

1896.
NEW ZEALAND.

RAILWAYS STATEMENT.

(17th July, 1896.)

BY THE MINISTER FOR RAILWAYS, THE HON. A. J. CADMAN.

MR. SPEAKER,—

The Railway Statement last year dealt with a period of three months working under Government control and nine months working under the control of the late Railway Commissioners.

I have now to lay before Parliament my Statement for the first complete year's working under Government management, and I have no doubt that Honourable members will be much gratified at the results shown.

The number of miles now open for traffic is 2,014, or 21 miles more than last year.

The revenue for 1895-96 has been ...	...	...	£1,183,041
„ for 1894-95 ...	...	...	1,150,851
Giving an increase of ...	...	...	<u>£32,190</u>

The Government have considered that no reliable estimate can be formed of the earning-power of the railways in the absence of a strict debit and credit account for all services (whether public or departmental) performed both by and for the railways. In conformity with this view the railways have been credited with the sum of £36,152 for services performed for other Government Departments, and have been debited with £17,724 for services performed by other Government Departments for the railways.

By this means a sum of £18,428 has been added to the railway revenue. The net increase of railway revenue over last year's results is, when this item is deducted, therefore £13,762, to which may be added the sum of £43,000, the estimated value of concessions made by the Government in fares and freights.

Notwithstanding that an additional sum of £72,919 has been added to the capital cost of the open railways, by practising the strictest economy £2 16s. per cent. has been earned this year on a capital cost of £15,425,532, as compared with £2 14s. 6d. per cent. on a capital cost of £15,352,613 last year. Evidence of the care exercised in controlling the expenditure is shown by the rate of expenditure per cent. of revenue, as also the cost per train-mile, which in both cases have fallen as compared with last year's figures; and these results have been obtained notwithstanding that both passengers and goods have

been carried at much lower rates than formerly. A table has been prepared (Return 10), and is attached to the Statement, comparing the results of working in New Zealand with the statistics for the State railways of the Australasian Colonies, the Cape of Good Hope, and Natal. Honourable members will, I make no doubt, find these figures of much interest.

I will now review the traffic revenue results under the usual heads of "Passengers," "Parcels," and "Goods," and the expenditure results under the heads of "Traffic," "Locomotive," and "Maintenance," after which I shall endeavour to indicate what should, in my opinion, be the railway policy for the future, also the results which may be looked for from such a policy as I am advocating.

PASSENGERS.

Contrary to recent experience in New South Wales, Victoria, and South Australia, a large development of this business has taken place in New Zealand during the past year. For the first time in the history of the railways, over 4,000,000 passengers have been carried—the exact figures are 4,162,426, an increase of 256,848; at the same time the number of season-tickets has increased from 28,623 to 36,233. The revenue from passengers and season-tickets is £389,234, as against £385,148 last year: an increase of £4,086. These results are all the more remarkable when it is considered that there have been no unusual attractions outside the ordinary race-meetings and agricultural shows to induce a phenomenal amount of travelling, and that, owing to the financial troubles in Australia, the tourist season has been a bad one. The number of visitors from places beyond New Zealand who have travelled over the railways during the year under review has been less than in former years.

The popular holiday fares announced in my last Statement have mainly contributed to these gratifying results. I refer to the holiday-excursion fares of 2d. per mile first-class, and 1d. per mile second-class. At these fares 289,675 passengers have travelled during the year, yielding a revenue of £50,233. The school excursions have also been largely patronised. No less than 69,547 scholars and teachers, accompanied by 38,467 parents and friends, have been carried at nominal fares, yielding a revenue of £7,246. It cannot be denied that these school excursions are vastly enjoyed by the little ones, not to say by the parents, and that from an educational point of view very marked and beneficial results must follow. The experience gained has, however, satisfied me that, apart from the benefits indicated, such rates are unremunerative to the Railway Department. With returning prosperity a still larger development of the passenger traffic may be confidently anticipated.

Concessions during the past year to passengers are set forth in Return No. 29 attached hereto.

PARCELS.

In this Department there is a good deal of stagnation, mainly due to competition on the part of Express Companies, who have hitherto been allowed to enjoy a remunerative business at the expense of the State railways. It is a question for consideration whether these Companies should not be called upon to pay similar rates to those charged in New South Wales and Queensland.

Reduced parcels rates have been gazetted for vegetables, game, and fresh fish.

GOODS.

The revenue from this Department has been £698,115, as against £683,726 last year; showing an increase of £14,389. The tonnage carried was 2,175,943, as compared with 2,123,343 last year.

Wool has decreased 3,965 tons, the result of the severe winter. Firewood decreased 6,298 tons, a disappointing result in view of large freight-reductions. It is doubtful whether the Railway Department can place firewood in a position to compete with coal. I am making an experiment on the Napier-Taranaki Section in this direction, which will enable the Government to decide what further reductions, if any, are desirable.

Grain decreased 13,857 tons. This is explained by a good deal of grain being held by farmers in anticipation of higher prices, and also that early in the season heavy winds in Canterbury unfortunately did much damage at a critical time.

All other branches of the goods business show substantial increases.

