

SESS. II.—1891.
NEW ZEALAND.

ANNUAL REPORT ON WORKING RAILWAYS

BY THE NEW ZEALAND RAILWAY COMMISSIONERS.

Presented to Parliament in pursuance of "The Government Railways Act, 1887."

To the Hon. the MINISTER for PUBLIC WORKS.

N.Z. Railways, Head Office,
Wellington, 1st June, 1891.

SIR,—

We have the honour, in compliance with the direction in section 61 of "The Government Railways Act, 1887," to submit the annual report on the working railways of New Zealand for the twelve months ended the 31st March, 1891, for presentation to Parliament.

REVENUE, EXPENSES, AND TRAFFIC.

The returns of traffic, revenue, and expenditure of the various sections of railways are presented in the same tabular form as in the annual reports of previous years.

The outcome of the year's work is as follows:

	£	s.	d.
Gross earnings	1,121,701	0	0
Working-expenses	700,703	0	0
Net profit	£420,998	0	0

The net profit of £420,998 on a capital cost of £14,278,586 on 1,842 miles of railway gives a return of £2 18s. 11d. per cent., as against £412,782, giving £2 19s. 5d. per cent. on £13,899,955 and 1,809 miles in the previous year. The net profit has been the largest yet realised, and the cost of working the traffic has been lower than in any previous year.

There is an increase in the total traffic. The live-stock traffic has increased very largely.

There has been an increase in passenger-traffic, which must be considered satisfactory having regard to the very large special traffic created by the Dunedin Exhibition in the previous year. The result points to the success of the newly-introduced return-ticket system, and to the progressive prosperity of the colony, notwithstanding the stationary state of the population in some parts.

The extensions of railway from Wyndham to Glenham and from Palmerston North to Woodville have been opened during the year. The former does not add materially to the revenue, and is like many of the extensions made of late years, which, while adding largely to the capital cost of the railways, do not produce any interest on the outlay. The Palmerston North to Woodville line, which was opened on the 9th March, is likely to be productive of good financial results on the two systems which it connects.

The traffic for the last twelve years has been as follows:—

Year.	Miles.	Revenue.	Expenditure.	Tonnage.	Parcels, &c.	Cattle, Sheep, &c.	Passengers.	Season-tickets.
		£	£		No.	No.	No.	No.
79-80	1,172	762,573	580,010	1,108,108	180,331	285,209	2,967,090	5,077
80-81	1,277	836,454	521,957	1,377,783	286,865	300,704	2,849,561	6,499
81-82	1,319	892,026	523,099	1,437,714	316,611	343,751	2,911,477	7,207
82-83	1,358	953,347	592,821	1,564,793	341,186	477,075	3,283,378	8,621
83-84	1,396	961,304	655,990	1,700,040	359,896	686,287	3,272,644	9,036
84-85	1,477	1,045,712	690,026	1,749,856	347,425	729,528	3,232,886	8,999
85-86	1,613	1,047,419	690,340	1,823,767	349,428	858,662	3,362,266	10,717
86-87	1,727	998,768	699,072	1,747,754	372,397	942,017	3,426,403	11,821
87-88	1,758	994,843	687,328	1,735,762	399,109	940,209	3,451,850	11,518
88-89	1,777	997,615	647,045	1,920,431	399,056	919,392	3,132,803	11,817
89-90	1,809	1,095,570	682,787	2,073,955	405,838	1,068,575	3,376,459	12,311
90-91	1,842	1,121,701	700,703	2,086,011	413,074	1,348,364	3,433,629	13,881

CONDITION OF LINES AND APPLIANCES.

The lines, with all rolling-stock and appliances, have been maintained in good order. Various additions and improvements urgently needed have been made thereto from working-expenses. The plant has improved in value and efficiency, and renewals have been effected with heavier rails and more permanent materials.

ADDITIONS TO ACCOMMODATION AND APPLIANCES.

We regret that the representations made in our last annual report and on various other occasions have not met with such response as the importance of the interests concerned requires.

The funds provided from capital have been insufficient to meet the reasonable demands of the public for increased station accommodation and rolling-stock, and to extend the appliances and shop-room necessary for the economical and efficient maintenance of the railways without resorting to outside markets for the execution of work.

It would appear to be preferable to make adequate provision for additions to those lines where the traffic and business justify and require it, in preference to expending funds in extending railways which cannot at present be expected to pay any interest on capital.

For the present year the least provision which should be made to meet liabilities and pressing wants is £40,000.

The practice of late years has been to make as many miles of road as possible, at the same time omitting to provide sufficient funds for the additional appliances and improvements needed to deal properly with the traffic and maintenance work arising therefrom, and from the natural growth of business throughout the system. The public is thus liable to suffer for the want of reasonable accommodation, while at the same time many thousands of pounds of capital are lying idle on extensions of railways which are almost or entirely unused.

FUTURE PROSPECTS.

The completion of the Otago Central to Middlemarch, the extensions of the Blenheim to Awatere, the Rotorua, the Helensville North, the Catlin's River, and the Greymouth to Hokitika railways, will add not short of a million of money to the capital account, on which no interest is likely to be earned in the immediate future. While these lines will benefit the districts they serve, it is doubtful if they will pay the expenses of working, so that, although the colony on the whole is fairly prosperous, we should not expect the net result of working to improve much under the circumstances.

Should the Manawatu Company's line be acquired by the colony, it will conduce to the more profitable and convenient working of the Government lines comprised between Taranaki, Napier, and Wellington.

For the financial year ending the 31st March, 1892, we have estimated for a net revenue of £414,000 only. As there will be no Easter traffic during that year, and the grain and flax traffic will be smaller than usual, and extensive reductions in rates and fares have been made in pursuance of section 20 of the Government Railways Act, we think this is as large a sum as should be estimated for.

GENERAL.

Acting in accordance with the policy indicated in last year's report—namely, to facilitate traffic in natural productions, and to give cheaper and better facilities for travelling, to such an extent as could be done without materially disturbing the finances of the colony—we have reduced a large number of rates, the most important of which are those affecting native brown coals and firewood.

The issue of return tickets daily, with a liberal return time-allowance, at two-thirds of the cost of the single fares previously used, has been a very important and popular change. Particulars of the alterations in rates and fares are enumerated in Return No. 30. Improved facilities for travelling have been afforded by these reduced fares, as well as by improved time-tables between Dunedin or Invercargill and the Lakes, and between Napier, Wellington, and Taranaki, and by adding improved carriage-stock.

During the year papers have been presented to Parliament (D.-4, 1890) relating to demands made by the employés, among other things, for reducing the hours of labour in certain cases, and for limiting the practice of working overtime. The Commissioners met these demands as far as they appeared reasonable. The concessions in time, and the increase in staff necessary to reduce the overtime, are estimated to cost about £10,000 per annum. The difficulties occasioned by the strikes led to a greatly increased outlay on fuel, thereby adding to the expenses of working. The contract prices for nearly all stores have also risen since the beginning of the year.

Disturbances arose in the railway staff in August and September last, some of the employés electing to obey the orders of irresponsible persons outside of the railway, and to disobey the rules of the railway service under which they were engaged, refusing to perform the handling of goods, shunting, and other work in connection with ships the owners of which were in some way mixed up with the strikes in Australia. Papers bearing on this subject were also presented to Parliament (H.-44, 1890).

In consequence of the circumstances attending these movements among the staff, the Commissioners have found it necessary to decline to discuss the affairs of the employés with any persons outside the railway service. The Government Railways Act constitutes the Commissioners the tribunal to see that proper service is exacted from the employés on the one hand, and that fair treatment is accorded to them on the other. The interference of both well-intentioned persons and agitators is mischievous and injurious to efficient and safe conduct of the public service, and should not therefore be countenanced.

Some representations have been made to the Commissioners on the subject of the carriage of wool by traction-engine in preference to the railway in certain localities. Such a practice is carried on at the expense of the ratepayers who maintain the roads, and who as a rule derive no benefit whatever from it. The persons who gain are the owners of the goods and the proprietors of the traction-engines. Those persons who lose are the local ratepayers.

The owner of the traction-engine, who gets full loads and continuous work for a few weeks during the year, and who can stop work in slack times, and who pays nothing towards the heavy injury which he does to the roads, can, over certain distances, and under certain conditions, compete with the railway, the charges for the use of which have to cover the cost of maintenance. If the ratepayers, who are in no way benefited, are willing to maintain the roads free for the advantage of the very few persons who elect to take their wool by road, the railways cannot be expected to secure the traffic, and it is a question which may properly be considered whether in future it is desirable to extend railways into remote country districts, which may be served by traction-engines in this way more cheaply.

In reviewing the progress of the Government railways during the past ten years, and taking the length open in the years 1881 and 1891 at 1,277 and 1,842 miles, and assuming the population at 500,000 and 623,000, we find the population per mile to be 391 and 338 respectively. The railway-mileage has therefore been increasing in a much greater proportion than the population.

The traffic per head of population has, however, grown so as, on the whole, to give a greater traffic per mile open; but, while the capital has been increased from £9,228,000 to £14,278,586, as the traffic has been carried at lower rates, the interest earned is lower notwithstanding greater economy in working. This economy has been attained by the more careful disposition and training of the staff, the zeal of the employés of all grades, the improvements in roads and structures, the introduction of superior carriage and wagon stock, the more skilful use of lubricants, water, and fuel in the locomotives, the adoption of better types of locomotives, and by improving the shops and machinery.

How much has been done since 1880 is shown by the results of working the Hurunui-Bluff section. The cost of working 755 miles in 1879-80 was £439,717; while the cost of working 1,074 miles, with a much larger traffic, in 1890-91 has been £425,500. On the whole it is apparent that the progress of the railways has been satisfactory.

As there is a certain amount of discussion now going on about the zone-ticket system which has been adopted in some European countries, and some confusion of ideas exists about it, it is desirable to remark upon it.

It is generally supposed that there is some gain to the travelling public in the system itself. This, however, is doubtful. The advantage in most cases which has accompanied the zone system, but which is independent of it, consists in the reduction of fares.

The reduction of fares in most cases is made with a diminishing charge for increasing distances, which is effected generally by adopting a fixed charge per zone, the zones increasing in length the further they are from the initial starting-point. In one instance the zone-lengths are based on the square roots of the distances from the starting-point.

A fare-table may be made with a diminishing rate as the distance increases, either by adopting gradually increasing lengths of zones, with a fixed charge per zone, or by adopting a gradually diminishing charge per zone, with a fixed length of zone. The same object can be gained by either plan. If we adopted a diminishing rate per mile to compute our passenger-fares we should be following the latter plan.

The zone system is merely the mechanical part of dealing with ticket issues and fares, and we should not gain by its adoption. The subject which has been confused with it is the amount of the fares charged, and the question of whether this should be uniform or diminishing according to distance.

It would be of no practical moment to the public whether the lowered fares are computed on the mileage system or on an irregular zone system, or on one based on square roots, or on a complex one.

The reasonableness of passenger-fares from various points of view must depend mainly upon the population, and their location in relation to the railways, and the current wages of the country.

Those countries where experiments are being tried with lower fares computed on such systems have a large population. The Austrian Empire has 3,000, Belgium 2,000, Sweden 1,000 people per mile of railway, and the rate of wages is only a fraction of what it is here.

A further reduction in fares made without regard to our present population, or to the current wages which are paid for working the railway services, would involve a reduced profit.

In conclusion, it may be added that the zone systems are not similar to the stage system which has been proposed in New Zealand, the proposed fares for which in many instances are very much lower than those in operation in Europe or elsewhere.

We have the honour to be,

Sir,

Your most obedient servants,

JAMES MCKERROW,

J. P. MAXWELL,

W. M. HANNAY,

The New Zealand Railway Commissioners.

INDEX OF RETURNS

ACCOMPANYING THE ANNUAL REPORT OF THE NEW ZEALAND RAILWAY COMMISSIONERS.—
1890-91.

—	Return No.	Description.
	1	Revenue accounts.
	2	Expenditure account.
	3	Detail of classified expenditure.
	4	Classified expenditure and revenue.
	5	Comparative statement of passenger and goods traffic.
	6	Cost of construction and rate of interest.
	7	Comparison of revenue and expenditure for twelve financial years.
	8	Traffic ton mileage for chief sections.
	9	Classified maintenance expenditure.
	10	Revenue and expenditure of stations.
	11	Stores contracts.
	12	Carriage and wagon stock, and tarpaulins.
	13	Locomotive stock.
		Weighing machines.
		Weighbridges.
	14	Traversers and turntables.
		Cranes.
		Pumps.
	15	Renewals of rails.
	16	Renewals of sleepers.
	17	Number of stations and sidings.
	18	Particulars of private siding traffic.
	19	Mileage of lines.
	20	Sleepers laid and removed.
	21	Number of employés.
	22	Accidents.
	23	Locomotive returns.
	24	Traffic from coal-mines, Hurunui-Bluff.
	25	Vessels loaded and discharged at different ports, Hurunui-Bluff.
	26	Mileage of track, main line, and sidings, Hurunui-Bluff.
	27	Comparison of expenditure on maintenance for thirteen years, Hurunui-Bluff.
	28	Statement of maintenance of different divisions of Hurunui-Bluff.
	29	Statement of expenditure on additions to open lines.
	30	Alterations in scale of charges.

RETURN NO. 2.

DR.

GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1891.

CR.

	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Balance brought forward:—												
Outstanding accounts,—												
Other Government departments, for—												
Stores	692	16	11									
Workshops	411	1	11									
Way and works	587	12	1									
Personal accounts, for—												
Stores	6	10	5									
Workshops	1,704	4	5									
Way and works	14	18	9									
Stock of stores in hand				1,725	13	7						
Payments per Treasury to 31st March, 1891,—												
Vote 57* ...							751,097	19	7			
Under "The Government Railways Act, 1887"							3,200	0	0			
Recovery from Manawatu County Council							754,297	19	7			
Deposit for purchase of permanent-way material							183	12	0			
Vouchers unpaid at Treasury on 31st March, 1891, carried forward							25,000	0	0			
							59,590	11	5			
* NOTE.—Payments per Treasury	£751,097	19	7									
Recoveries	41,708	18	6									
Net charge to Vote 57	£709,389	1	1									
By Vouchers unpaid at Treasury on 31st March, 1890, brought forward												
Classified expenditure as per Return No. 4												
Recoveries per Treasury to credit of Vote 57,—												
Other Government departments, for—												
Stores	1,459	5	10									
Workshops	2,682	13	1									
Way and works	7,431	6	3									
Miscellaneous	1,249	7	5									
Personal accounts, for—												
Stores	1,783	10	8									
Workshops	9,867	15	4									
Way and works	409	0	11									
Miscellaneous	285	17	6									
Miscellaneous recoveries												
Deposit Account,—												
Permanent-way material on hand							15,460	2	4			
Cash with Agent-General on imprest...							1,168	5	10			
Cash in Treasury							6,380	14	5			
Vouchers dealt with by Treasury in April							1,990	17	5			
Balance carried forward:—										25,000	0	0
Outstanding accounts,—												
Other Government departments, for—												
Stores	174	5	11									
Workshops	201	9	6									
Way and works	446	2	8									
Miscellaneous	308	1	4									
Personal accounts, for—												
Stores	19	19	11									
Workshops	682	11	7									
Way and works	95	5	3									
Miscellaneous	3	13	9									
Stock of stores in hand							801	10	6			
										1,931	9	11
										107,236	19	9
										£934,381	9	

A. C. FIFE, Railway Accountant.

RETURN No. 3.
CLASSIFIED EXPENDITURE for Year ended 31st March, 1891.

Sections.	Maintenance of Way and Works.					Locomotive Power.					Carriages.	Wagons.	Traffic.	General Charges.	Sundrie .	Grand Total.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	Total.						
WAGES.																
Kawakawa	£ 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.
Whangarei	571 1 1	39 0 0	52 13 7	1 9 3	664 3 11	390 7 3	7 9 7	..	349 18 8	747 15 6	60 14 5	142 16 2	951 9 7	64 7 8	2 0 0	2,633 7 3
Auckland	496 5 9	57 5 6	22 0 5	..	575 11 8	678 8 3	23 3 1	51 1 11	117 14 5	870 7 8	37 18 2	54 0 7	687 5 9	56 7 2	10 6 10	2,291 17 10
Napier-Taranaki ..	16,289 14 3	3,478 19 6	912 15 7	556 11 5	21,238 0 9	7,174 12 4	685 1 6	99 2 2	2,531 16 4	10,490 12 4	1,242 0 11	1,915 1 1	18,226 9 8	2,072 18 4	537 11 11	55,722 15 0
Wellington	22,561 9 9	4,747 4 5	713 0 1	1,678 13 5	29,700 7 8	9,378 17 10	666 7 7	45 11 8	3,847 12 2	13,938 9 3	3,849 3 5	2,916 13 8	19,026 18 3	2,901 6 11	629 7 5	72,962 6 7
Hurunui-Bluff ..	7,763 11 11	1,749 8 3	488 12 7	490 0 6	10,491 13 3	5,977 10 5	417 12 0	61 16 6	3,736 4 2	10,193 3 1	1,200 2 3	1,620 13 6	9,417 15 4	1,384 8 10	602 13 1	34,910 9 4
Greymouth	75,903 7 8	17,228 3 5	7,861 4 7	7,582 6 10	108,635 2 6	39,758 5 3	3,266 5 5	393 2 6	19,296 12 11	62,714 6 1	8,545 15 11	11,923 16 6	115,281 9 3	12,568 3 3	1,036 19 5	320,705 12 11
Westport	1,634 8 10	268 10 9	183 9 4	702 3 2	2,788 12 1	1,259 8 7	108 3 9	16 0 11	654 2 0	2,037 15 3	270 13 2	1,454 5 6	4,893 0 3	417 10 11	89 14 1	11,951 11 3
Nelson	1,604 19 3	569 7 7	114 14 1	259 2 3	2,548 3 2	1,808 5 9	71 0 6	0 7 0	652 12 4	2,532 5 7	169 6 5	1,348 7 3	3,652 19 9	474 3 7	65 9 11	10,790 15 8
Picton	1,397 19 1	916 18 2	100 12 7	381 3 7	2,796 13 5	794 3 1	35 12 6	1 1 6	346 11 7	1,177 8 8	711 16 7	317 15 1	2,455 16 6	178 15 9	49 2 10	7,687 8 10
	1,172 16 4	577 16 9	10 5 0	341 0 7	2,101 18 8	551 3 0	48 8 5	..	356 11 1	956 2 6	323 1 0	151 3 9	1,337 14 8	116 6 3	29 16 7	5,016 3 5
Total	129,455 13 11	29,632 14 4	10,459 7 10	11,992 11 0	181,540 7 1	67,771 1 9	5,329 4 4	668 4 2	31,889 15 8	105,658 5 11	16,410 12 3	21,844 13 1	175,930 19 0	20,234 8 8	3,053 2 1	524,672 8 1
STORES.																
Kawakawa	28 17 3	75 1 8	23 2 10	17 0 5	144 2 2	..	83 8 7	30 3 0	77 9 6	191 1 1	1 4 1	15 3 11	24 2 0	6 18 9	..	382 12 0
Whangarei	21 16 3	11 7 10	25 12 4	..	58 16 5	..	158 8 7	36 19 6	20 18 11	216 7 0	2 3 8	76 3 7	20 9 11	5 17 9	..	379 18 4
Auckland	2,611 11 4	1,134 4 5	547 18 2	563 0 2	4,856 14 1	..	2,036 11 3	298 17 6	1,381 17 8	3,717 6 5	792 12 9	1,233 6 10	1,339 14 5	182 9 0	19 6 4	12,141 9 10
Napier-Taranaki ..	6,137 7 6	2,000 6 9	621 19 5	1,922 16 9	10,682 10 5	..	7,981 11 8	537 16 7	2,243 7 9	10,762 16 0	2,283 5 10	1,482 7 4	1,446 13 10	267 8 10	23 13 2	26,948 15 5
Wellington	1 281 9 10	959 9 6	164 19 2	350 12 3	2,756 10 9	..	4,681 17 8	392 2 7	1,869 5 6	6,943 5 9	405 8 4	757 18 6	858 5 10	128 8 2	53 12 7	11,903 9 11
Hurunui-Bluff ..	17 656 18 10	6,417 16 4	3,768 17 11	6,598 15 6	34,442 8 7	..	23,861 6 4	2,461 9 7	8,893 11 11	35,216 7 10	4,057 10 7	6,591 6 7	8,407 17 2	1,136 6 1	86 7 0	89,938 3 10
Greymouth	334 12 2	151 7 9	105 0 1	484 4 4	1,075 4 4	..	344 18 5	48 14 7	266 13 3	660 6 3	15 9 10	707 1 2	719 19 7	46 11 4	0 14 3	3,225 6 9
Westport	1,535 16 5	573 4 0	44 0 5	193 11 10	2,346 12 8	..	370 4 4	70 19 3	203 14 5	644 18 0	18 5 7	350 12 3	224 1 10	48 16 6	1 4 11	3,634 11 9
Nelson	739 16 1	805 3 1	148 17 0	235 18 0	1,929 14 2	..	278 4 1	37 1 11	168 6 6	483 12 6	399 5 7	136 6 4	268 0 9	15 4 1	0 7 6	3,232 10 11
Picton	528 14 0	372 19 7	8 9 4	214 7 0	1,124 9 11	..	211 2 2	30 8 8	116 4 3	357 15 1	168 5 1	23 4 5	74 5 9	13 2 1	..	1,761 2 4
Total	30,876 19 8	12,501 0 11	5,458 16 8	10,580 6 3	59,417 3 6	..	40,007 13 1	3,944 13 2	15,241 9 8	59,193 15 11	8,143 11 4	11,373 10 11	13,383 11 1	1,851 2 7	185 5 9	153,548 1 1
MISCELLANEOUS.																
Kawakawa	..	..	..	..	..	..	0 8 2	..	35 12 0	36 0 2	1 0 0	4 7 9	0 17 7	..	..	42 5 6
Whangarei	0 2 7	0 4 10	..	..	0 7 5	..	9 19 3	..	3 12 7	13 11 10	0 17 2	4 8 3	0 16 2	..	5 8 5	25 9 3
Auckland	20 11 0	14 19 1	..	0 8 1	35 18 2	..	16 15 0	..	513 15 0	530 10 0	226 19 8	370 9 1	206 13 6	..	93 6 11	1,463 17 4
Napier-Taranaki ..	88 0 2	34 5 5	8 13 9	5 5 8	136 5 0	..	..	..	1,128 3 5	1,128 3 5	1,044 7 10	766 10 6	630 15 6	..	95 18 8	3,802 0 11
Wellington	10 13 6	1 0 6	..	1 8 4	13 2 4	..	3 16 5	..	526 5 10	530 2 3	152 13 11	216 3 4	438 17 9	..	42 6 4	1,393 5 11
Hurunui-Bluff ..	43 5 8	47 2 5	2 10 11	85 2 3	178 1 3	..	14 6 6	..	4,741 10 1	4,755 16 7	2,081 5 6	3,116 16 1	2,752 18 9	134 15 4	1,837 5 5	14,856 18 11
Greymouth	..	..	..	..	..	..	0 17 11	..	68 1 6	68 19 5	2 7 11	151 0 7	56 2 9	1 15 0	65 10 9	345 16 5
Westport	..	..	..	0 12 4	0 12 4	..	9 0 2	..	78 5 0	87 5 2	8 4 1	106 6 0	12 13 0	..	..	215 0 7
Nelson	1 4 8	0 15 5	..	5 7 2	7 7 3	..	..	..	20 19 6	20 19 6	93 10 3	45 9 3	37 3 8	..	21 5 9	225 15 8
Picton	..	0 1 6	..	0 12 3	0 13 9	..	0 6 6	..	39 18 5	40 4 11	58 14 2	3 11 1	9 5 0	..	..	112 8 11
Total	163 17 7	98 9 2	11 4 8	98 16 1	372 7 6	..	55 9 11	..	7,156 3 4	7,211 13 3	3,670 0 6	4,785 1 11	4,146 3 8	136 10 4	2,161 2 3	22,482 19 5
Grand total ..	160,496 11 2	42,232 4 5	15,929 9 2	22,671 13 4	241,329 18 1	67,771 1 9	45,392 7 4	4,612 17 4	54,287 8 8	172,063 15 1	28,224 4 1	38,003 5 11	193,460 13 9	22,222 1 7	5,399 10 1	700,703 8 7

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, 1891.

