.

Season tickets also increased.

There is a steady improvement in parcels traffic.

There was an increase of nearly 78,000 sheep. As in the Canterbury district, the movement of flocks was affected by the dry weather.

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 is 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.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1910-1911.

-
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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.
9. Statement of Season Tickets issued.
10. Classified Maintenance Expenditure.
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20. Renewals and Removals of Sleepers.
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29. Traffic from Coal-mines, South Island Main Line and Branches.
30. Vessels Loaded and Discharged at Different Ports, South Island Main Line and Branches.
31. Mileage of Track, Main Line and Sidings, South Island Main Line and Branches.
32. Alterations and Additions in Scale of Charges.

GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1911.

3

Dr.

Dk.				Cr.			
To Balance brought forward, 1st April, 1910 ...	...	...	£ s. d.	By Treasury payments ...	...	...	£ s. d.
Collections for refund ...	...	...	16,290 12 9	Balance, 31st March, 1911, carried forward	...	...	206,686 16 4
	...	...	204,653 6 8		...	...	14,177 3 1
			£220,843 19 5				£220,843 19 5

H. DAVIDSON, Chief Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Year ended 31st March, 1911.

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	522 14 0	1,459 6 10	113 4 0	325 13 1	..	£ s. d. 2,420 17 11	£ s. d. 643 10 5	£ s. d. 88 6 6	£ s. d. ..	£ s. d. 60 15 8	£ s. d. ..	£ s. d. 792 12 7	£ s. d. 14 4 8	£ s. d. 112 6 4	£ s. d. 641 6 2	£ s. d. 25 7 5	£ s. d. 238 2 2	£ s. d. ..	£ s. d. 4,244 17 3
Whangarei	2,097 2 11	661 6 1	126 19 1	116 15 5	..	3,002 3 6	2,160 16 0	135 4 3	..	957 18 5	..	3,253 18 8	157 15 2	418 1 0	3,392 4 0	272 5 7	692 7 8	..	11,188 15 7
Kaihu	1,091 1 3	530 6 6	35 2 2	..	..	1,656 9 11	425 0 0	44 10 10	..	254 18 5	..	724 9 3	50 18 10	179 0 6	952 11 7	37 16 10	282 3 2	..	3,883 10 1
Gisborne	2,818 19 11	917 1 10	245 16 6	153 4 5	..	4,135 2 8	1,089 10 4	62 2 5	..	713 0 3	..	1,864 13 0	157 4 6	303 2 7	1,543 15 4	129 10 4	393 14 2	..	8,527 2 7
North Island Main Line and Branches	140,957 17 4	48,457 1 1	18,987 8 5	4,380 0 7	..	212,782 7 5	124,870 12 8	11,906 14 0	..	45,860 1 8	..	182,637 8 4	24,817 10 9	26,762 13 3	246,817 3 1	16,022 6 4	31,403 13 11	..	741,243 3 1
South Island Main Line and Branches	134,569 16 0	38,869 12 9	19,591 5 5	2,687 13 7	..	195,718 7 9	103,057 19 0	9,079 16 8	..	33,257 19 11	..	145,395 15 7	18,426 2 1	21,576 19 11	247,981 15 0	12,748 0 2	25,380 7 4	..	667,227 7 10
Westland	12,502 12 5	3,867 7 8	1,471 19 11	455 17 2	..	18,297 17 2	8,829 4 7	374 2 10	..	2,795 5 10	..	11,998 13 3	933 2 8	3,233 6 5	20,874 18 9	1,335 9 0	3,480 10 8	..	60,153 17 11
Westport	3,542 2 4	1,841 11 2	710 8 3	Cr. 55 15 1	..	6,038 6 8	5,770 6 5	466 9 10	..	2,224 18 8	..	8,461 14 11	328 9 7	3,933 5 7	13,374 10 10	1,093 10 10	2,708 5 7	..	35,938 4 6
Nelson	3,383 7 4	2,153 4 11	233 5 5	190 17 5	..	5,960 15 1	1,471 1 2	40 4 1	..	696 7 11	..	2,207 13 2	303 15 9	350 8 9	5,913 14 5	228 7 7	777 18 6	..	15,742 13 2
Pictou	4,170 14 10	3,137 11 7	137 12 11	105 13 4	..	7,551 12 8	2,454 3 11	133 2 5	..	1,052 4 8	..	3,639 11 0	201 16 7	602 18 0	4,439 13 7	246 7 1	639 4 9	..	17,321 3 8
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,869 1 1	3,869 1 1
Totals	305,656 8 4	101,894 10 5	41,653 2 1	8,359 19 11	..	457,564 0 9	250,772 4 6	22,330 13 10	..	87,873 11 5	..	360,976 9 9	45,391 0 7	57,472 2 4	545,931 12 9	32,139 1 2	65,996 7 11	3,869 1 1	1,569,339 16 4
STORES.																			
Kawakawa	310 19 2	258 10 10	42 15 7	270 11 10	..	882 17 5	..	168 17 4	20 19 5	35 14 2	..	225 10 11	4 9 7	28 7 10	60 15 2	..	..	..	1,202 0 11
Whangarei	276 12 8	187 8 9	102 8 1	41 6 0	..	607 15 6	..	1,045 11 11	104 11 9	388 3 0	..	1,538 6 8	78 14 8	163 12 11	219 15 8	..	..	..	2,608 5 5
Kaihu	54 5 8	270 5 8	3 18 7	..	..	328 9 11	..	193 16 3	13 17 9	66 10 9	..	274 4 9	3 2 5	61 16 11	72 15 9	..	..	..	740 9 9
Gisborne	138 2 2	473 19 3	101 9 2	81 0 10	..	794 11 5	..	811 14 8	115 1 7	309 18 2	..	1,236 14 5	63 15 10	96 13 2	157 8 10	..	..	..	2,349 3 8
North Island Main Line and Branches	87,480 4 6	19,103 0 5	13,200 12 6	3,389 11 1	..	123,173 8 6	..	142,664 13 1	9,578 1 10	30,843 5 11	..	183,086 0 10	15,911 8 0	16,291 5 6	21,756 14 11	..	..	..	360,218 17 9
South Island Main Line and Branches	52,303 3 8	17,139 1 5	12,919 18 11	2,358 19 7	..	84,721 3 7	..	92,921 4 2	5,140 9 9	18,889 15 11	..	116,951 9 10	8,394 15 1	13,883 15 7	19,347 10 7	..	..	..	243,298 14 8
Westland	4,161 11 6	3,287 8 1	1,081 9 4	260 11 3	..	8,791 0 2	..	3,368 15 9	465 4 2	1,605 19 2	..	5,439 19 1	345 10 1	1,573 4 3	1,907 3 6	..	..	..	18,056 17 1
Westport	2,735 18 0	1,971 4 9	651 19 1	246 1 0	..	5,605 2 10	..	2,541 2 2	354 10 0	1,267 16 3	..	4,163 8 5	148 17 8	3,172 5 7	1,073 5 2	..	..	..	14,162 19 8
Nelson	1,450 1 10	832 0 6	151 15 9	65 6 5	..	2,499 4 6	..	1,299 17 8	92 7 4	346 19 1	..	1,739 4 1	171 10 8	179 19 9	448 14 2	..	..	..	5,038 13 2
Pictou	2,421 6 2	1,217 7 4	84 14 9	102 6 7	..	3,825 14 10	..	1,727 17 3	166 9 6	626 10 11	..	2,520 17 8	94 4 0	358 3 7	327 10 11	..	..	..	7,126 11 0
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,064 17 6	1,064 17 6
Totals	151,332 5 4	44,740 7 0	28,341 1 9	6,815 14 7	..	231,229 8 8	..	246,743 10 3	16,051 13 1	54,380 13 4	..	317,175 16 8	25,216 8 0	35,809 5 1	45,371 14 8	..	..	1,064 17 6	655,867 10 7
MISCELLANEOUS.																			
Kawakawa	..	2 13 9	..	..	0 13 5	3 7 2	..	..	..	3 11 4	0 6 10	3 18 2	1 8 5	2 11 9	19 1 3	..	..	..	30 6 9
Whangarei	4 14 10	2 14 0	..	..	16 16 9	24 5 7	..	0 13 2	..	100 0 4	3 14 8	104 8 2	9 14 2	20 4 2	128 15 2	..	..	..	287 7 3
Kaihu	0 7 10	..	..	..	1 1 6	1 9 4	..	..	..	17 14 9	0 10 8	18 5 5	0 5 8	10 17 4	35 3 7	..	..	..	66 1 4
Gisborne	1 12 10	1 14 7	..	..	11 1 3	14 8 8	..	..	..	104 12 5	17 19 2	122 11 7	17 15 11	38 0 8	130 17 11	..	..	..	323 14 9
North Island Main Line and Branches	357 12 0	261 17 10	2 15 9	2 11 9	1,806 0 9	2,430 18 1	..	126 12 3	..	8,348 2 2	711 14 4	9,186 8 9	3,658 11 7	4,819 12 8	18,397 13 4	..	..	..	38,493 4 5
South Island Main Line and Branches	285 13 1	127 8 6	16 16 4	2 7 4	1,346 10 4	1,778 15 7	..	34 11 10	..	5,309 15 3	849 7 6	6,193 14 7	2,358 17 5	3,603 3 2	14,380 1 9	..	..	..	28,314 12 6
Westland	12 2 3	19 6 8	3 1 11	..	50 4 9	84 15 7	..	18 2 9	..	383 8 7	27 13 4	429 4 8	Cr. 48 13 6	489 5 8	3,273 11 3	..	..	..	4,228 3 8
Westport	10 18 8	36 12 10	0 17 8	..	139 1 9	187 10 11	..	1 8 5	..	398 1 8	282 1 6	681 11 7	125 3 0	1,077 14 1	2,146 6 1	..	..	..	4,218 5 8
Nelson	4 9 4	0 12 0	..	..	38 3 2	43 4 6	..	0 0 5	..	54 13 10	3 3 10	57 18 1	25 9 7	31 15 9	275 17 1	..	..	..	434 5 0
Pictou	17 15 6	10 8 3	..	..	54 7 2	82 10 11	..	..	..	100 3 6	10 19 0	111 2 6	20 9 4	69 12 9	1,289 4 11	..	..	..	1,573 0 5
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	95 4 5	95 4 5
Totals	695 6 4	463 8 5	23 11 8	4 19 1	3,464 0 10	4,651 6 4	..	181 8 10	..	14,820 3 10	1,907 10 10	16,909 3 6	6,169 1 7	10,162 18 0	40,076 12 4	..	..	95 4 5	78,064 6 2
Grand totals ..	457,684 0 0	147,098 5 10	70,017 15 6	15,180 13 7	3,464 0 10	693,444 15 9	250,772 4 6	269,255 12 11	16,051 13 1	157,074 8 7	1,907 10 10	695,061 9 11	76,776 10 2	103,444 5 5	631,379 19 9	32,139 1 2	65,996 7 11	5,029 3 3	2,303,271 13 1

RETURN No. 4.
CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1911.

Section.	Mileage.		Revenue.				Classified Expenditure.										Proportion of each Class of Expenditure to Mileage and Revenue.																			
	Length open for Traffic.	Train-mileage.	Total.	Per Mile of Railway per Annum (Average).		Per Train-mile.	Maintenance of Way.	Locomotive Power.	Repairs of Carriages and Wagons..		Traffic Expenses.		Head Office.	Departmental Offices.	Total.	Maintenance.			Locomotive.			Carriages and Wagons.			Traffic.			Head Office.			Departmental Offices.			Total.		
																Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.			
1910-11.	Miles.	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Kawakawa ..	8	7,268	2,834 7 9	354 6 0	7 9½	3,307 2 6	1,022 1 8	163 8 7	721 2 7	25 7 5	238 2 2	5,477 4 11	116-68	413-39	109-21	36-06	127-76	33-75	5-76	20-43	5-40	25-44	90-14	23-81	0-90	3-17	0-84	8-40	29-77	7-86	193-24	684-66	180-87			
Whangarei ..	27	66,691	29,392 18 0	1,101 3 6	8 9½	3,634 4 7	4,896 13 6	848 2 1	3,740 14 10	272 5 7	692 7 8	14,084 8 3	12-36	136-15	13-08	16-66	183-45	17-62	2-88	31-77	3-05	12-73	146-15	13-47	0-93	10-20	0-98	2-36	25-94	2-49	47-92	527-66	50-69			
Kaihu ..	17	12,755	4,117 5 9	242 3 10	6 5½	1,986 9 2	1,016 19 5	306 1 8	1,060 10 11	37 16 10	282 3 2	4,690 1 2	48-25	116-85	37-38	24-70	59-82	19-13	7-43	18-00	5-76	25-76	62-39	19-95	0-92	2-23	0-72	6-85	16-60	5-31	113-91	275-89	88-25			
Gisborne ..	23	32,116	14,191 1 11	617 0 1	8 10	4,944 2 9	3,223 19 0	676 12 8	1,832 2 1	129 10 4	393 14 2	11,200 1 0	34-84	214-96	36-95	22-72	140-17	24-09	4-77	29-42	5-06	12-91	79-66	13-69	0-91	5-63	0-97	2-77	17-12	2-94	78-92	486-96	83-70			
North Island Main Line and Branches	1,075	4,380,576	1,742,243 7 7	1,614 18 10	7 11½	338,386 14 0	374,909 17 11	92,261 1 9	286,971 11 4	16,022 6 4	31,403 13 11	1,139,955 5 3	19-42	313-66	18-54	21-52	347-52	20-54	5-30	85-52	5-06	16-47	266-00	15-72	0-92	14-85	0-88	1-80	29-11	1-72	65-43	1,056-66	62-46			
South Island Main Line and Branches	1,349	3,158,098	1,383,327 11 10	1,037 2 6	8 9½	282,218 6 11	268,541 0 0	68,243 13 3	281,709 7 4	12,748 0 2	25,380 7 4	938,840 15 0	20-40	211-59	21-44	19-41	201-33	20-41	4-93	51-16	5-19	20-37	211-21	21-41	0-92	9-56	0-97	1-84	19-03	1-93	67-87	703-88	71-33			
Westland ..	141	232,804	143,120 13 0	1,022 3 0	12 3½	27,173 12 11	17,867 17 0	6,525 15 7	26,055 13 6	1,335 9 0	3,480 10 8	82,438 18 8	18-99	194-07	28-01	12-48	127-61	18-42	4-56	46-60	6-73	18-21	186-09	26-86	0-93	9-54	1-38	2-43	24-86	3-59	57-60	588-77	84-99			
Westport ..	31	112,052	116,448 19 2	3,756 8 4	20 9½	11,831 0 5	13,306 14 11	8,785 15 6	16,594 2 1	1,093 10 10	2,708 5 7	54,319 9 4	10-16	381-65	25-34	11-43	429-23	28-50	7-54	283-41	18-82	14-25	535-30	35-54	0-94	35-28	2-34	2-33	87-37	5-80	46-65	1,752-24	116-34			
Nelson ..	48	66,155	24,842 3 9	517 10 11	7 6	8,503 4 1	4,004 15 4	1,063 0 3	6,638 5 8	228 7 7	777 18 6	21,215 11 5	34-23	177-15	30-85	16-12	83-43	14-53	4-28	22-14	3-86	26-72	138-30	24-08	0-92	4-76	0-83	3-13	16-21	2-82	85-40	441-99	76-97			
Pictou ..	34	72,560	27,020 6 4	794 14 4	7 5½	11,459 18 5	6,271 11 2	1,347 4 3	6,056 9 5	246 7 1	639 4 9	26,020 15 1	42-41	337-06	37-91	23-21	184-46	20-74	4-99	39-62	4-46	22-41	178-13	20-03	0-91	7-24	0-82	2-37	18-80	2-11	96-30	765-31	86-07			
Totals ..	2,753	8,141,075	3,487,538 15 1	1,275 6 11	8 6½	693,444 15 9	695,061 9 11	180,220 15 7	631,379 19 9	32,139 1 2	65,996 7 11	2,298,242 10 1	19-89	253-58	20-44	19-93	254-18	20-50	5-17	65-90	5-31	18-10	230-89	18-61	0-92	11-75	0-95	1-89	24-14	1-94	65-90	840-44	67-75			
Lake Wakatipu Steamers	..	..	6,643 4 1	..	..	..	..	..	..	..	..	5,029 3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	75-70	..	..			
			3,494,181 19 2									2,303,271 13 1																			65-92					
1909-10.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Kawakawa ..	8	8,537	2,932 8 7	366 11 1	6 10½	3,710 2 3	1,068 5 11	149 15 6	694 13 5	28 7 3	239 9 4	5,890 13 8	126-52	463-76	104-30	36-43	133-54	30-03	5-11	18-72	4-21	23-69	86-84	19-53	0-97	3-55	0-80	8-16	29-93	6-73	200-88	736-34	165-60			
Whangarei ..	23	56,901	28,386 0 10	1,234 3 6	9 11½	2,390 7 9	3,820 8 6	1,209 16 10	3,427 15 3	285 17 6	683 7 3	11,817 13 1	8-42	103-93	10-09	13-46	166-11	16-11	4-26	52-60	5-10	12-08	149-03	14-46	1-00	12-43	1-21	2-41	29-71	2-88	41-63	513-81	49-85			
Kaihu ..	17	13,360	4,348 17 5	255 16 4	6 6	1,261 14 3	1,266 3 7	309 7 4	1,093 10 3	43 2 8	319 17 2	4,293 15 3	29-01	74-22	22-67	29-12	74-48	22-75	7-11	18-20	5-56	25-15	64-32	19-64	0-99	2-54	0-77	7-35	18-81	5-74	98-73	252-57	77-13			
Gisborne ..	23	32,252	12,955 17 3	563 6 0	8 0½	2,531 1 8	3,004 1 8	463 12 4	1,720 15 10	127 12 5	387 7 4	8,234 11 3	19-53	110-04	18-84	23-19	130-61	22-35	3-58	20-16	3-45	13-28	74-82	12-81	0-99	5-55	0-95	2-99	16-84	2-88	63-56	358-02	61-28			
North Island Main Line and Branches	1,064	4,179,576	1,566,251 2 6	1,472 0 10	7 6	288,288 9 11	345,098 15 9	80,124 18 10	278,779 1 4	15,423 9 0	30,355 6 2	1,038,070 1 0	18-41	270-95	16-55	22-03	324-34	19-82	5-12	75-30	4-60	17-80	262-01	16-01	0-98	14-50	0-89	1-94	28-53	1-74	66-28	975-63	59-61			
South Island Main Line and Branches	1,323	3,132,444	1,330,563 5 4	1,015 8 3	8 6	269,029 8 1	278,210 15 4	66,425 17 5	276,255 10 1	13,176 11 2	24,741 15 0	927,839 17 1	20-22	205-31	20-61	20-91	212-32	21-32	4-99	50-69	5-09	20-76	210-82	21-17	0-99	10-06	1-01	1-86	18-88	1-89	69-73	708-08	71-09			
Westland ..	138	213,275	129,648 11 6	939 9 8	12 2	25,246 18 8	15,825 18 7	6,995 12 5	25,275 13 1	1,297 11 3	3,208 2 0	77,849 16 0	19-47	182-95	28-41	12-21	114-68	17-81	5-40	50-69	7-87	19-50	183-16	28-44	1-00	9-40	1-46	2-47	23-25	3-61	60-05	564-13	87-60			
Westport ..	31	113,435	116,027 16 6	3,742 16 8	20 5½	9,100 11 11	12,535 2 3	6,373 0 0	16,338 3 10	1,154 18 2	2,537 10 7	48,039 6 9	7-84	293-57	19-26	10-80	404-36	26-52	5-49	205-58	13-48	14-08	527-04	34-57	1-00	37-26	2-44	2-19	81-85	5-37	41-40	1,549-66	101-64			
Nelson ..	48	66,116	23,359 1 4	486 12 11	7 0½	6,858 0 4	3,467 6 2	921 17 5	5,910 19 5	231 9 0	757 18 6	18,147 10 10	29-36	142-88	24-89	14-84	72-23	12-59	3-96	19-21	3-35	25-30	123-14	21-46	0-99	4-82	0-84	3-25	15-79	2-75	77-69	378-07	65-88			
Pictou ..	34	73,270	28,553 13 1	839 16 3	7 9½	11,591 1 3	5,261 18 11	858 19 7	5,536 16 8	283 5 1	618 18 3	24,150 19 9	40-59	340-91	37-97	18-43	154-76	17-24	3-01	25-27	2-81	19-39	162-85	18-14	0-99	8-33	0-93	2-17	18-20	2-02	84-58	710-32	79-11			
Totals ..	2,709	7,889,166	3,243,026 14 4	1,202 14 10	8 2½	620,007 16 1	669,558 16 8	163,832 17 8	615,032 19 2	32,052 3 6	63,849 11 7	2,164,334 4 8	19-12	229-94	18-86	20-65	248-32	20-37	5-05	60-76	4-98	18-96	228-10	18-71	0-99	11-89	0-98	1-97	23-68	1-94	66-74	802-69	65-84			
Lake Wakatipu Steamers	..	..	6,762 17 8	..	..	..	..	..	..	..	..	5,139 6 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	75-99	..	..			
			3,249,789 12 0									2,169,473 10 11																			66-76					

H. DAVIDSON, Chief Accountant.

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1911.

Sections.	Length Oper for Traffic.	Passengers.						Total Season Tickets.	Parcels, &c.					Live-Stock, Goods, &c.																			Grand Total Tonnage.																
		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.														
																				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
1910-11.	Miles.	Single.	Return.	Single.	Return.	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.					
Kawakawa	8	634	164	5,743	5,382	11,923	39	410	55	12	76	553	1	33	6	1,868	25	1,933	87	10	0	120	0	0	3	12	0	2,044	0	0	17,091	19	0	2,535	15	0	4,610	8	0	117,687	3	0	144,462	17	0	144,663	11	0	
Whangarei	27	13,318	7,160	37,824	38,782	97,084	645	3,252	89	12	245	3,598	7	183	7	3,243	153	3,593	200	14	0	490	0	0	27	0	0	384	0	0	7,266	19	0	922	1	0	1,987	18	0	194	1	0	11,213	19	0	11,270	0	0	
Kaihu	17	299	654	11,751	13,056	25,760	16	4,011	64	7	140	4,222	9	51	1	864	160	924	56	1	0	432	0	0	1,813	0	0	414	0	0	3,264	4	0	3,744	7	0	2,926	7	0	16,293	19	0	29,097	17	0	31,330	18	0	
Gisborne	23	4,618	4,848	31,218	36,348	77,032	101	4,186	56	15	536	4,793	40	229	1	53,183	160	53,618	2,233	1	0	642	0	0	1,813	0	0	414	0	0	3,264	4	0	3,744	7	0	2,926	7	0	16,293	19	0	29,097	17	0	31,330	18	0	
North Island Main Line and Branches	1,075	240,168	601,712	1,357,779	3,475,612	5,675,271	135,082	486,418	9,633	1,204	29,224	326,479	1,113	132,125	14,094	2,890,330	105,631	3,143,293	165,141	6	0	75,088	0	0	33,648	4	0	58,928	0	0	273,476	0	0	271,146	8	0	306,625	6	0	593,142	1	0	1,612,053	19	0	1,777,195	5	0	
South Island Main Line and Branches	1,349	175,166	627,506	812,022	2,914,668	4,529,362	78,514	567,369	9,042	1,363	19,900	597,674	1,106	54,606	6,748	2,789,620	54,169	2,906,249	132,843	19	0	98,932	0	0	102,993	12	0	30,284	0	0	200,152	19	0	694,509	4	0	447,531	16	0	706,684	13	0	2,281,088	4	0	2,413,932	3	0	
Westland	141	13,315	26,202	113,239	252,428	405,184	5,253	30,178	626	49	1,003	31,856	73	1,946	131	18,987	53	21,190	1,453	6	0	1,986	0	0	184	8	0	4,248	0	0	113,982	0	0	10,175	6	0	23,434	14	0	436,676	10	0	590,686	18	0	592,140	4	0	
Westport	31	676	2,434	29,173	79,610	111,893	887	6,603	47	1	183	6,834	27	25	19	2,068	33	2,172	106	17	0	624	0	0	7,110	0	0	3,660	9	0	2,988	3	0	5,819	8	0	784,843	5	0	785,045	5	0	785,152	2	0				
Nelson	48	2,486	7,396	34,159	71,174	115,215	1,006	5,712	64	43	390	6,209	18	157	10	13,534	35	13,754	604	12	0	2,526	0	0	669	0	0	3,714	0	0	4,424	4	0	8,994	8	0	5,145	8	0	9,037	7	0	34,510	7	0	35,114	19	0	
Pictou	34	7,500	24,088	26,201	74,082	131,871	546	3,165	299	15	878	4,357	32	200	120	131,198	91	131,641	5,340	5	0	16,986	0	0	3,379	4	0	2,244	0	0	2,496	9	0	14,754	11	0	6,267	1	0	9,148	4	0	55,275	9	0	60,615	14	0	
Lake Wakatipu Steamers	2,052	9,582	3,066	5,318	20,018	15	7,057	162	30	187	7,436	9	158	1	6,396	29	6,592	314	3	0	720	0	0	528	16	0	12	0	0	684	16	0	2,072	5	0	1,763	13	0	1,305	7	0	7,086	17	0	7,401	0	0		
Totals	2,753	460,232	1,311,746	2,462,175	6,966,460	11,200,613	222,104	1,118,361	20,137	2,751	52,762	1,194,011	2,441	189,713	21,135	5,911,291	160,379	6,284,959	308,381	14	0	198,546	0	0	143,246	16	0	109,400	0	0	627,107	3	0	1,013,298	7	0	808,443	14	0	2,655,250	1	0	5,555,292	1	0	5,863,673	15	0	
1909-10.																																																	
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	1,366	0	0	2,543	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	
North Island Main Line 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	504,341	19	0	1,394,195	1	0	1,531,821	1	0				
South Island Main Line and Branches	1,323	160,199	628,782	786,233	2,962,726	4,537,940	74,241	543,259	9,181	1,196	20,103	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	
Pictou	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	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	1	8,346	1	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	

