

NEW ZEALAND RAILWAYS.—STATEMENT OF THE AVERAGE COST OF WAGON STOCK IMPORTED BY THE GENERAL GOVERNMENT—continued.

—	Timber Trucks.	Cattle Trucks.	Sheep Trucks.	Meat Trucks.	Horse Boxes.	Covered Goods Wagons.	High-side Wagons.	Low-side Wagons.	Iron Hopper Wagons.
WESTPORT :—									
Average English charges	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. 61 14 6	£ s. d. ...	£ s. d. 114 19 1
Average Colonial charges	...	...	...	...	...	...	26 19 6	...	13 9 8
Net average cost	...	...	...	...	...	...	88 14 0	...	128 8 9
NELSON :—									
Average English charges	68 18 8	67 14 6	72 2 3	...	...	...	68 19 4	69 7 11	...
Average Colonial charges	21 2 8	52 16 8	52 16 8	...	...	...	31 14 0	26 8 4	...
Net average cost	90 1 4	120 11 2	124 18 11	...	...	...	100 13 4	95 16 3	...
PICTON :—									
Average English charges	64 15 0	60 19 9	66 4 0	...	...	126 14 11	104 18 2	77 14 11	...
Average Colonial charges	21 2 8	52 16 8	52 16 8	...	...	20 0 0	20 0 0	24 10 1	...
Net average cost	85 17 8	113 16 5	119 0 8	...	...	146 14 11	124 18 2	102 5 0	...
CHRISTCHURCH :—									
Average English charges	59 9 4	66 5 9	70 2 8	...	95 10 3	67 1 10	74 4 4	70 19 8	120 18 2
Average Colonial charges	13 11 1	32 11 10	33 11 9	...	45 17 4	32 9 0	19 16 6	16 17 8	9 18 3
Net average cost	73 0 5	98 17 7	103 14 5	...	141 7 7	99 10 10	94 0 10	87 17 4	130 16 5
DUNEDIN :—									
Average English charges	60 15 3	69 0 6	70 9 9	...	82 17 2	78 7 8	77 4 5	61 16 6	105 19 9
Average Colonial charges	24 9 4	58 8 5	61 3 4	...	91 15 0	54 6 0	35 18 7	30 11 8	18 7 0
Net average cost	85 4 7	127 8 11	131 13 1	...	174 12 2	132 13 8	113 3 0	92 8 2	124 6 9
INVERCARGILL :—									
Average English charges	69 0 7	65 7 7	72 3 11	...	83 1 1	67 13 6	77 3 6	72 14 7	107 9 3
Average Colonial charges	11 6 0	28 5 8	28 5 6	...	42 7 6	27 15 5	17 13 1	14 12 4	8 9 6
Net average cost	80 6 7	93 13 3	100 9 5	...	125 8 7	95 8 11	94 16 7	87 6 11	115 18 9

GENERAL AVERAGE COST OF WAGON STOCK AS ABOVE.

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WAGON STOCK.—The average English charges include the cost of some stock which was imported complete, and the cost of conversion of some classes into others. The rates stated as average English charges, therefore, afford no clue to the cost per set of ironwork, in which form all the larger and more recent Home orders have been executed. Owing to the mixed nature of the importations, it has been found impossible to apportion the Colonial charges against each class of stock with certainty, and in "The General Average of Wagon Stock" it is most probable that the average cost of high and low sided wagons is given too high, while that of other classes is too low.