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.	General Charges.	Sundries.	Total.	Total for Year.			Maintenance.		Locomotive.		Carriage and Wagon Repairs.		Traffic Expenses.		General Charges.		Sundries.					
													Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.						
1890-91.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.		
Kawakawa ...	8	9,358	4,097 0 4	512 2 7	8 9	808 6 1	974 16 9	225 6 4	976 9 2	71 6 5	2 0 0	3,058 4 9	74'65	382'28	78'43	101'04	20'73	121'85	25'00	28'16	5'78	122'06	25'04	8'92	1'83	2'25	0'05				
Whangarei ...	7	10,211	3,823 2 6	546 3 2	7 5	634 15 6	1,100 6 6	175 11 5	703 11 10	62 4 11	15 15 3	2,697 5 5	70'55	385'32	63'40	90'68	14'92	157'19	25'86	25'08	4'13	101'23	16'66	8'89	1'46	2'25	0'37				
Auckland ...	265	338,565	111,670 5 9	421 8 0	6 7	26,130 13 0	14,738 8 9	5,780 10 4	19,772 17 7	2,255 7 4	650 5 2	69,328 2 2	62'08	261'62	49'14	98'61	18'52	55'62	10'45	21'81	4'10	74'61	14'01	8'51	1'60	2'46	0'46				
Napier-Taranaki ...	328	473,925	159,186 2 7	511 15 9	6 8	40,519 3 1	25,829 8 8	12,342 8 7	21,104 7 7	3,168 15 9	748 19 3	103,713 2 11	64'90	333'44	52'52	130'27	20'52	83'04	13'08	39'68	6'25	67'85	10'69	10'19	1'60	2'41	0'38				
Wellington ...	91	226,920	78,027 8 5	857 8 10	6 10	13,261 6 4	17,666 11 1	4,352 19 10	10,714 18 11	1,512 17 0	698 12 0	48,207 5 2	61'78	529'75	50'99	145'73	14'03	194'14	18'69	47'84	4'60	117'75	11'33	16'62	1'60	7'67	0'74				
Hurunui-Bluff ...	1,074	1,714,991	696,382 3 2	648 13 10	8 14	143,255 12 4	102,686 10 6	36,316 11 2	126,442 5 2	13,839 4 8	2,960 11 10	425,500 15 8	61'10	396'36	59'58	133'45	20'05	95'65	14'37	33'83	5'08	117'78	17'70	12'89	1'94	2'76	0'41				
Greymouth ...	8	25,049	25,197 7 6	3,149 13 5	20 14	3,863 16 5	2,767 0 11	2,600 18 2	5,669 2 7	465 17 3	155 19 1	15,522 14 5	61'60	1,940'34	148'73	482'98	37'02	345'88	26'51	325'11	24'92	708'64	54'31	58'23	4'47	19'50	1'50				
Westport ...	20	35,639	27,228 7 7	1,361 8 4	15 34	4,895 8 2	3,264 8 9	2,001 1 7	3,889 14 7	523 0 1	66 14 10	14,640 8 0	53'77	732'02	98'59	244'77	32'97	163'22	21'98	100'05	13'48	194'49	26'19	26'15	3'52	3'34	0'45				
Nelson ...	23	38,614	8,915 8 3	387 12 7	4 74	4,733 14 10	1,682 0 8	1,704 3 1	2,761 0 11	193 19 10	70 16 1	11,145 15 5	125'02	484'60	69'28	205'81	29'42	73'13	10'46	74'09	10'59	120'05	17'16	8'44	1'21	3'08	0'44				
Pictou ...	18	21,504	7,174 3 1	398 11 3	6 8	3,227 2 4	1,354 2 6	727 19 6	1,421 5 5	129 8 4	29 16 7	6,889 14 8	96'04	382'76	76'89	179'28	36'02	75'23	15'11	40'14	8'13	78'96	15'86	7'19	1'44	1'66	0'33				
Totals ...	1,842	2,894,776	1,121,701 9 2	614 15 7	7 9	241,329 18 1	172,063 15 1	66,227 10 0	193,460 13 9	22,222 1 7	5,399 10 1	700,703 8 7	62'47	384'04	58'09	132'27	20'01	94'30	14'26	36'30	5'49	106'03	16'04	12'18	1'84	2'96	0'45				
Postal, &c., services not recovered			26,000 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
			1,147,701 9 2	...	...	...	...	...	...	...	...	700,703 8 7	61'05	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
1889-90.																															
Kawakawa ...	8	10,066	4,009 1 5	501 2 8	7 11	821 9 10	873 14 4	315 3 4	1,048 16 0	92 17 5	...	3,152 0 11	78'62	394'01	75'15	102'69	19'59	109'21	20'83	39'40	7'51	131'10	25'01	11'61	2'21	...	...	...	...		
Whangarei ...	7	9,572	2,625 10 3	375 1 5	5 5	545 13 6	846 4 4	219 1 7	532 4 1	62 6 7	22 1 8	2,227 11 9	84'84	318'23	55'85	77'96	13'68	120'89	21'22	31'30	5'49	76'03	13'35	8'90	1'56	3'15	0'55				
Auckland ...	254	341,402	104,130 13 11	410 14 10	6 1	29,856 9 9	15,334 10 5	8,102 7 2	19,453 10 8	2,622 15 10	410 6 1	75,779 19 11	72'77	298'91	53'27	117'77	20'99	60'49	10'78	31'96	5'69	76'73	13'68	10'34	1'84	1'62	0'29				
Napier-Taranaki ...	312	473,769	154,022 16 10	496 17 0	6 6	37,564 10 7	23,301 11 10	10,784 12 4	19,824 8 1	3,877 14 5	536 12 0	95,889 9 3	62'26	309'32	48'57	121'17	19'03	75'17	11'80	34'79	5'46	63'95	10'04	12'51	1'97	1'73	0'27				
Wellington ...	91	233,658	73,251 16 7	805 19 9	6 3	12,675 6 3	16,612 8 11	5,986 14 6	9,898 6 4	1,830 11 1	625 5 7	47,628 12 8	65'02	524'06	48'92	139'40	13'02	182'79	17'06	65'88	6'15	108'91	10'17	20'14	1'88	6'88	0'64				
Hurunui-Bluff ...	1,069	1,670,625	687,473 9 6	650 2 10	8 24	145,322 14 10	92,585 8 1	36,487 8 1	119,646 3 11	16,552 2 4	863 10 9	411,457 8 0	59'85	389'11	59'11	137'43	20'88	87'56	13'30	34'50	5'24	113'15	17'19	15'65	2'38	0'82	0'12				
Greymouth ...	8	27,161	25,085 8 3	3,135 13 7	18 54	2,806 4 1	3,135 16 3	2,433 13 2	5,242 4 0	591 3 0	2,538 3 9	16,747 4 3	66'77	2,093'40	147'98	350'78	24'80	391'98	27'71	304'21	21'50	655'27	46'32	73'89	5'22	317'27	22'43				
Westport ...	19	41,627	28,340 14 0	1,491 12 4	13 74	5,838 19 10	3,471 1 11	1,510 3 10	3,113 4 7	654 16 10	56 9 8	14,644 16 8	51'67	770'78	84'43	307'32	33'66	182'69	20'01	79'48	8'71	163'85	17'95	34'47	3'78	2'97	0'32				
Nelson ...	23	39,223	9,658 16 8	419 19 0	4 11	4,219 11 10	1,820 2 11	834 19 8	2,380 1 9	262 6 3	45 5 2	9,562 7 7	99'00	415'76	58'52	183'46	25'82	79'14	11'14	36'30	5'11	103'48	14'56	11'41	1'61	1'97	0'28				
Pictou ...	18	21,100	6,971 6 5	387 6 0	6 74	2,424 0 6	1,199 8 7	537 1 0	1,287 15 7	150 8 10	98 19 0	5,697 13 6	81'73	316'54	64'81	134'67	27'57	66'63	13'64	29'84	6'11	71'54	14'65	8'36	1'71	5'50	1'13				
Totals ...	1,809	2,868,203	1,095,569 13 10	609 12 3	7 74	242,075 1 0	159,180 7 7	67,211 4 8	182,426 15 0	26,697 2 7	5,196 13 8	682,787 4 6	62'32	379'93	57'13	134'70	20'26	88'57	13'32	37'40	5'62	101'51	15'27	14'86	2'23	2'89	0'43				
Postal, &c., services not recovered			26,000 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
			1,121,569 13 10	...	...	...	...	...	...	...	...	682,787 4 6	60'88	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		

A. C. FIRE, Railway Accountant.

RETURN No. 5.
COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1891.

Sections.	Length Open 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, &c.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.						
1890-91.		Single.	Return.	Single.	Return.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.
Kawakawa ...	8	710	958	2,500	6,612	10,780	8	19	42	8	43	112	4	15	4	1,382	109	1,514	51 16 0	5 0 0	58 8 0	...	168 2 0	...	1,877 2 0	23,918 15 0	26,027 7 0	26,079 3 0	...	...	...	...	
Whangarei ...	7	2,488	...	9,206	...	11,694	1	...	...	...	...	...	15	240	1	673	38	967	77 15 0	...	55 0 0	18 0 0	107 6 0	...	4,260 0 0	25,123 16 0	29,564 2 0	29,641 17 0	...	...	...	...	
Auckland ...	265	17,357	36,656	96,289	220,994	371,296	1,819	41,311	572	33	2,193	44,109	67	8,921	1,552	66,375	4,912	81,827	4,123 0 0	5,995 0 0	1,051 16 0	3,180 0 0	9,802 7 0	13,141 17 0	31,169 17 0	82,819 8 0	147,160 5 0	151,283 5 0	...	...	...	...	
Napier-Taranaki ...	328	31,928	76,602	136,622	276,942	522,094	1,085	55,839	2,964	139	5,477	64,419	118	8,216	169	278,932	8,339	295,774	10,687 17 0	2,615 0 0	9,642 12 0	30,132 0 0	32,738 14 0	22,310 5 0	48,404 19 0	25,582 11 0	171,426 1 0	182,113 18 0	...	...	...	...	
Wellington ...	91	9,539	63,246	48,726	221,786	343,297	1,552	38,150	581	68	2,519	41,318	19	2,371	342	215,160	1,905	219,797	7,284 2 0	1,005 0 0	9,636 0 0	10,038 0 0	21,570 1 0	3,651 19 0	31,768 14 0	14,010 18 0	91,680 12 0	98,964 14 0	...	...	...	...	
Hurunui-Bluff ...	1,074	77,516	355,652	330,461	1,207,398	1,971,027	8,732	232,363	5,541	496	12,138	250,538	347	13,062	291	694,429	39,035	747,164	25,721 4 0	18,730 0 0	65,599 4 0	22,668 0 0	79,915 14 0	479,614 15 0	248,811 8 0	352,975 0 0	1,268,314 1 0	1,294,035 5 0	...	...	...	...	
Greymouth ...	8	1,644	6,730	11,573	63,554	83,501	206	4,060	62	5	265	4,392	6	6	10	1,022	329	1,373	46 18 0	130 0 0	32 0 0	1,098 0 0	2,466 3 0	1,468 14 0	10,863 3 0	128,709 18 0	144,767 18 0	144,814 16 0	...	...	...	...	
Westport ...	20	24	178	7,118	24,728	32,048	115	3,476	2	...	67	3,545	1	1	1	22	1	26	1 10 0	...	...	882 0 0	5,161 0 0	...	2,488 2 0	168,895 0 0	177,426 0	177,427 12 0	...	...	...	...	
Nelson ...	23	811	1,606	12,677	36,712	51,806	211	3,856	4	5	105	3,970	4	...	2	74	12	92	4 15 0	710 0 0	250 8 0	1,830 0 0	1,137 7 0	2,885 18 0	1,928 13 0	2,770 10 0	11,512 16 0	11,517 11 0	...	...	...	...	
Picton ...	18	1,724	5,266	5,312	23,784	36,086	152	1,245	22	3	158	1,428	1	1	4	402	4	412	13 11 0	610 0 0	1,375 12 0	3,804 0 0	11 1 0	5,609 11 0	3,447 19 0	3,273 7 0	18,131 10 0	18,145 1 0	...	...	...	...	
Total ...	1,842	143,741	546,894	660,484	2,082,510	3,433,629	13,881	380,319	9,790	757	22,965	413,831	582	32,833	2,376	1,258,471	54,684	1,348,946	48,012 8 0	29,800 0 0	87,701 0 0	73,650 0 0	153,077 15 0	528,682 19 0	385,019 17 0	828,079 3 0	2,086,010 14 0	2,134,023 2 0	...	...	...	...	
1889-90.																																	
Kawakawa ...	8	870	904	2,560	5,830	10,164	2	192	20	1	57	270	3	48	...	1,404	91	1,546	57 15 0	5 0 0	48 4 0	...	168 17 0	...	1,884 8 0	23,527 5 0	25,633 14 0	25,691 9 0	...	...	...	...	
Whangarei ...	7	2,629	...	7,593	...	10,222	1	...	...	...	...	...	13	104	2	404	...	523	40 0 0	10 0 0	49 0 0	25 0 0	188 15 0	...	3,396 1 0	15,402 6 0	19,071 7 0	19,111 7 0	...	...	...	...	
Auckland ...	254	21,787	31,076	123,813	174,324	351,000	1,489	40,182	481	37	2,048	42,748	72	10,034	790	64,304	4,589	79,789	4,235 4 0	5,555 0 0	805 0 0	3,987 0 0	6,103 5 0	15,568 10 0	29,445 17 0	69,703 2 0	131,167 14 0	135,402 18 0	...	...	...	...	
Napier-Taranaki ...	312	45,419	52,670	187,940	200,680	486,709	945	54,222	2,710	115	4,956	62,003	125	7,449	378	193,266	10,357	211,575	7,934 8 0	2,450 0 0	8,784 16 0	31,547 0 0	39,445 17 0	19,006 7 0	50,682 9 0	14,366 13 0	166,283 2 0	174,217 10 0	...	...	...	...	
Wellington ...	91	15,167	52,238	67,790	202,604	337,799	1,401	38,594	549	61	2,231	41,435	35	1,377	244	173,079	1,120	175,855	5,748 16 0	1,440 0 0	11,649 0 0	6,381 0 0	23,876 5 0	31,930 10 0	13,087 16 0	95,232 17 0	100,981 13 0	...	...	...	...		
Hurunui-Bluff ...	1,069	125,386	324,962	487,706	1,030,724	1,968,778	7,752	230,613	5,512	491	11,352	247,968	417	10,632	586	552,564	35,159	599,358	20,730 10 0	27,365 0 0	68,707 4 0	25,641 0 0	94,549 9 0	449,024 5 0	269,866 12 0	325,195 6 0	1,260,348 16 0	1,281,079 6 0	...	...	...	...	
Greymouth ...	8	1,869	5,284	11,650	58,890	77,693	283	2,277	55	...	206	2,538	1	...	13	25	164	203	7 1 0	10 0 0	8 12 0	491 0 0	1,218 11 0	197 17 0	5,468 1 0	150,655 14 0	158,049 15 0	158,056 16 0	...	...	...	...	
Westport ...	19	52	188	8,660	25,376	34,276	59	3,771	...	...	105	3,876	1	...	...	53	1	55	2 3 0	60 0 0	...	1,016 0 0	5,602 16 0	...	2,341 7 0	180,422 3 0	189,442 6 0	189,444 9 0	...	...	...	...	
Nelson ...	23	929	2,410	21,324	36,562	61,225	180	4,118	5	2	101	4,226	7	2	1	67	...	77	6 1 0	645 0 0	253 8 0	1,844 0 0	1,627 4 0	3,881 17 0	2,164 16 0	1,688 10 0	12,104 15 0	12,110 16 0	...	...	...	...	
Picton ...	18	2,685	4,630	6,980	24,298	38,593	199	1,302	26	1	153	1,482	4	38	2	170	58	272	16 16 0	360 0 0	908 8 0	6,522 0 0	32 14 0	3,651 4 0	2,078 2 0	3,068 13 0	16,621 1 0	16,637 17 0	...	...	...	...	
Total ...	1,809	216,793	474,362	926,016	1,759,288	3,376,459	12,311	375,271	9,358	708	21,209	406,546	678	29,684	2,016	985,336	51,539	1,069,253	38,778 14 0	37,900 0 0	91,213 12 0	77,454 0 0	172,813 13 0	498,198 11 0	399,258 3 0	797,117 8 0	2,073,955 7 0	2,112,734 1 0	...	...	...	...	

Sections.	Revenue.										Miles travelled by Trains.				
	Ordinary Passengers.	Season Tickets.	Parcels and Luggage.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Passengers and Mixed.	Goods.	Total.	Shunting and Ballasting.	Grand Total.	
1890-91.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.	No.	
Kawakawa ...	446 3 0	50 0 8	33 0 11	529 4 7	3,399 19 2	112 2 4	55 14 3	3,567 15 9	4,097 0 4	9,176	182	9,358	5,312	14,670	
Whangarei ...	323 9 0	31 16 4	4 11 4	359 16 8	3,328 13 0	75 3 9	59 9 1	3,463 5 10	3,823 2 6	7,973	2,238	10,211	5,773	15,984	
Auckland ...	35,411 8 7	2,978 14 11	3,560 5 9	41,950 9 3	67,723 5 10	244 8 9	1,752 1 11	69,719 16 6	111,670 5 9	316,965	21,600	338,565	69,498	408,063	
Napier-Taranaki ...	63,288 4 4	2,339 8 2	6,813 13 3	72,441 5 9	81,332 15 10	3,338 13 8	2,073 7 4	86,744 16 10	159,186 2 7	420,707	53,218	473,925	104,199	578,124	
Wellington ...	26,309 16 8	2,117 2 1	3,589 3 3	32,016 2 0	44,289 11 2	259 7 11	1,462 7 4	46,011 6 5	78,027 8 5	186,540	40,380	226,920	72,183	299,103	
Hurunui-Bluff ...	196,362 18 2	12,153 11 5	24,338 17 0	232,855 6 7	437,311 14 0	14,546 15 1	11,668 7 6	463,526 16 7	696,382 3 2	1,471,454	243,537	1,714,991	573,993	2,288,984	
Greymouth ...	3,607 19 6	174 6 3	210 9 4	3,992 15 1	20,281 9 5	833 10 6	89 12 6	21,204 12 5	25,197 7 6	23,469	1,502	24,971	26,173	51,144	
Westport ...	2,064 14 6	99 10 3	155 0 11	2,319 5 8	24,099 4 8	692 11 1	117 6 2	24,909 1 11	27,228 7 7	35,639	...	35,639	35,592	71,231	
Nelson ...	3,069 6 3	373 5 11	203 4 2	3,645 16 4	4,740 3 0	408 2 5	121 6 6	5,269 11 11	8,915 8 3	37,696	918	38,614	6,408	45,022	
Picton ...	2,237 16 11	153 11 11	88 6 2	2,479 15 0	4,272 5 6	206 17 1	215 5 6	4,694 8 1	7,174 3 1	19,920	1,584	21,504	5,323	26,827	
Total ...	333,121 16 11	20,471 7 11	38,996 12 1	392,589 16 11	690,779 1 7	20,717 12 7	17,614 18 1	729,111 12 3	1,121,701 9 2	2,529,539	365,159	2,894,698	904,454	3,799,152	
1889-90.															
Kawakawa ...	436 12 5	53 11 10	26 1 6	516 5 9	3,371 9 11	69 4 3	52 1 6	3,492 15 8	4,009 1 5	9,826	240	10,066	6,433	16,499	
Whangarei ...	288 8 3	37 12 5	4 15 3	330 15 11	2,225 4 10	16 17 1	52 12 5	2,294 14 4	2,625 10 3	8,091	1,481	9,572	2,043	11,615	
Auckland ...	34,242 6 1	3,043 19 8	3,339 7 4	40,625 13 11	61,438 16 2	303 6 3	1,762 18 5	63,505 0 10	104,130 13 11	315,552	25,850	341,402	79,025	420,427	
Napier-Taranaki ...	60,871 9 7	2,734 19 2	6,132 10 9	69,738 19 6	79,124 8 5	3,474 4 0	1,685 4 11	84,283 17 4	154,022 16 10	422,981	50,788	473,769	139,424	613,193	
Wellington ...	25,775 9 10	1,989 1 5	3,380 11 6	31,145 2 9	40,803 7 3	166 5 8	1,137 0 11	42,106 13 10	73,251 16 7	190,989	42,669	233,658	87,727	321,385	
Hurunui-Bluff ...	214,663 16 4	12,643 12 4	23,649 3 8	250,956 12 4	413,573 5 2	12,166 19 8	10,776 12 4	436,516 17 2	687,473 9 6	1,489,028	181,597	1,670,625	644,663	2,315,288	
Greymouth ...	3,330 9 4	273 7 9	130 6 4	3,734 3 5	20,559 5 10	671 0 9	120 18 3	25,085 8 3	26,269	892	...	27,161	34,317	61,478	
Westport ...	2,144 4 5	151 2 3	151 2 3	2,446 8 11	25,153 9 4	649 1 3	91 14 6	25,894 5 1	28,340 14 0	41,627	...	41,627	42,375	84,002	
Nelson ...	3,527 6 1	383 2 4	200 10 6	4,110 18 11	5,080 8 8	355 1 7	112 7 6	5,447 17 9	9,658 16 8	37,797	1,426	39,223	5,749	44,972	
Picton ...	2,563 12 0	193 14 10	82 11 9	2,839 18 7	3,677 9 3	218 12 4	235 6 3	4,131 7 10	6,971 6 5	20,658	442	21,100	3,919	25,019	
Total ...	347,843 14 4	21,504 4 0	37,097 0 10	406,444 19 2	655,007 4 10	18,090 12 10	16,026 17 0	689,124 14 8	1,095,569 13 10	2,562,818	305,385	2,868,203	1,045,675	3,913,878	

RETURN No. 6.