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.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	Number.	Number.	Number.	Number.	Number.	
1910-11.																								
Kawakawa	612	8 9	36	19 10	125	9 7	774	18 2	1,392	0 1	614	0 3	53	9 3	2,059	9 7	2,834	7 9	7,268	15,226	22,494			
Whangarei	4,487	19 7	344	7 11	552	0 5	5,384	7 11	21,968	9 2	1,774	9 0	265	11 11	24,008	10 1	29,392	18 0	66,691	40,022	106,713			
Kaihu	1,225	13 11	41	1 9	344	8 3	1,611	3 11	2,359	3 10	6	1 1	140	16 11	2,506	1 10	4,117	5 9	12,755	4,566	17,321			
Gisborne	5,066	7 6	165	19 0	608	4 1	5,840	10 7	6,926	10 10	988	4 3	435	16 3	8,350	11 4	14,191	1 11	32,116	28,298	60,414			
North Island Main Line	632,738	6 11	72,718	15 9	102,448	17 6	807,906	0 2	886,858	9 0	17,157	4 8	30,321	13 9	934,337	7 5	1,742,243	7 7	4,386,576	1,297,526	5,678,102			
and Branches																								
South Island Main Line	410,854	10 11	41,521	13 11	80,859	2 7	533,235	7 5	802,098	6 6	23,989	6 7	24,004	11 4	850,092	4 5	1,383,327	11 10	3,158,098	1,162,279	4,320,377			
and Branches																								
Westland	25,879	7 3	2,023	2 9	5,004	4 4	32,906	14 4	104,474	7 11	4,006	9 0	1,733	1 9	110,213	18 8	143,120	13 0	232,804	104,374	337,178			
Westport	6,122	9 1	585	6 1	834	10 1	7,542	5 3	102,961	16 6	5,270	17 3	674	0 2	108,906	13 11	116,448	19 2	112,052	92,890	204,942			
Nelson	6,566	6 10	790	9 9	1,191	6 10	8,548	3 5	14,392	1 2	995	7 5	906	11 9	16,294	0 4	24,842	3 9	66,155	10,109	76,264			
Pictou	8,058	19 9	526	18 2	965	16 6	9,551	14 5	14,945	8 7	1,971	18 4	551	5 0	17,468	11 11	27,020	6 4	72,560	47,465	120,025			
Lake Wakatipu Steamers	2,682	8 6	362	2 6	854	18 4	3,899	9 4	2,701	16 3		2 16 6	39	2 0	2,743	14 9	6,643	4 1						
Totals	1,104,294	19 0	119,116	17 5	193,788	18 6	1,417,200	14 11	1,961,078	9 10	56,776	14 4	59,126	0 1	2,076,981	4 3	3,494,181	19 2	8,141,075	2,802,755	10,943,830			
1909-10.																								
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 6	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			
North Island Main Line	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			
and Branches																								
South Island Main Line	401,704	14 10	35,874	18 2	81,807	12 3	519,387	5 3	764,931	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			
and Branches																								
Westland	25,699	11 5	1,945	15 7	4,662	15 10	32,308	2 10	91,166	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			
Pictou	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	2,086,165	3 6	3,249,789	12 0	7,889,166	2,790,621	10,679,787			

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, Rolling-stock, &c., to 31st March, 1911; 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	93,290	..	-2,648	..
"	..	105,321	..	..
Whangarei	223,998	..	15,308	6 18 9
"	..	141,432	..	..
Kaibu	67,918	..	-573	..
"	..	2,327	..	..
Gisborne	197,322	..	2,991	1 10 4
"	..	181,346	..	..
North Island Main Line and Branches	12,903,629	..	602,288	4 13 6
"	..	312,458	..	..
South Island Main Line and Branches	13,045,004	..	444,487	3 9 2
"	..	276,835	..	..
Westland	1,694,783	..	60,682	3 13 9
"	..	440,024	..	..
Westport	518,014	..	62,129	11 19 10
"	..	76,758	..	..
Nelson	404,030	..	3,627	0 17 11
"	..	87,923	..	..
Picton	390,032	..	1,000	0 5 1
"	..	149,819	..	..
Lake Wakatipu steamer service	16,436	..	1,614	9 16 5
In suspense—				
Surveys, North Island	..	32,424	..	..
Miscellaneous, North Island	..	5,169	..	..
Surveys, South Island	..	8,472	..	..
Miscellaneous, South Island	..	5,168	..	..
P.W.D. stock of permanent-way	..	77,938	..	..
W.R.D. stock of A.O.L. stores	27,090	..	..	..
W.R.D. Deposit Account for permanent-way material	25,000	..	..	..
	£29,606,546	..	£1,190,910	£4 1 3
		£1,908,414		
Total cost of opened and unopened lines at 31st March, 1911	£31,509,960		£1,190,910	£3 15 7

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:—

Whangarei Section—				
Hukerenui-Towai	..	..	..	Opened for traffic 2nd May, 1910.
North Island Main Line and Branches—				
Wellsford-Te Hana	..	..	..	16th " "
Huiroa-Te Wera	..	..	..	20th June, "
South Island Main Line and Branches—				
Domett-Mina	..	..	..	1st August, "
Lawrence-Big Hill	..	..	..	4th October, "
Broken River-Cass	..	..	..	12th December, "
Westland Section—				
Ngahere-Blackball	..	..	..	1st August, "

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, 1911.

	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1910 .. .. .	.. .. .	29,066 6 2
Expenditure charged to Vote 95 by Treasury .. .. .	.. .. .	360,926 8 9
		389,992 14 11
Less material on hand at 31st March, 1911 .. .. .	.. .. .	27,090 0 4
Expenditure on Works, &c.—		
Way and Works Branch	112,851 13 3	
Locomotive Branch	250,051 1 4	
		362,902 14 7

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
North Island Main Line and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	8,954 0 3	
	Additions to station buildings and extension of station yards, and other facilities	14,105 6 1	
	Reduction of grades and improvement of curves	5,679 15 6	
	Additions to dwellings	962 15 8	
	Additional works, water services, &c., for Locomotive Branch	3,051 10 3	
	Purchase of land	5,717 19 10	
	Bridge-work	2,278 3 5	
	Fencing	1,165 2 10	
	Crane	406 3 11	
	Gas lighting	845 9 0	
	Reclamation, Wellington	3,573 6 6	
	Culvert-extension	2,973 10 10	
	Pneumatic riveting plant	242 6 7	
	Weighbridge	190 13 11	
	Additions to Workshops, Petone	6,502 12 5	
	Signals and interlocking	7,386 18 10	
	Tablet-installation	1,067 8 0	
	Telegraphs and telephones	1,500 12 11	
	Fixed signals	522 19 6	
			67,126 16 3
Kawakawa	Additional works, water services, &c., for Locomotive Branch .. .. .	.. .. .	517 13 1
Whangarei	Tablet-installation	216 0 10	
	Fixed signals	107 4 1	
			323 4 11
Gisborne	Additional works, water services, &c., for Locomotive Branch .. .. .	.. .. .	382 5 8
Picton	Sidings, &c.	99 14 9	
	Additions to dwellings	740 19 0	
	New wharf	9,797 13 1	
			10,638 6 10
Nelson	Wharf-extension .. .. .	.. .. .	6,766 4 7
Westland	Sidings, &c.	261 12 2	
	Additional works for Locomotive Branch	272 15 7	
			534 7 9
South Island Main Line and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	3,779 16 10	
	Additions to station buildings and extension of station yards, and other facilities	3,152 10 11	
	Additions to dwellings	535 3 1	
	Additional works, water services, &c., for Locomotive Branch	2,582 18 11	
	Purchase of land	1,299 0 0	
	Fencing	758 7 2	
	Deviation, Dunedin-Ravensbourne	2,579 0 4	
	Turntable	152 10 0	
	Weighbridges	434 10 8	
	Water-softening plant	242 18 11	
	Signals and interlocking	2,500 0 0	
	Tablet-installation	7,436 1 4	
	Telegraphs and telephones	642 5 8	
	Fixed signals	467 10 4	
			26,562 14 2
			£112,851 13 3

RETURN No. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1910.	Number Complete on 31st March, 1911.	Number Incomplete on 31st March, 1911.	Expenditure in Year ended 31st March, 1911.
					£ s. d.
Wagons, four-wheel, 1907-1908 programme ..	G-7	132	127	5	3,126 14 9
Locomotives, Class X	K-7	2	2	..	888 15 1
Carriages, Class A, 1908-1909 programme ..	P-7	23	19	4	11,489 12 1
Brake-vans, Class F, 1908-1909 programme ..	Q-7*	..	..	..	312 4 10
Wagons, bogie, 1908-1909 programme ..	R-7	35	35	..	5,728 8 6
Wagons, four-wheel, 1908-1909 programme ..	S-7	374	193	181	16,899 1 10
Carriages, Class A, 1909-1910 programme ..	X-7	39	7	32	8,138 0 8
Brake-vans, Class F, 1909-1910 programme ..	Y-7	11	5	6	1,845 8 5
Wagons, bogie, 1909-1910 programme ..	Z-7	12	..	12	497 17 7
Wagons, four-wheel, 1909-1910 programme ..	A-8	739	331	408	37,581 10 8
Locomotives, Class WG	D-8	10	8	2	17,516 13 1
Locomotives, Class BA	E-8	10	..	10	12,581 18 2
Tarpaulins, 1909-1910 programme ..	F-8	325	325	..	163 19 10
Locomotives, 10 Class AD (contract) ..	G-8	10	4	6	29,263 0 9
Carriages, Class A, 1910-1911 programme ..	J-8	17	..	17	2,794 4 10
Brake-vans, Class F, 1910-1911 programme ..	K-8	4	2	2	1,320 18 2
Wagons, bogie, 1910-1911 programme ..	L-8	14	..	14	533 15 8
Wagons, four-wheel, 1910-1911 programme ..	M-8	866	114	752	53,844 4 4
Pneumatic coaling-crane	N-8	10	..	10	1,413 13 2
Locomotives, Class WG	O-8	10	..	10	6,934 17 8
Tarpaulins, 1910-1911 programme ..	P-8	820	10	810	2,446 4 11
Workshop machinery	..	..	..	..	34,729 16 4
Total	..	..	..	..	£250,051 1 4
Total locomotives	..	42	14	28	..
" carriages	..	79	26	53	..
" brake-vans	..	15	7	8	..
" wagons, bogie	..	61	35	26	..
" wagons, four-wheel	..	2,111	765	1,346	..
" tarpaulins	..	1,145	335	810	..

* Order for 18 brake-vans finally reduced to 6.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1911.

<i>Railway Capital Account:—</i>		£	s.	d.
Straightening and doubling Wellington-Hutt Railway ..	..	19,511	3	7
<i>For Recovery in terms of Act:—</i>				
New Hutt Road (including land for same)	..	15,484	17	5
		<u>£34,996</u>	<u>1</u>	<u>0</u>

EXPENDITURE under the Railways Improvements Authorisation Act, 1904, charged to Capital Account for the Year ended 31st March, 1911.

	£	s.	d.
Auckland-Penrose, duplication of line	75	4	8
Addington-Rolleston,	1,801	1	1
Dunedin-Mosgiel, duplication and deviation of line ..	58,469	9	9
Charges and expenses of raising loan, as per Treasury books ..	5	12	4
	<u>£60,351</u>	<u>7</u>	<u>10</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, 1911.

Department.	Passengers.			Mails.			Goods.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Agriculture	2,237	5	10	..	..	..	1,118	13	7	3,355	19	5
Audit	291	17	9	..	..	..	..	..	..	291	17	9
Customs	124	9	8	..	..	..	3	19	3	128	8	11
Defence	5,914	2	9	..	..	..	1,481	2	7	7,395	5	4
Education	15,697	18	0	..	..	..	466	17	1	16,164	15	1
Government Printer	9	19	9	..	..	..	209	6	3	219	6	0
Hospital and Charitable Aid	140	11	6	..	..	..	7	4	4	147	15	10
Internal Affairs	1,447	9	6	..	..	..	8	8	2	1,455	17	8
Justice	1,351	13	8	..	..	..	39	4	5	1,390	18	1
Labour	2,039	16	11	..	..	..	47	16	0	2,087	12	11
Lands, Survey, and Forests	1,561	12	3	..	..	..	414	4	11	1,975	17	2
Legislative	15	13	0	..	..	..	..	..	..	15	13	0
Marine, Machinery, and Fisheries	587	12	7	..	..	..	125	11	2	713	3	9
Mental Hospitals	156	16	6	..	..	..	1,235	11	4	1,392	7	10
Mines and State Coal-mines	257	10	7	..	..	..	33,144	2	1	33,401	12	8
Native	182	14	7	..	..	..	26	18	2	209	12	9
Police	2,605	5	0	..	..	..	551	0	10	3,156	5	10
Post and Telegraph	1,751	6	11	59,803	4	0	4,736	5	9	66,290	16	8
Prisons	633	16	4	..	..	..	170	3	5	803	19	9
Public Health	310	16	1	..	..	..	186	5	11	497	2	0
Public Trustee	27	15	0	..	..	..	..	..	..	27	15	0
Public Works	1,263	9	7	..	..	..	27,075	16	10	28,339	6	5
Stamps and Deeds	30	6	5	..	..	..	0	2	0	30	8	5
Tourist and Health Resorts	1,150	5	5	..	..	..	657	0	5	1,807	5	10
Totals	39,790	5	7	59,803	4	0	71,705	14	6	171,299	4	1

H. DAVIDSON, Chief Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1911.

Description.	Number.	Amount.		
		£	s.	d.
Travellers' tickets, all lines...	9	665	0	0
Travellers' tickets, North Island ..	19	996	10	0
Travellers' tickets, South Island ..	40	2,070	5	0
Reporters' tickets	96	961	13	0
Sectional tickets, North Island	291	8,896	14	0
Sectional tickets, South Island	298	8,836	2	9
Tourists' tickets, all lines	719	7,287	0	0
Tourists' tickets, North Island	3,853	23,850	10	0
Tourists' tickets, South Island	628	3,874	0	0
Fifty-trip commutation tickets (ordinary) ..	3,401	2,467	6	6
Fifty-trip commutation tickets (family) ..	1,954	3,005	11	6
School tickets	23,585	13,227	3	11
Twenty-trip commutation tickets	985	764	2	6
Twelve-trip workmen's tickets	46,378	6,972	3	6
Weekly workmen's tickets	121,724	12,276	13	6
All other season tickets	18,124	22,966	1	3
Totals	222,104	119,116	17	5

H. DAVIDSON, Chief Accountant.

RETURN NO. 10.
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1911.

Classification of Work.	SECTIONS.														Total.						
	Kawakawa.		Whangarei.		Kahlu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westland.			Westport.		Nelson.		Picton.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
Track-surfacing	399	4 4	2,003	12 4	866	18 7	1,504	10 3	101,094	2 7	104,043	10 3	10,211	9 11	2,715	7 4	2,764	0 10	2,692	11 4	228,295 7 9
Track-renewals	410	4 4	209	11 9	70	13 7	Cr. 47	19 6	104,117	1 11	66,649	6 0	4,586	2 0	3,292	5 1	1,861	4 9	3,293	19 0	184,442 8 11
Ballasting	16	4 8	26	4 9	66	8 10	384	7 5	13,886	8 1	10,377	17 8	1,008	4 8	253	13 9	45	2 8	426	13 8	26,491 6 2
Banks, cuttings, ditches, tunnels ..	7	19 10	139	1 7	141	13 9	1,117	16 9	9,698	1 3	6,087	18 10	870	9 7	27	12 10	167	10 3	196	12 6	18,454 17 2
Bridges, culverts, drains	1,664	16 7	553	7 6	597	17 9	1,182	14 5	42,380	7 3	28,297	3 6	1,970	9 6	1,006	14 2	1,958	19 7	2,435	17 0	82,048 7 3
Fences, gates, cattle-stops, hedges ..	3	6 1	142	13 6	11	5 10	86	2 5	7,517	2 7	9,575	5 7	915	18 1	65	0 1	319	7 11	118	5 11	18,754 8 0
Roads, approaches, &c.	..	..	68	16 4	2	14 2	16	16 6	3,600	10 5	4,548	7 2	90	19 6	87	8 2	43	3 5	18	0 0	8,476 15 8
Water-services, signals, cranes, appliances ..	32	8 11	65	10 0	31	10 0	107	2 4	13,484	13 11	12,640	10 2	856	5 1	915	14 11	124	18 7	115	10 8	28,374 4 7
Wharves	19	19 10	21	1 6	157	4 5	..	..	839	5 2	1,074	16 3	3,340	10 3	1,774	11 5	539	7 11	1,677	13 7	9,444 10 4
Buildings	155	19 7	229	7 2	39	0 9	347	5 8	32,190	16 8	32,528	0 8	2,556	11 2	1,363	5 0	385	1 2	222	7 8	70,017 15 6
Miscellaneous	596	4 11	158	1 5	..	..	234	5 3	7,772	3 5	5,049	0 6	716	8 5	190	5 11	256	3 10	207	19 11	15,180 13 7
General charges	0	13 5	16	16 9	1	1 6	11	1 3	1,806	0 9	1,346	10 4	50	4 9	139	1 9	38	3 2	54	7 2	3,464 0 10
Totals	3,307	2 6	3,634	4 7	1,986	9 2	4,944	2 9	338,386	14 0	282,218	6 11	27,173	12 11	11,831	0 5	8,603	4 1	11,459	18 5	693,444 15 9
Rate per mile opened	413	7 10	136	3 0	116	17 0	214	19 3	313	13 10	211	11 9	194	1 5	381	12 11	177	3 0	337	1 1	253 11 8

H. DAVIDSON, Chief Accountant.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.		
	Schools, Factories, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue. £ s. d.	1st Class.	2nd Class.	Total.	Revenue. £ s. d.	Number of Tickets.	Revenue. £ s. d.	
	No.	No.	No.	No.								
Kawakawa	93	7	222	322	10 1 7	58	1,284	1,342	86 15 2	1,664	96 16 9	
Whangarei	108	9	25	142	4 1 5	74	1,456	1,530	163 7 11	1,672	167 9 4	
Kaibu	396	4	243	643	31 11 3	5	909	914	91 10 6	1,557	123 1 9	
Auckland	4,168	473	3,822	8,463	503 6 4	6,724	115,652	122,376	28,732 17 5	130,839	29,236 3 9	
Gisborne	275	13	207	495	21 15 9	90	6,947	7,037	530 15 1	7,532	552 10 10	
Wanganui	6,070	1,213	5,126	12,409	852 18 4	7,182	61,760	68,942	16,266 1 8	81,351	17,119 0 0	
Wellington-Napier	11,308	2,378	8,018	21,704	1,364 1 3	34,616	117,663	152,279	37,724 16 5	173,983	39,088 17 8	
Picton	885	163	1,069	2,117	121 5 8	1,530	7,691	9,221	1,024 14 9	11,338	1,146 0 5	
Nelson	1,491	364	357	2,212	89 1 7	1,452	5,915	7,367	719 3 2	9,579	808 4 9	
Westport	112	16	38	166	3 19 8	47	3,449	3,496	335 15 9	3,662	339 15 5	
Westland	4,631	380	5,830	10,841	773 7 8	2,230	23,280	25,510	3,245 8 5	36,351	4,018 16 1	
Christchurch	16,168	2,630	18,379	37,177	2,662 1 10	19,158	100,927	120,085	28,046 3 10	157,262	30,708 5 8	
Dunedin	11,908	1,814	15,790	29,512	1,602 19 8	28,368	71,561	99,929	24,520 8 11	129,441	26,123 8 7	
Invercargill	8,768	1,335	7,569	17,672	1,448 2 7	5,674	57,757	63,431	13,956 11 11	81,103	15,404 14 6	
Totals (1911	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6	
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	
Increase	12,464	2,988	13,018	28,470	1,523 19 0	21,069	159,310	180,379	55,688 15 11	151,909	54,164 16 11	
Decrease	...	...	...	...	...	...	...	...	...	...	...	
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	
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	
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	
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	
31st March, 1899	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	
31st March, 1900	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	
31st March, 1901	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	
31st March, 1902	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	
31st March, 1903	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	807,067	133,049 3 7	
31st March, 1904	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	
31st March, 1905	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	
31st March, 1906	48,044	7,837	53,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1	
31st March, 1907	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	
31st March, 1908	55,199	9,266	52,579	117,044	7,641 5 10	123,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	
31st March, 1909	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	
31st March, 1910	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6	

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1911

6—D. 2.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1911—continued.

Head Office(Well'tn)
Accountant.
Tablet Stations.
General.

RETURN No. 12—continued.

STATEMENT OF REVENUE AND EXPENDITURE OF EACH STATION FOR THE YEAR ENDING 31st March, 1911—continued.

Stations.		Hours open.	No. of Horses employed.	Traffic Expenditure.	NUMBER OF TICKETS.										Number Season Tickets.	Parcels.	Horses.	Cattle.	Dogs.	Drays, &c.	Trucks of Lumber, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales Wool.	Trucks of Fire-wood.	Timber, &c.	Grain.	Miscellaneous.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mail, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	INWARD.										Stations.
					First-Class Single.	First-Class Return.	Second-Class Single.	Second-Class Return.	Total.	Trucks of Lumber, &c.	Cattle.	Calves.	Sheep.	Pigs.																										Bales Wool.	Trucks of Fire-wood.	Timber, &c.	Grain.	Miscellaneous.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mail, &c.	
SOUTH ISLAND MAIN LINE & BRANCHES—																																								Lyttelton (Coaching) (Goods) (Wharf) (Head Office) (Addition) (Papanui) (Styx) (Belmont) (Kaiapoi) (Rangiora) (Cust) (Bennett's) (Oxford East) (West) (Sefton) (Ambury) (Waipara) (Domett) (Mina) (Wakari) (Culverden) (Hornby) (Prelbenton) (Lincoln) (Spring) (Eleonore) (Doyleston) (Leeston) (Southbridge) (Little River) (Taitapu) (Templeton) (Rolleston) (Kirkcaldy) (Darfield) (Shedfield) (Springfield) (Broken River) (Cass) (Coalgate) (Buller) (Selwyn) (Dunsandel) (Rakia) (Methven) (Chertsey) (Ashburton (Coaching) (Goods) (Tinwald) (Mount Somers) (Hindon) (Rangitapu) (Orari) (Winchester) (Temuka) (Pleasant Point) (Albury) (Fairlie) (Timaru (Coaching) (Goods) (Wharf) (St. Andrew's) (Makikihi) (Studholme Junction) (Waimate) (Glenavy) (Pukeuri Junction) (Dunrobin) (Kurova) (Oamaru (Pass) (Goods) (Breakwater) (Waiwaka Junction) (Ngapara) (Mabona) (Herbert) (Hampden) (Palmerston) (Line Quarry) (Dunback) (Waikouaiti) (Seaford) (Waitati) (Port Chalmers Upper) (Port Chalmers Lower) (P. Chalmers (Coaching) (Goods) (Burke's) (Pahia) (Pahia Bay) (Dunedin (Pass) (Goods) (Head Office) (Caversham) (Burnside) (Gore) (Abbotsford) (Wingatui) (Middlemarch) (Hyde) (Ranfurly) (Otahuhu) (Omakou) (Alexandra) (Clyde) (Mosgiel) (Outram)										
SOUTH ISLAND MAIN LINE & BRANCHES—																																								Lyttelton (Coaching) (Goods) (Wharf) (Head Office) (Addition) (Papanui) (Styx) (Belmont) (Kaiapoi) (Rangiora) (Cust) (Bennett's) (Oxford East) (West) (Sefton) (Ambury) (Waipara) (Domett) (Mina) (Wakari) (Culverden) (Hornby) (Prelbenton) (Lincoln) (Spring) (Eleonore) (Doyleston) (Leeston) (Southbridge) (Little River) (Taitapu) (Templeton) (Rolleston) (Kirkcaldy) (Darfield) (Shedfield) (Springfield) (Broken River) (Cass) (Coalgate) (Buller) (Selwyn) (Dunsandel) (Rakia) (Methven) (Chertsey) (Ashburton (Coaching) (Goods) (Tinwald) (Mount Somers) (Hindon) (Rangitapu) (Orari) (Winchester) (Temuka) (Pleasant Point) (Albury) (Fairlie) (Timaru (Coaching) (Goods) (Wharf) (St. Andrew's) (Makikihi) (Studholme Junction) (Waimate) (Glenavy) (Pukeuri Junction) (Dunrobin) (Kurova) (Oamaru (Pass) (Goods) (Breakwater) (Waiwaka Junction) (Ngapara) (Mabona) (Herbert) (Hampden) (Palmerston) (Line Quarry) (Dunback) (Waikouaiti) (Seaford) (Waitati) (Port Chalmers Upper) (Port Chalmers Lower) (P. Chalmers (Coaching) (Goods) (Burke's) (Pahia) (Pahia Bay) (Dunedin (Pass) (Goods) (Head Office) (Caversham) (Burnside) (Gore) (Abbotsford) (Wingatui) (Middlemarch) (Hyde) (Ranfurly) (Otahuhu) (Omakou) (Alexandra) (Clyde) (Mosgiel) (Outram)										

RETURN No. 12—continued.

[illegible]

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1911.

