

## OAMARU—TOKARAHI.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	1,823	1,783	+ 40	2·24
Expenditure .. ..	1,798	1,741	+ 57	3·27
Net revenue .. ..	25	42	— 17	40·48
Passenger journeys ..	42,297	39,826	+2,471	6·20

The increase in expenditure is due mainly to capital charges on a new bus placed in service during the year. This service, which is operated in the place of a branch-line passenger-train service, is giving satisfactory results.

## DUNEDIN — PORT CHALMERS.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	5,762	4,840	+ 922	19·05
Expenditure .. ..	5,174	4,541	+ 633	13·94
Net revenue .. ..	588	299	+ 289	96·65
Passenger journeys ..	207,650	175,799	+31,851	18·12

Both revenue and expenditure show substantial increases due to increased operation. Passenger journeys show an increase of 18·12 per cent. and bus-miles an increase of 11,746, or 13·18 per cent. During the year a new seasonal service between Dunedin and Eglinton Valley was taken over from the Dunedin City Council, and the fleet was increased by two de luxe buses to meet this traffic and to supplement the fleet in use on the Dunedin — Port Chalmers route.

## WAIPAHI—EDIEVALE.

	1935.
	£
Revenue .. ..	1,207
Expenditure .. ..	1,156
Net revenue .. ..	51
Passenger journeys ..	9,063

This service was inaugurated on 18th December, 1933, and it was therefore running for only a portion of the previous year. The service is definitely paying its way, and the net revenue shown is satisfactory in view of the fact that the bus in service was snow-bound from 30th June to 11th July, 1934, during which time a hired service car had to be used at a cost of £20. Through the operation of this service a substantial saving is being effected by the discontinuance of the running of mixed trains, the passenger portion of which the bus service was inaugurated to supplant, and provides further evidence of the satisfactory effect of the Board's policy in dealing with such branch lines.

## LAKE WAKATIPU STEAMERS.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	10,647	9,617	+1,030	10·71
Expenditure .. ..	10,269	9,610	+ 659	6·86
Net revenue .. ..	378	7	+ 371	..

A steady increase in revenue was shown throughout the year. Passenger traffic shows an increase of 7·07 per cent., notwithstanding the fact that this year's accounts do not include any Easter traffic, whereas two Easters fell in the previous financial year. Revenue was equal to that of pre-depression years.

The increased expenditure was due principally to the additional mileage run (2,140 miles; 10·30 per cent.). Much of this additional mileage was due to the running of Sunday excursions, and involved the payment of higher rates of wages. The cost of repairs decreased by £150, chiefly from the fact that during the previous year both steamers underwent heavy repairs, and only light repairs were required this year. Expenditure on buildings, wharves, &c., increased by £239, due to the fact that comparatively little maintenance was required during the previous year.

## DEPARTMENTAL DWELLINGS.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	105,338	137,238	—31,900	23·24
Expenditure .. ..	155,302	150,781	+ 4,521	8·90
Loss .. ..	49,964	13,543	+36,421	268·93