ESTIMATED COST of Construction of Railways, Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines.

Section.	State of Line.	1886.			1887.			1888.			1889.			1890.			1891.		
		Cost of Construction.	Net Revenue.	Rate of Interest.	Cost of Construction.	Net Revenue.	Rate of Interest.	Cost of Construction.	Net Revenue.	Rate of Interest.	Cost of Construction.	Net Revenue.	Rate of Interest.	Cost of Construction.	Net Revenue.	Rate of Interest.	Cost of Construction.	Net Revenue.	Rate of Interest.
Kawakawa	Opened	£ 89,441	£ 958	£ s. d. 1 1 5	£ 90,528	£ 1,951	£ s. d. 2 3 1	£ 90,069	£ 1,393	£ s. d. 1 10 11	£ 89,993	£ 973	£ s. d. 1 1 8	£ 90,235	£ 857	£ s. d. 0 19 0	£ 90,235	£ 1,039	£ s. d. 1 3 0
"	Unopened	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Whangarei-Kamo	Opened	68,241	617	0 18 1	69,961	717	1 0 6	69,721	81	0 2 4	69,722	692	0 19 10	70,095	398	0 11 4	70,095	1,126	1 12 2
Marton-Te Awamutu (North End)	Unopened	60,780	.. ..	.. ..	182,869	.. ..	.. ..	135,501	.. ..	.. ..	104,838	.. ..	.. ..	49,054	.. ..	.. ..	52,226	.. ..	.. ..
Auckland	Opened	1,545,181	37,929	2 9 1	1,672,506	19,228	1 3 0	1,807,971	23,950	1 6 6	1,688,971	33,210	1 16 11	1,720,587	28,351	1 9 10	1,725,583	42,342	2 4 4
"	Unopened	81,437	.. ..	.. ..	51,694	.. ..	.. ..	112,500	.. ..	.. ..	161,186	.. ..	.. ..	134,414	.. ..	.. ..	168,465	.. ..	.. ..
Napier	Opened	559,800	27,647	4 18 9	628,669	29,341	4 13 4	659,892	27,645	4 3 9	662,832	31,346	4 14 7	656,164	34,214	5 4 3	847,918	.. ..	.. ..
"	Unopened	12,109	.. ..	.. ..	7,803	.. ..	.. ..	28,160	.. ..	.. ..	64,708	.. ..	.. ..	133,390	.. ..	.. ..	.. ..	.. ..	.. ..
Marton-Te Awamutu (South End)	Opened	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	7,785	.. ..	.. ..	1,200	.. ..	.. ..	2,869	55,473	2 6 10
Wanganui	Unopened	1,349,900	8,650	0 12 10	1,398,738	7,255	0 10 4	1,403,041	9,765	0 13 11	99,018	13,312	0 17 9	103,452	23,919	1 11 7	103,452	.. ..	.. ..
Wellington-Foxton (private line)	Unopened	18,330	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	1,400,674	.. ..	.. ..	1,408,900	.. ..	.. ..	1,416,947	.. ..	.. ..
Wellington	Opened	41,815	.. ..	.. ..	41,816	.. ..	.. ..	41,798	.. ..	.. ..	41,895	.. ..	.. ..	41,898	.. ..	.. ..	42,117	.. ..	.. ..
"	Unopened	815,000	20,850	2 11 2	961,871	22,036	2 5 10	966,386	19,436	2 0 3	976,465	20,753	2 2 6	1,050,095	25,623	2 8 10	1,051,577	29,820	2 16 9
Stock	Unopened	92,762	.. ..	.. ..	18,236	.. ..	.. ..	49,344	.. ..	.. ..	74,510	.. ..	.. ..	15,459	.. ..	.. ..	15,194	.. ..	.. ..
Surveys .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Miscellaneous .. ..	.. ..	17,129	.. ..	.. ..	17,334	.. ..	.. ..	20,229	.. ..	.. ..	26,163	.. ..	.. ..	27,206	.. ..	.. ..	27,498	.. ..	.. ..
Hurunui-Bluff	Opened	5,168	.. ..	.. ..	5,169	.. ..	.. ..	5,169	.. ..	.. ..	5,169	.. ..	.. ..	5,169	.. ..	.. ..	5,169	.. ..	.. ..
"	Unopened	7,288,049	239,601	3 5 9	7,428,562	196,488	2 12 11	7,574,218	204,192	2 13 11	7,580,494	222,714	2 18 9	7,805,935	276,016	3 10 9	7,971,242	270,881	3 7 11
Greymouth	Opened	355,199	.. ..	.. ..	419,786	.. ..	.. ..	440,437	.. ..	.. ..	503,246	.. ..	.. ..	430,666	.. ..	.. ..	329,426	.. ..	.. ..
"	Unopened	180,300	9,850	5 9 3	189,393	10,437	5 10 2	195,114	11,450	5 17 5	199,121	13,188	6 12 6	200,219	8,338	4 3 3	200,231	9,675	4 16 8
" Harbour Works	Unopened	15,959	.. ..	.. ..	15,959	.. ..	.. ..	15,959	.. ..	.. ..	15,959	.. ..	.. ..	15,959	.. ..	.. ..	15,959	.. ..	.. ..
Greymouth-Hokitika .. ..	.. ..	127,230	.. ..	.. ..	127,234	.. ..	.. ..	127,234	.. ..	.. ..	127,234	.. ..	.. ..	127,234	.. ..	.. ..	127,234	.. ..	.. ..
Westport	Opened	37,777	.. ..	.. ..	54,549	.. ..	.. ..	69,389	.. ..	.. ..	92,274	.. ..	.. ..	99,784	.. ..	.. ..	100,611	.. ..	.. ..
" Harbour Works	Unopened	214,402	8,492	3 19 2	214,804	10,385	4 16 8	222,894	8,444	3 15 9	232,934	13,000	5 11 8	226,415	13,696	6 1 0	227,354	12,588	5 10 9
Nelson	Opened	14,111	.. ..	.. ..	14,111	.. ..	.. ..	14,111	.. ..	.. ..	14,111	.. ..	.. ..	14,111	.. ..	.. ..	14,111	.. ..	.. ..
"	Unopened	166,700	2,206	1 6 6	163,965	1,764	1 1 6	165,178	1,429	0 17 4	165,087	1,130	0 13 8	165,448	96	0 1 2	165,447	-2,230	.. ..
Picton	Opened	8,214	.. ..	.. ..	12,500	.. ..	.. ..	12,500	.. ..	.. ..	12,500	.. ..	.. ..	12,500	.. ..	.. ..	12,500	.. ..	.. ..
"	Unopened	195,800	278	0 2 10	198,570	94	0 0 11	198,494	-270	.. ..	198,548	252	0 2 6	199,033	1,274	0 12 10	199,151	284	0 2 10
Stock	Unopened	23,805	.. ..	.. ..	28,130	.. ..	.. ..	30,465	.. ..	.. ..	32,442	.. ..	.. ..	32,568	.. ..	.. ..	43,847	.. ..	.. ..
Stock in suspense	Opened	300,241	.. ..	.. ..	162,595	.. ..	.. ..	105,072	.. ..	.. ..	75,590	.. ..	.. ..	81,423	.. ..	.. ..	66,124	.. ..	.. ..
Surveys .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	25,000	.. ..	.. ..	25,000	.. ..	.. ..
Miscellaneous .. ..	.. ..	36,117	.. ..	.. ..	37,095	.. ..	.. ..	37,094	.. ..	.. ..	37,572	.. ..	.. ..	37,600	.. ..	.. ..	37,619	.. ..	.. ..
" .. ..	.. ..	5,169	.. ..	.. ..	5,169	.. ..	.. ..	5,169	.. ..	.. ..	5,168	.. ..	.. ..	5,168	.. ..	.. ..	5,168	.. ..	.. ..
Total opened .. ..	.. ..	12,472,814	357,078	2 17 3	13,017,567	299,696	2 6 0	13,352,978	307,515	2 6 0	13,472,837	350,570	2 12 0	13,899,955	412,782	2 19 5	14,278,586	420,998	2 18 11
Total unopened .. ..	.. ..	1,253,352	.. ..	.. ..	1,201,549	.. ..	.. ..	1,250,131	.. ..	.. ..	1,402,350	.. ..	.. ..	1,264,803	.. ..	.. ..	1,065,637	.. ..	.. ..
Gross total .. ..	.. ..	13,726,166	357,078	2 12 0	14,219,116	299,696	2 2 2	14,603,109	307,515	2 2 1	14,875,187	350,570	2 7 2	15,164,758	412,782	2 14 5	15,344,223	420,998	2 14 10

NOTE.—The amount stated as cost of construction of opened lines includes the Provincial and General Government expenditure on railways, but does not include expenditure on the Greymouth and Westport Harbour Works.

A. C. FIFE, Railway Accountant.

RETURN No. 7.

COMPARISON OF TRAFFIC, REVENUE, and EXPENDITURE for the last TWELVE FINANCIAL YEARS.

Year.	Miles.	Revenue.	Expenditure.	Expenditure per cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season Tickets.
		£	£			No.	No.	No.	No.
1879-80	1,172	762,573	580,010	76'06	1,108,108	180,331	285,209	2,967,090	5,077
1880-81	1,277	836,454	521,957	62'40	1,377,783	286,865	300,704	2,849,561	6,499
1881-82	1,319	892,026	523,099	58'64	1,437,714	316,611	343,751	2,911,477	7,207
1882-83	1,358	953,347	593,821	62'18	1,564,793	341,186	477,075	3,283,378	8,621
1883-84	1,396	961,304	655,990	68'24	1,700,040	359,896	686,287	3,272,644	9,036
1884-85	1,477	1,045,712	690,026	65'99	1,749,856	347,425	729,528	3,232,886	8,999
1885-86	1,613	1,047,410	690,340	65'91	1,823,767	349,428	858,662	3,362,266	10,717
1886-87	1,727	998,768	699,072	69'99	1,747,754	372,397	942,017	3,426,403	11,821
1887-88	1,758	994,843	687,328	69'09	1,735,762	399,109	940,209	3,451,850	11,517
1888-89	1,777	997,615	647,045	64'86	1,920,431	399,056	919,392	3,132,803	11,818
1889-90	1,809	1,095,570	682,787	62'32	2,073,955	405,838	1,068,575	3,376,459	12,311
1890-91	1,842	1,121,701	700,703	62'47	2,086,011	413,074	1,348,364	3,433,629	13,881

A. C. FIFE, Railway Accountant.

RETURN No. 8.

TRAFFIC TON-MILEAGE, and RATE OF WORKING, for FIVE CHIEF SECTIONS.

Section.	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.
	1884-85.		1885-86.		1886-87.	
Auckland ...	7,085,574	2'43	8,539,210	2'24	8,158,758	2'60
Napier ...	2,983,237	2'13	3,880,550	2'15	4,266,747	2'06
Wellington ...	3,388,925	3'18	3,992,644	2'78	4,107,454	2'87
Wanganui ...	2,536,332	3'38	3,497,669	3'81	3,465,445	4'33
Hurunui-Bluff ...	42,877,369	2'47	41,097,413	2'48	39,068,490	2'59
Totals ...	58,871,437	2'53	61,007,486	2'52	59,126,894	2'68
	1887-88.		1888-89.		1889-90.	
Auckland ...	8,276,481	2'55	7,950,854	2'19	8,177,770	2'16
Napier ...	4,094,397	2'30	4,182,146	1'95	4,963,864	1'65
Wellington ...	4,028,006	2'81	4,012,443	2'84	4,516,965	2'42
Wanganui ...	3,676,963	4'15	3,487,911	3'91	4,553,668	3'08
Hurunui-Bluff ...	39,781,108	2'47	39,557,567	2'37	46,789,728	2'07
Totals ...	59,856,955	2'60	59,190,921	2'44	69,001,995	2'14
	1890-91.					
Auckland ...	9,228,869	1'85				
Napier-Taranaki ...	10,093,156	2'51				
Wellington ...	5,063,457	2'35				
Hurunui-Bluff ...	53,350,677	1'93				
Totals ...	77,736,159	2'02				

A. C. FIFE, Railway Accountant.

RETURN NO. 9.
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1891.

Classification of Work.	Kawakawa Section.			Whangarei Section.			Auckland Section.			Napier-Taranaki Section.			Wellington Section.			Christchurch Section.			Dunedin Section.			Invercargill Section.			Greymouth Section.			Westport Section.			Nelson Section.			Picton Section.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.						
Track-surfacing ..	375	0	3398	3	8	14,438	8	7	17,947	13	1	6,391	9	326,589	2	221,485	11	1012,435	5	11	1,108	8	6	991	15	21,032	11	7	816	12	7	104,001	2	7					
Track renewals ..	..	..	64	9	8	3,401	11	11	8,697	4	11	1,762	11	812,728	3	10	6,967	8	0	3,117	11	5	618	18	12,013	5	41,096	13	11	873	14	5	41,341	13	2				
Ballasting ..	..	..	30	2	0	380	17	5	679	6	10	76	0	3	779	2	8	1,059	8	7	642	16	6	7	18	0	113	8	5	2	5	4	..	..	3,771	6	0		
Banks, cuttings, ditches, tunnels ..	224	18	1	33	3	6	700	18	8	1,470	3	9	839	18	11	458	1	1	5,708	10	3	1,692	9	11	0	6	6	1	0	11	12	10	11,382	0	11				
Bridges, culverts, drains ..	112	18	11	15	14	3	2,631	13	5	4,201	17	11	1,610	15	4	5,794	7	10	3,551	18	11	2,091	2	4	239	11	2	862	4	3	460	6	2	818	16	9	22,391	7	3
Fences, gates, cattle-stops, hedges ..	..	..	43	19	0	1,143	6	7	1,449	0	9	574	17	9	2,498	6	10	4,399	6	9	1,189	0	11	7	17	5	30	10	4	45	19	1	76	5	8	11,458	11	1	
Roads, approaches, &c. ..	..	..	8	13	6	243	12	7	244	13	9	56	8	11	516	2	3	369	0	8	161	7	3	25	1	11	..	29	17	0	24	9	0	1,679	6	10			
Water-services, signals, cranes, &c...	13	15	9	1	17	2	328	11	7	873	17	8	453	1	5	1,323	9	11	1,189	15	6	454	16	7	38	0	6	39	18	9	21	19	4	22	0	3	4,761	4	5
Wharves ..	..	..	..	..	..	280	18	10	26	16	1	..	..	..	77	10	9	68	15	11	7	19	9	109	7	6	231	18	6	1,166	3	1	8	16	8	1,978	7	1	
Buildings ..	80	3	10	47	12	9	1,460	13	9	1,427	4	6	633	4	9	7,400	8	9	2,952	10	1	1,279	14	7	286	9	5	157	17	3	249	9	7	27	15	0	16,003	4	3
Miscellaneous ..	1	9	3	..	..	1,119	19	8	3,501	3	10	862	18	1	9,327	6	10	3,203	19	7	1,734	18	2	1,186	7	6	454	3	8	622	8	9	546	19	2	22,561	14	6	
Total expenditure ..	808	6	1634	15	626	130	13	040	519	3	1	113,261	6	467,492	2	11	50,956	6	124,807	3	4	3,863	16	54,895	8	24,733	14	103,227	2	4	241,329	18	1	..	..	..	..		
Rate per mile of railway on average mileage open during the year	101	0	90	13	7	98	12	2	130	5	5	145	14	7	148	6	8	153	18	11	86	6	2	482	19	6	244	15	5	205	16	3	179	5	8	132	5	4	

A. C. FIFE,
Railway Accountant.

RETURN No. 10.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1891

[illegible]

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1891

8 Carried forward.

RETURN No. 10—continued.

[illegible]

RETURN No. 11.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1891.

Service.	Period.	Name of Contractor.	Rate.
Printed stationery ... Wellington	2 years ending 30/6/90	Government Printer ...	As per schedule.
" ... Christchurch	" ...	" ...	"
Uniform clothing ... Hurunui-Bluff	3 years ending 31/12/91	Ross and Glendining ...	"
" ... Northern lines	2 years ending 31/12/91	" ...	"
Uniform caps ... N.Z. Railways	3 years ending 31/12/91	C. Hill and Sons ...	5/ each.
General stores, as under—			
Ironmongery, iron and steel, oils and colours, ship-chandlery ... Auckland	2 years ending 31/12/90	T. and S. Morrin and Co. ...	As per schedule.
Drain-pipes, &c. ... "	" ...	Carder Brothers and Co. ...	"
Ironmongery, iron and steel, oils and colours, ship-chandlery ... Wellington	" ...	E. W. Mills and Co. ...	"
Drain-pipes, &c. ... "	" ...	P. Hutson and Co. ...	"
Ironmongery, ship-chandlery, oils and colours ... Christchurch	" ...	S. Nashelski ...	"
Iron and steel ... "	" ...	John Anderson ...	"
Drain-pipes, &c. ... "	" ...	E. and J. Ford ...	"
Ironmongery, &c. ... Dunedin	" ...	N.Z. Hardware Company ...	"
Iron and steel ... "	" ...	A. Briscoe and Co. ...	"
Oils, colours, ship-chandlery, and drain-pipes ... "	" ...	Thomson, Bridger, and Co. ...	"
Timber-supplies, as under—			
Native timber ... Wellington	For 1890 ...	Thomas Price ...	"
" ... Napier	" ...	Fritz Jenssen ...	"
" ... Wanganui	" ...	Alexander Bell ...	"
" ... Christchurch	" ...	John Waller and Co. ...	"
" ... Southland	" ...	New Zealand Pine Company ...	"
Kauri and foreign ... Christchurch	" ...	Williams, Stephens, and Co. ...	"
" ... Dunedin	" ...	James Gilmour ...	"
Iron castings ... Auckland	Delivery by 30/6/90 ...	T. and S. Morrin and Co. ...	10/10 & 11/8 p.cwt.
" ... Hurunui-Bluff	" ...	A. and T. Burt ...	10/ & 11/6 "
Horse forage ... Christchurch	" ...	G. Treleaven and Co. ...	As per schedule.
Coal-supply, screened... Whangarei	For 1890 ...	Joseph Bell ...	11/ per ton.
" ... Auckland	" ...	Taupiri Extended Coal-mining Company ...	6/ "
" ... Napier	" ...	Grey Valley Coal Company ...	24/ "
" ... Wanganui and New Plymouth	" ...	Union Steamship Company ...	23/9 "
" ... Wellington	" ...	Grey Valley Coal Company ...	20/3 "
" ... Picton	" ...	" ...	24/ "
" ... Nelson	" ...	Anchor Steam Shipping Company ...	19/ "
<i>Hurunui-Bluff.</i>			
Coal-supply, screened... Whitecliffs	" ...	W. Leeming ...	9/6 "
" ... Lyttelton	" ...	Grey Valley Coal Company ...	21/ "
" ... Timaru	" ...	" ...	22/3 "
" ... Bushey	" ...	Allan McIntosh ...	12/ "
" ... Oamaru	" ...	Grey Valley Coal Company ...	22/ "
" ... Stirling	" ...	Kaitangata Coal Company ...	8/6 "
" ... Nightcaps	" ...	Nightcaps Coal Company ...	7/6 "
" ... Newmarket shops	" ...	Grey Valley Coal Company ...	22/6 "
" ... Petone shops	" ...	" ...	19/ "
" ... Addington shops	" ...	" ...	19/6 "
" ... Hillside shops	" ...	" ...	20/6 "
Sleepers, as under—			
2,000 birch ... Silverstream	Delivery by April, 1890	Prouse Brothers ...	2/11 each.
1,000 " ... "	Delivery by 6/6/90 ...	" ...	2/11 "
1,000 " ... Kaitoke	" ...	W. Laurence ...	2/11 "
4,000 " ... West Oxford	Delivery by 31/10/90...	Alice Perham ...	3/ "
2,000 " ... "	" ...	John Sharplin ...	3/ "
2,000 " ... "	" ...	W. Langesen ...	3/ "
3,000 " ... "	" ...	E. B. Youngman ...	3/ "
2,000 " ... "	" ...	John Ingram ...	3/ "
3,000 " ... Sheffield	" ...	John Lace ...	3/ "