Description.	Class.	Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.												
Sleepers, bogie, 50 ft.	AA	..	..	..	8	..	..	..	..	..	..	8
First-class day-cars, bogie, 50 ft.	AA	..	..	..	10	..	..	..	..	..	..	10
Second-class cars, bogie, 50 ft.	AA	..	..	..	22	..	..	..	..	..	..	22
Refreshment-cars, bogie, 50 ft.	AA	..	..	..	6	..	..	..	..	..	..	6
Royal saloon, bogie, 50 ft.	AA	..	..	..	2	..	..	..	..	..	..	2
" " " 44 ft.	A	..	..	..	..	..	1	..	..	..	..	1
Gallery-cars, bogie, 44 ft.	A	..	..	..	..	..	5	..	..	..	..	5
Saloon, bogie, 44 ft.	A	..	..	..	..	..	1	..	..	..	..	1
" " " 41 ft.	A	..	..	..	5	..	4	..	..	..	..	9
" " " 39½ ft.	A	..	..	..	7	..	7	..	..	..	..	14
" " " 37½ ft.	A	..	..	..	2	..	..	..	..	..	..	2
" " " 35 ft.	A	..	..	..	1	..	..	2	..	..	..	3
Refreshment-cars, bogie, 54½ ft.	A	..	..	..	1	..	..	..	..	..	..	1
" " " 47½ ft.	A	..	..	..	..	..	6	..	..	..	..	6
" " " 44 ft.	A	..	..	..	5	..	1	..	..	..	..	6
Motor-train cars, bogie, 60 ft.	A	..	..	..	3	..	1	..	..	..	..	4
First-class, bogie, 52 ft.	A	..	..	..	5	..	..	..	..	..	..	5
" " " 50 ft.	A	..	..	..	7	..	..	..	..	..	..	7
" " " 47½ ft.	A	..	..	..	36	..	24	..	..	..	1	61
" " " 45 ft.	A	..	..	..	11	..	..	..	..	..	..	11
" " " 44 ft.	A	..	..	..	4	..	6	..	..	..	..	10
" " " 42½ ft.	A	..	..	..	..	..	8	..	..	..	..	8
" " " 30 ft.	B	..	..	..	1	..	6	..	..	..	..	7
" " 6-wheel	C	..	..	..	..	..	4	..	..	..	..	4
" " 4-wheel	D	..	2	..	..	..	2	..	..	..	..	4
Composite, bogie, 60 ft.	A	..	..	..	3	..	..	..	..	..	..	3
" " " 50 ft.	A	..	..	..	2	..	1	..	..	..	..	3
" " " 47½ ft.	A	..	..	..	99	..	78	7	1	2	2	189
" " " 46 ft.	A	..	..	..	..	..	8	..	..	..	..	8
" " " 45 ft.	A	..	..	..	8	..	..	..	..	..	..	8
" " " 44 ft.	A	..	4	..	82	..	85	8	2	2	3	186
" " " 42½ ft.	A	..	..	..	13	..	30	..	..	..	..	43
" " " 39½ ft.	A	..	..	..	4	..	4	..	1	1	1	11
" " " 30 ft.	B	..	..	..	20	..	20	..	..	..	..	40
" " 6-wheel	C	..	4	2	..	3	5	2	..	2	..	18
" " 4-wheel	D	2	..	..	..	..	..	..	..	..	..	2
Second-class, bogie, 52 ft.	A	..	..	..	13	..	..	..	..	..	..	13
" " " 50 ft.	A	..	..	..	11	..	1	..	..	..	..	12
" " " 47½ ft.	A	..	..	..	52	..	51	2	1	..	..	106
" " " 46 ft.	A	..	..	..	..	..	4	..	..	..	..	4
" " " 45 ft.	A	..	..	..	16	..	..	..	..	..	..	16
" " " 44 ft.	A	..	..	..	79	..	95	8	3	2	2	189
" " " 42½ ft.	A	..	..	..	1	..	6	..	..	..	..	7
" " " 39½ ft.	A	..	..	..	8	..	..	3	..	1	..	12
" " " 35 ft.	A	..	..	..	3	..	..	..	..	..	..	3
" " " 30 ft.	B	..	..	..	3	..	10	..	..	..	1	14
" " 6-wheel	C	..	3	2	..	5	13	2	..	2	..	27
" " 4-wheel	D	1	3	..	..	..	6	..	..	..	2	12
Postal, bogie, 50 ft.	A	..	..	..	8	..	2	..	..	..	..	10
" " " 44 ft.	A	..	..	..	..	..	4	..	..	..	..	4
" " " 39½ ft.	A	..	..	..	2	..	..	..	..	..	..	2
" " " 30 ft.	B	..	..	..	..	..	3	..	..	..	..	3
" " composite, 44 ft.	A	..	..	..	4	..	..	..	..	..	..	4
Totals	..	3	16	4	567	8	502	34	8	12	12	1,166
WAGONS, ETC.												
Brakevans, 4-wheel	F	2	4	2	22	2	54	7	2	4	3	102
" " bogie	F	..	2	..	148	1	95	9	4	2	2	263
" " Fell	F	..	..	..	7	..	..	1	..	..	..	8
Horseboxes	G	..	2	..	108	..	81	6	..	1	2	200
Cattle	H	2	2	..	191	2	171	10	2	3	2	385
Sheep	J	..	..	..	666	20	436	7	..	5	24	1,158
Covered goods	K	1	5	1	213	..	322	20	3	6	3	574
Sleeping-vans	K	..	..	..	27	..	43	3	1	1	..	75
High sides	L	5	24	4	3,623	31	3,967	168	12	83	124	8,041
" " "	LA	..	..	..	250	..	1,326	..	..	..	..	1,576
Wharf	LB	..	..	..	..	..	..	45	..	..	..	45
Low sides	M	4	18	12	372	35	820	50	24	14	21	1,370
" " steel	MA	..	..	..	100	..	..	..	..	..	..	100
Work-train	MB	..	..	..	70	..	75	..	..	..	..	145
Timber	N	10	72	40	175	..	165	36	32	8	..	538
Iron hopper	O	..	..	..	50	..	..	..	107	..	..	157
Platform coal	P	9	95	..	20	..	..	..	..	..	..	124
Movable hopper	Q	..	..	..	..	..	..	483	516	..	..	999
Frozen-meat	W	..	..	..	100	..	65	..	..	15	..	180
Cool, insulated	X	..	2	..	165	..	11	..	..	..	..	178
" ventilated	XA	..	..	..	111	..	63	..	..	..	7	181
Work-train hopper	Y	..	..	..	69	..	25	5	..	..	..	99
" " "	YB	..	..	..	102	..	68	15	..	..	..	185
High side, bogie	R	..	..	2	192	..	51	9	..	..	..	254
" " "	RB	..	..	..	60	..	21	..	..	..	..	81
" " "	Rd	..	..	..	16	..	..	..	..	..	..	16
" " "	RN	..	..	..	13	..	..	..	..	..	..	13
Carried forward	..	33	226	61	6,870	91	7,859	874	703	142	188	17,047

RETURN No. 13—continued.

STATEMENT of CARRIAGE and WAGON STOCK, &c.—continued.

Description.	Class.	Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WAGONS, ETC.—continued.												
Brought forward ..	..	33	226	61	6,870	91	7,859	874	703	142	188	17,047
Sheep, bogie ..	S	..	..	..	73	..	52	..	..	..	..	125
Cattle, " ..	T	..	..	..	49	..	21	..	..	..	..	70
Platform, " ..	U	1	2	..	206	4	61	28	2	2	4	310
Gas-storeholders, bogie ..	UA	..	..	..	6	..	6	..	..	..	..	12
Platform, " ..	UB	..	..	..	137	..	40	34	..	..	..	211
" " ..	UD	..	..	..	48	..	..	..	..	..	..	48
Horseboxes, " ..	UG	..	..	..	16	..	12	..	..	..	..	28
Frozen-meat, " ..	V	..	..	..	46	..	55	..	..	..	..	101
" " ..	VB	..	..	..	20	..	..	..	..	..	..	20
Covered goods, " ..	Z	..	..	..	43	..	21	..	..	..	..	64
Totals ..	..	34	228	61	7,514	95	8,127	936	705	144	192	18,036
TARPAULINS ..												
..	..	13	37	24	5,080	65	7,376	245	42	130	220	13,232

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1911.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
		Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.											
A	Tender (4-cyl. bal- anced compound)	12 & 19	22	6	4	6	6	30½	..	..	..	20	..	7	..	..	..	27
A	Tender (simple) ..	17	26	6	4	6	6	30½	..	..	..	..	1	..	..	..	..	1
Ad	Tender (4-cyl. bal- anced compound)	12 & 19	22	6	4	6	6	30½	..	..	..	4	..	..	..	..	..	4
B	Tender ..	16	22	8	3	6½	4	30½	..	..	..	..	8	..	..	..	..	8
Bc	" (compound)	11½ & 19	20	8	3	7	2	28	..	..	..	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	..	..	7	2	15	1	1	1	28
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	5	1	2	2	20
G	" ..	10½	18	4	3	0½	4	21	..	..	..	..	..	..	..	..	4	6
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
N	" ..	15	20	6	4	1	4	30	..	..	..	2	..	..	..	..	..	2
NA	" (compound)	10 & 17	20	6	4	1	4	30	..	..	..	2	..	..	..	..	..	2
NC	" ..	10 & 17	20	6	4	1	4	30	..	..	..	2	..	..	..	..	..	2
O	" ..	15	18	8	3	0½	2	28½	..	..	..	6	..	..	..	..	..	6
OA	" (compound)	11 & 18	20	8	3	7	2	30	..	..	..	1	..	..	..	..	..	1
OB	" ..	16	20	8	3	7	2	30	..	..	..	2	..	..	..	..	..	2
OC	" (compound)	11 & 18	20	8	3	7	2	30	..	..	..	1	..	..	..	..	..	1
P	" ..	15	20	8	3	5	2	26½	..	..	..	4	..	6	..	..	..	10
Q	" ..	16	22	6	4	1½	4	26½	..	..	..	6	..	7	..	..	..	13
R	Single Fairlie ..	12½	16	6	3	0½	4	36½	..	..	..	10	..	8	..	..	..	18
S	" ..	13	16	6	3	0½	4	36½	..	..	..	4	..	..	..	..	..	4
T	Tender ..	15	18	8	3	0½	2	24½	..	..	..	2	..	4	..	..	..	6
U	" ..	16	20	6	4	6	4	30½	..	..	..	..	9	..	..	..	..	9
UA	" ..	16	20	6	4	1½	4	30	..	..	..	..	6	..	..	..	..	6
UB	" ..	16	20	6	4	1½	4	26½	..	..	..	..	20	..	..	..	..	20
UB	" ..	16	22	6	4	1½	4	30	..	..	..	..	2	..	..	..	..	2
UC	" ..	16	22	6	4	1½	4	30	..	..	..	..	10	..	..	..	..	10
UD	" ..	16½	22	6	4	10	4	28	..	..	..	2	..	..	..	..	..	2
V	" ..	15	20	6	4	1½	4	26½	..	..	..	3	..	10	..	..	..	13
W	Tank ..	14	20	6	3	0½	3	26½	..	..	..	..	..	2	..	..	..	2
WA	" ..	14	20	6	3	3½	4	28½	..	..	..	7	1	..	3	..	..	11
WB	" ..	14	20	6	3	3½	4	25	..	3	..	3	..	1	5	..	..	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
WG	" ..	14	22	6	3	9	8	26½	..	..	..	8	..	..	..	..	..	8
WH	" ..	12	18	6	3	1	4	24½	..	..	..	3	..	..	..	..	..	3
WJ	" ..	17	20	8	3	7	4	26	..	..	..	1	..	..	..	..	..	1
X	Tender (4-cyl. bal- anced compound)	13½ & 22	22	8	3	9	2	30½	..	..	..	8	..	..	..	..	..	8
Totals ..	..	..	..	..	..	..	..	2	6	2	227	4	197	18	11	4	7	478

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 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.	Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending	
				Ft. in.	£	£		£ s. d.		£	d.	£	d.	£	d.		£ s. d.			£	£	£	£	d.							
Victoria ..	87,884	1,308,705	3,441	5 3	43,142,329	12,358,380		32 19 4	11,705,612	4,443,863	91-11-2	7,111,545	55-59-1	732,318	35-52	4-02	61-02	£ 3 7 11	85,280,235	4,468,440	1,291	788	503	187	25-14	15-40	3-54	523	1,308	12,026	1910. 30 June.
New South Wales	310,700	1,645,444	3,625	4 8½	48,925,348	13,430,454		29 14 8	15,468,026	5,485,715	85-00-3	3,276,409	50-75-2	2,209,306	34-25	4-58	59-73	£ 3 6	853,644,271	8,393,038	1,513	904	609	193	25-07	15-53	2-00	872	1,023	15,952	"
Queensland ..	668,224	578,548	3,533	3 6	24,336,372	6,648,164		42 1 3	8,157,427	2,338,468	68-75-1	4,414,271	41-50-0	924,197	27-25	3-80	60-48	£ 4 0 10	13,259,379	2,655,829	662	400	262	125	16-50	16-46	1-15	465	531	9,239	"
South Australia ..	903,690	417,493	2,038	{ 3 6 5 3 }	15,532,757	7,622,205		37 4 1	5,450,608	1,852,653	81-58-1	1,081,582	47-62-0	771,071	33-96	4-96	58-38	£ 4 8 9	15,284,779	2,482,669	909	531	378	140	22-65	13-16	1-44	354	477	6,880	"
Natal ..	20,461	97,109	987	3 6	14,161,324	14,334,99		145 16 7	5,034,205	2,024,657	96-52-1	1,187,038	56-59-0	837,619	39-93	5-92	58-63	£ 20 17 0	2,644,612	3,004,774	2,051	1,203	848	166	30-50	15-40	3-55	321	388	4,007	1909. 31 Dec.
Western Australia	975,876	278,215	2,102	3 6	11,377,262	5,413,133		40 17 11	4,398,138	1,637,334	89-35-1	1,096,908	59-86-0	540,426	29-49	4-75	66-99	£ 5 17 8	13,171,267	2,472,997	779	522	257	115	29-75	17-21	1-66	318	367	7,113	1910. 30 June.
Tasmania ..	26,215	183,387	469	{ 3 6 5 6 }	4,048,416	8,632,391		22 1 6	1,059,790	284,063	64-32-0	211,677	47-93-0	72,386	16-39	1-78	74-51	£ 1 11 0	1,650,455	422,793	600	447	153	135	19-30	18-27	3-58	79	179	1,671	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	89-00-0	929,737	56-22-0	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	93-00-0	1,052,358	60-31-0	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	1,127,848	58-58-0	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	1,252,237	59-32-0	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	87-00-0	1,343,415	59-23-0	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	1,438,724	60-48-0	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	1,492,900	58-46-0	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	1,621,239	60-47-0	728,465	27-28	3-24	69-00	£ 2 10 4	8,826,382	4,241,422	980	676	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	93-00-0	1,812,482	64-21-0	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	24,365,647	9,861,399		24 14 7	7,051,274	2,761,938	93-75-1	1,949,759	66-18-0	812,179	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	94-00-0	2,114,815	67-89-0	814,711	26-11	3-13	72-19	£ 2 17 8	10,457,144	4,871,874	1,148	828	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	2,169,474	65-84-0	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. 1911.
" ..	104,471	1,055,640	2,742	3 6	29,606,546	10,723,385		28 1 0	8,141,075	3,494,182	102-75-2	2,303,272	67-75-1	1,190,910	35-00	4-06	65-92	£ 3 6 2	11,200,613	5,555,292	1,275	840	435	254	25-81	18-10	2-81	478	1,166	18,036	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, 1911.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.					Drays.	Cattle.	Sheep.	Pigs.	Lime Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
				No.	Revenue	No.	Revenue.	Parcels.	Horses.	Carriages.	Dogs.	Revenue.																	
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	11,810	51,703	75,740	197,231	367,428	350,823	510,088	1,564,823	518,330	29,496	8,757	953,847	82-00
1883-84	1,396	11,078,500	2,841,745	3,272,644	£ 321,615	9,086	14,763	325,675	9,555	906	24,666	35,143	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	88-00
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	14,893	12,523	998,768	79-50
1887-88	1,758	13,352,978	2,944,786	3,451,850	£ 334,926	11,518	17,800	368,680	9,301	619	21,128	34,727	592	32,766	857,397	50,046	22,190	84,147	65,860	158,024	358,022	347,379	700,140	1,735,762	579,359	14,611	13,420	994,843	81-00
1888-89	1,777	13,472,837	2,796,007	3,132,803	£ 305,632	11,817	17,816	370,707	8,378	650	19,971	34,101	547	29,426	842,840	47,126	24,335	78,203	67,045	160,399	447,027	356,732	786,690	1,920,431	610,488	15,663	13,915	997,615	85-50
1889-90	1,809	13,899,955	2,868,208	3,376,459	£ 347,844	12,311	21,504	375,271	9,358	708	21,209	37,097	678	31,700	985,336	51,539	37,900	91,214	77,454	172,814	498,198	399,258	797,117	2,073,955	655,007	18,091	16,027	1,095,570	91-50
1890-91	1,842	14,278,586	2,894,776	3,433,629	£ 333,122	13,881	20,471	380,319	9,790	757	22,965	38,997	582	35,209	1,258,471	54,684	29,800	87,701	73,650	153,078	528,683	385,020	828,079	2,086,011	690,779	20,718	17,615	1,121,701	93-00
1891-92	1,869	14,656,691	3,010,489	3,555,764	£ 342,563	16,341	22,054	393,407	11,370	819	25,439	41,795	653	36,248	1,067,614	49,689	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	34,814	96,841	88,186	168,910	523,637	397,411	884,031	2,193,330	707,786	18,830	19,486	1,181,522	94-50
1893-94	1,948	15,137,036	3,113,231	3,972,701	£ 378,480	17,236	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	3,221,020	3,905,578	£ 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	22,557	44,736	693	39,651	1,839,712	53,346	53,260	99,363	78,804	213,182	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	48,069	31,476	489,825	11,347	778	22,891	58,084	841	35,909	1,964,110	52,327	60,542	98,958	80,014	257,325	423,888	415,448	1,032,252	2,368,927	774,163	20,225	23,526	1,286,158	90-50
1897-98	2,055	15,993,903	3,666,483	4,672,264	£ 399,262	48,660	34,168	530,993	9,936	862	23,069	60,872	926	44,935	2,356,535	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	20,828	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	36,049	77,292	104,621	92,126	334,677	764,033	536,428	1,218,698	3,127,874	985,723	25,135	29,524	1,623,891	93-00
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	118,491	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	147,959	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	628,603	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	125,987	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	159,884	5,211,489	117,626	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
1910-1911	2,761	29,606,546	8,141,075	11,200,613	£ 1,104,295	222,104	119,117	1,118,361	20,137	2751	52,762	193,789	2441	210,848	5,911,291	160,379	198,546	143,247	109,400	627,107	1,013,298	808,444	2,655,250	5,555,292	1,961,078	56,777	59,126	3,494,182	102-75

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	..	..	..	34,170	3-58	2-94	..	..	..	592,821	
1883-84	55-40	68-24	233,936	24-34	169-29	19-76	162,558	16-91	13-73	51,304	5-34	4-33	166,848	17-36	14-09	..	..	..	41,345	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	14-38	..	..	..	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	..	..	..	700,708	
1891-92	56-32	63-34	245,163	21-98	131-41	19-54	177,156	15-88	14-12	57,723	5-17	4-60	198,654	17-81	15-84	..	..	..	27,822	2-50	2-22	..	..	..	706,517	
1892-93	58-53	61-97	262,600	22-23	140-18	20-99	183,774	15-55	14-69	53,962	4-57	4-32	202,153	17-11	16-16	..	..	..	29,653	2-51	2-37	..	..	..	732,142	
1893-94	56-69	62-70	268,451	22-89	140-35	20-70	177,833	15-16	13-71	56,470	4-82	4-35	201,166	17-15	15-51	..	..	..	31,440	2-68	2-42	..	..	..	735,359	
1894-95	54-54	63-62	245,718	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	..	..	..	22,280	1-73	1-57	789,054	
1897-98	56-11	62-30	327,987	23-84	160-53	21-47	209,289	15-21	13-70	65,344	4-75	4-27	232,646	16-91	15-23	41,062	2-98	2-69	..	..	..	19,137	1-39	1-25	857,191	
1898-99	56-22	63-26	357,189	24-30	172-92	21-60	231,532	15-75	14-00	73,680	5-01	4-46	244,932	16-67	14-81	44,319	3-02	2-68	..	..	..	21,914	1-49	1-33	929,738	
1899-1900	60-31	64-90	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	293,383	16-98	15-24	91,532	5-30	4-75	236,159	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	15-83	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	1,433,724	
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	468,315	19-98	17-52	119,437	5-10	4-47	442,064	18-86	16-54	70,539	3-01	2-61	5,237	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	223-94	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	..	..	..	..	2,169,174	
1910-1911	67-75	65-92	693,445	19-89	253-58	20-44	695,062	19-93	20-50	180,221	5-17	5-31	631,380	18-10	18-61	98,135	2-81	2-89	5,029	75-70	..	..	..	..	2,303,272	

RETURN No. 17.

STATEMENT of STORES CONTRACTS, &c., current during the Year ending 31st March, 1911.

Service.	Period.	Name of Contractor.	Rate.
General stores—			
Auckland—			
General ironmongery	31/3/1911	A. and T. Burt (Limited)	As per tender (ga- zatted).
Furnishing ironmongery	"	Briscoe and Co. "	Ditto.
Ironmongery — Bolts, nuts, and rivets	"	John Burns and Co. (Limited)	"
" 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 "	"
Galvanized 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, galvanized	"	Southern Cross Galvanised Iron Com- pany (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	"
Galvanized 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 Glendinning (Limited)	"
Galvanized 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- zatted).
Furnishing ironmongery	"	John Edmond	Ditto.
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas- fitters'	"	Briscoe and Co. (Limited)	"
Explosives	"	"	"
Soap and candles	"	McLeod Bros. (Limited)	"
Drapery	"	Ross and Glendining (Limited)	"
Galvanized 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)	"
Galvanized 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)	"
Galvanized 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—continued.			
Westport—continued.			
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) ..	"
Uniforms—			
Stationmasters	"	Ross and Glendining (Limited) ..	"
Guards and porters	"	A. Levy	"
Uniform caps—			
Stationmasters, summer	"	Ross and Glendining (Limited) ..	9/3 each.
winter	"	" ..	9/3 "
Drivers and firemen, summer	"	" ..	3/6 "
winter	"	" ..	4/6 "
Guards and porters, summer	"	" ..	3/6 "
winter	"	" ..	3/9 "
White linen cap-covers	"	" ..	10½d. "
Rainproof cap-covers	"	" ..	2/ "
Printing and stationery	"	Government Printer	As per agreement.
Cartage at Wellington			
Auckland	31/3/1912	J. Keir	As per tender.
		J. J. Craig (Limited)	"
Coal-supply—			
Whangarei Section	31/3/1911	Hikurangi Coal Company (Limited) ..	8/6 per ton.
Onehunga	"	Westport-Stockton Coal Company (Ltd.) ..	24/6 "
"	"	Westport Coal Company (Limited) ..	25/6 "
Huntly	"	Taupiri Coal-mines (Limited) ..	10/6 "
Napier	"	Blackball Coal Company (Limited) ..	24/ "
Foxton	"	Westport-Stockton Coal Company (Ltd.) ..	26/6 "
"	"	Blackball Coal Company (Limited) ..	26/ "
"	"	Westport Coal Company (Limited) ..	27/6 "
Wanganui	"	" ..	26/6 "
"	"	Westport-Stockton Coal Company (Ltd.) ..	25/6 "
"	"	Blackball Coal Company (Limited) ..	25/ "
"	"	J. A. Redpath and Son ..	22/6 "
"	"	Westport Coal Company (Limited) ..	26/ "
New Plymouth Section	"	Westport-Stockton Coal Company (Ltd.) ..	25/ "
"	"	Blackball Coal Company (Limited) ..	25/ "
Wellington Section	"	" ..	21/ "
"	"	Westport Coal Company (Limited) ..	22/6 "
"	"	Westport-Stockton Coal Company (Ltd.) ..	21/6 "
"	"	Westport Coal Company (Limited) ..	23/6 "
Lytelton	"	Westport-Stockton Coal Company (Ltd.) ..	22/6 "
"	"	Blackball Coal Company (Limited) ..	22/ "
"	"	" ..	23/ "
Timaru	"	Westport Coal Company (Limited) ..	25/ "
"	"	Westport-Stockton Coal Company (Ltd.) ..	24/ "
Oamaru	"	Blackball Coal Company (Limited) ..	24/ "
"	"	Westport Coal Company (Limited) ..	25/ "
"	"	" ..	24/6 "
Dunedin	"	New Zealand Coal and Oil Company ..	9/6 "
Stirling	"	Bruce Railway and Coal Company ..	7/10 "
Milton	"	Nightcaps Coal Company (Limited) ..	8/4 "
Nightcaps	"	Westport Coal Company (Limited) ..	25/ "
Bluff	"	Paparoa Coal Company (Limited) ..	10/ "
Greymouth	"	Greymouth-Point Elizabeth Coal Com- pany ..	13/ "
"	"	Gibson and Harris	14/ "
Westport	"	Westport Coal Company (Limited) ..	11/ "
Auckland	"	Thomas Brown (Limited) ..	20/ "
"	"	J. A. Redpath and Son ..	20/ "
"	"	J. Seymour	25/ "
"	"	Union Steam Ship Company (Limited) ..	20/ "
"	"	Westport Coal Company (Limited) ..	28/ "
Gisborne	"	J. A. Redpath and Son ..	21/6 to 27/6 "
"	"	" ..	20/ to 21/6 "
Napier	"	Thomas Brown (Limited) ..	21/6 "
"	"	Greymouth-Point Elizabeth Coal Com- pany ..	21/9 to 26/ "
Wanganui	"	Union Steam Ship Company (Limited) ..	20/ "
"	"	Thomas Brown (Limited) ..	20/ "
"	"	J. A. Redpath and Son ..	20/ "
"	"	Samuel Brown (Limited) ..	20/ "
"	"	John Mill and Co.	20/ "

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

Service.	Period.	Name of Contractor.	Rate.
Coal-supply— <i>continued.</i>			
Wellington Section	31/3/1911	Greymouth-Point Elizabeth Coal Com- pany	17/6 to 18/ per ton.
" " " " " "	"	Paparoa Coal Company (Limited) ..	18/6 to 21/6 "
" " " " " "	"	J. A. Redpath and Son	20/ "
" " " " " "	"	Thomas Brown (Limited)	20/ "
" " " " " "	"	Samuel Brown (Limited)	20/ "
" " " " " "	"	Union Steam Ship Company (Limited)	20/ "
" " " " " "	"	John Mill and Co.	20/ "
Lyttelton " " " " " "	"	Greymouth-Point Elizabeth Coal Com- pany	19/ to 23/ "
" " " " " "	"	Paparoa Coal Company (Limited) ..	17/6 to 22/6 "
" " " " " "	"	H. Levick	13/ "
" " " " " "	"	Thomas Brown (Limited)	20/6 "
" " " " " "	"	J. A. Redpath and Son	20/6 to 23/ "
" " " " " "	"	Union Steam Ship Company (Limited)	20/6 "
" " " " " "	"	George McClatchie and Co.	20/6 to 21/9 "
" " " " " "	"	National Mortgage and Agency Company (Limited)	21/9 "
Dunedin " " " " " "	"	J. A. Redpath and Son	20/ to 22/6 "
" " " " " "	"	Union Steam Ship Company (Limited)	22/6 "
" " " " " "	"	Thomas Brown (Limited)	22/6 "
Invercargill " " " " " "	"	Greymouth-Point Elizabeth Coal Com- pany	24/6 "
" " " " " "	"	J. A. Redpath and Son	20/ "
" " " " " "	"	John Mill and Co.	22/ "
Kaihu " " " " " "	"	N.Z. State Mines	24/6 "
Auckland " " " " " "	"	" " " " " "	20/ to 24/ "
Napier " " " " " "	"	" " " " " "	22/ to 25/ "
Wanganui " " " " " "	"	" " " " " "	20/ to 26/ "
Wellington " " " " " "	"	" " " " " "	17/ to 25/ "
Picton " " " " " "	"	" " " " " "	20/6 to 21/6 "
Nelson " " " " " "	"	" " " " " "	19/ to 23/ "
Christchurch " " " " " "	"	" " " " " "	17/6 to 22/6 "
Dunedin " " " " " "	"	" " " " " "	19/ to 23/6 "
Invercargill " " " " " "	"	" " " " " "	20/6 to 23/6 "
Greymouth " " " " " "	"	" " " " " "	10/2 to 12/3 "
Westport " " " " " "	"	" " " " " "	7/6 to 9/10 "
Native-timber Supply—			
Invercargill	"	Massey and Co.	As per tender.
" " " " " "	"	Southland Sawmilling Company ..	" "
Dunedin	"	Massey and Co.	" "
" " " " " "	"	Southland Sawmilling Company ..	" "
Christchurch	"	Riccarton Timber Company	" "
North Island	"	Kakahi State Sawmill	" "
8,000 gallons double-boiled linseed-oil	30/6/1910	Mason, Struthers, and Co. (Limited) ..	2/10 per gal.
2,000 " raw linseed-oil	"	" " " " " "	2/9 "
7,000 " double-boiled linseed-oil	28/2/1911	Murray, Roberts, and Co. (Limited) ..	4/2½ "
5,000 " raw linseed-oil	"	" " " " " "	4/1½ "
60,000 " castor oil	31/12/1910	Landale and Clark (Limited) " ..	Calcutta rates.
70,000 " " " " " "	31/12/1911	" " " " " "	" "
3,885 " best varnish	31/12/1910	Briscoe and Co. (Limited)	As per tender.
1,450 metal-filament electric lamps ..	"	J. Duthie and Co. (Limited)	" "
Ironbark timber at Auckland	31/3/1911	J. W. Wallace and Co.	24/9 & 30/9 per 100 ft.
" " Wanganui	"	" " " " " "	27/6 and 32/6 "
" " Wellington	31/12/1910	" " " " " "	24/ and 27/6 "
" " " " " "	31/3/1911	" " " " " "	29/8 "
" " Lyttelton	"	" " " " " "	24/ and 30/ "
" " Dunedin	"	" " " " " "	26/9 and 31/9 "
" " Greymouth	"	" " " " " "	31/ "
" " Wellington	"	Gollin and Co. Proprietary (Limited) ..	25/6 and 27/6 "
" " Picton	"	" " " " " "	27/ and 30/6 "
" " Auckland	30/6/1911	Fraser and Co. " " " " " "	26/ and 27/ "
" " Wellington	"	" " " " " "	26/ "
" " Picton	"	" " " " " "	26/ "
" " Nelson	"	" " " " " "	29/ "
" " Westport	31/3/1911	" " " " " "	26/ "
" " " " " "	31/12/1911	" " " " " "	27/ and 32/6 "
" " Greymouth	31/3/1911	" " " " " "	31/6 "
" " " " " "	31/12/1911	" " " " " "	26/ and 31/ "
" " " " " "	31/3/1911	" " " " " "	26/ and 31/6 "
" " Wanganui	30/6/1911	Richardson, Blair, and McCabe ..	28/ and 36/ "
" " Wellington	"	" " " " " "	27/8 "
" " " " " "	31/3/1911	" " " " " "	29/6 and 30/6 "
" " Christchurch	30/6/1911	" " " " " "	30/6 "
" " " " " "	31/7/1911	" " " " " "	28/6 "
" " Bluff " " " "	30/6/1911	" " " " " "	23/6 "
" " Greymouth	31/3/1911	" " " " " "	27/4 "
" " Dunedin	30/6/1911	" " " " " "	28/10 "