RETURN No. 11—*continued.*STATEMENT of STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
<i>Sleepers, as under—continued.</i>			
2,000 silver-pine ... Lyttelton	Delivery by 31/3/91 ...	Stratford and Blair...	3/4 each.
2,000 " " "	" " "	" " "	3/6 "
2,000 " " "	" " "	Thomas Waugh ...	3/5½ "
2,000 " " Greymouth	Delivery by 10/12/90...	Thomas Lowery ...	1/11½ "
2,000 birch ... Wai-iti	Delivery by 31/10/90...	F. Waterhouse ...	1/7 "
1,500 " " Wakefield	" " "	A. White ...	1/7½ "
1,000 " " Belgrove	" " "	Joseph Price ...	1/7½ "
2,000 kamai ... Riverton	Delivery by 30/11/90...	James More ...	2/ "
5,000 " " "	" " "	Small and Co. ...	2/ "
2,000 totara ... Waimatuku	" " "	" " "	3/ "
5,000 " " Oamaru	" " "	Fritz Jensen ...	3/4 "
2,000 broad-birch ... West Oxford	Delivery by 30/12/90 ...	Alice Perham ...	4/ "
2,000 " " Sheffield	" " "	John Lacey and G. Nell ...	4/ "
2,000 totara ... Oringi Siding	Delivery by 31/10/90...	H. M. Simmonds and Co. ...	1/11 "
2,000 birch ... Kaitoke	Delivery by 5/2/91 ...	W. Laurence ...	3/ "
2,000 " " Mount Pleasant	Delivery by 31/12/90...	Yarrall and Bragg ...	2/5½ "
1,000 " " Waimangaroa	Delivery by 29/9/90 ...	W. and J. Marris ...	2/6 "
4,000 totara ... Oringi Siding	Delivery by 30/4/91 ...	George McMullan ...	2/6 "
2,000 silver-pine ... Lyttelton	" " "	James Taylor ...	3/5½ "
2,000 " " "	" " "	Duncan McLean ...	3/6 "
2,250 " " "	" " "	Feary Brothers ...	3/7 "
3,000 " " "	" " "	W. E. Church ...	3/7 "
1,000 " " "	" " "	W. L. Stewart ...	3/ "
2,000 " " "	" " "	" " "	3/2 "
4,000 totara ... "	Delivery by 31/3/91 ...	B. L. Knight ...	3/9 "
4,000 " " "	" " "	Fritz Jensen ...	3/11 "
4,000 " " "	" " "	A. McLeod and Co. ...	3/11½ "
2,000 " " Little River	" " "	Wood and Laurie ...	3/4 "
2,000 matai ... "	" " "	" " "	3/1 "
1,000 " " "	" " "	William Coop ...	3/1 "
1,000 totara ... "	" " "	" " "	3/3 "
2,000 birch ... Kaitoke	" " "	W. Laurence ...	3/ "
1,000 " " Westport	Delivery by 22/2/91 ...	W. and J. Marris ...	2/6 "
2,000 " " Belgrove	Delivery by 31/3/91 ...	Thomas and Holland ...	1/7 "
1,000 " " Westport	Delivery by 23/5/91 ...	Griffiths Brothers ...	2/7 "
5,000 " " Silverstream	Delivery by 31/1/91 ...	J. W. Thompson ...	2/10 "
<i>Timber-supplies, as under—</i>			
Ironbark ... Auckland	Delivery by 12/2/91 ...	National Mortgage and Agency Company (Limited)	18/5 per 100ft., hewn; 2/2 and 1/11 per lin. ft., piles.
" " Napier			
" " Wellington			
" " Wanganui			
" " Picton			
" " Nelson			
" " Lyttelton			
" " Dunedin			
" " Bluff			
" " Port Chalmers			
" " Wanganui	Delivery by 8/4/91 ...	James Fox ...	23/ per 100ft.
	Delivery by 24/9/91 ...	" " "	23/ per 100ft., hewn; 2/ per lin. ft., piles.
Totara, sawn ... Bluff	Delivery by 5/9/90 ...	Fritz Jensen ...	17/ per 100ft.
" " Dunedin	Delivery by 23/11/90...	" " "	16/6 "
Karri, sawn ... Wellington	Delivery by 1/7/91 ...	M. C. Davies ...	18/9 "
" " Lyttelton			
Puriri, junk ... Auckland	Delivery by 8/2/91 ...	M. E. Howlands ...	11/ "
Native timber ... Wellington	For 1891 ...	William Booth and Co. ...	As per schedule.
" " Napier	" " "	Fritz Jensen ...	" "
" " Wanganui	" " "	Bailey Brothers ...	" "
" " Christchurch	" " "	R. W. England ...	" "
" " Southland	" " "	Findlay and Co. ...	" "
Kauri and foreign ... Christchurch	" " "	Wood and Laurie ...	" "
" " Dunedin	" " "	Findlay and Co. ...	" "
Totara, sawn ... Lyttelton	Delivery by 24/6/91 ...	Stewart and Co. ...	16/6 per 100ft.
Iron castings ... Auckland	Delivery by 30/6/91 ...	A. Hawkeswood ...	14/ and 12/6 per cwt.
" " Wellington	" " "	Smith Brothers ...	14/ "
" " Christchurch	" " "	John Anderson ...	12/6 & 12/ "
" " Dunedin	" " "	A. and T. Burt ...	12/ & 10/ "
Horse forage ... Christchurch	" " "	Robinson Brothers ...	As per schedule.
50 kerosene roof-lamps Dunedin	Delivery by 5/8/90 ...	Anderson and Morrison ...	30/ each.
100 " " "	Delivery by 19/11/90...	A. and T. Burt ...	23/6 "
26 wrought-iron Napier	Delivery by 20/4/91 ...	R. S. Sparrow and Co. ...	£1,127 10s. 6d.
girders	Delivery by 8/9/91 ...	John Anderson ...	£758 10s.
16 wrought-iron Wanganui			
girders	Delivery by 2/10/90 ...	Northern Steamship Company	/6 each.
Freight, 2,000 sleepers Onehunga to Wai-			
tara			

RETURN No. 11—*continued.*STATEMENT OF STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
General Stores, as under—			
Ironmongery, oils & colours, iron and steel ... Auckland	2 years ending 31/12/92	T. and S. Morrin and Co. ...	As per schedule.
Ship-chandlery ... "	"	E. Porter and Co. ...	"
Drain-pipes, &c. ... "	"	R. C. Clark, jun. ...	"
Ironmongery, oils & colours, ship-chandlery, iron and steel ... Wellington	"	E. W. Mills and Co. ...	"
Drain-pipes, &c. ... "	"	Grey Valley Coal Company ...	"
Ironmongery, oils & colours, ship-chandlery, drain-pipes, &c. ... Christchurch	"	Ashby and Bergh ...	"
Ironmongery ... Dunedin	"	New Zealand Hardware Company	"
Oils & colours, ship-chandlery, drain-pipes, &c. ... "	"	Thomson, Bridger, and Co. ...	"
Coal-supply, screened... Whangarei	For 1891, ...	Joseph Bell ...	11/ per ton.
" " ... Auckland	"	Taupiri Extended Coal-mining Company	6/ "
" " ... Picton	"	Grey Valley Coal Company ...	27/6 "
" " ... Nelson	"	Anchor Steam Shipping Company	22/ "
" unscreened Wanganui	"	Mokihinui Coal Company ...	19/ "
" " New Plymouth	"	"	19/ "
" " Foxton	"	"	19/ "
" " Wellington	"	"	19/ "
" screened Newmarket shops	"	J. J. Craig ...	18/6 "
<i>Hurunui-Bluff.</i>			
Coal-supply, unscreened Lyttelton	"	Mokihinui Coal Company ...	19/ "
" unscreened Timaru	"	Mokihinui Coal Company ...	19/ "
" screened... Whitecliffs	"	William Leeming and Co. ...	10/6 "
" screened... Bushey	"	Allandale Coal Company ...	12/ "
" " Stirling	"	Kaitangata Coal Company ...	8/6 "
" " Nightcaps ...	"	Nightcaps Coal Company ...	7/9 "
1,000 gallons castor-oil Auckland	Delivery by 31/8/91 ...	Neill and Co. ...	2/5½ per gal.
3,000 " " Wellington	"	"	2/4½ "
3,000 " " Lyttelton	"	"	2/4½ "
3,000 " " Port Chalmers	"	"	2/4½ "

R. CARROW, Railway Stores Manager.

RETURN No. 12.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1891.

Description.		Kawakawa.	Whangarei.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Saloon, bogie, 37½-feet	...	...	...	...	1	...	...	...	...	...	...	1
" " 39½-feet	...	...	...	...	4	1	4	...	...	...	...	10
" " 44-feet	...	...	...	...	...	...	1	...	...	...	...	1
1st class, 6-wheel	...	...	...	...	2	...	13	...	...	...	...	15
" 4-wheel	...	...	1	3	3	...	6	1	1	1	1	17
" bogie, 30-feet	...	...	...	...	...	1	5	...	...	...	...	6
" " 40-feet }	...	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet }	...	...	...	1	...	...	9	...	...	...	...	10
Composite, 6-wheel	...	...	1	6	13	...	25	...	...	2	2	49
" 4-wheel	...	...	2	7	12	3	20	3	...	2	...	51
" bogie, 30-feet	...	...	...	4	2	6	19	...	...	...	...	31
" " 40-feet }	...	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet }	...	...	...	25	35	21	89	1	1	1	1	174
2nd class, 6-wheel	...	...	...	7	9	...	32	1	...	2	...	51
" 4-wheel	...	...	2	6	10	1	18	3	2	4	1	47
" bogie, 30-feet	...	...	...	...	2	...	12	...	...	...	...	14
" " 37½-feet	...	...	...	1	...	...	...	...	...	...	...	1
" " 40-feet }	...	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet }	...	...	...	7	3	...	13	...	...	...	...	23
Total	...	...	2	6	70	94	33	266	9	4	12	501
WAGONS, ETC.												
Passenger brakes	F	...	...	...	...	...	...	...	...	...	...	...
Goods " bogie	F	...	2	2	26	33	15	79	5	3	4	171
Fell " "	F	...	...	...	5	2	2	11	...	...	...	20
Trucks, &c.—	F	...	...	...	...	...	2	...	...	...	...	2
Platform coal	P	...	68	70	1	...	...	...	...	...	...	139
Timber	N	...	2	6	81	136	74	276	8	...	...	602
Cattle	H	...	6	2	75	58	4	162	...	...	2	311
" bogie	T	...	...	...	6	6	4	2	...	...	...	18
Sheep, double-floor	J	...	...	...	37	60	35	165	...	...	...	297
" bogie	S	...	...	...	...	20	9	2	...	...	...	31
Horse-boxes	G	...	...	...	17	28	6	51	...	...	1	104
Covered goods	K	...	1	2	47	54	44	326	2	1	2	482
" (refrigerating)	K2	...	...	...	3	17	1	40	...	...	...	66
" bogie	V	...	...	...	...	...	8	...	...	...	...	8
High-side	L	...	3	8	253	343	100	2,883	19	38	31	3,710
" bogie	R	...	...	...	54	22	...	30	...	...	...	106
Low-side	M	...	...	...	...	...	...	...	...	...	...	...
Iron hopper, mineral	O	...	4	8	177	357	89	843	30	...	12	1,537
Platform, bogie	U	...	...	...	80	...	...	257	207	...	...	544
Total	...	...	86	98	862	1,150	404	4,878	321	253	60	8,181
TARPAULINS	...	...	6	12	500	424	150	3,967	28	7	24	5,158

RETURN No. 13.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1891.

Class.		Cylinder.		Coupled Wheels.		Truck-Wheels.		Kawakawa.	Whangarei.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total Engines.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.											
Double Fairlie	B	...	In. 9	10	8	3	3	...	...	...	...	1	...	...	...	...	...	1
"	E	...	10	18	8	3	3½	...	...	...	...	6	...	...	...	...	...	6
"	R	...	10	18	8	3	9	...	...	...	...	...	...	...	...	...	...	18
Single Fairlie	S	...	12¼	16	6	3	0½	...	...	...	3	5	3	6	1	...	...	7
"	K	...	13	16	6	3	0½	...	...	...	...	6	...	...	...	...	...	8
American	N	...	12	20	4	4	0¼	4	30¼	...	...	...	8	...	...	...	...	6
"	O	...	15	20	6	4	1⅞	4	28½	...	...	...	6	...	...	...	...	6
"	Q	...	15	18	8	3	0¼	2	28½	...	...	...	6	...	...	...	...	2
"	T	...	11	18	4	4	0¼	2	30¼	...	...	...	2	...	...	...	...	6
English	P	...	15	18	8	3	0¼	2	25¼	...	...	...	6	...	...	...	...	6
"	V	...	15	20	8	3	5	2	26½	...	...	3	...	...	...	...	...	10
Fell	H	...	14	16	6	4	1⅞	4	26½	...	...	...	10	...	...	...	...	10
"	A	...	12	14	4	2	8	2	30	...	...	...	6	...	...	...	...	6
"	C	...	8	15	4	2	6¼	...	1	...	...	1	2	6	...	...	...	10
"	D	...	9½	18	4	2	6¼	2	18	...	...	3	1	1	...	2	...	9
"	F	...	9½	18	4	3	0½	2	18	...	...	1	5	4	17	1	...	32
"	G	...	10½	18	6	3	0½	...	2	...	...	3	17	19	...	3	4	81
"	J	...	10½	18	4	3	0½	2	21	...	...	...	3	...	...	...	...	4
"	L	...	14	20	6	3	6¼	2	24	...	...	6	3	...	23	...	...	32
"	M	...	10½	18	4	3	0½	2	24¼	...	...	...	...	...	...	...	...	10
"	W	...	13	20	4	3	6¼	6	28½	...	...	...	2	...	...	...	...	4
Total	...	...	14	20	6	3	0½	4	26½	...	...	...	1	...	...	...	...	1

RETURN No. 14.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS, for the Year ending 31st March, 1891.

Description.	Kawakawa.	Whangarei.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES:—											
1 cwt. ...	...	...	1	1	...	1	...	...	...	...	3
2 " ...	...	...	1	4	3	31	...	1	...	...	40
3 " ...	...	...	4	3	1	9	4	1	2	...	24
4 " ...	1	...	17	26	...	19	...	...	...	...	63
5 " ...	...	1	8	8	3	24	...	...	6	4	54
5½ " ...	...	...	...	...	...	3	...	...	...	...	3
6 " ...	...	...	16	2	3	34	...	1	...	...	56
7 " ...	...	...	3	3	...	4	...	...	...	...	10
8 " ...	...	...	...	2	...	4	...	...	...	...	6
9 " ...	...	...	...	4	...	2	...	...	...	...	6
10 " ...	...	2	3	8	2	23	1	...	...	...	42
11 " ...	1	...	1	2	5	36	...	...	1	...	46
12 " ...	...	...	...	1	...	7	...	...	...	...	8
13 " ...	...	...	...	1	...	5	...	...	...	...	6
14 " ...	...	...	...	...	...	2	...	...	...	...	2
15 " ...	...	...	2	5	1	6	...	...	...	...	14
16 " ...	...	...	...	9	1	22	...	...	2	...	34
20 " ...	...	...	...	1	1	...	...	...	...	...	2
21 " ...	...	...	...	...	...	1	...	...	...	...	1
22 " ...	...	...	...	1	...	1	...	...	...	...	2
26 " ...	...	...	...	...	...	1	...	...	...	...	1
27 " ...	...	...	...	...	...	2	...	...	...	...	2
50 " ...	...	...	1	...	...	...	...	...	...	...	1
60 " ...	...	...	2	...	...	...	...	...	...	...	2
Total ...	2	3	59	81	20	237	5	3	11	7	428
WEIGHBRIDGES:—											
3 tons (cart) ...	...	...	1	...	...	1	...	...	...	...	2
6 " " ...	...	...	...	...	...	1	...	...	...	...	1
7 " " ...	...	...	...	...	...	2	...	...	...	...	2
8 " " ...	...	...	...	...	...	2	...	...	...	...	2
10 " (wagon) ...	...	...	...	...	...	3	...	...	...	...	3
12 " " ...	1	...	6	2	1	3	1	...	1	1	16
14 " " ...	...	...	...	...	...	3	...	...	...	...	3
20 " " ...	1	1	1	3	1	13	1	1	...	...	22
30 " " ...	...	...	...	...	...	1	...	...	...	...	1
Total ...	2	1	8	5	2	29	2	1	1	1	52
TRAVERSERS											
...	...	...	1	...	...	12	1	...	1	1	16
TURNTABLES:—											
40-feet (engine) ...	...	...	...	...	...	1	...	...	...	...	1
50 " " ...	...	...	4	4	...	20	...	...	...	...	28
11 " (wagon) ...	...	...	...	1	...	...	...	...	...	...	1
12 " " ...	...	...	...	...	...	3	...	...	...	...	3
13 " " ...	...	...	3	4	...	30	2	...	...	1	40
14 " " ...	...	...	...	7	3	7	...	...	1	...	18
16 " " ...	...	...	...	1	...	...	...	...	...	...	1
Total ...	...	...	7	17	3	61	2	...	1	1	92
CRANES:—											
½-ton, stationary, hand ...	...	...	...	3	...	2	...	...	...	...	5
1 " " " ...	...	...	...	1	...	3	...	...	1	...	5
1½ " " " ...	...	...	5	16	2	6	2	...	1	1	33
2 " " " ...	...	...	...	...	...	8	...	...	...	...	8
3 " " " ...	...	...	...	...	...	4	...	...	...	...	4
4 " " " ...	...	...	...	...	...	1	...	...	...	...	1
5 " " " ...	...	...	...	...	...	28	...	...	...	...	28
8 " " " ...	...	...	...	...	...	1	...	...	...	...	1
10 " " " ...	...	...	1	...	1	4	...	...	...	...	6
20 " " " ...	...	...	...	...	...	...	...	...	1	...	1
8 " " " hydraulic ...	...	...	...	...	...	...	2	...	...	...	2
1 " " " travelling, hand ...	...	...	...	...	...	2	...	...	...	...	2
2 " " " " ...	...	...	3	4	3	1	1	1	1	1	15
3 " " " " ...	...	...	...	...	...	1	...	...	...	...	1
5 " " " " ...	...	...	3	5	1	5	1	1	1	1	18
7 " " " " ...	...	...	...	...	...	1	...	...	...	...	1
1 " " " " steam ...	...	...	...	1	...	...	...	...	...	...	1
1½ " " " " ...	...	...	...	...	...	6	...	...	...	...	6
2 " " " " ...	...	...	3	...	...	6	2	1	...	...	12
3 " " " " ...	3	3	...	...	...	6	...	1	1	...	14
5 " " " " ...	...	...	...	...	...	1	...	...	...	...	1
12 " " " " ...	...	...	...	...	...	...	1	1	...	...	2
2 " " " " hand-winch ...	...	...	...	...	...	...	...	...	1	...	1
Hoisting engines, steam ...	...	...	...	...	...	2	...	...	...	...	2
Pile-driving engine " ...	...	...	...	2	...	1	...	...	...	...	4
Total ...	3	3	15	32	7	89	9	5	7	4	174
WATER SERVICES:—											
Steam ...	...	1	5	1	...	6	1	1	...	...	15
Hand ...	2	...	14	27	4	73	...	1	2	2	125
Windmill ...	...	...	1	6	...	34	...	...	...	...	41
Hot-air ...	1	1	4	3	...	13	...	...	...	...	22
Oil-engine ...	...	...	...	1	...	...	...	...	...	...	1
Hydraulic ...	...	...	5	17	3	16	...	...	1	1	43
Gravitation ...	...	...	5	11	8	20	...	...	...	1	48
Propeller ...	...	...	...	1	...	...	...	...	...	...	1
Total ...	3	2	34	67	15	162	1	2	6	4	296

RETURN No. 15.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1891.

Weight.	Kawakawa.	Whangarei.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—											
40-lb. steel	...	...	...	20	...	50	...	...	...	44	114
53-lb. steel	...	...	1,267	2,042	56	6,691	147	601	162	...	10,966
Total	...	...	1,267	2,062	56	6,741	147	601	162	44	11,080

RETURN No. 16.

STATEMENT of SLEEPERS RELAID during the Year ending 31st March, 1891.

Description.	Kawakawa.	Whangarei.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—											
Black-pine	...	...	23	...	...	6,255	...	...	...	...	6,278
Totara	...	...	227	18,691	702	2,405	...	...	...	...	22,025
Black-birch	...	...	...	71	6,291	36,530	...	1,917	4,883	2,848	52,540
Rata	...	...	...	...	...	1,354	...	...	...	...	1,354
Jarrah	...	...	...	...	...	947	...	...	...	...	947
Silver-pine	...	...	...	...	...	5,513	1,296	...	...	...	6,809
Puriri	161	440	13,238	2,933	...	71	...	...	...	...	16,843
Kauri	11	...	165	...	...	...	...	...	...	...	176
Ironbark	...	...	...	...	...	1,634	...	...	...	...	1,634
Kamai	...	...	...	...	...	22,954	...	...	...	...	22,954
Creosoted red-pine	...	...	...	...	...	4	...	...	...	...	4
Total	172	440	13,653	21,695	6,993	77,667	1,296	1,917	4,883	2,848	131,564

STATEMENT of SLEEPERS REMOVED during the Year ending 31st March, 1891.