RETURN NO. 17—*continued.*
STATEMENT OF STORES CONTRACTS, &C.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Ironbark piles at Auckland ..	31/3/1911	J. W. Wallace and Co. ..	2/7 per lin. ft.
" " Wanganui ..	"	" ..	2/9 "
" " Wellington ..	"	" ..	2/6 and 2/8 "
" " Lyttelton ..	"	" ..	2/6 "
" " Dunedin ..	"	" ..	2/7 "
" " Wellington ..	"	Gollin and Co. Proprietary (Limited) ..	2/7 "
" " Picton ..	"	" ..	2/5 "
" " Auckland ..	30/6/1911	Fraser and Co. ..	2/7 to 2/9 "
" " Picton ..	"	" ..	2/8 and 2/9 "
" " Greymouth ..	31/3/1911	" ..	2/11 "
" " " ..	30/6/1911	" ..	2/7 "
Brush-box timber at Auckland ..	31/3/1911	J. W. Wallace and Co. ..	24/9 per 100 ft.
" " Picton ..	30/6/1911	Fraser and Co. ..	24/ "
" " Nelson ..	"	" ..	28/ "
" " Greymouth ..	"	" ..	26/ "
" " " ..	31/3/1911	" ..	24/6 "
Auckland District—			
2,790 puriri sleepers ..	"	Settlers and mills in district ..	4/ each.
15,520 totara " ..	"	" ..	3/ to 3/6 each.
14,880 powellized " ..	"	N.Z. Powell Wood Process (Limited) ..	3/ and 3/3 "
18,670 ft. puriri crossing-sleepers ..	"	Settlers and mills in district ..	17/1 to 21/ per 100 ft.
114,400 ft. jarrah " ..	"	Millar's W.A. Hardwood Company (Ltd.)	18/4 per 100 ft.
Wellington District—			
565 totara sleepers ..	"	Settlers in district ..	3/3 each.
300 ironbark " ..	"	Richardson, Blair, and McCabe ..	4/4 "
19,830 ft. birch crossing-sleepers ..	"	N.Z. Powell Wood Process (Limited) ..	17/6 per 100 ft.
119,580 ft. jarrah " ..	"	Millar's W.A. Hardwood Company (Ltd.)	18/4 to 23/ per 100 ft.
Christchurch District—			
43,333 ft. jarrah crossing-sleepers ..	"	" ..	18/4 per 100 ft.
Westport District—			
11,180 silver-pine sleepers ..	"	Settlers and mills in district ..	3/3 and 3/5 each.
20,780 ft. silver-pine crossing-sleepers ..	"	" ..	21/ per 100 ft.
Westland District—			
16,600 silver-pine sleepers ..	"	" ..	3/3 each.
12,060 ft. silver-pine crossing-sleepers ..	"	" ..	19/ per 100 ft.
Dunedin District—			
1,400 ironbark sleepers ..	"	Richardson, Blair, and McCabe ..	3/11 each.
Auckland District—			
Red-pine timber ..	"	Merchants and mills in district ..	9/ to 22/ per 100 ft.
Totara " ..	"	" ..	11/ to 21/6 "
Kauri " ..	"	" ..	12/ to 37/6 "
White-pine " ..	"	" ..	8/ to 11/6 "
Red-birch " ..	"	" ..	11/6 to 12/ "
Matai " ..	"	" ..	10/ to 22/6 "
Mangaio " ..	"	" ..	21/ "
40,930 ft. jarrah timber ..	"	Millar's W.A. Hardwood Company (Ltd.)	19/ to 23/6 "
Wellington District—			
Red-pine timber ..	"	Merchants and mills in district ..	9/ to 22/ "
Totara " ..	"	" ..	17/ to 23/ "
White-pine " ..	"	" ..	7/6 to 11/ "
Matai " ..	"	" ..	18/6 to 25/6 "
Kauri " ..	"	Merchants in district ..	18/6 to 42/ "
327,400 ft. jarrah timber ..	"	Millar's W.A. Hardwood Company (Ltd.)	19/ to 28/6 "
9,830 ft. tallow-wood " ..	"	Richardson, Blair, and McCabe ..	29/6 "
3,060 ft. clear-pine " ..	"	Stewart Timber Company ..	9d. per ft.
Christchurch District—			
Kauri timber ..	"	Merchants in district ..	26/ to 35/ per 100 ft.
Yellow-pine " ..	"	" ..	33/ to 40/ "
Blue-gum " ..	"	" ..	15/ to 20/ "
Red-pine " powellized ..	"	N.Z. Powell Wood Process (Limited) ..	15/ "
91,850 ft. jarrah timber ..	"	Millar's W.A. Hardwood Company (Ltd.)	19/ to 30/ "
Dunedin District—			
Kauri timber ..	"	Merchants in district ..	21/ to 38/6 "
3,820 ft. tuart timber ..	"	Millar's W.A. Hardwood Company (Ltd.)	30/ "
355,550 ft. jarrah " ..	"	" ..	19/ to 23/ "
35,000 jarrah droppers ..	"	" ..	9/6 and 10/6 per 100.
Westland District—			
Red-pine timber ..	"	Merchants and mills in district ..	7/ to 18/ per 100 ft.
Silver-pine " ..	"	" ..	18/ to 20/6 "
White-pine " ..	"	" ..	7/ to 10/ "
Birch " ..	"	" ..	9/6 "

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

Service.	Period.	Name of Contractor.	Rate.
Westport District—			
Red-pine timber	31/3/1911	Merchants and mills in district ..	9/ to 18/ per 100 ft.
Yellow-pine "	"	" ..	21/
White-pine "	"	" ..	8/6 to 9/
Birch "	"	" ..	13/6
Totara "	"	" ..	20/
Nelson District—			
Red-pine timber	"	Merchants in district ..	10/6 to 14/
Yellow-pine "	"	" ..	27/
White-pine "	"	" ..	10/ to 12/
Birch "	"	" ..	15/6 to 16/6
Totara "	"	" ..	21/6 to 28/
Matai "	"	" ..	16/3
Piiton District—			
Red-pine timber	"	" ..	10/ to 23/6
White-pine "	"	" ..	14/ 3
Matai "	"	" ..	20/
Kauri "	"	" ..	27/ to 39/ 4
Ironbark or tallow-wood timber—			
98,100 ft. at Auckland	30/11/1911	Samuel Brown (Limited)	Ironbark, 29/6 per 100 ft. Tallow-wood, 26/6 per 100 ft.
5,800 " Wellington	"		
13,800 " Lyttelton	"		
1,500 " Dunedin or Pt. Chalmers	"		
Jarrah timber—			
97,000 ft. at Auckland	31/8/1911	Millar's W.A. Hardwood Company (Limited)	21/ per 100 ft.
126,500 " Wellington	"		
22,500 " Lyttelton	"		
26,700 " Dunedin or Pt. Chalmers	"		

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1911.

Description.	Kawakawa.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES:—											
$\frac{1}{2}$ cwt. ..	..	..	..	..	1	1	..	..	..	..	2
$\frac{1}{4}$ " ..	..	..	..	..	..	1	..	..	..	..	1
1 " ..	..	..	..	..	2	2	5	..	..	..	9
2 " ..	..	..	3	..	12	12	2	1	..	..	30
2 $\frac{1}{2}$ " ..	..	1	..	..	..	12	..	..	..	..	13
2 $\frac{3}{4}$ " ..	..	..	..	..	..	2	..	..	..	..	2
3 " ..	..	..	..	..	7	8	4	..	2	..	21
3 $\frac{1}{2}$ " ..	..	..	..	..	..	1	..	..	..	..	1
4 " ..	1	..	..	..	52	30	4	1	..	..	88
5 " ..	1	1	..	..	24	30	2	..	6	..	64
5 $\frac{1}{2}$ " ..	..	..	..	..	..	4	..	..	..	..	4
6 " ..	..	..	1	2	28	42	2	1	..	..	76
6 $\frac{1}{2}$ " ..	..	..	..	..	..	1	..	..	..	..	1
7 " ..	..	1	..	..	15	9	..	..	..	..	25
8 " ..	..	..	..	..	12	7	..	..	..	..	19
9 " ..	..	..	..	..	1	3	..	..	..	..	4
10 " ..	..	2	..	..	44	56	7	..	..	3	112
11 " ..	..	..	1	1	11	32	..	2	2	..	49
12 " ..	..	..	..	..	5	9	3	..	..	..	17
12 $\frac{1}{2}$ " ..	..	..	..	..	..	1	..	..	..	..	1
13 " ..	..	..	..	..	5	6	..	..	..	..	11
14 " ..	..	..	..	..	1	3	..	..	..	..	4
15 " ..	..	..	..	..	8	10	..	..	..	..	18
16 " ..	..	..	..	1	14	25	..	1	2	..	43
17 " ..	..	..	..	..	..	1	..	..	..	..	1
20 " ..	..	..	..	..	4	4	..	..	..	1	9
21 " ..	..	..	..	..	1	..	..	..	..	..	1
22 " ..	..	..	..	..	..	11	..	..	..	..	11
23 " ..	..	..	..	..	3	1	..	..	..	..	4
25 " ..	..	..	..	..	..	1	..	..	..	..	1
27 " ..	..	..	..	..	..	1	..	..	..	..	1
37 " ..	..	..	..	..	..	1	..	..	..	..	1
60 " ..	..	..	..	..	4	..	..	..	..	..	4
4 lb. ..	..	..	..	..	..	1	..	..	..	..	1
100 " ..	..	..	..	..	..	1	..	..	..	..	1
200 " ..	..	..	..	..	..	1	..	..	..	..	1
224 " ..	..	..	..	..	..	1	..	..	..	..	1
240 " ..	..	..	..	..	..	6	..	..	..	..	6
244 " ..	..	..	..	..	..	3	..	..	..	..	3
248 " ..	..	..	..	..	..	1	..	..	..	..	1
250 " ..	..	..	..	..	..	4	..	..	..	..	4
280 " ..	..	..	..	..	..	1	..	..	..	..	1
600 " ..	..	..	..	..	..	1	..	..	..	..	1
700 " ..	..	..	..	..	..	1	..	..	..	..	1
900 " ..	..	..	..	..	..	1	..	..	..	..	1
Totals ..	2	5	5	4	254	349	29	6	12	4	670
WEIGHBRIDGES:—											
3 tons (cart) ..	..	..	..	..	1	1	..	..	..	..	2
6 " " ..	..	..	..	..	..	1	..	..	..	..	1
7 " " ..	..	..	..	..	..	1	..	..	..	..	1
8 " " ..	..	..	..	..	..	2	..	..	..	..	2
10 " " ..	..	..	..	..	..	2	..	..	..	..	2
10 " (wagon) ..	..	..	..	..	..	2	..	..	..	..	2
11 " " ..	..	..	..	..	2	..	..	..	..	..	2
12 " " ..	..	..	..	..	6	..	..	..	1	1	8
14 " " ..	..	..	..	..	1	1	..	..	..	..	2
15 " " ..	..	..	..	..	1	..	..	..	..	..	1
20 " " ..	..	1	..	1	11	18	..	3	..	1	35
25 " " ..	..	..	..	..	3	5	2	2	..	..	12
30 " " ..	..	..	..	..	1	2	..	..	..	..	3
40 " " ..	..	..	..	..	..	1	..	..	..	..	1
Totals ..	..	1	..	1	26	36	2	5	1	2	74
TRAVERSERS ..											
..	..	..	..	..	2	21	..	..	1	1	25
TURNTABLES:—											
43-feet (engine) ..	..	..	..	..	..	1	..	..	..	..	1
50 " " ..	..	..	..	..	20	27	2	..	..	..	49
55 " " ..	..	..	..	..	9	11	..	..	..	..	20
12 " (wagon) ..	..	..	..	..	..	3	..	..	..	..	3
13 " " ..	..	..	..	..	8	32	..	..	1	..	41
14 " " ..	..	..	..	..	4	8	1	..	1	..	14
Totals ..	..	..	..	..	41	82	3	..	2	..	128

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 " " " ..	..	..	..	..	16	7	..	..	..	..	23
1½ " " " ..	..	..	..	..	42	15	3	..	3	3	66
2 " " " ..	..	..	..	..	6	14	..	..	1	..	21
3 " " " ..	..	..	..	..	..	3	..	..	..	..	3
4 " " " ..	..	..	..	..	7	25	..	..	..	..	32
5 " " " ..	..	..	..	..	1	6	3	..	..	..	10
7 " " " ..	..	..	..	..	1	3	..	..	..	..	4
10 " " " ..	..	..	..	..	5	4	..	..	..	..	9
15 " " " ..	..	..	..	..	..	2	..	..	..	..	2
1½ " " " hydraulic ..	..	..	..	..	..	1	..	..	..	..	1
1½ " " " " ..	..	..	..	..	2	..	..	..	..	..	2
8 " " " " ..	..	..	..	..	..	..	2	..	..	..	2
1½ " travelling, overhead ..	..	..	..	..	2	..	..	..	..	..	2
1 " " " " ..	..	..	..	..	17	7	1	3	..	..	28
1½ " " " " ..	..	..	..	..	2	..	..	..	..	..	2
2 " " " hand ..	..	..	..	..	8	..	2	1	1	1	13
3 " " " " ..	..	..	..	..	..	2	..	..	..	..	2
5 " " " " ..	..	..	..	..	9	4	2	1	1	1	18
6 " " " " ..	..	..	..	..	..	1	..	..	..	..	1
10 " " " " ..	..	..	..	..	2	2	..	..	..	..	4
1½ " " " steam ..	..	..	..	..	..	2	..	..	..	..	2
1½ " " " " ..	..	..	..	..	1	1	..	..	1	..	3
2 " " " " ..	..	..	..	..	1	5	..	..	..	1	7
3 " " " " ..	1	1	..	..	2	8	..	1	..	1	14
5 " " " " ..	..	..	..	..	2	3	1	..	..	..	6
7 " " " " ..	..	2	..	..	8	5	1	..	..	1	17
7½ " " " " ..	..	..	..	..	..	1	..	..	..	..	1
12 " " " " ..	..	..	..	..	..	..	1	1	..	..	2
15 " " " " ..	..	..	..	..	..	..	..	1	..	..	1
20 " " " " ..	..	..	..	..	..	..	..	3	..	..	3
Pile-driving and hoisting engines, steam ..	..	..	..	..	17	5	1	1	1	1	26
Totals	1	3	..	..	151	127	17	12	8	9	328
WATER-SERVICES :—											
Steam	..	1	1	..	8	11	3	1	..	..	25
Hand	1	..	2	4	47	78	4	..	2	2	140
Windmill	..	..	..	1	20	56	2	..	1	5	85
Hot-air	1	..	..	..	2	11	..	..	1	..	15
Hydraulic	..	..	..	..	30	27	1	..	1	..	59
Oil	..	..	..	1	30	15	1	..	..	..	47
Gravitation	1	3	2	1	59	45	14	6	3	..	134
Gas-engine	..	..	..	..	1	..	..	..	..	..	1
Totals	3	4	5	7	197	243	25	7	8	7	506

RETURN No. 19.
STATEMENT of RAILS RELAID during the Year ending 31st March, 1911.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—											
58 lb. steel	..	..	..	..	1,279	..	..	..	..	..	1,279
55 " " "	..	..	..	..	386	..	..	..	..	..	386
56 " " "	..	..	..	..	820	..	..	..	..	..	820
70 " " "	..	..	..	..	13,417	10,636	501	498	..	..	25,052
100 " " "	..	..	..	..	..	6	..	..	..	..	6
Totals	..	..	..	..	15,852	10,642	501	498	..	..	27,493

RETURN No. 20.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1911.

Description.	Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—											
Totara	165	..	1,028	38,969	..	1,395	..	..	..	..	41,557
Jarrah	178	87	..	46,791	..	90,798	9	522	969	48	139,402
Silver-pine	..	..	..	126	..	27,381	6,662	4,318	4,378	7,778	50,643
Puriri	335	596	6	4,247	..	..	..	..	..	..	5,184
Creosoted	..	..	..	32,366	..	21,824	..	..	..	..	54,190
Ironbark	..	..	..	1,296	..	882	456	..	..	..	2,634
Powellized	30	..	89	11,026	..	..	..	..	..	..	11,145
Total	708	683	1,123	134,821	..	142,280	7,127	4,840	5,347	7,826	304,755
SLEEPERS REMOVED :—											
Matai	..	..	..	1,102	..	22,504	..	..	..	..	23,606
Totara	123	251	363	54,637	..	34,198	..	..	219	..	89,791
Birch	..	..	50	153	..	10,605	1,590	861	..	7,496	20,755
Jarrah	..	9	..	6,533	..	7,921	..	..	..	..	14,463
Silver-pine	..	314	..	2,359	..	37,840	4,860	3,942	4,719	196	54,230
Puriri	401	73	..	41,192	..	4,215	..	..	..	..	45,881
Creosoted	..	..	..	2,516	..	11,061	..	..	..	..	13,577
Ironbark	..	..	..	12,823	..	2,100	..	..	..	..	14,923
Grey-gum	..	..	..	15	..	45	..	..	..	..	60
Kauri	90	36	660	146	..	58	..	..	..	..	990
Maire	..	..	..	583	..	..	..	..	..	..	583
Blue-gum	..	..	..	47	..	321	..	..	..	..	368
Hinau	..	..	..	100	..	..	..	..	..	..	100
Rimu	..	..	..	2,183	..	..	..	..	..	..	2,183
Kamai	..	..	..	..	..	1,172	..	..	..	..	1,172
Total	614	683	1,073	124,389	..	132,040	6,450	4,803	4,938	7,692	282,682

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1911.

Sections.	Miles chains.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kawakawa	7 39	4	..	1	1
Whangarei	27 3	14	2	5	7
Kaihu	17 15	10	..	2	2
Gisborne	23 51	12	2	2	4
North Island Main Line and Branches ..	1,083 12	385	70	48	118
South Island Main Line and Branches ..	1,350 16	504	138	26	164
Westland	141 13	66	25	6	31
Westport	30 17	16	4	..	4
Nelson	47 55	20	3	1	4
Picton	33 44	16	4	1	5
Totals	2,761 25	1,047	248	92	340

RETURN NO. 22.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1911.

Section.	Mileage open for Traffic on 31st March, 1910.	Additional Lengths opened during Year.		Reduced Mileage to equivalent 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, 1911.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1911.	
		Line opened.	Date of Opening.	M. ch.	Length opened.	Line.	Length.	M. ch.	Length.	M. ch.	Length.	M. ch.	Length.	M. ch.	Length.
Kawakawa	M. ch. 7 39	..	..	M. ch. ..	M. ch. ..	..	M. ch. ..	M. ch. ..	..	M. ch. ..	..	M. ch. 7 39	..	M. ch. 7 39	..
Whangarei	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kaihu	22 44	Hukerenui-Towai	2nd May, 1910	4 8	4 39	..	..	4 39	..	4 08	..	27 3	..	26 52	..
North Island Main Line and Branches	17 15	..	..	..	..	..	..	..	..	..	..	17 15	..	17 15	..
Gisborne	1,072 67	Wellsford - Te Hana Huiroa - Te Wera	16th May, 1910 20th June, 1910	2 72 5 48	3 25 7 0	..	..	10 25	..	8 40	..	1,083 12	..	1,081 27	..
South Island Main Line and Branches	23 51	..	..	..	..	..	..	..	..	..	..	23 51	..	23 51	..
Ditto, Private Line— Nightsaps Branch	1,321 27	Donnett-Mina Lawrence - Big Hill Broken River - Cass	1st August, 1910 4th October, 1910 12th December, '10	2 42 3 50 4 51	3 64 7 31 15 30	..	..	26 45	..	10 63	..	1,347 72	..	1,332 10	..
Westland	2 24	..	..	..	..	..	..	..	..	..	..	2 24	..	2 24	..
Westport	137 62	Ngahere-Blackball	1st August, 1910	2 20	3 31	..	..	3 31	..	2 20	..	141 13	..	140 2	..
Nelson	30 17	..	..	..	..	..	..	..	..	..	..	30 17	..	30 17	..
Picton	47 55	..	..	..	..	..	..	..	..	..	..	47 55	..	47 55	..
Totals	33 44	..	..	..	..	..	..	..	..	..	..	33 44	..	33 44	..
	2,716 45	..	..	25 51	44 60	..	..	44 60	..	25 51	..	2,761 25	..	2,742 16	..

RETURN NO. 23.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1911.

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.	56 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 42	..	0 37	0 38	..	..	..	..	7 39
Whangarei Section—															
Opau Wharf-Towai ..	..	..	..	..	..	..	17 78	4 39	..	4 46	..	..	..	..	27 3
Kaiti Section—															
Dargaville-Kaiti ..	..	..	..	..	..	..	17 15	..	..	..	..	..	..	..	17 15
North Island Main Line and Branches—															
Auckland-Wellington..	..	..	..	..	..	..	62 72	..	..	57 48	26 38	..	278 79	..	425 77
Newmarket-Te Hana ..	..	..	..	..	..	..	34 12	8 31	..	22 75	..	..	7 15	..	72 53
Penrose-Onehunga ..	..	..	0 10	..	..	..	2 23	..	..	..	..	..	0 26	..	2 59
Frankton-Thames ..	..	..	..	..	..	..	26 0	..	..	18 77	..	..	17 78	..	62 75
Paeroa-Waihi ..	..	..	..	..	..	..	..	..	..	12 24	..	..	..	..	12 24
Cambridge Branch ..	..	..	0 23	..	..	..	6 75	2 35	..	2 26	..	..	0 2	..	12 1
Morrinsville-Rotorua ..	..	..	0 21	..	..	..	68 35	..	..	..	..	..	0 4	..	68 60
Marton-New Plymouth	..	..	..	..	..	..	29 6	..	..	42 29	..	..	65 30	..	136 65
Waitara Branch ..	..	0 42	2 28	..	..	..	1 72	..	..	0 25	..	..	..	..	4 62
Stratford-Te Wera ..	..	7 27	..	..	..	..	8 23	6 74	..	6 2	..	..	..	..	22 69
Mount Egnont Branch	..	..	..	..	..	..	..	..	..	1 76	..	..	1 3	..	6 2
Aramoho-Wanganui ..	..	..	..	..	0 21	..	..	..	..	..	..	..	..	..	3 20
Foxton Branch ..	..	..	..	..	9 15	..	10 18	..	..	..	..	..	..	..	19 33
Palmerston-Spit ..	..	..	1 29	..	..	..	49 38	..	..	36 16	..	..	26 69	..	118 72
Wellington-Woodville	..	..	..	..	0 3	..	28 16	..	..	17 11	..	..	69 13	..	114 43
Greytown Branch ..	..	..	..	..	3 7	..	..	..	..	0 1	..	..	..	..	3 7
Te Aro Branch ..	..	..	..	..	..	..	1 9	..	..	..	..	..	..	..	1 10
Gisborne Section—															
Gisborne-Waikohu ..	..	0 20	..	..	..	..	..	5 49	..	17 62	..	..	..	..	23 51
South Island Main Line and Branches—															
Lyttelton-Bluff ..	..	..	..	..	..	..	49 0	..	0 11	16 69	..	..	324 31	1 5	392 1
Addington-Culverden..	..	..	..	..	..	..	36 54	..	..	0 12	..	5 67	25 4	..	67 57
Oxford Branch ..	0 14	0 6	11 52	..	..	..	18 59	..	..	2 74	..	..	..	..	33 45
Eyreton Branch ..	..	5 35	0 4	..	..	..	14 52	..	..	..	..	..	..	..	20 11
Waipara-Mina ..	..	..	..	..	..	..	..	3 64	..	31 46	..	..	..	..	95 30
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	..	..	17 66	..	57 40
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 ..	..	24 71	9 38	..	..	2 2	1 64	..	..	..	..	..	..	..	36 13
Waimate Branch ..	..	0 7	..	..	..	..	2 37	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	..	8 21	..	..	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	..	14 66	0 12	..	4 54	..	18 9	..	..	..	..	..	..	..	37 41
Oamaru Breakwater Branch	..	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Carried forward ..	0 14	50 67	69 74	6 27	27 0	24 22	552 11	37 32	1 21	323 74	26 38	5 67	834 20	1 50	1,961 37

RETURN NO. 23—continued.
STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1911—continued.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	53 lb. Iron.	52 lb. Steel.	53 lb. Steel.	56 lb. Iron.	56 lb. Steel.	60 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward ..	M. ch. 0 14	M. ch. 50 67	M. ch. 69 74	M. ch. 6 27	M. ch. 27 0	M. ch. 24 22	M. ch. 552 11	M. ch. 37 32	M. ch. 1 21	M. ch. 26 38	M. ch. 5 67	M. ch. 834 20	M. ch. 1 50	M. ch. 1,961 37
South Island Main Line and Branches—continued														
Ngapara Branch ..	..	..	..	..	..	..	11 44	..	..	..	..	..	..	15 9
Livingstone Branch ..	..	11 46	0 29	..	..	..	..	..	..	..	..	..	..	11 75
Waikato Branch ..	..	..	7 5	..	0 59	..	0 1	..	..	..	..	..	..	8 65
Port Chalmers Branch ..	..	..	..	..	..	..	0 21	..	..	..	..	1 5	..	1 26
Walton Park Branch ..	..	0 7	..	..	..	..	1 55	..	..	..	..	..	..	2 49
Fernhill Branch ..	..	..	1 57	..	..	..	..	..	..	..	..	..	..	1 57
Otago Central Railway ..	..	..	..	..	..	..	65 73	3 0	..	..	..	..	..	134 51
Outram Branch ..	..	4 31	1 19	..	..	..	1 53	..	..	..	..	..	..	9 0
Lawrence Branch ..	..	0 4	..	..	..	..	1 29	12 70	..	..	..	..	..	29 32
Catlin's River Branch ..	..	..	..	..	0 25	..	19 2	2 30	..	..	..	..	..	25 14
Tapanui Branch ..	..	9 29	6 68	..	..	..	3 25	..	..	..	..	..	..	26 21
Waikaka Branch ..	..	..	..	..	..	..	..	12 55	..	..	..	0 2	..	12 57
Wynndham Branch ..	..	..	..	..	..	..	9 13	..	..	..	..	0 22	..	9 35
Seaward Bush Branch ..	..	..	16 62	..	..	..	1 66	..	..	..	..	..	..	25 39
Invercargill-Kingston ..	..	9 41	..	..	0 20	..	38 38	..	..	..	10 60	7 73	..	87 0
Makarawa-Tuatapere ..	..	..	..	..	..	..	17 76	8 6	..	..	..	12 0	..	48 23
Thornbury-Nightcaps ..	..	..	22 13	..	..	..	0 19	..	..	..	..	1 68	..	24 51
Forest Hill Branch ..	..	12 66	..	..	..	..	..	..	..	..	..	..	..	12 66
Mararoa Branch ..	..	..	10 18	..	..	..	0 23	..	..	..	..	..	..	10 41
Wairua Plains Railway ..	..	..	..	..	30 17	..	4 63	..	..	..	..	0 49	..	36 41
Riversdale-Switzer ..	..	..	..	..	..	..	1 77	11 69	..	..	..	0 1	..	13 67
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greymouth-Otira ..	..	..	..	..	..	..	30 41	..	..	..	..	8 55	..	50 48
Greymouth-Ross ..	..	..	..	..	..	..	18 26	..	..	..	..	2 40	..	38 23
Stillwater-Oronadun ..	..	..	..	..	..	..	35 22	0 22	..	..	..	1 38	..	43 66
Blackball-Ngahere ..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 31
Coal Creek Branch ..	..	..	..	..	..	..	0 15	..	..	..	..	0 2	..	4 79
Westport-Mokihinui ..	..	..	..	..	0 25	..	11 23	..	..	..	..	14 52	..	30 17
Nelson-Kiwi ..	..	1 4	0 1	..	1 1	..	23 39	5 15	..	..	..	..	..	47 55
Piston-Seddon ..	..	0 10	..	..	1 16	..	15 67	..	..	..	..	0 2	..	33 44
Totals ..	0 14	99 65	136 26	6 27	61 3	24 22	866 41	93 59	1 21	26 38	16 47	886 29	1 50	2,761 25

RETURN NO. 24.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1911.