SLEEPERS REMOVED :—											
Black-pine	...	...	165	8,573	1,449	37,494	...	...	2,497	...	50,178
Totara	...	...	100	5,014	2,538	8,769	...	...	174	...	16,595
Black-birch	...	...	52	155	2,024	22,803	1,257	1,234	2,115	2,607	32,307
Rata	...	...	...	241	...	49	...	...	...	...	290
Jarrah	...	...	...	...	51	1,757	...	...	...	...	1,808
Silver-pine	...	...	...	...	...	66	70	...	...	...	136
Puriri	...	...	519	...	...	...	...	...	...	...	519
Kauri	172	440	12,474	1,084	317	2,908	...	...	...	...	17,395
Blue-gum	...	...	...	3,909	427	5,294	...	...	...	...	9,630
Kamai	...	...	...	...	...	864	...	...	...	...	864
Oregon	...	...	...	89	...	1,047	...	...	...	...	1,136
Manuka	...	...	...	...	...	45	...	...	...	...	45
Rimu	...	...	...	2,685	...	14	...	...	...	...	2,699
White-pine	...	...	310	...	...	...	...	...	...	...	310
Creosoted red-pine	...	...	...	...	...	42	...	...	...	...	42
Total	172	440	13,620	21,750	6,806	81,212	1,327	1,234	4,786	2,607	133,954

RETURN No. 17.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1891.

Sections.	Miles.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kawakawa	8	4	...	...	...
Whangarei	7	4	1	...	1
Auckland	265	92	8	4	12
Napier-Taranaki	328	129	23	9	32
Wellington	91	31	4	9	13
Hurunui-Bluff	1,074	390	126	30	156
Greymouth	8	5	2	3	5
Westport	20	8	...	...	...
Nelson	23	12	1	...	1
Picton	18	9	2	...	2
Total	1,842	684	167	55	222

RETURN NO. 18. PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1891.

H.A. Office Reg. 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, 1891.				
										In.	Out.	Total.		
WHANGAREI SECTION.														
341	R. 86/1887 ..	Aug. 2, 1886	Kamo Colliery Company..	M. ch. 3 55	Kamo ..	Grantees	10 years*	£ s. d. Premium..	£ s. d. 60 0 0	£ s. d. 1 14 9	£ s. d. 1,923 17 11	£ s. d. 1,925 12 8		
AUCKLAND SECTION.														
79	P. W. 77/4093	Oct. 18, 1877	Robert Lamb...	73 23	Ngauruahia ..	Govt. ..	10 years*	200 0 0	50 0 0	12 0 0	12 0 0	24 0 0		
267	R. 82/2043 ..	Mar. 25, 1882	Helensville Timber Co. (Limited) ..	35 41	Helensville South	Grantees	"	Premium..	164 7 6	17 0 0	165 0 0	182 0 0		
279	R. 83/917 ..	Oct. 27, 1882	J. Bycroft and Co. ..	6 26	New Lynn	"	"	"	473 10 0	91 0 0	443 0 0	534 0 0		
303	R. 83/3494 ..	Jan. 10, 1884	Union Oil, Soap, and Candle Com- pany (Limited)	7 34	Westfield..	"	"	"	86 0 0	508 0 0	323 0 0	831 0 0		
333	R. 84/3379 ..	July 20, 1885	N.Z. Frozen Meat Co. (Limited) ..	0 0	Auckland..	"	"	"	420 0 0	909 0 0	68 0 0	977 0 0		
339	R. 86/846 ..	Mar. 22, 1886	Waikato Coal and Shipping Company ..	64 59	Huntly ..	"	"	"	140 0 0	2,401 0 0	2,401 0 0	2,401 0 0		
346	R. 86/233 ..	Aug. 25, 1886	Miranda Coal and Iron Company ..	44 40	Mercer ..	"	"	"	892 17 0	12 0 0	1,439 0 0	1,451 0 0		
358	R. 87/1613 ..	Jan. 10, 1884	N.Z. Frozen Meat and Storage Co. ..	7 48	Westfield ..	Govt. ..	"	"	1,093 0 0	1,576 0 0	1,576 0 0	2,669 0 0		
373	R. 88/2692 ..	Jan. 17, 1889	T. and S. Morrin and Co. ..	7 56	Onehunga ..	Grantees	6 years*	Premium..	70 10 0	1,628 0 0	386 0 0	2,014 0 0		
417	R. 89/3364 ..	May 30, 1889	Taupiri Extended Coal Company ..	64 56	Huntly ..	"	10 years*	"	360 0 0	29 0 0	4,219 0 0	4,248 0 0		
441	R. 90/1345 ..	April 1, 1890	M. Schlinker ..	64 61	"	Grantee	5 years*	"	..	..	3,222 0 0	3,222 0 0		
NAPIER-TARANAKI SECTION.														
24	C. R. 75/845 ..	1875	Napier Gas Company ..	2 30	Napier ..	Govt. ..	Undefined	..	..	115 12 10	19 4 7	134 17 5		
301	R. 83/3089 ..	Oct. 26, 1883	Nelson Brothers (Limited) ..	12 8	Tomoana ..	Grantees	10 years*	Premium..	206 0 0	3,785 6 3	3,425 0 7	7,210 6 10		
322	R. 84/3540 ..	Dec. 8, 1884	W. F. Burnett ..	13 79	Hastings ..	Grantee	"	"	133 0 0	253 12 8	..	253 12 8		
328	R. 85/794 ..	April 4, 1885	Tanaki Timber Company ..	81 15	Tahoraiti ..	Grantees	"	"	60 0 0	1 18 6	1,623 14 7	1,625 13 1		
329	R. 86/1028 ..	April 11, 1885	Hawke's Bay Timber Company ..	70 78	Makotuku ..	"	"	"	192 0 0	6 9 6	836 19 3	843 8 9		
332	R. 85/171 ..	June 1, 1885	Wilding and Co. ..	63 0	Kopua ..	"	6 years*	"	95 0 0	28 10 4	1,037 4 8	1,065 15 0		
334	R. 85/1508 ..	July 24, 1885	Tanner and Mortensen ..	73 56	Matamau ..	"	10 years*	"	84 10 0	..	378 4 5	378 4 5		
335	R. 85/2840 ..	Dec. 1, 1884	Hawke's Bay Timber Company ..	69 21	Makotuku ..	"	"	"	172 0 0	..	82 11 6	82 11 6		
336	R. 85/2434 ..	Nov. 19, 1885	Robert Holt ..	1 72	Napier ..	Grantee	"	"	72 0 0	2,158 9 1	..	2,158 9 1		
340	R. 85/2362 ..	April 4, 1886	Knight Brothers ..	13 74	Hastings ..	Grantees	7 years*	"	Rental, £50	1,228 0 1	47 7 9	1,275 7 10		
345	R. 86/1516 ..	Sept. 2, 1886	Napier Gas Company ..	14 1	"	"	10 years*	"	300 0 0	27 1 9	..	27 1 9		
356	R. 87/1399 ..	Dec. 15, 1884	Henderson and Wraitt ..	80 12	Danewirke ..	"	"	"	117 4 1	1,447 14 3	1,447 14 3	1,447 14 3		
361	R. 87/2721 ..	Aug. 27, 1887	Nelson Brothers ..	60 4	Takapau ..	"	"	"	157 0 0	1 18 2	2,235 13 8	2,237 11 10		
421	R. 89/3941 ..	Dec. 19, 1889	"	45 35	Waipukurau ..	"	2 years*	"	Rental, £100	1,265 18 7	2,857 17 5	4,123 16 0		
422	R. 89/3840 ..	Dec. 11, 1889	Dalgaty and Co. ..	0 3	Spit ..	"	3 years*	"	..	422 6 7	7 0 6	429 7 1		
438	R. 90/1165 ..	Oct. 9, 1887	Murray, Roberts, and Co. ..	0 4	"	Govt. ..	10 years*	"	Rental, £25	1,296 15 5	38 16 3	1,335 11 8		
463	R. 91/872 ..	Mar. 1, 1891	Nelson Brothers ..	1 73	Napier ..	Grantees	"	"	Rental, £50	279 15 1	9 15 2	289 10		

*Three months' notice. †Originally laid under old agreement.

RETURN NO. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1891.

Reg. No.	Payers.	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, 1891.				
										In.	Out.	Total.	£ s. d.	
NAPIER-TARANAKI SECTION—continued.														
223	R. 81/116	Jan. 13, 1881	Moore and Currie	M. ch.	Kai Iwi	Grantees	10 years*	Premium..	£ 86 0 0	£ 0 7 10	£ 17 3 8	£ s. d. 17 11 6		
224	R. 82/946	Mar. 2, 1882	Newberry and Millard	7 46	Okioia	"	"	"	162 0 0	"	37 17 11	37 17 11		
287	R. 83/338	Jan. 27, 1883	Wellington and Manawatu Railway Company (Limited)	66 28	Longbun Junction	"	"	"	381 19 6	"	"	"		
310	R. 84/1399	April 5, 1884	James Robson	33 20	Ngaire	Govt. and grantee	"	"	200 0 0	1 0 1	495 8 4	496 8 5		
315	R. 84/1846	Sept. 4, 1884	Manawatu County Council	79 61	Camaron	Grantees	"	"	273 12 0	8 5 10	30 6 1	38 11 11		
349	R. 86/2395	Oct. 23, 1886	A. Brown and Co.	33 17	Ngare	"	6 years*	"	"	"	367 1 4	367 1 4		
354	R. 87/881	Aug. 7, 1887	N. King	0 9	New Plymouth	Grantee	10 years*	Premium..	150 0 0	433 11 4	367 1 0	800 12 4		
360	R. 87/2630	Aug. 16, 1887	P. and J. Bartholomew	151 44	Felding	Govt. ..	"	†	Rental, £25	"	203 4 7	203 4 7		
375	R. 89/1003	April 10, 1889	J. R. Lysaght	54 1	Mokoia	Grantee	"	Premium..	112 0 0	7 10 4	480 16 1	488 6 5		
384	R. 89/1328	May 1, 1889	Wanganui Sash and Door Factory (and Timber Co.	106 20	Wanganui	Govt. ..	"	†	Rental, £25	1,310 0 1	29 17 2	1,339 17 3		
406	R. 89/2835	Sept. 13, 1889	H. Brown	15 42	Inglewood	"	5 years*	†	"	11 19 5	580 14 2	592 13 7		
407	R. 89/2957	Sept. 24, 1889	Richter, Nannestad, and Co.	58 45	Hokowhitu	"	"	†	"	122 14 5	32 0 8	154 15 1		
408	R. 89/3046	Oct. 2, 1889	Bailey Brothers	50 61	Taonui	"	"	†	"	14 5 9	1,311 10 8	1,325 16 5		
416	R. 89/3275	Aug. 1, 1889	Bailey and Co.	9 31	Rata	"	"	"	"	3 6 3	501 10 11	504 17 2		
WELLINGTON SECTION.														
221	R. 80/1588	Dec. 13, 1880	Gear Meat Company (Limited)	6 37	Petone	Grantees	10 years*	Premium..	117 19 11	1,328 18 7	574 9 8	1,903 8 3		
227	R. 82/2026	Feb. 8, 1881	Robert Donald	62 8	Middleton	Grantee	"	"	82 1 8	"	"	"		
237	R. 81/1723	Feb. 28, 1881	John Chew	54 55	Dalefield	"	"	"	63 5 0	2 11 10	84 1 3	86 13 1		
272	R. 84/133	July 26, 1882	Williams and Beetham	62 15	Middleton	Grantees	"	"	220 12 9	0 1 0	103 9 8	103 10 8		
296	R. 83/2850	Sept. 21, 1883	A. S. Duncan (Woodside Saw-mill Company)	51 0	Matarawa	"	"	"	150 1 4	2 8 4	76 12 11	79 1 3		
313	R. 84/1443	May 9, 1884	Wellington Meat-preserving and Refrigerating Company (Limited)	3 21	Ngahauranga	"	"	"	425 19 7	60 15 8	1,355 1 9	1,415 17 5		
423	R. 89/3822	Aug. 1, 1889	C. Lett.	28 44	Kaitoke	Govt. ..	5 years*	†	"	"	41 5 0	41 5 0		
452	R. 90/2828	July 7, 1890	William Booth and Co.	57 22	Carterton	"	"	†	"	21 3 0	2,499 3 2	2,520 6 2		
456	R. 90/3843	Nov. 1, 1890	W. Bock	44 42	Featherston	"	10 years*	†	"	18 17 2	128 6 8	147 3 10		
PICTON SECTION.														
260	R. 81/2812	Jan. 19, 1882	Fell Brothers and Co.	17 73	Blenheim	Grantees	10 years*	Premium..	163 10 0	84 6 0	393 9 8	477 15 8		
299	R. 83/2271	Oct. 2, 1883	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	"	"	"	"	275 1 7	13 7 10	177 2 8	190 10 6		
NELSON SECTION.														
253	R. 81/1947	Aug. 31, 1881	Neale and Haddow	1 6	Nelson	Grantees	10 years*	Premium..	150 0 0	248 19 2	54 14 5	303 13 7		

GREYMOUTH SECTION.

319	R. 84/2977 ..	Oct. 28, 1884	A. McKenzie and Co. ..	5 70	WallSEND ..	Grantees ..	10 years* ..	Premium ..	55 0 0	0 12 0	60 6 0	60 18 0
344	R. 86/2585 ..	Aug. 20, 1886	Westport Colliery Company ..	8 0	Brunner ..	Grantsmth Har. Bd. ..	..	..	..	..	1,698 7 3	1,698 7 3
405	R. 89/2985	Aug. 1, 1889	T. W. Wilson ..	2 52	Kaiata ..	Govt. ..	5 years* ..	†	..	8 2	27 8 7	27 16 9

HURUNUI-BLUFF SECTION.

1	R. 81/1026	April 28, 1866	J. T. Brown ..	7 39	Addington ..	Grantee ..	For ever ..	..	..	1,022 7 4	763 10 3	1,785 17 7
3	..	Dec. 28, 1870	Wood Brothers ..	1 17	Riccarton ..	Grantees ..	" ..	..	..	361 18 4	..	361 18 4
12	R. 82/2186 ..	Dec. 28, 1870	White and Co. ..	21 29	Leeson ..	Govt. ..	" ..	..	..	(See No. 123.)	..	..
13	P. W. 76/3501	Aug. 18, 1874	Oamaru Harbour Board ..	157 77	Oamaru ..	" ..	Undefined ..	..	..	422 3 1	483 18 1	906 1 2
20	P. W. 76/2946	Dec. 11, 1875	Kaipoi Produce and Milling Co. ..	1 52	Wilson's Siding ..	Grantees ..	" ..	..	..	940 3 2	582 13 9	1,522 16 11
32	R. 82/432 ..	April 7, 1876	Miles, Archer, and Co. ..	105 54	Timaru ..	Govt. ..	" ..	..	..	35 16 11	637 19 8	663 16 7
33	P. W. 76/823	April 22, 1876	James A. McIlraith ..	8 75	Gentunnel ..	" ..	" ..	..	..	97 2 9	274 2 3	371 5 0
37	P. W. 76/3721	July 18, 1876	N.Z. and Australian Land Company (Limited)	166 27	Maheno ..	" ..	" ..	..	..	(See No. 123.)	..	..
120	P. W. 77/4412	Jan. 23, 1878	Oamaru Harbour Board ..	157 64	Oamaru (1st sidg.) ..	" ..	10 years* ..	300 0 0	50 0 0	4,860 12 2	3,397 13 3	8,258 5 5
123	P. W. 77/4413	Jan. 23, 1878	..	157 65	" (2nd sidg.) ..	" ..	" ..	300 0 0	90 0 0	256 6 4	1,227 18 0	1,454 4 4
142	R. 78/649 ..	Aug. 3, 1878	N.Z. and Australian Land Company (Limited)	351 60	Edendale ..	" ..	" ..	300 0 0	48 0 0	..	..	..
178	..	— 1878	Mosgiel Woollen Factory Company ..	0 73	Mosgiel ..	" ..	Undefined ..	..	..	173 12 5	66 15 1	239 7 6
183	..	— 1878	J. Nelson ..	283 45	Stirling ..	" ..	" ..	..	..	1 0 2	348 15 4	349 15 6
204	R. 79/1087 ..	Oct. 30, 1879	M. Instone ..	13 5	Thornbury ..	Govt. ..	10 years* ..	300 0 0	81 0 0	13 2 4	..	..
224	R. 81/63 ..	Jan. 14, 1881	James Shand ..	257 58	Henley ..	Grantee ..	" ..	Premium ..	200 0 0	2 1 10	21 7 11	23 9 9
238	R. 81/835 ..	Feb. 8, 1881	McCallum and Co. ..	365 32	Longbush ..	Grantees ..	" ..	" ..	225 0 0	69 14 6	4,915 11 1	4,985 5 7
230	R. 85/523 ..	Mar. 1, 1881	Miles, Archer, and Co. ..	105 57	Timaru ..	" ..	Undefined ..	..	..	(See No. 32.)	..	..
232	R. 82/2538 ..	April 1, 1881	Hon. Mathew Holmes ..	2 0	Castlerock ..	Grantee ..	10 years* ..	Premium ..	102 0 0	238 9 7	959 6 11	1,187 16 6
235	R. 81/1479 ..	June 6, 1881	George Jameson ..	59 4	Ashburton ..	" ..	" ..	" ..	180 0 0	396 11 4	588 0 9	984 12 1
236	R. 81/1405 ..	June 27, 1881	Kemphorne, Prosser, and Co. (N.Z. Drug Company, Limited)	229 24	Burnside ..	Grantees ..	" ..	" ..	93 0 0	..	..	..
238A	R. 83/2228 ..	Sept. 1, 1881	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	Addington ..	" ..	" ..	..	..	435 5 1	332 8 6	767 13 7
239	R. 81/1982 ..	Sept. 9, 1881	Wood Brothers ..	7 60	" ..	" ..	" ..	Premium ..	84 0 0	1,554 7 11	622 17 0	2,177 4 11
240	R. 83/502 ..	Sept. 19, 1881	N.Z. Provision and Produce Company ..	7 0	Belfast ..	" ..	" ..	" ..	80 0 0	720 17 4	1,196 19 6	1,917 16 10
245	R. 81/2332 ..	Nov. 1, 1881	N.Z. Loan and Mercantile Agency Company (Limited)	58 70	Ashburton ..	" ..	" ..	" ..	200 0 0	38 12 9	647 3 5	685 16 2
246	R. 81/2501 ..	Nov. 24, 1881	J. S. White ..	2 51	Wetheral ..	Grantee ..	" ..	" ..	145 0 0	29 4 4	42 7 0	71 11 4
248	R. 83/3241 ..	Dec. 16, 1881	W. C. Nicholls ..	0 26	Rangiora ..	" ..	" ..	" ..	70 0 0	26 8 4	5 8 7	31 16 11
249	R. 83/1171 ..	April 18, 1883	Frew and Co. ..	22 72	Oraki ..	Grantees ..	" ..	" ..	..	..	..	..
250	R. 83/1556 ..	Dec. 22, 1881	N.Z. Refrigerating Co. (Limited) ..	239 23	Burnside ..	" ..	" ..	Premium ..	492 0 0	1,865 8 10	945 15 0	2,811 3 10
256	R. 81/2820 ..	Jan. 3, 1882	South Canterbury Farmers' Co-operative Association (Limited)	106 10	Timaru ..	" ..	" ..	" ..	484 0 0	(See No. 294.)	..	..
257	R. 81/2672 ..	Jan. 5, 1882	N.Z. Loan and Mercantile Agency Company (Limited) and Executors of late M. Studholme	0 3	Studholme Junction ..	" ..	" ..	" ..	310 0 0	42 2 10	888 0 2	930 3 0
258	R. 82/379 ..	Jan. 10, 1882	C. W. Fisher and Co. ..	10 71	South Malvern ..	Govt. ..	For ever ..	..	..	33 4 4	121 2 3	154 6 7
259	R. 83/1043 ..	Jan. 10, 1882	Allen and Co. ..	227 78	Port Chalmers ..	Grantees ..	10 years* ..	..	..	2 7 6	131 7 4	133 14 10
261	R. 82/2303 ..	Feb. 8, 1882	J. Rantin ..	6 53	Upper Christchurch ..	Govt. ..	" ..	..	..	215 12 1	..	215 12 1

* Three months' notice. † Originally laid under old agreement.

RETURN No. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1891.