No. of Licence	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1911.				
										In.	Out.	Total.		
WHANGAREI SECTION.														
1016	R. 02/551	Jan. 1, 1907	Hikurangi Coal Company (Limited)	M. ch.	Waro	Grantees	5 years*	†	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1037	R. 02/550	Jan. 1, 1907	Hikurangi Coal Company and Mary Belton	..	"	Govt.	5 "	..	..	4 19 11	43 4 9	48 4 8	8,304	1 10
1040	R. 02/2358	Jan. 1, 1907	Hall and Black	6 79	Taumarere	Govt. and grantees	5 "	†	..	1 18 9	3 8 0	5 6 9		
1062	R. 06/3579	Oct. 26, 1907	A. L. Stokes	18 15	Whakapara	Govt.	5 "	..	Repairs, £18/0/6	22 13 10	514 1 8	536 15 6		
1226	R. 04/3988	Mar. 1, 1910	Northern Coal Company (Limited)	..	Waro	†	5 "	†	..	46 15 4	5,756 10 1	5,803 5 5		
1230	R. 05/3060	July 1, 1910	R. P. Gibbons (Limited)	..	Hikurangi	†	5 "	†	Repairs, £2	2 8 6	335 15 1	338 3 7		
1234	R. 00/241	April 1, 1910	Mander and Bradley	18 32	Whakapara	†	1 "	..	Repairs, £2	10 3 11	512 18 6	523 2 5		
1252	R. 08/3024	Sept 1, 1910	Whangarei Coal-mining Company (Limited)	..	Kamo	Grantees	5 "	..	180 0 0	2 6 5	175 19 10	178 6 3		
KAIHU SECTION.														
1011	R. 06/2737	Oct. 906	H. P. Clear	3 2	Flax-mill	Grantees	5 years*	Premium..	85 0 0	46 7 10	15 18 8	62 6 6		
1031	R. 02/1438	Jan. 1, 1907	Michelson Timber Company and James Trounson	16 15	Kaihu Booms	Govt.	5 "	..	..	159 5 0	606 16 3	766 1 3		
GISBORNE SECTION.														
956	R. 05/901	July 1, 1905	New Zealand Shipping Company (Limited)	..	Gisborne	Grantees	10 years*	Premium..	250 0 0	205 16 11	6 13 4	212 10 3		
1099	R. 07/4316	Nov. 1, 1908	Gisborne Borough Council	..	"	"	5 "	..	Rental, £25	581 1 1	3 9 6	584 10 7		
1227	R. 09/2717	May 1, 1910	Gisborne Borough Council	..	Kaitaratahi	..	5 "	..	150 0 0	3 9 6	922 14 5	926 3 11		
				..	Gisborne	Grantees	5 years*	Premium..	260 0 0	341 13 4	..	341 13 4		
NORTH ISLAND MAIN LINE AND BRANCHES.														
866	R. 93/3515	Oct. 1, 1903	Carr, Pountney, and Co...	..	Morrinsville	Grantees	10 years*	†	Rental, £25	70 9 6	66 13 2	137 2 8		
885	R. 04/956	May 11, 1904	A. and G. Price	..	Thames	Govt.	Indefinite	..	..	..	..	..		
912	R. 99/1973	July 1, 1904	Firth Pumice Company (Limited)	58 11	Ohinewai	Govt. and grantees	10 years*	†	Rental, £50	211 11 11	1,261 11 2	1,473 3 1		
918	R. 04/2222	Oct. 1, 1904	Auckland Farmers' Freezing Company (Limited)	6 64	Westfield	Grantees	10 "	Premium..	358 0 0	6,537 10 11	1,898 5 6	8,435 16 5		
977	R. 02/1392	Mar. 1, 1906	Bartholomew Land and Timber Company (Limited)	43 20	Ngatira	"	10 "	..	Rental, £50	179 7 6	2,803 17 6	2,983 5 0		
989	R. 03/4035	Nov. 9, 1905	Waikato Gold-mining Company (Limited)	..	Waikino	Govt.	10 "	†	Rental, £50	13,362 3 9	109 2 1	13,471 5 10		
990	R. 03/4035	Feb. 1, 1906	N.Z. Crown Mines Company (Limited)	..	Karangahake	"	10 "	..	..	1,178 6 10	6 15 0	1,185 1 10		
995	R. 06/842	June 1, 1906	Isaac Coates	..	Huntly	Grantee	5 "	Premium..	171 10 0	..	..	..		
1009	R. 04/3856	July 1, 1906	Wm. Lovett	..	Te Kuiti	"	5 "	..	290 0 0	..	54 14 6	54 14 6		
1010	R. 06/3300	Nov. 1, 1906	Auckland City Council	..	Westfield	Grantees	10 "	..	426 0 0	465 2 5	584 5 0	1,049 7 5		
									Rental, £25					

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1911—continued.

No. of Office Address	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, 1911.				
										In.	Out.	Total.	Total.	
NORTH ISLAND MAIN LINE AND BRANCHES—continued.														
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1020 R. 00/2203 ..		Nov. 1, 1906	Taupiri South Coal Company (Limited)	..	Huntly	..	Grantees	Premium..	2 0 0	..	..	..	..	..
1021 R. 06/2165 ..		Jan. 1, 1907	Taumarunui Totara Company ..	..	Frankton Junction	..	10 "	"	98 0 0	..	..	..	..	..
1035 R. 07/1584 ..		May 1, 1907	William McArthur ..	..	Putaruru	..	5 "	"	Rental, £25	55 8 10	991 11 6	1,047 0 4	..	..
1063 R. 02/670 ..		Oct. 1, 1907	Union Collieries (Limited)	..	Mercer	..	5 "	"	232 10 0	7 12 11	2,077 0 7	2,084 13 6	..	..
1074 R. 00/613 ..		Nov. 1, 1907	Avondale Brick and Pottery Company (Limited)	..	New Lynn	..	5 "	"	10 0 0	490 17 0	1,617 9 2	2,108 6 2	..	..
1079 R. 03/2232 ..		May 1, 1908	Taupiri Coal - mines Company (Limited)	..	Huntly	..	5 "	"	116 9 4	341 18 11	27,287 13 7	27,629 12 6	..	..
1085 R. 06/3864 ..		Aug. 1, 1908	Dalgaty and Co. (Limited)	..	Auckland	..	10 "	"	15 18 1	501 6 3	42 12 7	543 18 10	..	..
1106 R. 08/1608 ..		Feb. 1, 1909	Morningside Quarry (Limited)	..	Morningside	..	5 "	"	Rental, £50	100 16 6	800 14 8	901 11 2	..	..
1111 R. 08/3737 ..		Jan. 1, 1909	Taringamutu Totara Sawmilling Company (Limited)	..	Taringamutu	..	5 "	"	479 10 0	374 19 0	12,338 5 11	12,713 4 11	..	..
1113 R. 03/4153 ..		Jan. 1, 1909	Gardner Bros. and Parker ..	..	New Lynn	..	5 "	"	180 0 0	561 3 10	3,051 8 11	3,612 12 9	..	..
1125 R. 03/1660 ..		April 1, 1909	Taupo Totara Timber Company ..	..	Putaruru	..	5 "	"	Repairs £14 13/16 0 0	201 8 8	11,293 14 5	11,495 3 1	..	..
1139 R. 08/2805 ..		Nov. 1, 1908	New Zealand Loan and Mercantile Agency Company (Limited)	..	Otahuhu	..	Grantees	Premium..	1,202 2 6	6,121 5 1	1,750 6 8	7,871 11 9	..	..
1161 R. 99/3007 ..		June 1, 1909	Taupiri Coal mines (Limited)	..	Huntly	..	5 "	"	Rental, £25	218 14 7	41,032 18 1	41,251 12 8	..	..
1162 R. 00/1840 ..		June 1, 1909	Department of Justice ..	..	Mount Eden	..	5 "	"	Repairs, £2/2/3	271 19 4	88 3 4	355 2 8	..	..
1163 R. 03/600 ..		July 1, 1909	Weststone (Limited)	..	Auckland	..	5 "	"	..	2,986 11 5	152 0 9	3,138 12 2	..	..
1164 R. 04/1751 ..		Aug. 1, 1909	Coulthard Timber Company (Limited)	..	Helensville South	..	5 "	"	..	..	..	..	..	..
1166 R. 04/945 ..		June 1, 1909	New Zealand Brick, Tile, and Pottery Company (Limited)	..	New Lynn	..	5 "	"	Repairs, £5/10	736 4 1	2,017 14 2	2,753 18 3	..	..
1171 R. 04/2378 ..		June 1, 1909	Auckland Veneer and Timber Company (Limited)	..	Onehunga	..	10 "	"	Rental, £25	2,393 19 0	27 6 0	2,421 5 0	..	..
1180 R. 99/1294 ..		Dec. 1, 1909	J. J. Craig (Limited)	..	Auckland	..	1 "	"	Rep'r's, £9/8/11	7,666 12 4	213 5 0	7,879 17 4	..	..
1190 R. 02/2630 ..		Oct. 1, 1909	Wilson's Portland Cement Company (Limited)	..	Te Kuiti	..	5 "	"	Rental, £50	124 10 2	2,102 6 1	2,226 16 3	..	..
1205 R. 99/1601 ..		Jan. 1, 1910	R. and W. Hellaby (Limited)	..	Westfield	..	10 "	"	Rental, £12	60 10 2	2,517 10 2	2,671 19 1	..	..
1207 R. 00/107 ..		Jan. 1, 1910	Kemphorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	..	Westfield	..	10 "	"	Premium..	3,805 13 3	6,022 10 4	9,828 3 7	..	..
1210 R. 05/867 ..		April 1, 1910	Shaw, Savill, and Albion Company (Limited)	..	Auckland	..	5 "	"	Rental, £25	882 1 8	..	882 1 8	..	..
1217 R. 04/2105 ..		Nov. 1, 1909	George Gardner and Sons ..	..	Monunui	..	5 "	"	Repairs, £14 9s.	160 16 2	610 6 1	771 2 3	..	..
1219 R. 10/653 ..		Mar. 1, 1910	Kauri Timber Company (Limited)...	..	Owharoa	..	5 "	"	Rental, £50	925 13 4	..	925 13 4	..	..
1229 R. 02/2510 ..		May 1, 1910	Pakuwaka Sawmills (Limited)	..	Matapuna	..	5 "	"	544 0 0	130 4 1	3,557 5 6	3,687 9 7	..	..
1233 R. 98/3564 ..		Aug. 1, 1910	Auckland Farmers' Freezing Company (Limited)	..	Auckland	..	3 "	"	Rental, £50	1,489 18 11	496 2 8	1,926 1 7	..	..
1242 R. 04/3883 ..		Mar. 1, 1910	Drury Fireclay Brick and Potteries (Limited)	..	Drury ..	..	5 "	"	Repairs, £33 12s. 2d.	97 13 11	593 6 8	691 0 7	..	..

1243	R. 04/1368	Oct. 1, 1910	Leyland O'Brien Timber Company (Limited)	..	Auckland	..	+	5	"	+	Rep'r's, £11/15/8 Rental, \$50	1,908	1	9	3	19	2	1,912	0	11
1246	R. 00/990	Feb. 1, 1910	Union Oil, Soap, and Candle Company (Limited)	..	Westfield	..	+	10	"	+	Rep'r's, £9 19s. Rental, \$25	724	5	7	882	6	6	1,606	12	1
1249	R. 10/349	Oct. 1, 1910	J. J. Craig (Limited)	..	Mount Eden	..	Grantees	10	"	Premium	345 0 0 Rental, \$25	..	..	..	..	..	..	..	..	..
1261	R. 00/668	July 1, 1910	New Zealand Loan and Mercantile Agency Company (Limited)	..	Hamilton	..	+	10	"	+	Rental, \$25	116	5	2	88	6	3	204	11	5
24	R. 89/2248	—	Napier Gas Company	..	Napier	2 30	Govt. ..	Undefined	..	Premium	117 19 11 Rental, \$25	943	18	1	205	9	4	1,149	7	5
221	R. 98/365	Dec. 13, 1880	Gear Meat Preserving and Freezing Company (Limited)	..	Petone	6 37	Grantees	10	"	+	Rep'r's, £42 Rental, \$25	1,131	3	6	5,671	19	2	6,803	2	8
759	R. 99/2633	April 1, 1901	Henry Brown and Co.	..	Inglewood	35 43	..	10 years	..	Premium	200 0 0 Rental, \$25	164	18	8	417	2	6	582	1	2
760	R. 01/299	April 1, 1901	Nelson Bros. (Limited)	..	Woodville	96 17	..	10	"	+	Rep'r's, £42 Rental, \$25	1,216	16	4	1,285	19	0	2,502	15	4
788	R. 01/886	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea	..	..	10	"	Premium	200 0 0 Rental, \$25	12	2	3	2,830	14	0	2,842	16	3
792	R. 02/364	Jan. 1, 1902	Nelson Bros. (Limited)	..	Waipukurau	68 3	Govt. ..	10	"	+	Rental, \$25	172	9	0	318	11	0	491	0	0
930	R. 02/2178	Sept. 1, 1902	Wanganui Dairy Company (Limited)	..	Aramoho	..	Grantees	10	"	Premium	192 0 0 Rental, \$25	739	17	9	180	12	8	930	10	5
891	R. 02/3099	Sept. 1, 1902	Williams and Kettle	..	Hastings	..	..	10	"	+	Rental, \$25	0	9	0	132	12	1	133	0	1
857	R. 99/2453	Oct. 1, 1903	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Eltham	..	..	10	"	+	Rental, \$25	580	7	3	3,969	14	10	4,550	2	1
858	R. 99/2453	Oct. 1, 1903	Egmont Box Company (Limited)	..	..	..	..	10	"	+	Rental, \$25	688	14	6	119	8	2	808	2	8
868	R. 96/3827	Nov. 1, 1903	Nelson Bros. (Limited)	..	..	..	..	10	"	+	Rental, \$25	717	0	0	32	0	0	749	0	0
882	R. 03/4069	Mar. 1, 1904	Union Timber, Sash, and Door Company (Limited)	..	Palmerston North	88 36	..	10	"	Premium	121 0 0 Rental, \$25	1,124	0	0	338	0	0	1,462	0	0
883	R. 04/291	Mar. 1, 1904	William Cook	..	..	88 36	..	10	"	..	Rental, \$25	310	0	0	5	0	0	315	0	0
896	R. 04/955	July 1, 1904	The West Coast Steamship and Trading Company	..	..	..	..	10	"	..	Rental, \$25	3,401	8	9	3,591	18	5	6,993	7	2
922	R. 04/1516	Nov. 1, 1904	Thomas Borthwick and Sons	..	Pakipaki	..	..	10	"	..	1,116 0 0 Rental, \$25	..	..	..	..	..	..	..	..	..
924	R. 03/4058	Nov. 1, 1904	Manawatu Racing Club	..	..	..	..	10	"	..	Rental, \$25	..	..	..	..	..	..	..	..	..
936	R. 04/2133	Nov. 18, 1904	The Manawatu Timber Company (Limited)	..	Awapuni	37 69	..	10	"	..	487 0 0 Rental, \$25	23	9	8	312	0	0	312	0	0
965	R. 05/2546	Oct. 1, 1905	De Pelichet McLeod Company	..	Hastings	..	Grantee	10	"	Premium	204 4 6 Rental, \$25	..	..	..	0	19	5	24	9	1
972	R. 00/1143	Nov. 15, 1905	Taranaki Producers' Freezing-works Company (Limited)	..	Moturoa	9 40	..	10	"	..	170 0 0 Rental, \$25	1,432	15	7	2,273	3	11	3,705	19	6
973	R. 96/114	Jan. 1, 1906	Robert Holt	..	Napier	111 79	Govt. ..	10	"	+	12 5 0 Rental, \$25	4,069	3	9	125	19	1	4,069	3	9
978	R. 00/1403	Jan. 1, 1906	G. A. Gammann and Co. and Lizzie Rathbone	..	Te Ohu	40 73	Grantees	5	"	+	..	..	..	..	..	..	..	125	19	1
997	R. 05/3567	July 1, 1906	H. D. Bennett	..	Mataroa	46 79	Grantee	5	"	Premium	692 0 0 Rental, \$25	1,498	14	11	5	16	1	1,504	11	0
1002	R. 03/951	June 1, 1906	Wellington Meat Expo Company (Limited)	..	Ngahauranga	..	Grantees	10	"	+	..	758	3	4	3,725	19	10	4,484	3	2
1003	R. 01/182	June 1, 1906	Silverstream Brick and Tile Company	..	Silverstream	..	..	5	"	Premium	7 0 0 Rental, \$25	336	0	10	1,216	14	4	1,552	15	2
1006	R. 02/1544	Aug. 1, 1906	Waikopiro Timber Company (Ltd.)	..	Makotuku	42 65	..	5	"	..	13 3 5 Rental, \$25	56	19	11	1,717	15	7	1,774	15	6
1008	R. 06/1112	June 28, 1906	Wellington Harbour Board	..	Te Aro	..	..	10	"	..	85 0 0 Rental, \$25	..	..	..	..	..	..	..	..	..
1012	R. 01/2827	Oct. 1, 1906	Napier Gas Company (Limited)	..	Hastings	..	..	5	"	+	156 0 0 Rental, \$25	1,015	2	4	11	8	9	1,036	11	1
1014	R. 01/2396	Oct. 1, 1906	Henry Brown and Co.	..	Morley Street	..	..	10	"	Premium	..	308	2	9	470	7	9	778	10	6

* Three months' 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, 1911—continued.

H. 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, 1911.				
										In.	Out.	£ s. d.	£ s. d.	
NORTH ISLAND MAIN LINE AND BRANCHES—continued.														
M. ch.														
1018	R. 06/2769 ..	Feb. 1, 1907	Department of Mines ..	..	Wanganui ..	Grantees	10 years* ..	Premium..	£ s. d. Rental, £25 135 0 0	£ s. d. 26 8 11	£ s. d. 178 7 2	£ s. d. 204 16 1		
1022	R. 06/3785 ..	Jan. 1, 1907	R. Wilson and Co. ..	..	Marton ..	"	10 " *	"	£ s. d. Rental, £25 185 0 0	£ s. d. 453 0 2	£ s. d. 207 3 11	£ s. d. 660 4 1		
1034	R. 02/3212 ..	Mar. 26, 1907	Wellington Meat Export Company	..	Waingawa ..	"	10 " *	"	£ s. d. Rental, £25 3 10 0	£ s. d. ..	£ s. d. 3,892 18 3	£ s. d. 3,892 18 3		
1041	R. 07/2501 ..	Aug. 1, 1907	Belmont Quarry Company (Limited)	12 47	Belmont ..	"	5 " *	"	£ s. d. Rental, £25 322 0 0	£ s. d. 3 8 0	£ s. d. 117 14 5	£ s. d. 121 2 5		
1042	R. 07/895 ..	July 1, 1907	Gosse, Bolton, and Swan..	11 28	"	"	5 " *	"	£ s. d. Rental, £25 540 0 0	£ s. d. 10 15 5	£ s. d. 512 5 6	£ s. d. 523 0 11		
1046	R. 07/1141 ..	Oct. 1 1907	New Zealand Shipping Company (Limited)	..	Foxton ..	"	10 " *	"	£ s. d. Rental, £25 94 0 0	£ s. d. 927 7 1	£ s. d. 116 1 8	£ s. d. 1,043 8 9		
1048	R. 01/1659 ..	Aug. 1, 1907	Totara Sawmill Company	..	Tamaki ..	"	5 " *	"	£ s. d. Rental, £25 110 0 0	£ s. d. ..	£ s. d. 100 8 2	£ s. d. 100 8 2		
1054	R. 97/4085 ..	Nov. 1, 1907	Murray, Roberts, and Co.	..	Port Ahuriri	Govt. ..	10 " *	"	£ s. d. Rental, £25 269 10 10	£ s. d. 269 10 10	£ s. d. 266 7 1	£ s. d. 535 17 11		
1061	R. 07/2868 ..	Jan. 1, 1908	Rangataua Timber Company	..	Rangataua	Grantees	5 " *	Premium..	£ s. d. Rental, £25 575 0 0	£ s. d. 2,665 19 11	£ s. d. 63 17 8	£ s. d. 2,729 17 7		
1069	R. 97/3534 ..	Mar. 1, 1908	Levin and Co. ..	..	Masterton	Govt. and grantees	10 " *	"	£ s. d. Rental, £25 883 14 11	£ s. d. 883 14 11	£ s. d. 1,227 4 7	£ s. d. 2,110 19 6		
1075	R. 00/2214 ..	April 1, 1908	Kendrick Bros. ..	..	Aranoho ..	Grantees	5 " *	"	£ s. d. Rental, £25 152 0 0	£ s. d. 42 16 11	£ s. d. 62 10 8	£ s. d. 105 7 7		
1077	R. 02/2937 ..	May 1, 1908	Wairarapa Farmers' Co-operative Association	..	Masterton	"	10 " *	Premium..	£ s. d. Rental, £25 237 5 6	£ s. d. 27 5 5	£ s. d. 143 14 3	£ s. d. 170 19 8		
1078	R. 02/1854 ..	April 1, 1908	Tiratu Sawmilling Company	..	Mangatera	"	5 " *	"	£ s. d. Repairs, £3 306 0 0	£ s. d. 3 5 1	£ s. d. 1,711 6 5	£ s. d. 1,714 11 6		
1081	R. 00/2784 ..	June 1, 1908	Mauriceville Lime Company	..	Mauriceville	"	5 " *	Premium..	£ s. d. Rental, £25 440 0 0	£ s. d. 160 4 3	£ s. d. 460 5 3	£ s. d. 620 9 6		
1082	R. 03/2618 ..	Sept. 1, 1908	A. Quinlan ..	93 36	Hukarui ..	"	5 " *	"	£ s. d. Repairs, £7 216 3 1	£ s. d. 1 17 5	£ s. d. 216 3 1	£ s. d. 218 0 6		
1087	R. 08/3331 ..	Oct. 1, 1908	W. G. Bassett ..	2 11	Wanganui	"	10 " *	"	£ s. d. Rental, £25 20 2 9	£ s. d. 20 2 9	£ s. d. 2,652 9 9	£ s. d. 2,672 12 6		
1093	R. 03/3688 ..	Nov. 1, 1908	Piteathly and Co. ..	..	Belmont	"	5 " *	"	£ s. d. Rental, £25 35 9 0	£ s. d. 35 9 0	£ s. d. 1,754 7 10	£ s. d. 1,789 16 10		
1094	R. 98/3766 ..	Jan. 1, 1909	Dalgaty and Co. ..	..	Port Ahuriri	"	10 " *	"	£ s. d. Rental, £25 627 3 2	£ s. d. 627 3 2	£ s. d. 132 18 8	£ s. d. 760 1 10		
1095	R. 06/2689 ..	Dec. 1, 1908	G. Gardner and Sons	250 48	Hihitahi	"	5 " *	Premium..	£ s. d. 1,040 0 0	£ s. d. 2,307 6 5	£ s. d. 20 0 1	£ s. d. 2,327 6 6		
1096	R. 08/3485 ..	Jan. 1, 1909	W. Booth and Co. ..	247 10	"	"	5 " *	"	£ s. d. Rental, £25 473 0 0	£ s. d. 1,559 8 3.	£ s. d. 100 4 2	£ s. d. 1,659 12 5		
1097	R. 03/3251 ..	Jan. 1, 1909	G. Bartholomew and Co.	..	Matanau	"	5 " *	"	£ s. d. Rental, £25 306 0 0	£ s. d. 8 6 10	£ s. d. 36 8 7	£ s. d. 44 15 5		
1100	R. 08/3724 ..	Jan. 1, 1909	Geo. Syme ..	..	Tangihai	"	5 " *	Premium..	£ s. d. Rental, £25 440 0 0	£ s. d. 2,056 2 0	£ s. d. 15 1 1	£ s. d. 2,071 3 1		
1101	R. 09/262 ..	Jan. 1, 1909	Quinn Bros. ..	..	Hihitahi	"	5 " *	"	£ s. d. Rental, £25 135 9 9	£ s. d. 2,069 12 8	£ s. d. 119 12 2	£ s. d. 2,189 4 10		
1103	R. 05/3440 ..	Feb. 1, 1909	N. King ..	..	New Plymouth	"	10 " *	"	£ s. d. Rental, £25 147 8 5	£ s. d. 147 8 5	£ s. d. 302 12 8	£ s. d. 438 2 5		
1109	R. 01/1877 ..	Jan. 1, 1908	G. H. Stubbs ..	..	Waitara	Govt. ..	5 " *	"	£ s. d. Rental, £25 470 0 0	£ s. d. 1,085 6 9	£ s. d. 57 15 5	£ s. d. 205 3 10		
1110	R. 08/187 ..	Jan. 1, 1909	Masterton Borough Council	..	Masterton	Grantees	5 " *	Premium..	£ s. d. Repairs .. 23 18 6	£ s. d. 60 14 2	£ s. d. 43 14 5	£ s. d. 1,129 1 2		
1117	R. 99/1984 ..	May 1, 1909	Wanganui Sash and Door Company (Limited)	..	Wanganui	"	5 " *	Repairs ..	£ s. d. Rental, £25 1,145 0 10	£ s. d. 3,631 0 9	£ s. d. 4,106 10 11	£ s. d. 4,167 5 1		
1142	R. 09/1892 ..	April 1, 1909	National Mortgage and Agency Company of New Zealand (Limited)	..	Longburn	"	10 " *	"	£ s. d. Repairs, £10 Rental, £25	£ s. d. ..	£ s. d. ..	£ s. d. ..		
1151	R. 01/2230 ..	May 1, 1909	Henry Carlson ..	..	Pukehou	"	5 " *	"	£ s. d. Rental, £25 6 18 4	£ s. d. 6 18 4	£ s. d. 1,453 3 1	£ s. d. 1,460 1 5		
1160	R. 98/3250 ..	May 1, 1909	Department of Lands ..	..	Piripiri	"	5 " *	"	£ s. d. Rental, £25 ..	£ s. d. ..	£ s. d. ..	£ s. d. ..		
1165	R. 97/2271 ..	Aug. 1, 1909	George Bartholomew Company (Limited)	..	Feilding	"	10 " *	"	£ s. d. Rental, £25 ..	£ s. d. ..	£ s. d. ..	£ s. d. ..		
1174	R. 01/1707 ..	Oct. 1, 1909	Manawatu County Council	..	Himatangi	"	5 " *	"	£ s. d. Rental, £25 ..	£ s. d. ..	£ s. d. 325 5 7	£ s. d. 325 5 7		
1175	R. 04/79 ..	Nov. 1, 1909	B. L. Knight ..	269 28	Utiku ..	"	5 " *	"	£ s. d. Rental, £25 ..	£ s. d. 2,439 9 9	£ s. d. 77 5 1	£ s. d. 2,516 14 10		
1177	R. 98/2734 ..	Feb. 1, 1909	C. N. Clausen ..	..	Palmerston North	"	10 " *	"	£ s. d. Rental, £25 61 0 0	£ s. d. 2,113 0 0	£ s. d. 71 0 0	£ s. d. 2,184 0 0		
1188	R. 09/3045 ..	July 1, 1909	New Zealand Powell Wood Process Company (Limited)	..	Rangataua	Grantees	5 " *	Premium..	£ s. d. Rental, £25 549 14 2	£ s. d. 549 14 2	£ s. d. 1,227 17 7	£ s. d. 1,777 11 9		