H.O. 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, 1891.		
										£	s.	d.
262	R. 82/49	Feb. 20, 1882	N.Z. Loan and Mercantile Agency Company (Limited)	M. ch. 6 50	Christchurch	..	10 years*	Premium..	£ 510 0 0	1,048	10	10
263	R. 82/373	Feb. 28, 1882	J. and T. Meek	158 7	Oamaru	..	"	"	222 0 0	2,416	4	3
266	R. 82/554	Mar. 24, 1882	S. Bailey	15 0	Templeton	..	"	"	153 0 0	885	12	10
268	R. 82/692	April 14, 1882	P. Cunningham	105 75	Timaru	..	"	"	374 0 0	85	8	5
274	R. 83/334	Sept. 15, 1882	Canterbury Frozen Meat and Dairy Produce Export Co. (Limited)	7 8	Belfast	..	"	"	321 0 0	16 11	8	..
275	R. 82/2105	Sept. 26, 1882	D. Reid and Co.	236 12	Dunedin	..	"	"	310 0 0	6,549	0	5
276	R. 82/2334	Oct. 23, 1882	National Mortgage and Agency Co. of N.Z. (Limited)	105 75	Timaru	..	"	"	514 0 0	2,795	13	7
277	R. 82/2354	Oct. 23, 1882	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	"	..	"	"	292 16 0	1,077	14	5
278	R. 82/1997	Oct. 23, 1882	Invercargill Corporation	0 7	Makarewa Junction.	Govt. and grantees	"	"	5 0 0	1,116	5	2
280	R. 82/2706	Dec. 2, 1882	W. Christmas	2 51	Wetheral	Grantee	"	"	300 0 0	275	12	1
281	R. 82/2605	Dec. 2, 1882	C. W. Turner	105 57	Timaru	..	"	"	40 0 0	84	15	7
284	R. 83/50	Jan. 11, 1883	J. Borgfeldt	3 31	Papanui	..	"	"	220 0 0	192	7	5
285	R. 82/2955	Jan. 11, 1883	R. M. Morten	11 76	Hornby Junction	..	"	"	132 0 0	2	2	0
286	R. 83/165	Jan. 26, 1883	N.Z. Loan and Mercantile Agency Company (Limited)	336 14	Gore	Grantees	"	"	275 0 0	5	14	10
290	R. 83/669	April 3, 1883	Shaw, Savill, and Albion Company	0 0	Lyttelton	..	"	"	312 0 0	261	4	7
291	R. 83/1503	April 9, 1883	Edwards, Bennett, and Co. Fernhill Railway and Coal Company (Limited)	0 0	"	..	"	"	..	5,094	18	9
292	R. 83/1007	April 18, 1883	Nichol Brothers	391 63	Bluff	..	10 years*	Premium..	145 0 0	3,625	3	3
294	R. 83/2987	May 21, 1883	South Canterbury Farmers' Co-operative Association (Limited)	105 57	Timaru	..	"	"	130 0 0	1,756	19	2
295	R. 83/1690	June 28, 1883	J. Kitchen and Sons, and Apollo Company	240 33	Burnside	..	"	"	140 0 0	64	16	9
297	R. 83/2672	Sept. 18, 1883	James Gore	244 8	Wingatui	Grantee	"	"	422 0 0	54	7	5
298	R. 83/2904	Oct. 1, 1883	Benjamin Perry	163 6	Totara	..	"	"	326 0 0	37	7	0
302	R. 83/3196	Nov. 22, 1883	John Jackson	106 11	Timaru	..	"	"	120 0 0	568	12	1
304	R. 84/71	Jan. 21, 1884	J. G. Ward	391 44	Bluff	..	"	"	100 0 0	3,623	2	11
308	R. 84/996	April 21, 1884	Simson, Elsworth, and Co.	335 6	Gore	..	"	"	105 0 0	16	12	3
309	R. 84/1239	May 10, 1884	N.Z. Refrigerating Co. (Limited)	155 16	Oamaru Town Belt	Grantees	"	"	175 0 0	1,873	11	5
311	R. 84/1324	May 23, 1884	N.Z. Fine Company	6 39	Wright's Bush	..	"	"	192 0 0	5	9	2
316	R. 84/2669	Sept. 9, 1884	N.Z. Loan and Mercantile Agency Company (Limited)	235 79	Dunedin	..	"	"	190 0 0	1,619	18	6
320	R. 84/3312	Nov. 1, 1884	Morton Mains Freehold Estate Company	355 23	Oteranika	..	"	"	160 0 0	..	..	..

HURUNUI-BLUFF SECTION—continued.

321	R. 84/3313 ..	Nov. 7, 1884	N.Z. Loan and Mercantile Agency Company (Limited)	Invercargill	..	Govt. and grantees	10 years; 1 month's notice	..	75 0 0	1,200 14 4	486 5 7	1,686 19 11
323	R. 84/3646 ..	Dec. 8, 1884	James Waddell and Co. ..	Bluff	..	Govt. ..	10 years*	..	145 0 0	2,797 6 6	89 16 1	2,887 2 7
324	R. 84/1670 ..	Dec. 31, 1884	South Canterbury Refrigerating Company (Limited)	Washdyke June.	..	Grantees	"	..	500 0 0	1,159 19 8	580 19 11	1,740 19 7
328A	R. 90/3990 ..	April 27, 1885	Lyttelton Harbour Board	Lyttelton	..	Govt. ..	"	..	..	4,971 11 10	278 19 4	5,250 11 2
337	R. 85/3780 ..	Dec. 9, 1885	A. Tapper	Invercargill	..	Govt. ..	"	Premium..	435 0 0†	10 13 11	..	10 13 11
338	R. 85/3974 ..	Dec. 24, 1885	Ward and Cleave	"	..	Grantees	"	..	18 0 0†	905 4 10	497 7 8	1,402 12 6
342	R. 86/1880 ..	June 17, 1886	Driver and Son ..	Dunedin ..	..	"	"	..	18 0 0†	447 3 0	62 15 3	509 18 3
347	R. 86/3194 ..	Sept. 21, 1886	Findlay and Co. ..	"	..	"	"	..	102 0 0†	737 12 2	67 12 8	805 4 10
348	R. 86/3012 ..	Sept. 25, 1886	Smellie Brothers	Burnside ..	..	"	"	..	102 0 0†	951 7 11	15 10 9	966 18 8
350	R. 86/4095 ..	Dec. 10, 1886	Evans and Co. ..	Timaru ..	..	"	6 years*	..	406 0 0	2,873 12 5	1,766 9 6	4,640 1 11
351	R. 87/327 ..	Feb. 9, 1887	H. B. Webster and Co. ..	Winchester	..	"	10 years*	..	168 0 0†	45 3 5	74 0 10	119 4 3
357	R. 87/331 ..	July 22, 1886	Smith and Fotheringham	Kensington	..	Govt. ..	5 years*	..	Rental, £25	143 4 5	11 11 5	154 15 5
362	R. 87/2835 A.	Sept. 30, 1887	Mutual Agency Company	Dunedin ..	..	Grantees	10 years*	Premium..	90 0 0†	1,595 6 4	84 3 11	1,679 10 3
363	R. 87/3016 ..	Sept. 30, 1887	P. McGill	Milton ..	..	Govt. ..	"	..	Rental, £25	993 0 9	2,006 5 3	2,999 6 0
364	R. 87/3093 ..	Oct. 4, 1887	R. G. D. Tossell, Sumnerville, Kemp, and Fentz	Kirwee ..	..	Govt. ..	"	..	Rental, £25	21 19 11	227 4 1	249 4 0
365	R. 87/3312 ..	Oct. 25, 1887	Timaru Milling Company	Timaru ..	..	"	"	..	Rental, £50	1,906 9 1	1,456 5 11	3,362 15 0
367	R. 87/2868 ..	Jan. 1, 1881	N.Z. Agricultural Company	Waimea (District line)	..	"	Undefined	..	..	82 9 9	44 5 1	126 14 10
368	R. 88/926 ..	April 4, 1888	J. Anderson	Lyttelton	..	Govt. ..	10 years*	..	Rental, £50	190 18 10	955 11 9	1,146 10 7
369	R. 88/925 ..	April 4, 1888	J. Palmer	Pelichet Bay	..	"	"	..	Rental, £25	12 0 0	114 9 8	126 9 8
370	R. 88/2418 ..	Aug. 16, 1888	J. H. Lambert	Kensington	..	"	"	..	Rental, £25	166 16 6	3 11 6	170 8 0
372	R. 88/2459 ..	Jan. 3, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	Lyttelton	..	Grantees	"	Premium..	460 0 0†	1,807 6 1	108 6 6	1,915 12 7
374	R. 89/885 ..	Mar. 29, 1889	Friedlander Brothers	Lyndhurst	..	"	"	..	250 0 0†	39 6 5	1,056 14 0	1,096 0 5
377	R. 89/1511 ..	June 8, 1889	Farmers' Agency Company	Dunedin ..	..	Govt. ..	"	..	Rental, £50	2,817 4 1	261 1 4	3,078 5 5
378	R. 89/1878 ..	May 1, 1889	W. Booth and Co. ..	Christchurch	..	"	"	..	Rental, £50	465 7 7	13 11 5	478 19 0
379	R. 89/1259 ..	May 1, 1889	Rollitt and Co. ..	Ashburton	..	"	"	..	Rental, £25	(See No. 395.)	..	..
381	R. 89/1310 ..	May 1, 1889	Belford Mills Company	Timaru ..	..	"	"	..	Rental, £50	1,152 16 3	767 12 4	1,920 8 7
382	R. 89/1333 ..	May 1, 1889	J. Goss	Christchurch	..	"	"	..	Rental, £50	776 0 9	29 6 6	805 7 3
383	R. 89/2433 ..	Aug. 5, 1889	Reid, Maclean, and Co. ..	Dunedin ..	..	Grantees	"	Premium..	90 0 0†	1,862 10 7	197 17 5	2,060 8 0
385	R. 89/1392 ..	May 1, 1889	Permanent Investment and Loan Association of Canterbury	Christchurch	..	Govt. ..	"	..	Rental, £50	1,630 8 7	74 5 3	1,704 13 10
386	R. 89/1983 ..	May 1, 1889	M. Friedlander ..	Tinwald ..	..	"	"	..	Rental, £25	22 12 1	1,093 1 8	1,115 13 9
387	R. 89/1963 ..	May 1, 1889	Fleming and Gilkison	Gore	..	"	"	..	Rental, £25	296 1 0	362 5 8	658 6 8
388	R. 89/1624 ..	May 1, 1889	J. Grigg	Windsor ..	..	"	"	..	Extension, £110	544 5 4	2,058 19 7	2,603 4 11
389	R. 89/1964 ..	May 1, 1889	Fleming and Gilkison	Elles Road	..	"	"	..	Rental, £50	1,129 0 1	518 18 2	1,647 18 3
390	R. 89/1309 ..	May 1, 1889	Wigram Brothers	Heathcote	..	"	"	..	Rental, £25	602 5 0	306 11 2	908 16 2
391	R. 89/1279 ..	May 1, 1889	Friedlander Brothers	Ashburton	..	"	"	..	Rental, £25	444 10 3	3,160 12 3	3,605 2 6
392	R. 89/2261 ..	May 1, 1889	J. A. Redpath ..	Christchurch	..	"	"	..	Rental, £50	1,289 6 6	3 3 4	1,292 9 10
393	R. 89/1332 ..	May 1, 1889	W. Langdown and Co. ..	"	..	"	"	..	Rental, £50	503 7 5	31 9 8	534 17 1
394	R. 89/1868 ..	May 1, 1889	Miles and Co. ..	"	..	Grantees	"	..	Rental, £50	1,491 15 8	240 18 2	1,732 13 10
395	R. 89/1262 ..	May 1, 1889	Rollitt and Co. ..	Ashburton	..	"	"	..	Rental, £25	641 10 7	3,199 17 2	3,841 7 9
396	R. 89/1869 ..	May 1, 1889	Miles and Co. ..	Christchurch	..	Govt. ..	"	..	Rental, £50	707 8 1	22 9 8	729 17 4
397	R. 89/1257 ..	May 1, 1889	J. Runciman ..	Burnside ..	..	"	"	..	Rental, £25	1,088 7 1	66 6 1	1,154 13 2
398	R. 89/1867 ..	May 1, 1889	Christchurch Gas, Coal, and Coke Company	Christchurch	..	"	"	..	Extension, £40	..	..	..

† Rental £25.

† Rental £50.

† Originally laid under old agreement.

* Three months' notice.

RETURN NO. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1891.

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, 1891.		
										In.	Out.	Total.
399	R. 89/1585 ..	May 1, 1889	W. H. Hargreaves ..	M. ch. 6 45	Christchurch	Govt. ..	2½ years* ..	+	Rental, £50	£ 861 9 2	£ s. d. 32 3 5	£ s. d. 893 12 7
400	R. 89/1692 ..	Aug. 1, 1889	Christchurch Meat Company ..	13 8	Islington ..	" ..	10 years* ..	+	Extension, £140	4,322 8 4	2,385 7 8	6,707 16 0
401	R. 89/2417 ..	Aug. 1, 1889	C. H. Willis ..	25 38	Southbridge	" ..	" ..	+	Rental, £25	8 0 4	336 15 8	344 16 0
402	R. 89/2926 ..	Aug. 1, 1889	J. Ingram ..	20 60	East Oxford	" ..	5 years* ..	+	..	..	..	..
403	R. 89/2834 ..	Aug. 1, 1889	Lyttelton Borough Council ..	2 65	Heathcote	" ..	" ..	+	..	49 10 1	1 15 7	51 5 8
404	R. 89/2887* ..	Aug. 1, 1889	S. Smart ..	12 8	Hornby ..	" ..	" ..	+	..	12 15 8	465 11 11	478 7 7
409	R. 89/3018 ..	Oct. 2, 1889	Milburn Lime and Cement Company ..	235 25	Dunedin ..	Grantees ..	10 years* ..	Premium ..	171 0 0†	376 11 11	52 18 5	429 10 4
410	R. 89/3132 ..	Aug. 1, 1889	N.Z. Pine Company ..	307 72	One-tree Point	Govt. ..	5 years* ..	+	..	8 10 1	5,029 0 5	5,037 10 6
411	R. 89/3377 ..	May 1, 1889	W. White and Co. ..	7 46	Addington	" ..	10 years* ..	+	Rental, £25	1,891 7 1	188 13 9	2,075 0 10
412	R. 89/3213 ..	June 1, 1889	Colonial Bank (R. Anderson and Co., tenants)	236 37	Dunedin ..	" ..	" ..	+	Rental, £50	489 8 9	7 15 10	497 4 7
413	R. 89/3363 ..	Aug. 1, 1889	Invercargill Corporation ..	0 7	Invercargill	" ..	5 years* ..	+	..	127 0 6	16 7 11	143 8 5
414	R. 89/2422 ..	Aug. 1, 1889	Moir and Co. ..	16 69	Southbrook	" ..	" ..	+	Rental, £25	183 16 2	128 15 1	312 11 3
415	R. 89/3237 ..	Aug. 1, 1889	N.Z. Pine Company ..	366 28	Longbush	" ..	" ..	+	..	..	222 6 8	222 6 8
418	R. 89/3596 ..	Aug. 1, 1889	J. Shand ..	26 22	Centre Bush	" ..	" ..	+	..	..	52 5 8	52 5 8
419	R. 89/3631 ..	Nov. 1, 1889	Massey and Co. ..	5 22	Wallacetown	" ..	" ..	+	..	2 12 4	1,206 3 8	1,208 16 0
420	R. 89/3216 ..	May 1, 1889	National Mortgage and Agency Co. ..	374 56	Invercargill	" ..	10 years* ..	+	Rental, £50	303 2 7	337 19 10	641 2 5
424	R. 89/2391 ..	Aug. 1, 1889	W. Quinn ..	121 71	Otaio ..	Govt. and grantee ..	" ..	+	Extension, £80§	13 7 6	99 4 11	112 12 5
425	R. 89/3940 ..	Aug. 1, 1889	Oamaru Borough Council ..	157 41	Oamaru ..	Grantees ..	5 years* ..	+	..	83 4 8	1 3 6	84 8 2
426	R. 89/3751 ..	Aug. 1, 1889	T. Buxton ..	6 43	Makarewa	Govt. ..	" ..	+	..	12 0 4	221 4 0	233 4 4
427	R. 90/251 ..	Aug. 1, 1889	T. Hodgkinson ..	6 42	" ..	" ..	" ..	+	..	3 7 4	132 11 3	132 18 7
428	R. 89/1531 ..	May 1, 1889	Ireland and Co. ..	158 27	Oamaru ..	" ..	3 years* ..	+	Rental, £50	212 8 9	132 14 9	345 3 6
429	R. 90/27 ..	Nov. 1, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff ..	" ..	10 years* ..	+	Rental, £50	2,701 3 10	403 3 4	3,104 7 2
430	R. 90/726 ..	May 1, 1889	J. and T. Meek ..	158 18	Oamaru ..	" ..	1 year* ||	+	Rental, £50	(See No. 263.)	170 19 2	1,807 18 4
432	R. 90/432 ..	May 1, 1889	P. Virtue ..	6 19	Christchurch	Govt. and grantee ..	10 years* ..	+	Extension, 102 10 0†	1,636 19 2	207 5 8	923 2 10
433	R. 89/2122 ..	May 1, 1889	Craig and Co. ..	157 42	Oamaru ..	Govt. ..	1 year* ||	+	Rental, £50	715 17 2	37 0 3	514 17 11
434	R. 90/614 ..	Aug. 1, 1889	W. White and Co. ..	25 33	Southbridge	" ..	10 years* ..	+	Rental, £25	477 17 8	161 5 5	872 0 3
435	R. 90/538 ..	Jan. 1, 1890	H. Harraway ..	0 14	Burnside ..	Govt. and grantee ..	" ..	+	Extension £45§	710 14 10	1,932 16 2	1,955 2 8
436	R. 90/539 ..	Aug. 1, 1889	Walton Park Coal and Pottery Co. ..	2 3	Saddle Hill	Govt. ..	5 years* ..	+	..	23 6 6	400 2 3	400 2 3
437	R. 90/540 ..	Aug. 1, 1889	Green Island Coal Company ..	241 67	Abbotsford	" ..	" ..	+	..	(See No. 240.)	265 6 2	275 13 5
439	R. 90/862 ..	Aug. 1, 1889	N.Z. Provision and Produce Company ..	7 1	Belfast	Grantees ..	10 years* ..	+	Rental, £25	10 7 3	3 4 4	200 17 7
440	R. 90/1056 ..	Jan. 1, 1890	Milburn Lime and Cement Company ..	23 2	Lady Barkly	Govt. ..	5 years* ..	+	Rental, £50	197 13 3	101 12 1	1,749 5 1
442	R. 90/1643 ..	Jan. 1, 1890	J. A. McIlraith ..	6 10	Christchurch	" ..	2 years* ..	+	Rental, £50	1,647 13 0	376 13 9	987 18 5
443	R. 90/1801 ..	May 1, 1890	G. McClatchie and Co. ..	6 9	" ..	" ..	5 years* ..	+	Rental, £25	611 4 8	198 19 6	198 19 6
444	R. 90/1132 ..	April 1, 1890	Cunningham and Stead ..	5 59	Addington	Grantees ..	10 years* ..	+	..	..	..	..
445	R. 90/2062 ..	May 1, 1890	Southland County Council ..	5 4	Wyndham	" ..	years* ..	..	..	..	..	..

HURUNUI-BLUFF SECTION—continued.

446	R. 90/2093	May	1, 1890	Canterbury Farmers' Co-operative Association	106 27	Timaru ..	..	"	10 years*	†	Rental, £50	(See No. 294.)	353 0 10
447	R. 90/2312	April	1, 1890	N.Z. and Australian Land Company	116 9	St. Andrew's	..	Govt.	"	†	Rental, £25	5 5 1	536 2 9
448	R. 90/2348	Aug.	1, 1890	Dunedin City Corporation	243 42	Wingatui	..	"	6 years*	†	..	498 3 4	1,160 13 0
449	R. 90/2561	Aug.	1, 1889	J. Freeman	241 71	Abbotsford	..	"	5 years*	†	..	6 3 3	534 13 5
450	R. 90/2675	May	1, 1890	Stronach and Son	236 40	Dunedin ..	..	"	10 years*	†	Rental, £50	473 12 7	1,866 15 3
451	R. 90/1183	Aug.	1, 1889	Millburn Lime and Cement Co.	267 50	Millburn ..	..	"	5 years*	†	..	593 4 8	1,114 17 0
452	R. 90/2311	Aug.	1, 1889	B. C. Calverley	241 71	Abbotsford	..	"	"	†	Rental, £25	194 4 11	1,516 9 7
453	R. 90/2748	Oct.	1, 1890	D. Thomas	58 76	Ashburton	..	Grantee	10 years*	†	..	49 15 10	40 1 9
454	R. 90/3798	Aug.	1, 1889	Edwards and Menlove	14 39	Ngapara ..	..	Govt.	5 years*	†	..	15 0 0	366 10 5
455	R. 90/4073	Dec.	1, 1890	J. A. McLauchlan	386 23	Greenhills	..	"	"	†	..	430 9 7	455 12 4
456	R. 90/4155	Aug.	1, 1890	Dunedin City Corporation	236 61	Dunedin ..	..	"	"	†	..	66 15 11	97 11 3
457	R. 90/4154	Nov.	1, 1890	T. Teschemaker..	165 26	Teschemaker's	..	"	"	†	..	..	..
458	R. 91/454	Mar.	6, 1891	Lyttelton Harbour Board	0 15	Lyttelton	..	Grantees	10 years*	†	150 0 0	..	..
459	R. 91/636	Feb.	2, 1891	R. D. Thomas (Wood Bros., tenants)	7 60	Addington	..	"	"	†	Rental, £25	30 15 4	..
461	R. 91/779	..	..	..	..	..	..	..	..	..	..	..	..

§ Term extended for another year

† Rental, £25.

‡ Rental, £50.

* Three months' notice.

† Originally laid under old agreement.

‡

RETURN No. 19.
COMPARATIVE STATEMENT of MILEAGE of RAILWAYS OPEN for TRAFFIC and UNDER MAINTENANCE on 31st March, 1891.

Section.	Mileage Open for Traffic on 31st March, 1890.	Additional Length Opened during Year.			Reduced Mileage equivalent to Maintenance for whole Period.	Length Closed during Year.		Net Addition to Mileage Open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage Open for Traffic on 31st March, 1891.
		Line Opened.	Date of Opening.	Length Opened.		Line.	M. ch.			
	M. ch.			M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.
Kawakawa ...	7 41	...	...	...	...	...	...	...	...	7 41
Whangarei ...	6 45	...	...	...	...	...	...	...	...	6 45
Auckland ...	265 47	...	...	...	...	...	...	...	...	265 47
Napier-Taranaki ...	310 70	Palmerston North-Woodville	9th March, 1891	17 22	1 7	...	17 22	1 7	...	328 12
Wellington ...	91 8	...	...	...	...	...	...	...	...	91 8
Hurunui-Bluff ...	*1,064 26	Glenham Extension	1st May, 1890	5 43	5 7	...	5 43	5 7	...	1,069 69
Ditto, Private Lines—										
Shag Point Branch	2 11	...	...	...	...	...	...	...	...	2 11
Nightcaps Branch	2 24	...	...	...	...	...	...	...	...	2 24
Graymouth ...	7 32	...	...	...	...	...	...	...	...	7 32
Westport ...	19 17	...	...	...	...	...	...	...	...	19 17
Nelson ...	22 73	...	...	...	...	...	...	...	...	22 73
Picton ...	17 70	...	...	...	...	...	...	...	...	17 70
Total	1,817 64	...	...	22 65	6 14	...	22 65	6 14	...	1,840 49
Forest Hill Tramway†	...	...	...	...	...	...	...	...	...	10 0

* Does not include Riversdale-Switzers (2 miles).

† Not shown previously.

RETURN No. 20.

STATEMENT showing APPROXIMATELY SLEEPERS LAID and REMOVED up to 31st March, 1891.