1196 R. 04/3525 ..	Jan. 1, 1910	Rangitikei County Council	..	Ohingaiti	†	5	*	..	†	..	237 8 0	237 8 0
1199 R. 99/854 ..	Jan. 1, 1910	Thos. Borthwick and Sons (Australasia, Limited)	..	Waitara	†	10	"	..	†	..	338 11 0	3,307 15 3
1200 R. 00/1180 ..	Jan. 1, 1910	Williams and Kettle (Limited)	..	Port. Ahuriri	†	10	"	*	†	..	1,626 5 9	2,221 8 8
1202 R. 04/1256 ..	Oct. 28, 1909	Bosher Bros. ..	..	Winiata	†	5	"	..	†	..	1,943 14 8	1,355 12 3
1220 R. 08/608 ..	Oct. 1, 1909	Perham, Larsen, and Company (Limited)	..	Rangataua	..	Grantees	10	"	..	Premium..	345 0 0	4,790 2 0
1228 R. 00/1192 ..	May 1, 1910	Robert Holt and Sons ..	..	Hastings	†	10	"	*	†	..	2,023 7 1	2,109 1 8
1232 R. 10/195 ..	April 1, 1910	Wellington Farmers Meat Company (Limited)	..	Waingawa	..	Grantees	10	"	..	Premium..	730 0 0	5,018 15 10
1237 R. 00/2261 ..	April 1, 1910	William Booth and Co. (Limited) ..	..	Carterton	†	5	"	*	†	..	742 15 8	845 3 2
1244 R. 10/1969 ..	July 1, 1910	New Zealand Post and Telegraph Department	..	Wellington	..	Grantees	10	"	..	Premium..	240 0 0	..
1253 R. 06/1474 ..	July 1, 1910	West Coast Steam Ship and Trading Company (Limited)	..	Foxton	..	"	10	"	..	..	102 0 0	..
1257 R. 98/3937 ..	Oct. 1, 1910	James Garnett ..	..	Hastings	†	10	"	*	†	..	914 18 5	916 3 2
1262 R. 09/4760 ..	Nov. 1, 1911	Egmont Box Company (Limited) ..	..	Winiata	..	Grantees	10	"	..	Premium..	610 0 0	..

SOUTH ISLAND MAIN LINE AND BRANCHES.

..	..	J. Mill and Co. ..	..	..	Oamaru	Govt.	..	..	1,126 14	1	326 15	9	1,453 9 11
3	R. 96/1630 ..	Public Works Department	..	..	Dunedin	..	..	..	125 15	8	67 11	3	193 6 11
12	R. 82/2186 ..	Richard Allen ..	..	1 17	Riccarton	Grantee	..	..	2,319 3	9	1,073 1	4	3,392 5 1
13	R. 98/4310 ..	Bank of New South Wales.	(Used	21 29	Leeston	Govt.	..	..	343 7	6	..	..	343 7 6
20	R. 96/1984 ..	by White and Co.)	..	..	..	..	..	..	..	..	..	..	..
32	R. 99/3100 ..	Oamaru Harbour Board ..	..	157 77	Oamaru	..	..	..	3,411 4	4	1,409 10	11	4,820 15 3
33	R. 00/945 ..	Richard Evans ..	..	1 52	Wilson's Siding ..	Grantee	..	..	146 17	11	344 7	4	491 5 3
37	R. 02/641 ..	D. C. Turnbull and Co. ..	..	105 54	Timaru	Govt.	..	..	686 2	6	492 7	6	1,178 10 0
120	R. 00/2193 ..	J. Deans ..	..	8 75	Glentunnel	..	..	..	48 13	8	2,711 8	4	2,760 2 0
178	R. 99/2248 ..	Clark Bros. ..	..	166 27	Maheno	..	..	..	348 11	10	2,793 7	10	3,141 19 8
258	R. 00/473 ..	Oamaru Harbour Board ..	..	157 65	Oamaru (1st sidg.)	..	..	..	2,170 14	1	1,156 5	1	3,326 19 2
586	R. 02/3668 ..	Wigram Bros. ..	..	0 73	Mosgiel Township	..	..	..	186 18	9	69 16	1	256 14 10
774	R. 01/1837 ..	T. Teschemaker ..	..	10 71	South Malvern ..	..	..	..	124 2	1	421 2	5	545 4 6
775	R. 01/1661 ..	National Mortgage and Agency Com- pany of N.Z. (Limited)	..	165 26	Teschemaker's ..	..	..	..	931 4	1	584 10	11	1,515 15 0
776	R. 01/1660 ..	Kemphorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	..	239 24	Cattle-yards	..	..	..	1,509 4	11	4,814 0	7	6,323 5 6
779	R. 03/2223 ..	Moir and Co. ..	..	16 69	Southbrook	Govt.	..	..	783 13	1	494 15	8	1,278 8 9
782	R. 95/1853 ..	Federal Steam Navigation Com- pany (Limited). (Birt and Co. may also use siding)	..	390 12	Ocean Beach	Grantees	..	..	4,472 11	0	1,584 0	0	6,056 11 0
784	R. 01/2498 ..	N.Z. Provision and Produce Coy ..	..	..	Belfast	..	..	..	898 10	2	819 3	9	1,717 13 11
791	R. 01/2857 ..	Wood Bros. (Limited) ..	..	7 29	Addington	..	..	..	2,374 16	3	1,416 3	5	3,790 19 8
795	R. 00/1690 ..	D. H. Brown and Son ..	..	..	..	Govt. and grantees	..	..	1,370 15	5	935 4	3	2,305 19 8
809	R. 99/2224 ..	Christchurch Meat Company (Ltd.)	..	239 27	Cattle-yards	Grantees	..	..	3,207 11	1	2,108 1	11	5,315 13 0
816	R. 92/806 ..	Canterbury Farmers' Co-operative Association (Limited)	..	..	Timaru	..	..	..	1,826 10	3	1,726 3	8	3,552 13 11
		N.Z. Loan and Mercantile Agency Company (Limited)	..	..	Christchurch	..	..	..	1,667 4	3	366 10	2	2,033 14 5

*** Three months' notice.**

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1911—continued.

HD Office 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, 1911.				
										£	s. d.	£	s. d.	
SOUTH ISLAND MAIN LINE AND BRANCHES—continued.														
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.		
R. 01/2143 ..		April 1, 1902	Wright, Stephenson, and Co.	..	Kelso ..	Grantees	10 years*	Premium ..	Rental, £25	207 0 0	237 8 5	106 17 10	344 6 3	
R. 92/1000 ..		April 1, 1902	Southland Frozen Meat and Produce Export Company (Limited)	..	Mataura ..	"	10 "	†	Repairs, £48	1,458 11 0	5,379 4 6	6,837 15 6		
R. 02/3673 ..		Nov. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru ..	"	10 "	†	Rental, £25	541 3 6	466 17 9	1,008 1 3		
R. 03/477 ..		Dec. 1, 1902	Donald Reid and Co. (Limited)	..	Dunedin ..	"	10 "	†	Rental, £50	3,429 12 5	670 9 2	4,100 1 7		
R. 02/3422 ..		Jan. 1, 1903	William H. Martyn	..	Wetheral ..	"	10 "	†	Rental, £25	12 18 7	84 3 4	97 1 11		
R. 00/2781 ..		Jan. 1, 1903	Canterbury Central Co-operative Dairy Company (Limited)	..	Addington ..	"	10 "	†	Rental, £25	113 9 4	264 5 8	377 15 0		
R. 93/1075 ..		Feb. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	..	Gore ..	"	10 "	†	Repairs, £215s.	271 14 3	272 3 11	543 18 2		
R. 03/1083 ..		May 1, 1903	A. P. Tutton	..	Rangiora ..	"	10 "	Premium ..	Rental, £25	100 0 0	110 13 4	159 16 3		
R. 03/1839 ..		Oct. 1, 1902	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	..	Belfast ..	"	10 "	†	Rental, £25	5,262 11 5	7,223 11 10	12,486 3 3		
R. 02/3211 ..		Jan. 1, 1903	T. D. Ward	..	Bluff ..	"	10 "	Premium ..	110 0 0	1,384 17 0	202 10 2	1,587 7 2		
R. 93/2140 ..		May 1, 1903	Nichol Bros.	..	" ..	"	10 "	†	Rental, £50	3,444 12 5	1,287 0 6	4,731 12 11		
R. 99/1940 ..		May 1, 1903	Lytelton Borough Council (Shaw, Savill, and Albion Company, Kaye and Carter, tenants)	..	Lytelton ..	"	10 "	†	Rental, £50	2,102 17 2	1,242 6 1	3,345 3 3		
R. 02/3125 ..		June 1, 1903	Vacuum Oil Company	..	Christchurch ..	Govt. ..	10 "	"	Rental, £50	2,259 1 9	309 3 7	2,568 5 4		
R. 03/1919 ..		June 1, 1903	Pyne and Co.	..	" ..	Grantees	10 "	Premium ..	350 0 0	1,851 11 3	992 5 9	2,843 17 0		
R. 03/2316 ..		Aug. 1, 1903	Canterbury Frozen Meat and Dairy-produce Export Company (Ltd.)	113 12	Pareora ..	"	10 "	"	615 0 0	4,921 11 0	3,505 5 7	8,426 16 7		
R. 00/1544 ..		Sept. 1, 1903	Lovell's Flat Coal Company	..	Lovell's Flat ..	Grantees	8 years and 247 days*	†	Rental, £50	..	..	..	..	
R. 97/2835 ..		Feb. 1, 1904	J. G. Ward	..	Bluff ..	"	10 years*	†	Rental, £50	3,994 8 1	917 6 7	4,911 14 8		
R. 03/4076 ..		June 1, 1904	North Canterbury Co-operative Stores Company (Limited)	..	Rangiora ..	"	10 "	Premium..	235 0 0	256 3 1	114 9 11	370 13 0		
R. 04/1850 ..		July 1, 1904	Christchurch Tramway Board	..	Christchurch ..	"	10 "	"	500 0 0	1,334 12 4	..	1,334 12 4		
R. 94/3672 ..		Oct. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Dunedin ..	Govt. and grantees	10 "	†	Rental, £50	1,107 8 6	498 0 3	1,605 8 9		
R. 04/2853 ..		Jan. 1, 1905	Thomas Todd and Sons	3 41	West Plains ..	Grantees	10 "	Premium..	221 14 0	243 4 1	231 5 3	474 9 4		
R. 94/3949 ..		Dec. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Invercargill ..	"	10 "	†	Rental, £50	660 0 0	416 14 0	1,076 14 0		
R. 01/2761 ..		Jan. 1, 1905	J. E. Watson and Co. (Limited)	..	Bluff ..	"	10 "	†	Rental, £50	616 9 0	987 7 0	1,603 16 0		
R. 95/2127 ..		May 1, 1905	G. McClatchie and Co.	6 9	Christchurch ..	Govt. ..	10 "	†	Rental, £50	2,467 1 11	204 9 7	2,671 11 6		
R. 05/2953 ..		Sept. 1, 1905	Dalgaty and Co. (Limited)	..	Timaru ..	Grantees	10 "	Premium..	75 0 0	641 2 1	517 13 8	1,158 15 9		

974	R. 98/111	Jan. 1, 1906	Broad, Small, and Co. ..	374 46	Invercargill	Govt. ..	10	..	6 0 0	340 8 1	41 8 0	381 16 1
979	R. 03/1149	Jan. 1, 1906	J. G. Ward and J. T. Carswell ..	374 39	"	Grantees	10	..	Rental, £50	860 4 0	630 8 4	1,490 12 4
982	R. 05/2912	Jan. 1, 1906	New Zealand Farmers' Co-operative Association (Limited)	..	Lake Road	"	10	..	Rental, £50	50 8 2	420 4 11	470 13 1
994	R. 01/776	May 1, 1906	Fleming and Co. ..	..	Gore ..	"	10	..	Rental, £25	597 2 8	584 19 10	1,182 2 6
996	R. 06/946	May 1, 1906	N.Z. Govt. Mines Department ..	..	Christchurch	"	10	..	220 0 0	2,111 12 11	92 10 5	2,204 3 4
999	R. 01/1604	July 1, 1906	William Borlase ..	..	Sawyer's Bay	Grantee	5	..	Rental, £50	..	194 14 3	194 14 3
1000	R. 96/2443	July 1, 1906	Nelson Bros. ..	..	Hornby	Grantees	10	..	Rental, £25	242 2 5	175 17 5	417 19 10
1001	R. 96/3013	July 1, 1906	James Macfie and Co. (Limited) ..	..	Dunedin	"	10	..	Rental, £50	2,230 3 4	12 3 8	2,242 7 0
1004	R. 06/1868	Sept. 1, 1906	N.M. and A. Co. of N.Z. (Limited)	..	Gore ..	"	5	..	100 0 0	597 2 8	584 19 10	1,182 2 6
1015	R. 02/2502	Aug. 1, 1906	William Quinn ..	121 76	Otaio ..	Govt. and grantees	10	..	Rental, £25	41 14 0	99 19 6	141 13 6
1017	R. 06/3093	Jan. 1, 1907	N.M. and A. Co. of N.Z. (Limited)	..	Invercargill	Grantees	10	..	12 0 0	914 16 3	594 3 6	1,508 19 9
1019	R. 98/410	Dec. 1, 1906	Christchurch Meat Company ..	..	Smithfield	"	10	..	Rental, £50	5,947 12 0	5,089 18 7	10,937 10 7
1024	R. 99/2990	Jan. 1, 1907	Invercargill Corporation ..	..	Greenhills	Govt. ..	5	..	Rental, £25	140 8 1	797 15 11	938 4 0
1028	R. 99/571	Mar. 1, 1907	Bruce Woollen Manufacturing Coy. ..	..	Milton ..	Grantees	10	..	Rental, £25	211 0 5	..	211 0 5
1029	R. 99/1122	Mar. 1, 1907	Guinness and Le Oren ..	..	Winchester	"	5	..	Rental, £25	2 3 6	78 18 11	81 2 5
1032	R. 02/1439	April 1, 1907	Otago Dock Trust ..	..	Port Chalmers	Govt. ..	5	..	..	909 16 9	134 13 2	1,044 9 11
1033	R. 03/754	Mar. 1, 1907	Lyttelton Harbour Board ..	..	Lyttelton	"	5	..	..	3,503 11 6	2,398 13 1	5,902 4 7
1039	R. 01/1860	July 1, 1907	Christchurch City Council ..	..	Sockburn	"	5	..	..	228 14 11	..	228 14 11
1044	R. 07/2596	Sept. 1, 1907	Watson Bros. and Harrington ..	37 30	Te Tumutu	Grantees	5	..	137 0 0	..	1,430 0 5	1,430 0 5
1047	R. 00/1324	May 1, 1907	Anderson's (Limited) ..	..	Lyttelton	Govt. ..	5	..	50 0 0	47 14 10	345 15 6	393 10 4
1050	R. 07/2900	July 1, 1907	G. Bailey ..	..	Templeton	Grantee	5	..	Rental, £50	..	46 9 8	51 4 6
1052	R. 99/2623	Oct. 1, 1907	Otago Iron Rolling Mills Company ..	240 10	Burnside	Govt. ..	5	..	11 11 0	747 0 0	25 14 0	772 14 0
1053	R. 97/4377	Oct. 1, 1907	P. McGilp (Limited) ..	271 40	Milton ..	"	10	..	..	869 4 1	1,036 16 4	1,906 0 5
1056	R. 06/3430	Jan. 1, 1908	Westport Coal Company ..	..	Christchurch	Grantees	10	..	255 0 0	2,132 18 2	36 13 8	2,169 11 10
1058	R. 00/1107	Jan. 1, 1908	David Dickeson and John Drummond	4 72	Conical Hill	Grantees	5	..	Rental, £50	25 19 0	206 5 3	232 4 3
1059	R. 01/600	Jan. 1, 1908	Evans and Co. (Limited) ..	..	Timaru	Govt. ..	10	..	Rental, £50	2,010 1 3	1,383 5 4	3,393 6 7
1060	R. 98/1147	Jan. 1, 1908	J. Deans ..	..	Christchurch	"	10	..	Rental, £50	1,235 1 5	11 11 6	1,246 12 11
1064	R. 02/3575	Sept. 1, 1907	Timaru A. and P. Association ..	103 63	Smithfield	Grantees	10	..	220 0 0	127 12 11	21 11 10	149 4 9
1066	R. 07/3100	July 1, 1907	N.Z. Loan and Mercantile Agency Company	..	Methven	"	10	..	Rental, £25	159 16 8	559 9 1	719 5 9
1070	R. 08/472	Jan. 1, 1908	W.D. Meares ..	..	Christchurch	"	10	..	167 0 0	..	..	..
1071	R. 06/2609	Feb. 1, 1908	Murray, Roberts, and Co. ..	..	Dunedin	"	10	..	Rental, £50	909 6 11	568 10 11	1,477 17 10
1072	R. 91/4426	Nov. 1, 1907	Timaru Milling Company ..	..	Timaru	"	10	..	25 0 0	1,104 12 4	1,259 16 2	2,364 8 6
1080	R. 07/3358	July 1, 1908	Dalgaty and Co. (Limited) ..	..	Invercargill	"	10	..	Rental, £50	502 9 0	318 0 0	820 9 0
1083	R. 03/1984	Aug. 1, 1908	R. Green ..	241 70	Abbotsford	Govt. ..	Month to month	..	219 0 0	..	39 14 6	39 14 6
1086	R. 05/8076	July 1, 1908	Timaru Harbour Board ..	..	Timaru	Grantees	10 years	..	..	433 13 7	33 8 4	467 1 11
1088	R. 04/2833	Sept. 1, 1908	Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.)	..	Fairfield	"	10	..	Rental, £50	3,615 16 7	8,746 19 11	12,362 16 6
1090	R. 98/4223	Oct. 1, 1908	Oamaru T.T. and O.K. Stone Company (Limited)	..	Whitecraig	"	5	..	..	18 12 10	229 8 5	248 1 3

* Three months' 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, 1911—continued.

Hd. Office 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, 1911.				
										£	s. d.	£	s. d.	
SOUTH ISLAND MAIN LINE AND BRANCHES—continued.														
M. ch.														
1091	R. 06/2890 ..	Oct. 1, 1908	W. Stephens and Co. (Limited)	..	Addington	..	Grantees	10 years* ..	Premium..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1092	R. 99/490 ..	Jan. 1, 1909	N.Z. Loan and Mercantile Agency Company (Limited)	..	Lytelton	..	"	10 " *	..	Rental, £25	1,348 6 9	179 3 8	1,527 10 5	
1104	R. 98/4319 ..	Dec. 1, 1908	Palmer and Son	..	Logan's Point	..	Govt. ..	5 " *	..	Rental, £25	550 12 9	563 5 7	1,113 18 4	
1105	R. 01/1450 ..	Dec. 18, 1908	N.M. and A. Co. of N.Z. (Limited)	..	Ashburton	..	Grantees	7 " *	..	..	773 9 5	773 9 5	773 9 5	
1108	R. 08/3510 ..	Dec. 1, 1908	I. W. Raymond and Co. (Limited)	..	Te Tua..	..	"	5 " *	Premium..	Rental, £25	838 15 6	838 15 6	838 15 6	
1112	R. 03/3479 ..	Oct. 1, 1908	Tairi County Council	..	Mosgiel	..	"	5 " *	..	250 0 0	294 4 0	294 4 0	294 4 0	
1115	R. 03/3959 ..	April 1, 1909	Freeman's Coal Company	..	Fernhill	..	"	5 " *	..	..	42 12 1	1,637 7 6	1,679 19 7	
1116	R. 00/478 ..	Feb. 1, 1909	The Canterbury (N.Z.) S-sed Com- pany (Limited)	..	Addington	..	"	10 " *	..	Rental, £25	1,693 11 5	911 0 2	2,604 11 7	
1118	R. 03/3654 ..	Jan. 1, 1909	Southland Sawmilling Company	..	Te Tumu	..	+	5 " *	+	Repairs, £1	..	2,271 3 9	2,271 3 9	
11122	R. 99/2092 ..	May 1, 1909	National Mortgage and Agency Com- pany of New Zealand (Limited)	374 56	Invercargill	..	+	10 " *	+	Rental, £50	410 6 0	290 6 6	700 12 6	
11123	R. 99/2422 ..	May 1, 1909	Friedlander Bros. (Limited)	..	Ashburton	..	+	10 " *	+	Rental, £25	572 0 2	1,756 10 10	2,328 11 0	
11124	R. 03/2053 ..	May 1, 1909	Friedlander Bros. (Limited)	58 73	Timaru	..	+	10 " *	+	Repairs, £22	568 7 3	482 14 11	1,051 2 2	
11127	R. 99/1832 ..	May 1, 1909	Bedford Mills Company (Limited)	..	..	..	+	..	..	Rental, £50	944 15 2	451 11 3	1,396 6 5	
11128	R. 09/1233 ..	April 4, 1909	H. Matson and Co. (Limited)	..	Addington	..	Grantees	10 " *	Premium..	266 0 0	..	..	..	
11129	R. 99/1738 ..	May 1, 1909	Canterbury (N.Z.) Seed Company (Limited)	..	Heathcote	..	"	10 " *	..	Rental, £25	260 13 5	324 18 9	585 12 2	
11131	R. 05/2759 ..	May 1, 1909	William Goss ..	..	Christchurch	..	+	10 " *	+	Rep's, £32/13/6	815 10 8	119 18 5	935 9 1	
11132	R. 03/147 ..	April 1, 1909	N.Z. Coal and Oil Company (Limited)	..	Orepuki	..	+	5 " *	+	Rental, £50	74 8 11	1,174 6 1	1,248 15 0	
1133	R. 99/1728 ..	May 1, 1909	Dalgety and Co. (Limited)	..	Christchurch	..	+	10 " *	+	Rental, £50	1,873 11 10	894 11 10	2,768 3 8	
11134	R. 03/2054 ..	May 1, 1909	Friedlander Bros. (Limited)	..	Tinwald	..	+	10 " *	+	Rep's, £30/10/	35 11 6	2,166 14 5	2,202 5 11	
11135	R. 99/2208 ..	Jan. 1, 1909	Christchurch Gas, Coal, and Coke Company (Limited)	..	Christchurch	..	Grantees	10 " *	Premium..	Rental, £25	3,130 12 7	166 13 1	3,297 5 8	
11136	R. 99/2427 ..	May 1, 1909	Canterbury Roller Flour-mills Com- pany	..	Gore ..	..	+	1 " *	+	Rental, £50	142 8 10	599 9 6	741 18 4	
11138	R. 98/3247 ..	April 1, 1909	Friedlander Bros. (Limited)	..	Lyndhurst	..	+	10 " *	Premium..	51 10 0	..	1,459 7 8	1,459 7 8	
11140	R. 99/2174 ..	May 1, 1909	Fleming and Co. (Limited)	..	Elles Road	..	+	10 " *	+	Rental, £25	960 15 0	718 10 0	1,679 5 0	
141	R. 99/263 ..	Feb. 1, 1909	John Borgfeldt ..	..	Papanui	..	+	5 " *	+	Repairs, £56	190 1 4	0 11 3	190 12 7	
1143	R. 99/1985 ..	May 1, 1909	Thomas Newton Pratt ..	..	Christchurch	..	+	10 " *	+	Rental, £25	2,000 5 3	106 14 0	2,106 19 3	
1144	R. 99/2066 ..	June 1, 1909	National Mortgage and Agency Company of New Zealand (Limited)	..	Dunedin	..	+	10 " *	+	Rental, £50	2,264 17 6	627 19 6	2,892 17 0	

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1911—continued.

R.R. 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, 1911.				
										In.	Out.	£ s. d.	Total.	
SOUTH ISLAND MAIN LINE AND BRANCHES—continued.														
M. ch.														
1236	R. 05/2585 ..	July 1, 1910	Charles P. Sleeman	..	Mataura	†	5 years*	†	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1238	R. 02/1454 ..	Feb. 1, 1910	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme	†	2 "	†	Rental, £25	417 19 3	949 12 8	949 12 8	1,739 15 5	
1239	R. 10/634 ..	Oct. 1, 1910	Canterbury Farmers' Co-operative Association (Limited)	..	"	Grantees	10 "	Premium..	164 0 0	(Included in No. 1238.)				
1240	R. 10/2527 ..	July 1, 1910	Charles H. Bradley	..	Glenomaru	Grantee	5 "	"	Rental, £25	222 1 7	222 1 7	232 1 7	3,931 2 10	
1245	R. 05/3076 ..	Oct. 1, 1910	Timaru Harbour Board subtenants: (National Mortgage and Agency Company Ltd., John Mill and Co., Shaw, Savill, and Co., Westland-Timaru Timber and Coal Company, Ltd., Westport Coal Company, Briscoe and Co., and Mason, Struthers, and Co.)	..	Timaru..	†	5 "	†	230 0 0	2,110 4 3	1,820 18 7	3,931 2 10		
1256	R. 10/947 ..	Nov. 1, 1910	Miss Sophia McDonald	..	Whitecraig	Grantee	5 "	Premium..	110 0 0	(Not yet open for traffic.)				
1258	R. 00/2042 ..	Oct. 1, 1910	National Mortgage and Agency Company of New Zealand (Limited)	..	Ashburton	†	10 "	†	Repairs, £7/19/8	565 13 10	971 10 3	1,537 4 1		
1259	R. 9/2905 ..	Oct. 1, 1910	Milburn Lime and Cement Company (Limited)	..	Pelichet Bay	†	10 "	†	Rental, £50	2,197 18 10	648 1 2	2,846 0 0		
1260	R. 00/1040 ..	Dec. 1, 1910	(Wright, Stephenson, and Co. (Ltd.) N.Z. (Limited)	..	Dunedin	†	10 "	†	Rental, £50	1,948 16 9	326 9 3	2,275 6 0		
1263	R. 00/141 ..	Jan. 1, 1911	Henry Harraway	..	Green Island	†	10 "	†	Rental, £25	1,305 14 1	367 9 4	1,673 3 5		
1265	R. 00/2041 ..	Feb. 1, 1911	R. Meek and Co., McCallum and Co.	..	Fairfax	†	5 "	†	..	139 15 8	956 0 4	1,095 16 0		
1266	R. 07/4656 ..	Jan. 1, 1911	John London	..	Geddes and Wal-	Govt. ..	10 "	†	..	(Not yet open for traffic.)				
1267	R. 01/1037 ..	Mar. 1, 1911	Lyttelton Harbour Board	..	ton Park	†	5 "	†	..	(Included in No. 1033.)				
WESTLAND SECTION.														
344	R. 86/2585 ..	Aug. 20, 1886	Greymouth - Point Elizabeth Rly. and Coal Company (Limited)	8 0	Brunner	Greynt'h Har. Bd.	Undefined	..	..	10 17 6	4,488 16 2	4,499 13 8		
980	R. 02/552 ..	Oct. 1, 1905	Blackball Coal Company (Limited)	..	Ngahere	Taken over with Mid-land Rly.	5 years*	Premium..	48 0 0	..	5,861 9 3	5,861 9 3		
985	R. 01/356 ..	April 1, 1906	Terawera Sawmill Company (Ltd.)	..	Inchbourne	Grantees	5 "	†	Rental, £25	146 14 5	1,765 14 11	1,912 9 4		
1007	R. 00/2634 ..	Aug. 1, 1906	Dispatch Foundry Company (Ltd.)	..	Greymouth	"	10 "	†	230 0 0	130 12 8	277 8 0	408 0 8		
1013	R. 01/456 ..	Oct. 1, 1906	Jack Bros.	..	Kotuku	"	5 "	Premium..	235 0 0	207 13 5	2,499 2 4	2,706 15 9		
1025	R. 07/774 ..	Nov. 1, 1906	Stratford, Blair, and Co. (Limited)	..	Hukarete	"	5 "	"	500 0 0	58 5 3	1,148 7 7	1,206 12 10		
1068	R. 06/440 ..	Mar. 1, 1908	Ikamatua Sawmilling Company	..	Ikamatua	"	5 "	"	300 0 0	58 19 4	888 9 11	947 9 3		
1073	R. 07/3061 ..	Jan. 1, 1908	Messrs. Manson and Co. ..	25 20	Te Kunga	"	5 "	"	5 10 0	83 18 3	2,779 10 5	2,863 8 8		
1102	R. 99/1729 ..	Sept. 1, 1908	Stratford, Blair, and Co. ..	..	Arnold's	"	5 "	"	..	15 10 2	491 2 8	506 12 10		
1107	R. 03/1446 ..	Oct. 1, 1908	W. T. Oglvie	..	Gladstone	"	5 "	†	..	56 14 4	95 3 10	151 18 2		
1120	R. 08/3246 ..	Nov. 3, 1908	Westland Stone Company (Limited)	..	Dobson	"	5 "	Premium..	376 10 0	..	154 17 4	154 17 4		

1152 R. 03/4351 ..	July 1, 1909	G. T. Moss ..	..	Te Kinga Kapitea ..	Grantees ..	5 ..	..	Repairs, £10 ..	5 7 5	156 4 10	161 12 3
1155 R. 03/2385 ..	Nov. 1, 1908	K.K. Sawmilling Company ..	..	Ngahere ..	Grantees ..	5 ..	..	Repairs, £10 ..	4 3 5	5 3 4	9 6 9
1156 R. 03/2385 ..	Nov. 1, 1908	K.K. Sawmilling Company ..	..	Ngahere ..	Grantees ..	5 ..	..	Repairs, £10 ..	16 14 6	697 8 0	714 2 6
1168 R. 03/4189 ..	June 1, 1909	Red Jacks Sawmilling Company ..	..	Kumara ..	Grantees ..	5 ..	..	Repairs, £10 ..	..	416 10 3	416 10 3
1172 R. 03/3096 ..	April 1, 1909	William Morris ..	..	Ho Ho ..	Grantees ..	5 ..	..	Repairs, £10 ..	..	1,042 3 1	1,042 3 1
1183 R. 99/2900 ..	Nov. 1, 1909	J. C. Malfroy and Co. ..	..	Grey mouth ..	Grantees ..	10 ..	..	Repairs, £10 ..	933 0 2	124 4 0	1,057 4 2
1184 R. 99/1730 ..	April 1, 1909	Stratford, Blair, and Co. ..	..	..	Grantees ..	10 ..	..	Repairs, £10 ..	473 16 11	31 14 3	505 11 2
1187 R. 08/4493 ..	April 1, 1909	Ikamatua Sawmilling Company ..	..	..	Grantees ..	10 ..	..	Repairs, £10 ..	..	613 18 9	613 18 9
1208 R. 04/2611 ..	Nov. 1, 1909	Grey Valley Timber Company (Limited) ..	..	Ngahere ..	Grantees ..	5 ..	..	Repairs, £10 ..	..	..	..
1211 R. 03/2764 ..	Feb. 1, 1910	Grey mouth Timber and Land Company (Limited) ..	..	Moana ..	Grantees ..	5 ..	..	Repairs, £10 ..	..	..	..
1213 R. 09/2106 ..	Dec. 1, 1909	Butler Bros. ..	..	Ruatapu ..	Grantees ..	5 ..	..	Repairs, £10 ..	60 6 10	584 6 9	644 13 7
1247 R. 02/554 ..	Oct. 1, 1910	Moana Sawmilling Company ..	..	Moana ..	Grantees ..	5 ..	..	Repairs, £10 ..	4 4 5	678 4 11	682 9 4
1248 R. 02/553 ..	Oct. 1, 1910	Kotuku Sawmilling Company ..	..	Aratika ..	Grantees ..	5 ..	..	Repairs, £10 ..	17 3 10	808 8 0	825 11 10
1250 R. 02/557 ..	Oct. 1, 1910	Stratford, Blair, and Co. (Limited) ..	..	Kokiri ..	Grantees ..	5 ..	..	Repairs, £10 ..	58 13 1	908 18 5	962 11 6
1251 R. 02/556 ..	Oct. 1, 1910	Lake Brunner Sawmilling Company ..	..	Ruru ..	Grantees ..	5 ..	..	Repairs, £10 ..	58 16 11	2,617 15 10	2,676 12 9
1254 R. 02/558 ..	Oct. 1, 1910	Baxter Brothers ..	..	Kokiri ..	Grantees ..	5 ..	..	Repairs, £10 ..	46 9 1	833 8 6	879 17 7
1255 R. 03/3432 ..	Feb. 1, 1910	North Brunner Coal Company (Ltd.) ..	..	Stillwater ..	Grantees ..	5 ..	..	Repairs, £10 ..	..	926 8 6	926 8 6
1264 R. 00/197 ..	Jan. 1, 1910	K. K. Sawmilling Company ..	..	Kumara ..	Grantees ..	5 ..	..	Repairs, £10 ..	5 3 4	663 13 2	668 16 6
1270 R. 05/1908 ..	Dec. 1, 1910	Flowerly Creek Sawmilling Company (Limited) ..	..	Stafford ..	Grantees ..	5 ..	..	Repairs, £10 ..	..	..	..
1271 R. 02/552 ..	..	Blackball Coal Company ..	..	..	Grantees ..	..	..	Repairs, £10 ..	56 1 2	11,908 8 1	11,964 9 3

WESTPORT SECTION.

1026 R. 07/865 ..	Mar. 1, 1907	N.Z. Government Mines Department ..	..	Westport ..	Grantee ..	5 years* ..	..	Repairs, £10 ..	950 0 0	208 4 11	1,254 15 2
1043 R. 07/891 ..	Sept. 1, 1907	Westport-Stockton Coal Company ..	..	Ngakawau ..	Grantee ..	5 ..	..	Repairs, £10 ..	511 13 3	15,343 10 3	15,855 3 6
1159 R. 00/2091 ..	Mar. 1, 1909	J. and S. Marris ..	..	Mokihinui ..	Grantee ..	5 ..	..	Repairs, £10 ..	109 3 2	68 16 0	177 19 2
1195 R. 00/2091 ..	Aug. 1, 1909	D. P. Mumm ..	..	..	Grantee ..	5 ..	..	Repairs, £10 ..	..	0 0 7	0 0 7

NELSON SECTION.

958 R. 05/892 ..	July 1, 1905	E. Buxton and Co. (Limited) ..	..	Nelson ..	Grantees ..	10 years* ..	..	Repairs, £10 ..	180 0 0	126 11 10	383 19 10
— R. 00/1834 ..	Oct. 1, 1899	Nelson Seed and Produce Company ..	..	..	(Right held in connection with lease)	..	..	Repairs, £10 ..	67 18 0	..	187 13 4
1204 R. 08/3377 ..	Sept. 1, 1908	Nelson Freezing Company (Limited) ..	..	Stoke ..	Grantees ..	10 years* ..	..	Repairs, £10 ..	320 0 0	116 8 6	264 9 1
1241 R. 00/2399 ..	Jan. 1, 1910	Neale and Haddow ..	..	Nelson ..	Grantees ..	10 ..	..	Repairs, £10 ..	304 5 10	16 2 2	320 8 0

PICTON SECTION.

794 R. 99/2880 ..	Dec. 1, 1901	Christchurch Meat Company (Ltd.) ..	..	Spring Creek ..	Grantees ..	10 years* ..	..	Repairs, £10 ..	21 0 7	27 11 3	48 11 10
797 R. 01/2132 ..	Feb. 1, 1902	Levin and Co. (Limited) ..	..	Blenheim ..	Grantees ..	10 ..	..	Repairs, £10 ..	576 9 7	523 7 6	1,099 17 1
800 R. 91/3490 ..	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited) ..	..	Picton ..	Grantees ..	10 ..	..	Repairs, £10 ..	133 17 8	324 14 2	458 11 10
870 R. 93/3737 ..	Nov. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited) ..	..	Blenheim ..	Grantees ..	10 ..	..	Repairs, £10 ..	230 15 0	660 8 5	891 3 5
1098 R. 06/1461 ..	Jan. 1, 1909	Corry and Co. ..	..	..	Grantees ..	10 ..	..	Repairs, £10 ..	357 7 5	876 5 3	1,233 12 8

Three months' notice. † Sliding originally laid under old agreement.

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1911.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80†	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
1899-1900	..	19 26	19 26	40,582	302,354
1900-1901	4 30	103 38	107 68	220,485	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
1910-1911	14 64	29 76	44 60	93,975	282,682
Totals	..	..	..	5,732,712	6,505,058

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1910, and March, 1911.

Department.	Kawakawa.	Whangarei.	Kaiti.	Gisborne.	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
1910-11.											
General	..	..	..	..	..	..	..	..	..	..	671
Traffic	5	20	6	14	1,806	1,726	129	75	38	29	3,848
Maintenance	37	24	11	22	1,938	1,818	177	61	45	95	4,228
Locomotive	3	23	5	11	1,978	1,844	128	101	19	22	4,134
Totals	45	67	22	47	5,722	5,388	434	237	102	146	12,881

RETURN NO. 27.

STATEMENT OF ACCIDENTS for the Year ending 31st March, 1911.

	Train Accidents.						Accidents on Line (other than Train-running).						Shunting Accidents.						Accidents on Wharves and in Sheds.						Accidents in Workshops.						Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	Passengers.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Kawakawa	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

RETURN No. 28.

LOCOMOTIVE RETURNS for the Year ending 31st, March 1911.

[illegible]

* 1 C transferred to Whangarei.

RETURN NO. 28—continued. LOCOMOTIVE RETURNS for the Year ending 31st March, 1911—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.		Coal.	Oil.	Tallow.	Waste.		Wages and Material.	Stores.	Fuel.		Wages.	Total.	Stores.		Fuel.	Wages.	Total.
NORTH ISLAND MAIN LINE AND BRANCHES.																					
A ..	20	25	629,986	30,238	239	660,463	303,354	36,291	1,048	10,053	6,219	1,206	15,908	9,456	32,789	2-26	0-44	5-78	3-44	11-92	4,984
Ad ..	4	25	28,885	1,680	..	30,565	12,815	1,690	41	421	100	59	709	421	1,289	0-78	0-46	5-57	3-31	10-12	227
Bc ..	1	20	23,915	3,113	100	27,128	16,503	1,680	80	396	429	60	875	564	1,928	3-80	0-53	7-74	4-99	17-06	273
D ..	7	15	18,477	1,233	6	19,716	4,885	507	47	309	302	18	254	607	1,181	3-68	0-22	3-09	7-39	14-38	409
E (old)	2	15	13,985	68,977	35,907	118,869	27,900	4,138	277	1,825	1,753	143	1,455	3,096	6,447	3-54	0-29	2-94	6-25	13-02	1,973
E (new)	4	20	12,390	7,646	43,559	63,595	19,418	2,499	140	980	1,420	88	1,022	1,349	3,879	5-36	0-33	3-86	5-09	14-64	774
F ..	1	6	1,592	768	3	2,363	2,006	268	13	76	208	9	105	88	410	21-13	0-91	10-66	8-94	41-64	48
FA ..	24	20	139,186	255,965	70,909	466,060	129,667	14,911	654	5,072	5,605	495	6,789	11,204	24,093	2-89	0-25	3-50	5-77	12-41	5,924
FB ..	5	20	47,678	43,263	17,072	108,013	39,217	3,474	143	1,286	1,346	121	2,064	2,569	6,100	2-99	0-27	4-59	5-71	13-56	1,297
H ..	6	20	22,912	15,627	..	38,539	32,712	4,705	196	1,442	2,793	163	1,751	1,913	6,620	17-39	1-02	10-90	11-91	41-22	1,083
J ..	17	20	422,129	65,115	388	487,632	197,016	18,186	733	5,662	5,301	596	10,343	9,049	25,289	2-61	0-29	5-09	4-45	12-44	4,551
K ..	2	25	35,808	9,844	2,629	48,281	20,622	1,568	62	668	450	57	1,083	961	2,551	2-24	0-28	5-38	4-78	12-68	572
L ..	9	20	142,501	40,142	6,094	188,737	60,354	6,423	276	2,220	2,533	222	3,176	3,702	9,633	3-22	0-28	4-04	4-71	12-25	2,020
M ..	4	20	38,409	16,919	12,806	68,134	21,017	2,376	127	955	809	85	1,107	1,352	3,353	2-85	0-30	3-90	4-76	11-81	785
N ..	12	25	359,053	25,252	929	385,234	166,387	13,131	580	4,061	5,129	423	8,755	5,618	19,925	3-20	0-26	5-45	3-50	12-41	2,841
NA ..	2	20	65,830	3,020	..	68,850	34,531	2,701	178	991	423	79	1,815	955	3,272	1-47	0-28	6-33	3-33	11-41	4,419
NC ..	2	20	54,517	2,666	200	57,383	26,527	2,454	166	875	908	74	1,410	775	3,167	3-80	0-31	5-90	3-24	13-25	351
OD ..	6	15	117,292	15,212	1,055	133,559	59,238	5,099	253	1,823	2,864	172	3,167	2,703	8,906	5-14	0-31	5-69	4-86	16-00	1,394
OA ..	1	20	18,152	2,085	239	20,426	12,082	1,435	61	343	869	50	650	432	2,001	10-21	0-59	7-64	5-07	23-51	222
OB ..	2	20	40,217	3,424	937	46,578	30,036	3,032	169	876	769	93	1,570	942	3,374	3-96	0-48	8-09	4-85	17-38	555
OC ..	1	18	20,075	2,475	..	22,550	13,852	1,302	65	353	782	46	730	462	2,020	8-32	0-49	7-77	4-92	21-50	240
P ..	4	18	56,398	8,370	35,508	100,276	53,882	3,470	123	1,205	1,507	123	2,813	1,916	6,359	3-61	0-29	6-73	4-59	15-22	1,033
Q ..	6	25	220,191	15,662	267	236,120	140,871	11,030	288	2,586	2,420	362	7,340	3,567	13,689	2-46	0-37	7-46	3-62	13-91	1,599
R ..	10	20	106,561	74,141	34,627	215,329	73,158	8,058	419	2,901	1,919	272	3,840	4,827	10,858	2-14	0-30	4-28	5-38	12-10	2,512
S ..	4	20	60,668	39,499	616	100,783	38,835	4,857	252	1,681	1,591	159	2,047	2,337	6,224	4-00	0-38	4-87	5-57	14-82	1,054
T ..	2	18	34,097	16,967	913	41,977	28,938	1,434	53	569	824	51	1,494	850	3,219	4-71	0-29	8-54	4-86	18-40	482
UB ..	2	30	65,649	12,212	..	67,861	31,623	2,612	156	800	404	85	1,664	839	2,992	1-43	0-30	5-88	2-97	10-58	473
VA ..	3	20	63,555	5,461	..	69,016	33,358	3,310	142	1,066	1,507	106	1,747	1,171	4,531	5-24	0-37	6-08	4-07	15-76	601
VVA ..	7	20	124,859	31,407	11,647	167,913	70,083	7,766	257	2,250	3,486	266	3,702	3,435	10,889	4-98	0-38	5-29	4-91	15-56	1,789
VVB ..	3	20	109,843	12,223	7,652	129,718	66,462	5,342	199	1,387	2,319	175	3,460	2,286	8,240	4-29	0-32	6-40	4-23	15-24	1,100
VVD ..	14	20	394,994	50,985	5,440	451,419	219,494	18,966	752	4,726	6,658	645	11,524	8,220	27,047	3-54	0-34	6-13	4-37	14-38	3,720
VVE ..	2	15	13,200	4,590	117	17,907	10,499	1,482	83	395	651	48	556	422	1,677	8-73	0-64	7-45	5-66	22-48	311
VVF ..	22	25	587,191	61,983	3,248	652,422	320,033	25,257	967	7,431	7,207	862	16,843	11,295	36,207	2-65	0-32	6-20	4-15	13-32	6,013
VVG ..	8	25	51,814	5,248	357	57,419	34,409	2,605	113	741	904	102	1,877	985	3,868	3-78	0-43	7-84	4-12	16-17	559
VVH ..	3	20	25,901	20,332	11,475	57,708	18,287	2,853	162	909	2,059	94	975	1,405	4,533	8-56	0-39	4-06	5-84	18-85	725
VVJ ..	1	20	27,608	5,618	237	33,463	19,157	1,494	72	398	505	53	1,010	716	2,284	3-62	0-38	7-24	5-14	16-38	264
VVX ..	8	20	203,529	12,563	4	216,096	172,522	26,690	372	4,203	2,271	900	9,049	3,818	16,038	2-52	1-00	10-05	4-24	17-81	1,949
Totals	231	..	4,380,576	991,119	306,407	5,678,102	2,565,950	255,156	9,719	73,669	77,334	8,562	134,679	106,307	326,882	3-27	0-36	5-69	4-50	13-82	55,126
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	48,028	..	..	..	..	2-03	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	374,910	..	..	..	..	15-85	..

* 1 D transferred to Kakahi in March.

1 WA transferred to Gisborne in August.

: 1 WB transferred to Westport in January, 1 to Whangarei in March, and 1 to Westland in April.

£ Oil.

RETURN NO. 28 - continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1911--continued.

Type.	Number of Engines.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		Detail.			Running.				Running.				Running.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Stores.	Fuel.	Wages.	Total.	Repairs.	Stores.		Fuel.	Wages.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
A ..	8	30	231,205	8,107	58	239,370	88,794	8,054	583	3,419	£ 4,257	£ 299	£ 4,263	£ 3,101	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4,263	£ 299	£ 4,263	£ 3,101	11,920	£ 4

WESTLAND SECTION.

D ..	1	18	11,751	..	11,757	2,805	511	44	212	159	17	76	380	632	3-25	0-34	1-55	7-76	12-90	322
F ..	5	20	38,373	2,980	87,177	28,223	3,868	186	1,038	1,629	114	747	2,091	4,581	4-48	0-31	2-06	5-76	12-61	1,065
F ^A ..	1	20	15,425	1,691	19,886	7,559	844	43	235	384	28	222	400	1,034	4-63	0-34	2-68	4-83	12-48	225
L ^A ..	5	20	60,686	16,346	89,310	30,354	3,299	219	1,083	773	103	795	1,839	3,510	2-08	0-27	2-14	4-94	9-43	1,253
W ..	2	15	27,360	9,432	36,812	16,520	1,896	92	561	308	60	432	921	1,721	2-01	0-39	2-82	6-00	11-22	509
W ^A ..	3	20	60,095	164	66,344	26,973	2,768	128	750	921	88	718	1,203	2,930	3-33	0-32	2-60	4-35	10-60	697
W ^B ..	1	20	23,608	2,167	25,892	10,150	1,324	46	315	135	44	267	482	928	1-25	0-41	2-47	4-47	8-60	276
Totals	18	..	232,804	83,056	337,178	123,066	14,510	758	4,194	4,309	454	3,257	7,316	15,336	3-07	0-32	2-32	5-21	10-92	4,247
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	2,532	..	..	..	..	1-80	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	17,868	..	..	..	..	12-72	..

* 1 F^A transferred to Pictou in May.

† Free issue.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1911—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.		Coal.	Oil.	Tallow.		Waste.	Stores.	Fuel.		Wages and Material.	Stores.	Fuel.	Wages and Material.	

WESTPORT SECTION.

						Cwt.	Qt.	lb.	lb.	£	£	£	£					
C ..	2	12	14	27,297	..	6,184	1,001	59	380	200	173	896	1,299	1-76	0-26	1-52	7-88	11-42
F ..	2	15	3,449	4,726	33,265	7,964	1,197	90	493	596	222	1,002	1,858	4-30	0-27	1-60	7-23	13-40
F _A ..	2	15	27,972	558	42,722	14,665	1,805	125	653	410	410	1,014	1,895	2-30	0-34	2-31	5-70	10-65
W _B ..	5	20	80,617	21,024	3	50,745	6,299	243	1,347	2,027	1,415	2,062	5,706	4-78	0-48	3-34	4-87	13-47
Totals ..	11	..	112,052	87,603	5,287	79,558	10,302	517	2,873	3,233	2,220	4,974	10,758	3-79	0-39	2-60	5-82	12-60
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	2,549	..	..	..	..	2-98
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	13,307	..	..	..	..	15-58

NELSON SECTION.

						Cwt.	Qt.	lb.	lb.	£	£	£	£					
D ..	1	18	1,613	934	471	949	193	6	51	10	46	77	139	0-80	0-48	3-65	6-12	11-05
F ..	1	18	18,770	3,026	335	6,388	721	12	157	191	311	380	906	2-07	0-26	3-38	4-12	9-83
F _A ..	2	18	45,772	5,333	10	16,467	1,884	46	492	507	808	847	2,223	2-38	0-29	3-79	3-98	10-44
Totals ..	4	..	66,155	9,293	816	23,804	2,798	64	700	708	1,165	1,304	3,268	2-23	0-29	3-66	4-10	10-28
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	736	..	..	..	..	2-32
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	4,004	..	..	..	..	12-60

PICTON SECTION.

						Cwt.	Qt.	lb.	lb.	£	£	£	£					
D ..	1	18	1,549	1,333	12,007	2,656	512	26	224	57	138	303	515	0-92	0-27	2-23	4-88	8-30
F _A ..	2	18	21,849	6,429	2,398	10,210	1,517	36	440	196	531	594	1,366	1-53	0-35	4-15	4-65	10-68
G ..	4	18	49,162	20,573	4,725	19,997	3,103	91	912	1,138	1,037	1,401	3,670	3-67	0-30	3-34	4-52	11-83
Totals ..	7	..	72,560	28,335	19,130	32,863	5,132	153	1,576	1,391	1,706	2,298	5,551	2-78	0-31	3-41	4-60	11-10
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	720	..	..	..	..	1-44
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	6,271	..	..	..	..	12-54

RETURN No. 29.

SOUTH ISLAND MAIN LINE AND BRANCHES.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1911.