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
Totals	..	..	..	3,795,278	1,300,266

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 21.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1890, and March, 1891.

Department.		Kawakawa.	Whangarei.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1889-90.												
General	...	...	...	...	...	...	...	...	...	...	...	118
Traffic	...	7	6	150	157	84	887	34	24	19	12	1,380
Maintenance ..	...	6	5	216	282	114	1,037	14	26	20	15	1,735
Locomotive .. .	...	5	5	136	161	135	791	27	28	11	5	1,304
Totals	...	18	16	502	600	333	2,715	75	78	50	32	4,537
1890-91.												
General	...	...	...	...	...	...	...	...	...	...	...	115
Traffic	...	7	7	157	173	88	900	39	26	21	13	1,431
Maintenance ..	...	6	6	193	328	105	952	19	15	21	32	1,677
Locomotive .. .	...	4	5	144	164	134	779	25	29	9	7	1,300
Totals	...	17	18	494	665	327	2,631	83	70	51	52	4,523

RETURN No. 22.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1891.

Section.	Passengers Killed or Injured.				Servants of the Department Killed or Injured.				Persons Killed or Injured while crossing at Level Crossings.		Trespassers.		Workshops.		Miscellaneous.		Total Killed.	Total Injured.	
	From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.												
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Kawakawa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whangarei ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland ...	...	...	...	...	...	4	...	8	...	...	...	1	1	...	2	...	...	1	15
Napier-Taranaki ...	...	...	...	...	...	1	12	...	6	...	...	...	1	...	2	...	...	1	21
Wellington ...	...	...	...	...	...	1	...	4	...	...	...	...	...	...	4	...	1	...	10
Hurunui-Bluff ...	...	...	2	6	...	50	2	6	...	3	1	3	...	19	1	5	6	92	...
Greymouth ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	2	...
Westport ...	...	...	...	...	...	3	...	...	...	...	1	...	...	2	1	...	2	5	...
Nelson ...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Picton ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
Totals ...	1	1	2	6	1	70	2	24	...	3	3	5	...	29	2	9	11	147	...

RETURN NO. 23.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1891.
KAWAKAWA SECTION.

Type.	No. of Engines.		Average Speed — Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.																					
	A	F	Total	6	10	Detail.			Total.	Running.			Repairs.	Running.			Total.																								
						Train.	Shunting.	Ballast.		Coal.	Oil.	Tallow.		Waste.	Stores.	Fuel.		Wages.																							
Total		3		...		4,943		369		14,670		2,550		237		51		246		419		18		64		343		844		686		29		104		561		1380		365	

WHANGAREI SECTION.

F	3	18	10,511	5,773	...	15,984	3,473	269	...	162	26	95	688	833	36	1'42	10'33	12'50	321
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AUCKLAND SECTION.

C	...	...	...	243	...	243	65	5	...	1	127	...	1	4	132	135'43	1'8	1'96	3'81	130'38	4
D	1	15	...	8,302	...	8,302	2,376	128	15	119	6	...	36	212	259	1'8	1'4	1'03	6'13	7'48	251
K	17	20	142,252	33,806	7,815	183,873	46,251	2,520	222	1,316	1,990	99	694	2,820	5603	2'59	1'3	1'91	3'68	7'31	2,018
J	6	25	62,164	8,317	...	70,481	28,664	1,219	122	1,077	1,072	52	441	1,045	2,610	3'65	1'8	1'51	3'55	8'86	938
L	4	20	50,498	4,487	73	55,058	13,820	827	75	377	435	33	207	701	1,376	1'90	1'4	1'90	3'05	5'90	503
P	3	18	29,968	1,893	...	31,861	115,668	565	66	424	443	24	251	578	1,296	3'33	1'8	1'90	4'35	9'76	343
R	3	20	53,683	4,858	43	58,584	20,026	851	80	687	390	36	307	812	1,545	1'60	1'5	1'25	3'33	6'33	603
Total	34	...	338,565	61,006	7,931	408,402	126,870	6,115	580	4,001	4,463	249	1,937	6,172	12,821	2'62	1'4	1'14	3'63	7'53	4,660
Less recoverable mileage & expenditure			...	...	339	339	...	...	...	...	...	...	...	...	49	...	...	...	...	...	...
General charges			...	...	...	...	...	...	...	...	...	...	...	...	12,772	...	...	...	...	7'51	...
Total			...	...	...	408,063	...	...	...	...	...	...	...	...	1,966	...	...	...	...	1'15	...
			...	...	7,592	...	...	...	...	...	...	...	...	...	14,738	...	...	...	...	8'66	...

NAPIER-TARANAKI SECTION.

A	1	6	2,361	4,764	...	7,125	636	54	7	60	69	3	42	123	237	2'33	1'11	1'40	4'14	7'98	118
B	2	1	5,943	1,277	142	7,302	1,779	108	5	60	19	6	100	92	217	61	18	3'28	3'00	7'07	64
C	3	15	12,776	7,322	835	20,933	3,211	312	34	221	49	15	215	342	621	56	17	2'47	3'92	7'12	398
D	5	15	24,062	17,971	132	42,105	5,323	547	61	377	533	26	360	714	1,633	3'03	15	2'04	4'07	9'29	734
E	7	...	110,520	16,656	149	127,325	34,354	1,869	143	896	1,002	93	2,318	1,612	5,085	2'01	18	4'37	3'03	9'59	869
F	19	20	180,809	28,603	20,536	229,938	35,467	2,951	197	1,531	3,169	132	2,477	3,167	8,045	3'31	14	2'58	3'30	9'33	2,580
J	3	20	65,432	3,501	...	68,933	15,265*	1,081	68	461	706	42	1,140	701	2,589	2'46	14	3'96	2'45	9'01	380
M	2	20	5,172	309	...	5,481	1,028	97	3	34	226	4	69	57	356	9'90	17	3'02	2'49	15'58	41
R	5	20	63,393	12,176	917	76,456	16,430	952	78	553	1,105	45	1,123	885	3,158	3'47	14	3'52	2'78	9'91	572
S	1	20	3,487	541	...	4,028	992	51	3	25	14	2	55	50	121	85	12	3'25	2'99	7'21	28
Total	47	...	473,925	93,120	22,701	589,746	114,485*	8,022	599	4,218	6,952	368	7,899	7,743	22,962	2'83	15	3'21	3'15	9'34	5,784
Less recoverable mileage & expenditure			...	...	11,622	11,622	...	...	...	...	...	...	...	...	749	...	...	...	...	30	...
General charges			...	...	...	...	...	...	...	...	...	...	...	...	22,213	...	...	...	...	9'04	...
Total			...	...	11,079	578,124	...	...	...	...	...	...	...	...	3,616	...	...	...	...	1'47	...
Total			...	...	...	...	...	...	...	...	...	...	...	...	25,829	...	...	...	...	10'51	...

* Also 55 cords wood.

WELLINGTON SECTION.

A	2	6	7,118	4,036	68	11,222	1,379	204	25	189	200	10	85	286	581	4'27	2'1	1'82	6'12	12'42	304
C	1	...	...	...	...	...	...	...	...	...	229	...	...	...	229	...	...	...	...	...	...
D	4	15	29,524	33,214	1,412	64,150	8,529	1,244	110	619	278	49	547	1,153	2,027	1'04	18	2'05	4'31	7'58	818
H	6	...	10,220	9,428	6	19,654	16,832	1,046	67	575	1,801	41	986	699	3,527	22'00	50	12'04	8'53	43'07	637
L	5	15	23,787	6,163	...	29,950	5,615	644	41	255	816	23	329	422	1,590	6'54	17	2'64	3'39	12'74	331
M	...	...	887	110	...	997	257	20	1	11	23	1	16	15	55	5'51	20	3'89	3'71	13'31	14
R	3	20	80,970	7,971	...	88,041	20,427	1,209	117	661	527	47	1,270	1,095	2,939	1'44	13	3'47	2'97	8'01	708
S	6	15	58,313	7,756	80	66,149	16,289	1,319	114	647	2,057	59	1,015	885	4,007	7'46	18	3'68	3'21	14'53	642
W	1	...	16,101	2,839	...	18,940	6,727	491	41	267	166	19	410	331	926	2'10	24	5'19	4'20	11'73	243
Total	28	...	226,920	70,617	1,566	299,103	76,055	6,177	516	3,224	6,097	240	4,658	4,886	15,881	4'89	22	3'73	3'90	12'74	3,697
General charges			...	...	...	...	...	...	...	...	...	...	...	...	1,786	...	...	...	...	1'43	...
Total			...	...	...	...	...	...	...	...	...	...	...	...	17,667	...	...	...	...	14'17	...

NELSON SECTION.

D	3	15	21,180	3,662	164	25,006	3,448	353	28	205	344	25	188	468	1,025	3'30	24	1'81	4'49	9'84	291
F	1	15	17,434	2,561	21	20,016	2,554	200	16	156	191	14	138	327	670	2'29	17	1'65	3'92	8'03	221
Total	4	...	38,614	6,223	185	45,022	6,002	613	44	361	535	39	326	795	1,695	2'85	21	1'74	4'24	9'04	512

RETURN NO. 23—continued.
PICTON SECTION.

Type.	No. 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.		Ballast.	Coal.	Oil.		Tallow.	Waste.	Stores.		Fuel.	Wages.				
C	2	15	1,315	448	877	2,640	Cwt.	lb.	lb.	lb.	£	£	£	£	26.73	.18	2.00	4.81	33.72	46
D	1	15	13,351	2,668	...	16,019	2,241	5	113	9	136	254	449	.75	.14	2.03	3.80	6.72	198	
G	1	15	6,838	1,281	49	8,168	1,240	131	65	5	75	142	278	1.64	.15	2.20	4.17	8.16	100	
Total	4	...	21,504	4,397	926	26,827	3,863	384	18	205	16	233	449	1,098	3.58	.14	2.09	4.01	9.82	344

WESTPORT SECTION.

C	2	15	12,799	...	...	13,210	245	12	63	20	10	47	326	403	.36	.18	.84	5.94	7.32	231
F	4	15	35,228	22,793	...	58,021	1,009	118	683	479	49	300	1,106	1,934	1.98	.20	1.24	4.57	7.99	643
Total	6	...	35,639	35,592	...	71,231	1,254	130	746	499	59	347	1,432	2,337	1.69	.19	1.16	4.83	7.87	874

GREYMOUTH SECTION.

D	1	12	1,267	2,230	...	3,497	55	12	39	50	3	17	82	152	3.43	.21	1.17	5.62	10.43	57
F	3	12	15,936	20,651	...	36,587	522	68	307	550	30	215	752	1,547	3.61	.20	1.41	4.93	10.15	449
R	1	12	7,846	3,214	...	11,060	176	22	110	217	10	87	177	491	4.71	.21	1.89	3.84	10.65	127
Total	5	...	25,049	26,095	...	51,144	753	102	456	817	43	319	1,011	2,190	3.83	.20	1.50	4.74	10.27	633

HURUNUI-BLUFF SECTION.

A	6	6	51,041	54	51,792	6,341	723	90	428	152	31	269	1,143	1,595	70	14	125	530	739	727
C	1	15	12,688	...	12,830	2,940	203	17	127	12	9	86	274	381	22	17	161	513	713	205
D	17	15	126,439	713	260,723	51,332	4,132	354	2,111	1,923	175	2,188	4,685	8,971	177	16	201	431	825	3,118
F	32	20	185,685	16,815	495,405	124,181	8,376	817	3,931	5,008	344	3,777	8,466	17,595	242	17	183	410	852	6,098
G	3	20	3,831	48	18,454	4,010	306	50	124	1,037	13	144	273	1,467	1350	17	187	354	1908	201
J	23	25	47,291	332	459,990	190,745	8,061	658	4,660	6,473	340	4,981	5,959	17,753	337	18	260	311	926	4,083
K	8	35	10,416	...	100,577	32,561	1,616	172	1,225	676	73	1,178	1,608	3,535	162	17	281	383	843	1,105
L	1	20	2,952	...	23,484	5,335	332	51	192	121	15	186	337	659	124	15	190	344	673	232
M	2	20	5,656	766	29,982	9,632	569	79	330	2,704	25	202	479	3,500	2164	20	233	384	2801	355
N	6	35	8,019	60	152,787	43,294	2,655	189	1,514	1,094	114	2,467	1,818	5,493	171	17	388	286	862	1,174
O	7	18	9,024	122	75,204	46,686	1,868	181	894	1,598	74	1,006	1,159	3,837	509	24	321	370	1224	777
P	6	18	19,366	...	167,463	89,593	3,956	421	1,976	1,597	167	2,334	2,514	6,522	215	23	335	361	934	1,704
Q	2	35	7,870	3,596	32,292	10,402	538	130	485	99	28	263	556	946	74	20	196	413	703	533
R	6	20	21,555	17,361	107,371	44,910	1,803	310	1,150	1,056	82	958	1,913	4,009	237	18	214	427	896	1,237
T	6	18	11,916	141	54,701	32,839	1,418	153	779	1,172	62	797	905	2,036	514	27	349	398	1288	658
V	10	25	17,171	...	253,064	94,898	5,010	455	2,184	4,160	205	2,725	2,713	9,803	394	19	258	258	929	1,778
Total	136	...	1,714,991	40,008	2,296,119	789,699	41,506	4,127	22,110	28,792	1,757	23,651	34,802	89,002	301	19	247	363	930	24,045
Less recoverable mileage & expenditure				7,135	7,135	...	...	...	...	...	...	...	...	463	...	...	...	...	05	...
General charges			...	...	...	...	...	...	...	...	...	...	...	88,539	...	...	...	...	925	...
Total			...	32,873	2,288,984	...	...	...	...	...	...	...	...	14,148	...	...	...	...	148	...
			...	...	...	...	...	...	...	...	...	...	...	102,687	...	...	...	...	1073	...

T. F. ROTHERAM,
Locomotive Superintendent, N.Z.R.

RETURN No. 24.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1891.

Mine.	1890-91.	1889-90.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin, J., Sheffield	1,286	785	501	...
Springfield Coal Company, Springfield	2,000	462	1,538	...
Leeming, Whitecliffs	4,031	980	3,051	...
McIlraith, J., Glentunnel	1,724	2,549	...	825
Levick, H., Glentunnel	...	72	...	72
Wright, E. F., Mount Somers	1,238	329	909	...
Studholme and McPherson, Waimate	75	...	75	...
Kurow	344	102	242	...
Papakaio	...	13	...	13
Ngapara	21	73	...	52
Herbert	103	...	103	...
Shag Point	10,692	10,327	365	...
Bushey	7,082	1,753	5,329	...
Walton Park	15,089	11,497	3,592	...
Fernhill	7,930	8,769	...	839
Green Island	2,499	2,507	...	8
Freeman's	12,403	10,029	2,434	...
Nelson's	1,188	1,681	...	493
Lovell's Flat	150	34	116	...
Milton	9	22	...	13
Kaitangata	71,431	52,321	19,110	...
Castle Hill	224	164	60	...
Mackie and Cormack's	699	273	426	...
Caruthers	64	264	...	200
Conical Hills	1,159	807	352	...
Mosgiel	...	49	...	49
Dawson, F. M., Pukerau	...	167	...	167
Mapp and McKenzie, Pukerau	...	161	...	161
McKenzie, J., and Co., Pukeran	306	...	306	...
Hagan, C. O., Pukerau	107	...	107	...
Dudley, J. D., Pukerau	10	...	10	...
Divers, G., Pukerau	10	...	10	...
Hoffman, Waikaka	5	...	5	...
Hunter, Gore	...	86	...	86
Adams and Tweedie, Gore	346	204	142	...
Hoffman, Gore	152	85	67	...
Adams, Riversdale	4	...	4	...
Pease, Riversdale	4	...	4	...
New Zealand Agricultural Company, Riversdale	5	...	5	...
Carmichael, Waimea	12	24	...	12
New Zealand Agricultural Company, Waimea	4	...	4	...
Beattie, J., Mataura	5	...	5	...
Town, C., Mataura	99	...	99	...
Sleeman, C. P., Mataura	5	...	5	...
Todd and Graham, Fairfax	...	8	...	8
McIntosh, Fairfax	...	5	...	5
Sutherland, Fairfax	...	8	...	4
Spooner and Son, Wairio	6	26	...	20
Knight, Wairio	...	8	...	8
Vallie, Wairio	...	4	...	4
Nightcaps Coal Company, Nightcaps	19,579	11,443	8,136	...
Ailey and Owen, Nightcaps	...	25	...	25
Handyside and Co., Nightcaps	...	296	...	296
Reed, W., and Co., Nightcaps	173	...	173	...
Cassels, A., Orepuki	326	298	28	...
Hokonui Coal Company, Winton	1,776	667	1,109	...
Totals	164,439	119,377	48,422	3,360

RETURN No. 25.
HURUNUI-BLUFF SECTION.

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, 1891.

Port.	1890-91.	1889-90.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton	1,594	1,549	45	...
Timaru	372	341	31	...
Oamaru	230	315	...	85
Port Chalmers	303	329	...	26
Dunedin	64	50	14	...
Bluff	329	337	...	8
Totals	2,892	2,921	90	119
LOADED :—				
Lyttelton	1,399	1,397	...	88
Timaru	380	341	39	...
Oamaru	225	311	...	86
Port Chalmers	311	335	...	24
Dunedin	3	4	...	1
Bluff	325	334	...	9
Totals	2,553	2,722	39	208

RETURN No. 26.
HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1891
on the HURUNUI-BLUFF RAILWAY 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	6 28	...	218 5	63 2	...	63 2	281 7
Rangiora - Sheffield and Eyre- ton Junction-Bennett's	...	...	53 57	242 66	...	4 21	23 5	57 78
Southbridge and Little River Branches	...	...	48 7			5 23		53 30
Springfield and Whitecliffs Branches	...	...	42 26			4 61		47 7
Mount Somers Branch	...	...	27 36			1 52		29 8
Albury Branch	...	...	36 13			2 45		38 58
Waimate Branch	...	...	4 46	...	...	1 4	...	5 50
Rakaia and Ashburton Forks Branch	...	...	22 20			2 65		25 5
Waimate Gorge Branch	...	...	8 21			0 54		8 75
Totals, Christchurch Division	211 57	6 28	242 66	460 71	63 2	23 5	86 7	546 78
DUNEDIN DIVISION :—								
Main Line	175 20	...	...	175 20	45 48	...	45 48	220 68
Pukeuri-Duntroon Branch	...	...	22 3	156 18	...	1 35	16 15	23 38
Duntroon-Hakateramea Branch	...	...	15 38			1 3		16 41
Oamaru-Breakwater Branch	...	...	0 63			0 24		1 7
Ngapara & Livingstone Branches	...	...	27 4			1 75		28 79
Shag Point Branch	...	...	2 10			0 10		2 20
Waitemo Branch	...	...	8 55			0 57		9 32
Port Chalmers Branch	...	...	1 26			3 41		4 67
Walton Park Branch	...	...	2 49			0 51		3 20
Otago Central Railway	...	...	17 10			1 7		18 17
Outram Branch	...	...	9 0			0 65		9 65
Lawrence Branch	...	...	22 0	...	...	1 78	...	23 78
Catlin's River Branch	...	...	7 76			0 50		8 46
Tapanui Branch	...	...	20 4			1 79		22 3
Totals, Dunedin Division ...	175 20	...	156 18	331 38	45 48	16 15	61 63	393 21
INVERCARGILL DIVISION :—								
Main Line	72 54	...	...	72 54	16 43	...	16 43	89 17
Waimea Plains Branch	...	...	36 40	215 5	...	1 73	16 16	38 33
Wynndham Branch	...	...	9 36			0 43		9 79
Seaward Bush Branch	...	...	11 25			0 56		12 1
Kingston Branch	...	...	87 0			5 41		92 41
Makarewa-Orepuki Branch	...	...	35 52			4 6		39 58
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51			2 34		27 5
Lumsden-Mararoa Branch	...	...	19 41			1 3		11 44
Totals, Invercargill Division	72 54	...	215 5	287 59	16 43	16 16	32 59	320 38
Grand Totals—Whole Line	459 51	6 28	614 9	1080 8	125 13	55 36	180 49	1260 57
Riversdale-Switzers Line*	...	...	2 0	2 0	...	...	...	2 0
Forest Hill Tramway†	...	...	...	10 0	...	...	...	10 0

* Taken over, but not yet opened for traffic.

Not previously shown.

RETURN NO. 27.

COMPARING the CLASSIFIED MAINTENANCE EXPENDITURE for the HURUNUI-BUFF SECTION for THIRTEEN YEARS, 1878 to 1891, showing RATES per MILE per ANNUM for each CLASSIFICATION.