Mine.	1909-10.	1910-11.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
St. Helen's, White Cliffs	520	508	..	12
Homebush, Glentunnel	9,365	10,257	892	..
Mount Somers Coal Company, Mount Somers	4,291	3,819	..	472
Albury	237	283	46	..
Waihao Forks	188	16	..	172
Gibson's	26	24	..	2
Kurow	10	14	4	..
Ngapara	97	99	2	..
Shag Point	683	2,888	2,205	..
McIntosh, Bushy	..	461	461	..
Allandale Coal Company	5,056	1,041	..	4,015
Saddle Hill	35,942	35,463	..	479
Fernhill	21,943	19,967	..	1,976
Mosgiel	414	195	..	219
Taratu Mine, Lovell's Flat	14,095	12,332	..	1,763
Brook Bros., Shag Point	..	1,127	1,127	..
Benhar	136	124	..	12
Kaitangata	121,245	130,474	9,229	..
Bruce Coal Company	12,667	10,841	..	1,826
Anderson's, Stirling	34	..	..	34
Conical Hills	2,657	2,129	..	528
Sneddon and Hamilton, Pukerau	48	101	53	..
Jones, Maitland	..	4	4	..
W. McSoar, Waikaka	..	4	4	..
W. Mason, Kingston Crossing	..	47	47	..
McDowall, Wairio	..	256	256	..
New Zealand Express Company, Gore	1,541	2,908	1,367	..
Sleeman, C. P., Mataura	795	846	51	..
Beattie, Coster, and Co., Mataura	4,594	5,718	1,124	..
Collieries Company, Mataura	5,533	6,596	1,063	..
Mackie and Wallis, Mataura	32	43	11	..
H. Parker, Mataura	11	..	..	11
Nightcaps Coal Company, Nightcaps	50,352	58,086	7,734	..
McKenzie, D., Nightcaps	1,450	2,377	927	..
Grant, J., Nightcaps	..	4	4	..
Spence, J., Nightcaps	749	119	..	630
Moss Bros., Nightcaps	28	318	290	..
McIndoe and Turner, Nightcaps	59	31	..	28
Wairio Coal Company, Nightcaps	1,087	812	..	275
Westport Coal Company, Nightcaps	125	..	..	125
J. Lloyd, Nightcaps	900	7	..	893
Dillon, Wairio	..	919	919	..
Willow, Wairio	..	16	16	..
Clapp, Wairio	..	14	14	..
Withers, J., Gore	..	..	..	..
Green and Co., Gore	1,607	..	..	1,607
Broom and Co., Gore	315	41	..	274
Bowden, Ashers	943	475	..	468
Smith, Fairfax	..	..	..	..
Clark, Wyndham	42	18	..	24
McColl, Willowbank	6	..	..	6
Jones, Willowbank	24	29	5	..
J. Johnston, Kingston Crossing	27	..	..	27
Totals	299,874	311,851	27,855	15,878

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, 1911.

Port.	1909-10.	1910-11.	Increase.	Decrease.
DISCHARGED :—	No.	No.	No.	No.
Lyttelton	1,933	1,936	3	..
Timaru	280	360	80	..
Oamaru	142	172	30	..
Port Chalmers	70	65	..	5
Dunedin	86	100	14	..
Bluff	229	237	8	..
Totals	2,740	2,870	130	..
LOADED :—	No.	No.	No.	No.
Lyttelton	1,756	1,922	166	..
Timaru	289	319	30	..
Oamaru	151	160	9	..
Port Chalmers	65	62	..	3
Dunedin	51	58	7	..
Bluff	229	236	7	..
Totals	2,541	2,757	216	..

RETURN No. 31.

SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1911, 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	87 63	.. ..	87 63	317 26
Rangiora-Sheffield and Eyreton Junction - Bennett's .. .. .	.. ..	.. ..	53 56	.. ..	.. ..	4 77	.. ..	58 53
Waipara-Mina .. .. .	.. ..	.. ..	35 30	.. ..	.. ..	3 65	.. ..	39 15
Southbridge and Little River Branches .. .. .	.. ..	.. ..	48 7	.. ..	.. ..	6 7	.. ..	54 14
Springfield and White Cliffs Branches [Branch .. .. .	.. ..	.. ..	69 6	304 75	.. ..	7 70	33 33	76 76
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	304 75	534 38	87 63	33 33	121 16	655 54
DUNEDIN DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	165 40	5 66	.. ..	171 26	68 37	.. ..	68 37	239 63
Dunroon Branch .. .. .	.. ..	.. ..	37 41	.. ..	.. ..	3 12	.. ..	40 53
Oamaru-Breakwater Branch .. .. .	.. ..	.. ..	0 63	.. ..	.. ..	1 62	.. ..	2 45
Ngapara & Livingstone Branches .. .. .	.. ..	.. ..	27 4	.. ..	.. ..	2 15	.. ..	29 19
Waihemo Branch .. .. .	.. ..	.. ..	8 65	.. ..	.. ..	0 63	.. ..	9 48
Port Chalmers Branch .. .. .	.. ..	.. ..	1 26	.. ..	.. ..	3 65	.. ..	5 11
Walton Park Branch .. .. .	.. ..	.. ..	2 49	278 2	.. ..	0 52	28 71	3 21
Fernhill Branch .. .. .	.. ..	.. ..	1 57	.. ..	.. ..	0 23	.. ..	2 0
Otago Central Railway .. .. .	.. ..	.. ..	134 51	.. ..	.. ..	10 31	.. ..	145 2
Outram Branch .. .. .	.. ..	.. ..	9 0	.. ..	.. ..	0 63	.. ..	9 63
Lawrence Branch .. .. .	.. ..	.. ..	29 32	.. ..	.. ..	2 51	.. ..	32 3
Catlin's River Branch .. .. .	.. ..	.. ..	25 44	.. ..	.. ..	2 34	.. ..	27 48
Totals, Dunedin Division	165 40	5 66	278 2	449 28	68 37	28 71	97 28	546 56
INVERCARGILL DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	82 41	.. ..	.. ..	82 41	31 44	.. ..	31 44	114 5
Tapanui Branch .. .. .	.. ..	.. ..	26 21	.. ..	.. ..	2 56	.. ..	28 77
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	307 41	.. ..	2 4	38 53	27 43
Kingston Branch .. .. .	.. ..	.. ..	87 0	.. ..	.. ..	10 63	.. ..	97 63
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	31 44	38 53	70 17	460 19
Grand Totals—Whole Line	459 58	23 52	890 38	1,373 68	187 64	100 77	288 61	1,662 49

RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1911.

PART III.—GOODS: REGULATIONS.

Regulation (3), Class E: Penalty rate for sacks containing cereals or other agricultural produce amended to conform with by-law.

Regulation (22): Returned empty butter, egg, fish, fresh-meat, fruit, and vegetable packages previously carried over the railways full to be carried free up to 100 miles, and for balance of journey at "empty return" rate.

Regulation (23): Free carriage granted up to 100 miles for empty cases for carriage of fruit and shooks for manufacture of fruit-cases, and for balance of journey fruit-cases to be charged at the "empty return" rate and shooks at Class D.

PART IV.—GOODS: LOCAL RATES.

Coal to Greymouth from Blackball Coal Company's mine: Rate cancelled.

Coal, Blackball to Greymouth: Rate provided.

Coal, Roa (Paparoa Coal Company's line) to Greymouth: Rate provided.

Other goods booked between stations on Government line and Roa (Paparoa Coal Company's line): Rates provided.

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

Removed—					Class
Cartridges, safety, small-arm, packed. Owner's risk. Dangerous. (If sent through parcels, single rate)	...	...	...	...	A
Inserted—					
Cartridges, safety, small-arm, not otherwise specified, packed. Owner's risk. Dangerous. (If sent through parcels, single rate)	...	...	...	...	A
Cartridges, safety, small-arm, New Zealand manufacture, packed. Owner's risk. Dangerous. (If sent through parcels, single rate)	...	...	...	...	D
Removed—					
Empties: Returned butter, egg, fish, fresh-meat, fruit, and vegetable packages	...	...	...	...	Free
Inserted—					
Empties: Returned butter, egg, fish, fresh-meat, fruit, and vegetable packages	...	...	...	...	See Part III
Removed—					
Glue and glue-pieces, packed	...	...	...	...	D
Inserted—					
Glue and glue-pieces, not otherwise specified, packed	...	...	...	...	D
Glue and glue-pieces and fleshings for glue-making consigned direct from tanneries and slaughter-yards to glue-making factories. Owner's risk	...	...	...	...	N
Kale-seed	...	...	...	...	D

PART VI.—WHARVES.

GREYMOUTH WHARF.

Berthage-charges amended to meet cases of vessels occupying berths for an undue length of time.

Timber for export to be charged wharfage.

WESTPORT WHARF.

Berthage-charges amended to meet the case of vessels failing to put to sea when loading completed.

NELSON WHARF.

Berthage-charges amended to meet conditions of new wharf.

PICTON WHARF.

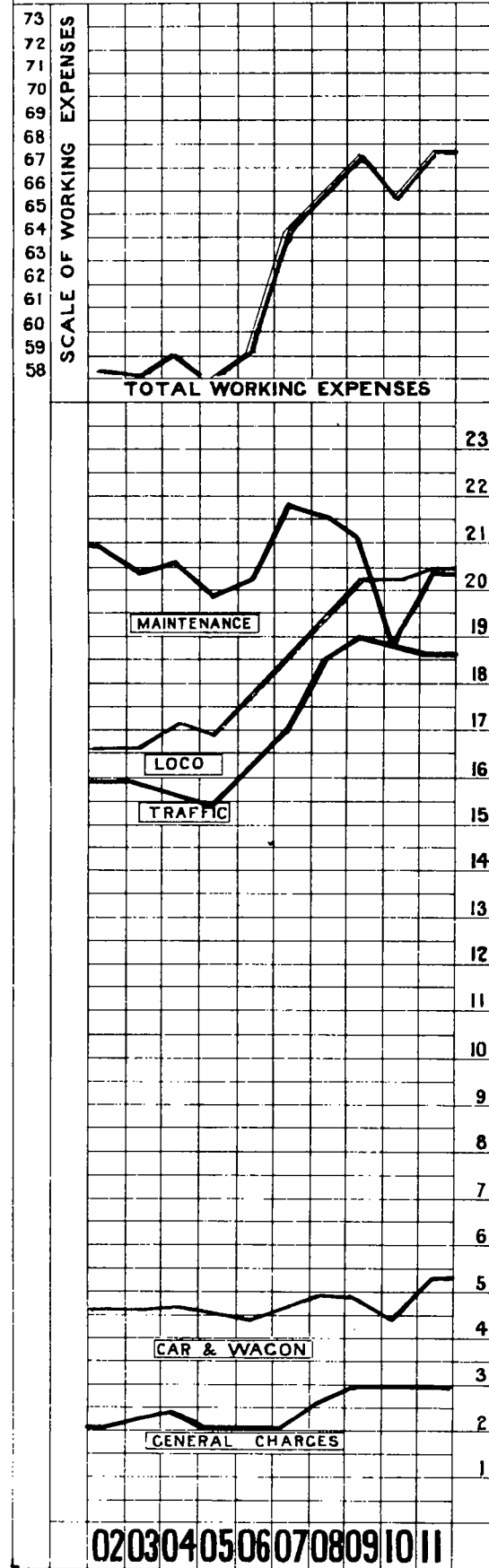
Provision for free wharfage on goods to and from the Sounds deleted, and berthage-charges on vessels trading between Picton and the Sounds amended.

FOXTON WHARF.

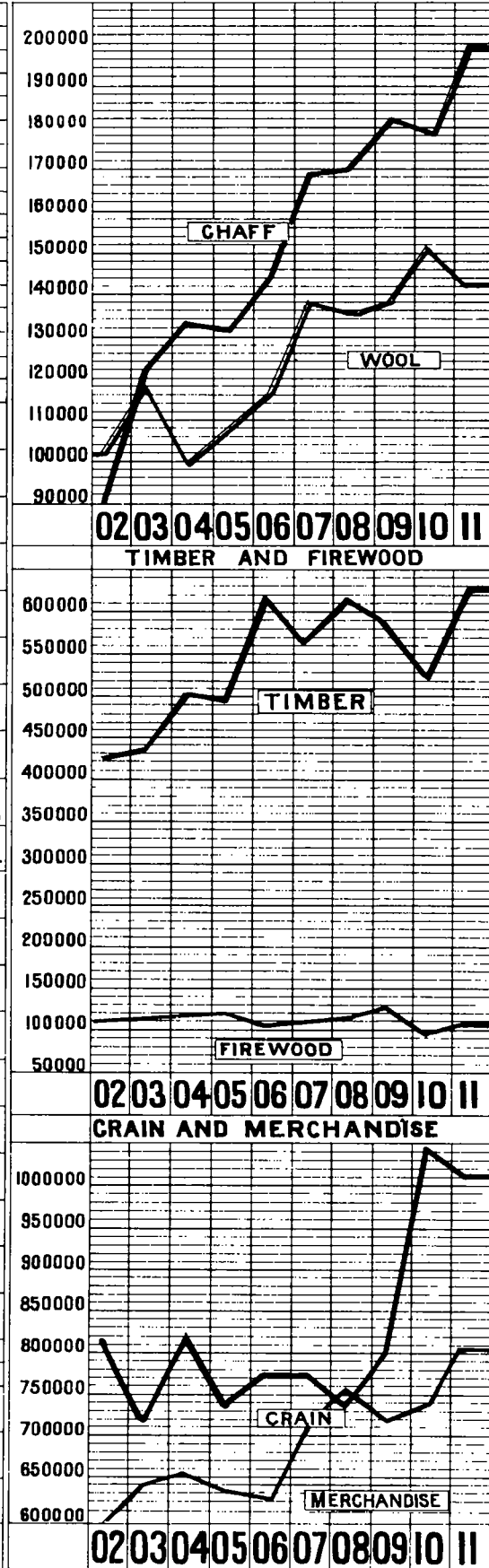
Provision made for wharfage-charges to be leviable on goods and live-stock loaded on the Government lands adjacent to the wharves or on private wharves worked in conjunction with Railway leaseholds.

NEW ZEALAND GOVERNMENT RAILWAYS

WORKING EXPENSES PER TRAIN MILE

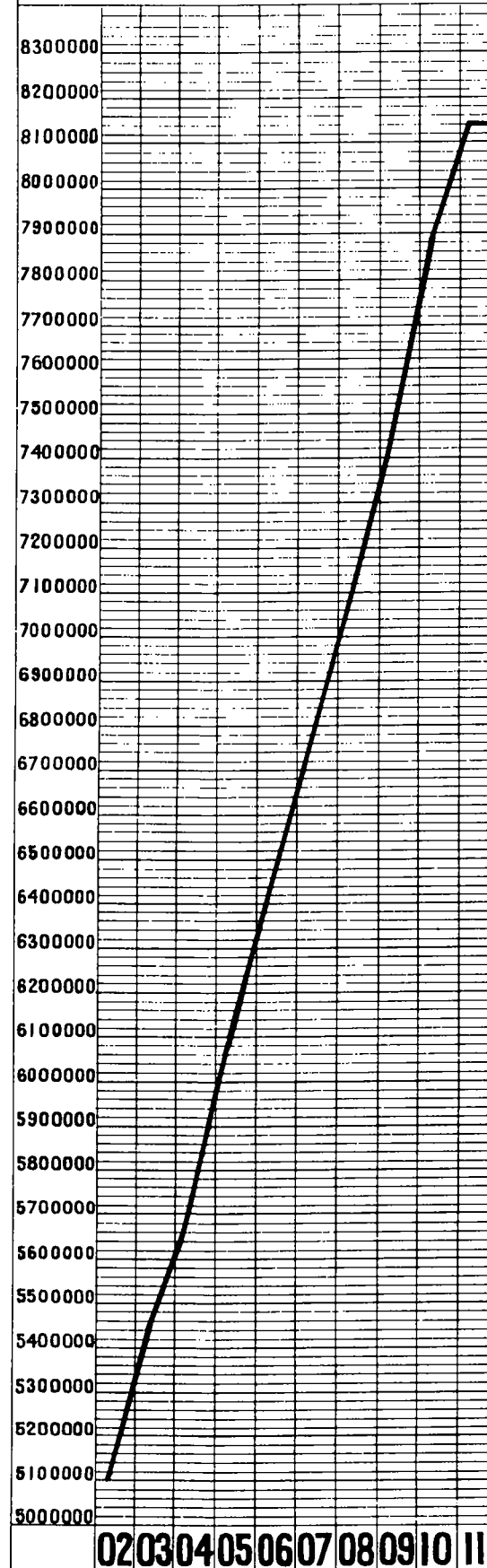


TONNAGE OF GOODS

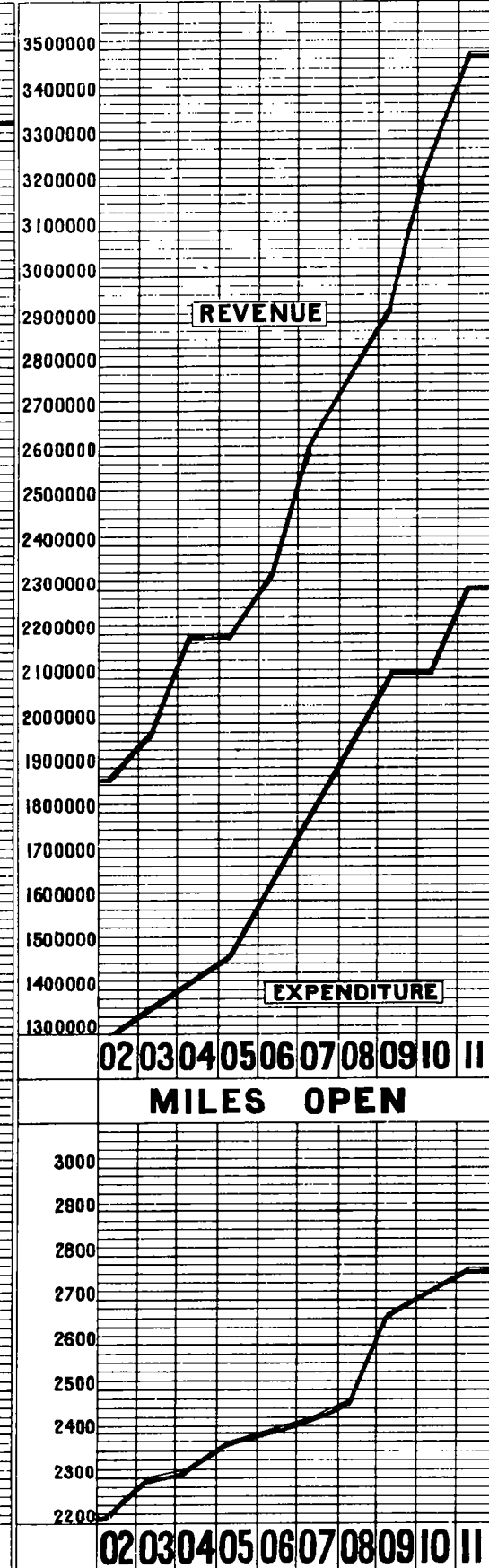


NEW ZEALAND GOVERNMENT RAILWAYS

TRAIN MILEAGE

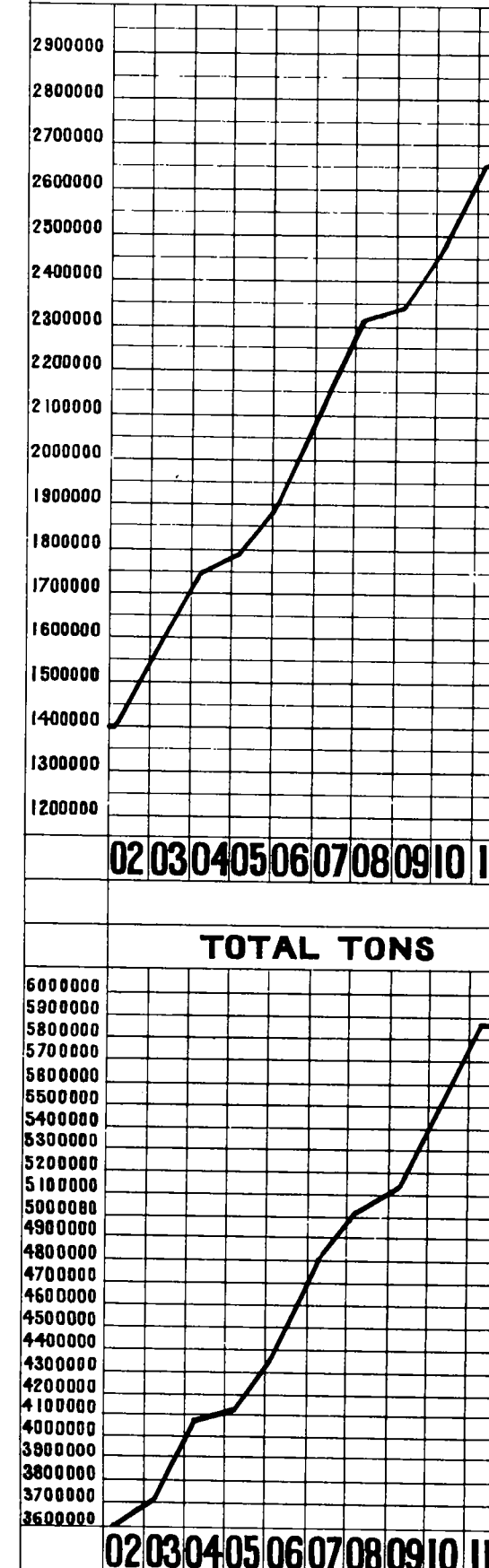


REVENUE & EXPENDITURE

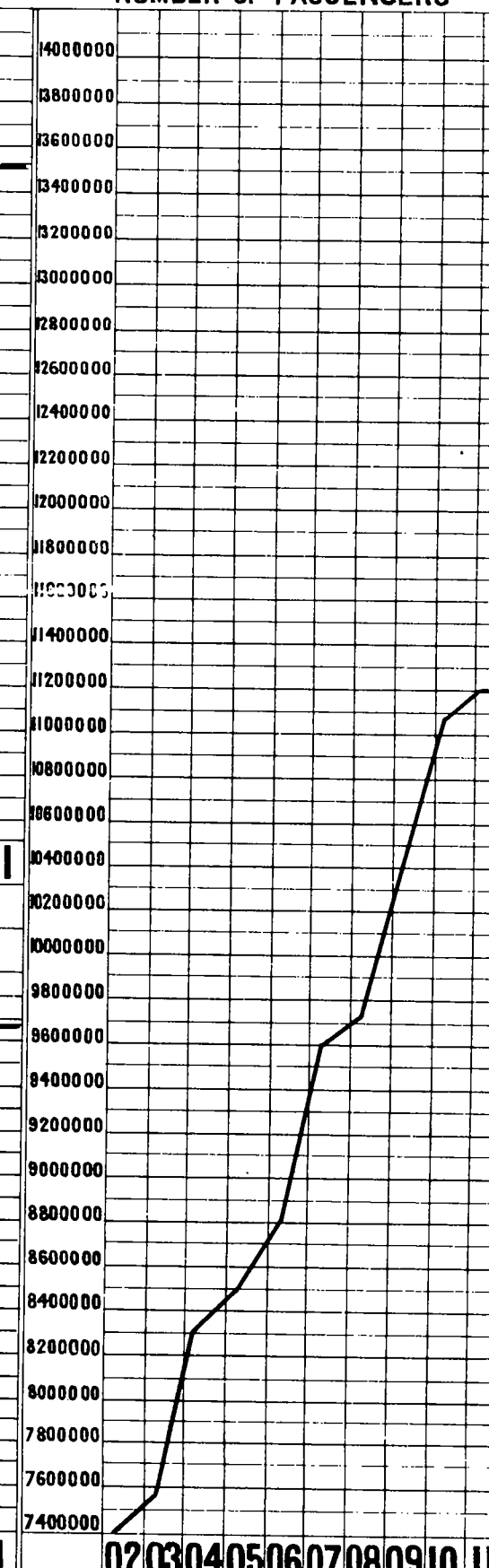


NEW ZEALAND GOVERNMENT RAILWAYS

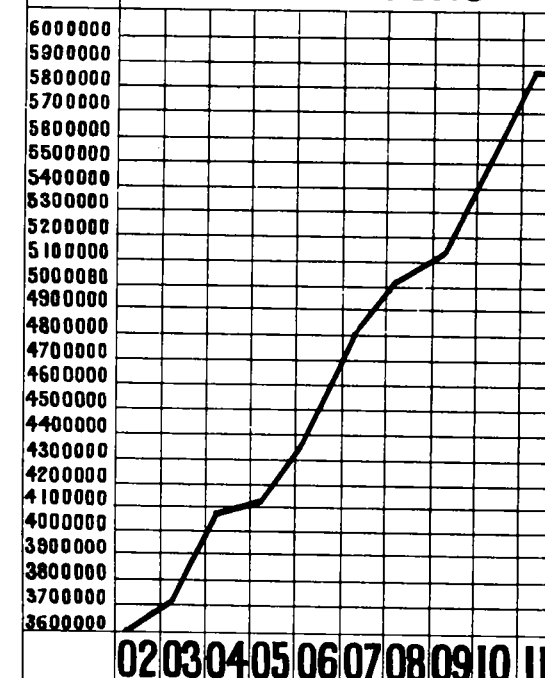
MINERALS



NUMBER OF PASSENGERS



TOTAL TONS



Auckland to Sydney 1279 m.

Auckland to San Francisco 5958 m.

MAP OF NEW ZEALAND

SHOWING RAILWAY, STEAMER, AND COACH ROUTES.

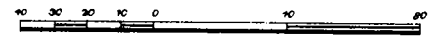
STATISTICS.

Government Railways open for traffic on 31st March, 1911	2,761 miles.
Private Companies' lines	29 "
Capital cost of Government Railways open on 31st March, 1911	£29,606,546
Revenue from Government Railways, year ending 31st March, 1911	£3,494,182
Expenditure on "	£2,303,272
Passengers carried on "	11,200,613
Number of season tickets issued,	222,104
Cattle, sheep, and pigs carried,	6,282,518
Tonnage carried,	5,555,292
Number of miles travelled by trains,	8,141,075
Number of locomotives,	478
Number of passenger-carriages,	1,166
Number of wagons and brake-vans,	18,036
Area of Dominion, square miles	104,471
Population, estimated, at 31st March, 1911 (including Maoris)	1,055,640
Chief cities:—	
Auckland	103,081
Wellington	69,237
Christchurch	78,081
Dunedin	59,835

North Island

South Island

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 Te Hana	75
" Rotorua	171
" Wanganui	344
" Cambridge	101
" Thames	148
New Plymouth to Wanganui	107
" Napier	276
" Wellington (via Longburn)	251
" " (via Rimutaka)	296
Napier to Wellington (via Longburn)	199
" " (via Rimutaka)	210
Wellington to Auckland (via Longburn)	426
" Rotorua	428
Christchurch to Culverden	69
" Dunedin	230
Omaha to "	78
Dunedin to Clyde	143
" Invercargill	139
" Lawrence	60
" Bluff	156
" Kingston (via Waimea Plains Line)	114
" " (via Invercargill)	226
Bluff to Kingston	104