Classification.	Christchurch Division.					Dunedin Division.					Invercargill Division.					Hurunui-Bluff Section.				
	Average of Twelve Years, 1878-90.	Lowest Year, 1881-82.	Highest Year, 1878-79.	Last Year, 1889-90.	Present Year, 1890-91.	Average of Twelve Years, 1878-90.	Lowest Year, 1889-90.	Highest Year, 1879-80.	Last Year, 1889-90.	Present Year, 1890-91.	Average of Twelve Years, 1878-90.	Lowest Year, 1887-88.	Highest Year, 1884-85.	Last Year, 1889-90.	Present Year, 1890-91.	Average of Twelve Years, 1878-90.	Lowest Year, 1888-89.	Highest Year, 1879-80.	Last Year, 1889-90.	Present Year, 1890-91.
A 1. Track-surfacing	61'62	51'87	73'06	59'25	58'63	77'89	62'92	110'89	62'92	64'87	49'79	45'11	52'00	42'24	43'29	64'33	57'98	82'68	55'57	56'42
A 2. Track renewals	35'52	40'82	30'55	33'09	28'08	47'78	19'11	49'66	19'11	21'06	18'14	7'67	39'39	16'03	10'92	35'71	23'92	36'01	24'10	21'32
A 3. Ballasting	3'73	4'03	5'07	2'95	1'69	10'72	3'38	23'40	3'38	3'25	7'59	1'56	15'08	2'36	2'21	6'97	3'12	14'17	2'89	2'34
A 4. Banks and cuttings	4'42	3'90	8'97	1'66	1'04	16'90	12'09	22'36	12'09	17'29	8'79	9'10	5'98	8'47	5'85	9'56	7'80	17'55	6'65	7'28
A 5. Bridges, culverts, &c.	17'36	10'53	33'28	15'62	12'74	14'86	9'88	19'50	9'88	10'66	8'84	7'15	10'40	5'49	7'28	14'55	11'57	17'94	11'12	10'66
A 6. Fences, gates, &c.	7'54	6'24	9'10	6'36	5'46	14'18	12'61	5'98	12'61	13'26	3'72	3'12	6'24	3'90	4'16	8'84	6'63	4'16	7'64	7'54
A 7. Roads, approaches, &c.	1'95	1'69	1'30	1'21	1'17	2'43	1'04	2'34	1'04	1'04	1'32	65	2'21	47	52	1'97	1'82	2'99	97	1'04
A 8. Water services	4'21	3'64	6'37	3'35	2'99	3'30	3'38	1'82	3'38	3'64	2'05	1'56	2'47	1'49	1'56	3'39	3'25	2'60	2'86	2'73
A 9. Wharves	02	00	00	01	13	67	13	13	13	26	06	00	00	03	00	27	13	00	05	13
A 10. Buildings	12'38	9'62	13'00	19'07	16'25	10'27	9'23	5'85	9'23	8'97	5'93	4'42	7'93	5'22	4'42	10'11	10'14	5'98	12'31	10'79
A 11. Miscellaneous	12'43	4'94	21'97	15'57	20'28	9'17	13'39	15'47	13'39	9'62	4'12	3'25	3'64	4'64	5'98	9'41	5'07	18'33	12'01	13'13
Total expenditure	161'18	137'28	202'67	158'14	148'46	208'17	147'16	257'40	147'16	153'92	110'35	83'59	145'34	90'34	86'19	165'11	131'43	202'41	136'17	133'38
Mileage maintained, 1890-91	...	...	...	...	454	...	...	...	...	331	110'95	...	...	...	288	165'26	...	...	...	1,073

* Unclassified expenditure, Waimea Plains Line, 1st April to 13th November, 1886.

RETURN No. 28.
HURUNUI-BLUFF SECTION.

COST of MAINTENANCE of VARIOUS SECTIONS of MAIN LINE and BRANCHES.

Line of Railway.	Mileage.	Expenditure for Thirteen Periods up to 31st March, 1891.	Average for Four- weekly Period on Reduced Mileage.		Rate per Mile per Annum.
			Expendi- ture.	Rate per Mile.	
CHRISTCHURCH DIVISION :—					
Main Line	M. ch. lk.	£ s. d.	£	£	£
... ..	216 23 29	48,976 6 7	3,768	17'44	226'72
Rangiora-Sheffield, and Eyreton Junction-Bennett's	53 56 49	4,265 8 0	328	6'08	79'04
Southbridge and Little River Branches	48 6 84	3,578 17 10	275	5'74	74'62
Springfield and Whitecliffs Branches	42 26 36	3,175 14 4	244	5'75	74'75
Mount Somers Branch	27 35 78	1,328 15 11	102	3'72	48'36
Albury Branch	36 12 76	3,282 12 5	253	7'01	91'13
Rakaia and Ashburton Forks Branch	22 20 18	2,434 5 10	187	8'51	110'63
Waimate Gorge Branch	8 21 16	330 2 0	25	3'17	41'21
Total Christchurch Division	454 42 86	67,372 2 11	5,182	11'42	148'46
DUNEDIN DIVISION :—					
Main Line	179 39 59	37,778 1 1	2,906	16'23	210'99
Pukeuri-Dunroon Branch	22 2 86	1,363 3 11	105	4'77	62'01
Dunroon-Hakateramea Branch	15 37 64	1,097 16 6	84	5'45	70'85
Ngapara and Livingstone Branches	27 3 91	2,011 7 11	155	5'73	74'49
Waihemo Branch	8 55 0	543 19 1	42	4'65	60'45
Walton Park Branch	2 49 20	300 19 9	23	9'26	120'38
Otago Central Railway	17 10 0	662 5 5	51	3'00	39'00
Outram Branch	9 0 24	2,176 19 11	168	18'61	241'93
Lawrence Branch	22 0 34	2,707 1 1	208	9'47	123'11
Catlin's River Branch	7 76 1	876 7 3	67	8'42	109'46
Tapanui Branch	20 3 77	1,430 18 2	110	5'50	71'50
Total Dunedin Division	331 38 56	50,949 0 1	3,919	11'84	153'92
INVERCARGILL DIVISION :—					
Main Line	179 50 45	17,252 14 2	1,327	7'39	96'07
Waimea Plains Line	36 40 71	2,801 9 10	216	5'82	75'66
Seaward Bush Branch	11 24 76	509 4 10	39	3'56	46'28
Makarewa - Orepuki, Thornbury - Wairio, and Nightcaps Branches	60 23 9	4,247 10 6	327	5'44	70'72
Total Invercargill Division	287 59 1	24,810 19 4	1,909	6'63	86'19
Grand total	1,073 60 43	143,132 2 4	11,010	10'26	133'38

RETURN No. 29.

STATEMENT of NET EXPENDITURE from Vote for ADDITIONS to OPEN LINES, Public Works Fund, 1890-91.

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
	PUBLIC WORKS FUND. Part III.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
116	Additions to open lines	12,928 0 0	13,271 16 0	343 19 0	12,927 17 0

Accountant's Office, New Zealand Railways,
28th April, 1891.

A. C. FIFE,
Railway Accountant.

Examined and found correct.

JAMES EDWARD FITZGERALD,
Controller and Auditor-General.

RETURN No. 30.

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES during the Year ending 31st March, 1891.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Introduction of return tickets daily on all lines, and fares amended for distances over 7 miles.
 Newsboys' season tickets: Regulation amended.
 Teachers' Saturday tickets: Regulation extended.
 Religious bodies and friendly societies: Regulation extended.
 Newspaper reporters' season tickets: Maximum charge fixed for either Island.

LOCAL FARES AND REGULATIONS.

Auckland Section.

Suburban fares revised.

Napier and Wellington Sections.

Through-booking arrangement extended to Dannevirke.

Picton Section.

Local fares abolished, and extension of return tickets between Picton and Blenheim.

Greymouth Section.

Kaiata-Brunner fares amended.

Hurunui-Bluff Section.

Local fares on Duntroon-Hakateramea District Line cancelled.
 Adoption of local fares between Invercargill and Bluff.

PART II.—LUGGAGE, PARCELS, HORSES, ETC.

Newspapers: New rates for 3lb. parcels.
 New regulation about bicycles when conveyed as passengers' luggage.
 Mules: New rates.

PART III.—GOODS.

CLASSIFIED RATES.

Class L, Firewood, &c.: Rates altered.
 Class Q, Road Materials, Brown Coals, &c.: Rates reduced for native brown coal, lignite, peat, &c.

REGULATIONS.

Class F, Hay, Straw, &c.: Regulation about small quantities amended.

PART IV.—LOCAL RATES.

Kawakawa Section.

Class L, Firewood, &c.: Local rate cancelled.

Auckland Section.

Slabs, Helensville to Auckland and Newmarket: Local rate adopted; afterwards cancelled.
 Soda-crystals and refined tallow, Westfield to Auckland: }
 Coke, Auckland and Onehunga to Huntly: } New rates.
 Native coal, Onehunga to Huntly: }
 Crude sulphur, Oxford to Auckland: Rate cancelled.
 Sugar, fencing-wire, and iron, Auckland and Newmarket to Te Aroha: Special rate put in force.
 A, B, C, D goods ex ships from ports outside Kaipara Heads, Helensville to Auckland: Local rate now includes wharfage.
 Local rates cancelled for brown coals and kerosene shale.
 Timber rate, Lichfield and Putaruru Junction to Auckland, cancelled.
 Rotorua District Line: Class O removed.

Napier Section.

Rates for round logs to Spit, Napier, and Waipukurau cancelled.
 Class E goods to Napier and Spit: Rates reduced.
 Special rate adopted for undumped wool from stations between Dannevirke and Woodville to Spit.
 Wool rate from Farndon to Napier and Spit reduced. Special rate also established from Napier and Spit to Farndon.
 Firewood rates from bush-stations to Napier and Spit extended to Awatoto. Whole of local rates afterwards cancelled.
 Live-stock rates between Wanganui and Napier Sections cancelled.
 Butter in 10cwt. lots: Regulation modified.

Wellington Section.

Shunting charge on timber consigned to Booth's Siding cancelled.
 Tallow, Petone to Wellington: New rate.
 Rate for firewood from Lett's Siding and Kaitoke cancelled.
 Export timber rate extended to local timber consigned to Wellington.
 Butter in 10cwt. lots: Regulation modified.
 Class E, Grain, &c.: Rates reduced to Wellington.

Wanganui Section.

Classes N and P between Palmerston and Longburn for interchanged traffic with Manawatu Line: New rate.

Ironbark, Wanganui to Terrace End: Local rate cancelled.

Rates for bridge-iron, cement, and waterworks plant to Palmerston and Terrace End cancelled

Wool, Feilding to Foxton: Local rate adopted.

Rate for preserved meat and hides, Patea to Wanganui, cancelled.

Butter in 10cwt. lots: Regulation modified.

Wool, tallow, and pelts, Longburn to Foxton: Local rates adopted.

New rate for native coal, Foxton to Longburn.

Nelson Section.

Cement, Port to Belgrove: Local regulation.

Picton Section.

Fresh meat, Blenheim to Picton: New rate.

Westport Section.

Coke, Ngakawau to Westport, for shipment: Local rate.

Coal to Waimangaroa, Fairdown, and Sergeant's Hill: New rate.

Greymouth Section.

Coal dross, Brunnerton and Wallsend Mines to Greymouth, for shipment: Local rate.

Hurunui-Bluff Section.

A, B, C, D goods, Glenham extension: Extra charge levied.

Rate for Class E (grain, &c.) from Timaru to Lyttelton in 100-ton lots cancelled.

Wool, Tapanui Branch Stations to Bluff: Rates reduced.

A, B, C, D goods, Dunedin and Port Chalmers to Oamaru: Rates further reduced.

Brown-coal rates gazetted to Timaru and Oamaru; afterwards abolished.

Cement rates, Walton Park to Dunedin, &c., cancelled.

Special rate for fat, Wallacetown to Burnside, further reduced; afterwards cancelled.

Local rates for brown coals and kerosene shale removed.

Empty casks, Woodend to Dunedin: Rate cancelled.

A, B, C, D goods, Christchurch to Timaru: Special rate established.

Rakaia and Ashburton Forks, Duntroon and Hakateramea, and Waimea Plains District Lines.

Special rates cancelled for Classes L, M, O.

PART V.—CLASSIFICATION OF GOODS.

	Class.
Acid, carboic, packed in wrought-iron drums. Owners' risk	A
Butter, packed, in consignments of not less than 10cwt.	D
Carriage- and gig-bodies. Minimum charge as for 15cwt. Owners' risk	A
Chimneys, galvanized-iron. Owners' risk. Rate and a half	A
Coal, native, brown	Q
Coal-cinders	Q
Coal, native anthracite or bituminous	P
Cornsacks, in bags and bales	E
Empties: Casks, cases, kegs, jars, tins, and tubs, for butter, cheese, cement, fish, fruit, honey, preserved meat, and tallow, not "returned empties"	As "returned empties," see Part III.
Firewood. Owners' risk	Q
Gas-oil. Double rate. Owners' risk. Dangerous	A
Gas-water, in 5-ton lots	N
Germina, packed. Owners' risk	E
Hay, pressed or unpressed. Owners' risk	F
House-blocks, split. Owners' risk	Q
Iron, pig	N
Iron, railway. Owners' risk	N
Iron, scrap	Q
Iron rails, old, for scrap	Q
Ladders (measurement to be taken over all extreme dimensions as if solid)	K
Lignite. Owners' risk	Q
Machinery, mining. Owners' risk. <i>Special goods</i>	D
Removed.—Paintings, packed. Rate and a half	A
Removed.—Paintings, loose. Double rate	A
Paper, waste	N
Peat. Owners' risk	Q
Pictures, loose. <i>Special goods</i> . Double rate. Owners' risk	A
Pictures, packed. <i>Special goods</i> . Rate and a half. Owners' risk	A
Picture-frames. Rate and a half. Owners' risk	A
Poles, hop	Q
Posts and rails	Q
Poultry crates or cases, empty, not "returned empties."	Half rate
Pumice-stone. Owners' risk	Q
Quartz and quartz tailings. Owners' risk	Q

									Class.
Rabbit-exterminator	...	...	...	...	...	...	...	...	D
Rackarock. Double rate. Owners' risk. Dangerous	...	...	...	...	...	...	...	...	A
Rags	...	...	...	...	...	...	...	...	N
Rails, steel	...	...	...	...	...	...	...	...	N
Sacking, old	...	...	...	...	...	...	...	...	N
Salt, packed, not otherwise specified	...	...	...	...	...	...	...	...	D
Salt, manure, or for agricultural or pastoral purposes	...	...	...	...	...	...	...	...	N
Sawdust, in bags	...	...	...	...	...	...	...	...	F
Shale	...	...	...	...	...	...	...	...	Q
Sheeting, in bales, for manufacture of flour-bags	...	...	...	...	...	...	...	...	D
Soot	...	...	...	...	...	...	...	...	N
Steel plates, unmanufactured	...	...	...	...	...	...	...	...	D
Stone-crushers. Owners' risk. <i>Special goods</i>	...	...	...	...	...	...	...	...	C
Straw, pressed or unpressed	...	...	...	...	...	...	...	...	F
Treacle, in casks or tins	...	...	...	...	...	...	...	...	C
Turf	...	...	...	...	...	...	...	...	Q
Wire-netting. Owners' risk	...	...	...	...	...	...	...	...	C

All Class O goods altered to Class Q.

PART VI.—WHARVES.

Kawakawa and Whangarei Sections.

Opua and Whangarei Wharves: Class L wharfage rates eliminated. N, P, and Q classes reduced.

Auckland Section.

Onehunga Wharf: New rate for Class Q. Class L wharfage rate removed.

Helensville Wharf: New rate for Class Q. Class L wharfage rate removed. Regulation about free wharfage on ships' supplies of native coal cancelled.

Nelson Section.

Nelson Wharf: New rates for heavy wagons and corpses. Bond charges amended.

Picton Section.

Picton Wharf: Wharfage rates on cattle reduced.

Hurunui-Bluff Section.

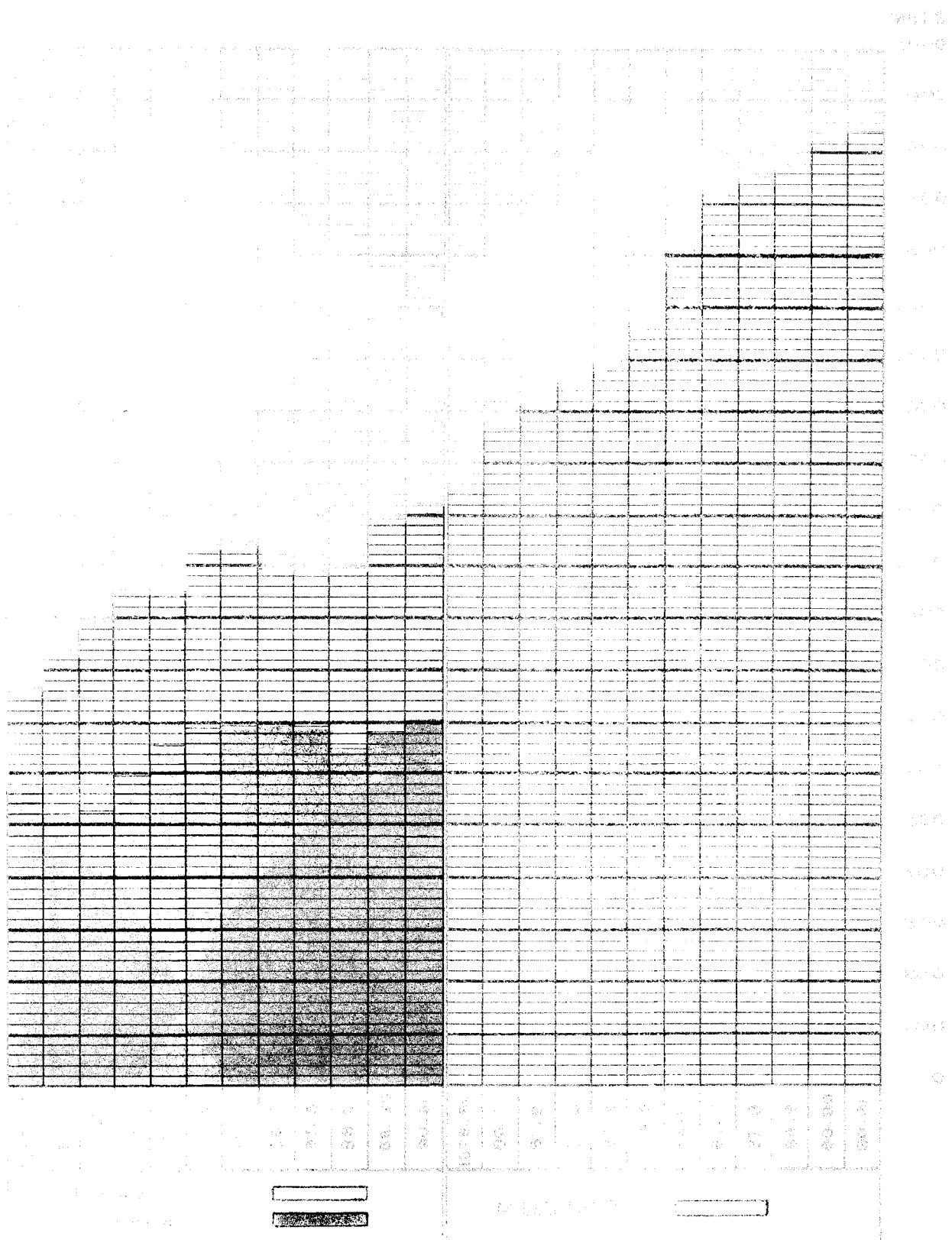
Port Chalmers Wharves: Charges for use of wharves levied.

WATER REVENUE AND EXPENDITURE

1911

FOR THE TWELVE FINANCIAL YEARS.

TABLE 1. DAYS INCLUDE OPERATING DAYS ONLY. WATER YEAR



NEW ZEALAND

REFERENCE

Government Railways 1850 Miles
Open for traffic
Private lines
Coach & Steamer Routes
Roads and Tracks

Scale of English Miles

Photolithographed at the General Survey Office Wellington, N.Z. April 1891

ITINERARY.

	Miles. (Geographical).	Time.
Dargaville to Helensville, steamer	62	1 day.
Helensville to Auckland, rail	38	3 hours.
Auckland to Whangarei, steamer	85	1 day.
Auckland to Bay of Islands, steamer	147	12 hours.
Auckland to Tauranga, steamer	152	12 hours.
Auckland to Thames, steamer	42	5 hours.
Auckland to Waitomo Caves, rail and horse-back	125	1 day.
Auckland to New Plymouth, overland, via Te Kuiti and Mokau, rail, horse, and canoe	233	4 days.
Morrinsville, via Te Aroha and Thames, to Auckland, rail and steamer	175	1½ days.
Tauranga to Rotorua, coach	40	1 day.
Rotorua, via Oxford, to Auckland, coach and rail	169	1½ days.
New Plymouth to Auckland, steamer	155	18 hours.
Taupo, via Tokaanu, to Taumaranui, horse-back	70	4 days.
Napier, via Runanga and Taupo, to Rotorua, coach	154	3 days.
Taunaranui to Wanganui, canoe	136	4 days.
Wanganui to Wellington, rail	151	8½ hours.
Wellington to Napier, via Wairarapa, rail and coach	209	2 days.
Wellington to Napier, via Manawatu, rail	200	1 day.
Wellington, via Manawatu, to New Plymouth, rail	251	1 day.
Wellington to Lyttelton, steamer	200	15 hours.
Wellington to Picton, steamer	61	5 hours.
Wellington to Nelson, direct, steamer	115	10 hours.
Wellington to Westport via Nelson, steamer	298	26 hours.
Westport to Greymouth, steamer	72	6 hours.
Nelson to Blenheim, coach	78	1 day.
Reefton to Westport, coach	49	1 day.
Hokitika to Nelson via Greymouth and Reefton, coach and rail	214	3½ days.
Christchurch to Hanmer Hot Springs, rail and coach	93	1 day.
Christchurch to Hokitika or Greymouth via Oira Gorge, rail and coach	154	2 days.
Fairlie Creek to Christchurch, rail	132	6½ hours.
Fairlie Creek to Hermitage, Mount Cook, coach	96	2 days.
Dunedin to Fairlie Creek via Timaru, rail	169	1 day.
Dunedin to Christchurch, rail	230	10 hours.
Invercargill to Kingston, rail	87	1 day.
Kingston to Queenstown, steamer	25	1 day.
Invercargill to Manapouri and Te Anau via Lumsden, rail and coach	108	1 day.
Invercargill to Dunedin, rail	139	7½ hrs.
Bluff to Invercargill, rail	17	50 mnts.
Queenstown to Lake Wanaka, coach	42	1 day.
Queenstown, via Kingston, Lumsden, and Waimea Plains, to Dunedin, steamer and rail	197	1 day.
Queenstown, via Cromwell and Naseby, to Dunedin, coach and rail	225	3 days.
Queenstown to Glenorchy, steamer	33	3 hours.
Kinloch to Lake Harris, horse and foot	1½	days.
Glenorchy to Mount Earnslaw, horse and foot	1	day.
Lake Wanaka to Lake Hawea, horse	12	1 day.
Lake Wanaka to Mount Aspiring, horse and foot	25	2 days.

North Island

North Taranaki Bight

South Taranaki Bight

Canterbury Bight

Middle Island

Stewart Is.