As a result of the very large reductions in the sheep rates, we have carried 319,791 more sheep than last year. Pigs give an increase of 10,054; chaff and lime of 16,288 tons; timber of 14,554 tons; minerals of 20,742 tons; merchandise of 11,942 tons.

In consequence of the reduced rates for road-metal, public bodies have taken 10,881 tons, as against 7,548 tons last year.

The remarkable way in which the goods traffic keeps up bears evidence of the wonderful manner in which the colonists adapt themselves to the varying conditions under which trade is in these modern days carried on.

Return 29 gives a list of the reductions in freight charges during the past year.

EXPENDITURE.

The expenditure has been,—

In the Traffic Department	...	...	...	...	£207,253
In the Locomotive Department	...	...	...	...	240,361
In the Maintenance Department	...	...	...	...	282,593
In the Management Department	...	...	...	...	37,979
A total of					768,186
This amount was reduced by credit recoveries by					16,818
Leaving a net expenditure for 1895-96 of					751,368
As compared with last year, 1894-95					732,160

Or 63·51 per cent. of the revenue, against 63·62 last year.

The Government has decided to insure the casual hands employed by the State railways at port stations. This will secure to men disabled by accident a sum of £1 per week for a period of twenty-six weeks, with £50 at death from accident. The premiums for this insurance will be a charge against the railway revenue.

For the comfort and convenience of lady-passengers, female waiting-room attendants have been appointed at the four chief centres.

FUTURE OF OUR RAILWAYS.

I estimate the revenue for current year at £1,200,000, and the expenditure at £762,000. The revenue results for current year, so far as at present ascertained, give every reason to believe that these anticipations will be realised. At the present time the Department is mainly concerned in providing additional and more powerful locomotives, more carriages and wagons, to carry on the increasing business in an economical manner. With expanding traffic increased accommodation must be provided, and this factor cannot be lost sight of whenever reductions in rates are in contemplation. A large increase in the capital charges for goods-sheds, sidings, stations, engines, carriages, and trucks, means more interest to pay, and more expenditure in upkeep. For the provision of additional rolling-stock and machinery during the current year £64,743 is required, and for increased accommodation at stations £26,669: a total of £91,412, for which Parliament will be asked to provide. To meet the public demands for faster and better train-services provision will have to be made to complete the relaying of the main lines with heavier rails, and for strengthening the structures in accordance with the locomotive requirements. The extended use of safety appliances, telegraphs, and signals will be necessitated if the New Zealand railways are to keep pace with modern requirements.

The Department is continually making provision in this direction so far as means will allow, but is much restricted for want of funds. In order to adopt a comprehensive scheme in the direction indicated a sum of money should be set apart for expenditure over a given number of years.

The Pintsch gas-lighting plant alluded to in my last Statement has arrived in the colony, and it is expected that the Invercargill and Christchurch express-trains will be provided with this light during the course of the current month.

A Bill will be introduced this session providing for the classification of the railway staff. This Bill will, it is believed, without entailing undue expenditure, prove acceptable both to the men and to the country.

Finally, having devoted much time and thought to the administrative work of this great Department, I am in favour of a progressive policy, mainly for passengers and colonial products, coupled with a proper appreciation of the consideration due to those colonists who are not directly served by the railways. This may best be met by safeguarding the revenue until a net return of 3 per cent. from the railways is realised. In such an event I think the country will be justified in making substantial concessions both in passenger-fares and freight-charges for colonial products. This is the policy which I commend to the consideration of honourable members.

Appendix E gives the revenue and expenditure for the Midland Railway system from the date (27th May, 1895) on which the Government assumed the management up to 31st March, 1896; also, the reports of the Chief Engineer for Working Railways and the Locomotive Superintendent, dealing with the condition of the Midland Railway lines, structures, and rolling-stock.

The usual Departmental reports, and several additional returns, are appended.

LIST OF APPENDICES

ACCOMPANYING REPORT ON NEW ZEALAND GOVERNMENT RAILWAYS FOR 1895-96.

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- A. REPORT ON WORKING RAILWAYS BY GENERAL MANAGER.
 - B. REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT.
 - C. REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.
 - D. REPORT BY STORES MANAGER.
 - E. { REPORT ON CONDITION OF MIDLAND RAILWAY LINES, LOCOMOTIVES, AND ROLLING-STOCK.
STATEMENT OF EXPENDITURE ON MIDLAND RAILWAY.

APPENDICES.

APPENDIX A.

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

N.Z. Government Railways, Head Office,

Wellington, 13th June, 1896.

SIR,—

I have the honour to report upon the open railways for the financial year ending 31st March, 1896.

At the end of the year there were 2,014 miles of line open, against 1,993 last year.

The capital cost of opened lines has been increased from £15,352,613 to £15,425,532, an increase of £72,919.

The expenditure has been £751,368, against £732,160 last year, an increase of £19,208.

The revenue has been £1,183,041, against £1,150,851 last year, an increase of £32,190.

The net revenue has been £431,673, against £418,691 last year, an increase of £12,982.

The expenditure per cent. of revenue, 63·51, as compared with 63·62 last year.

The following extensions have been opened during the year ending 31st March, 1896 :—

	M.	ch.
Kaihu Railway, Opanake Extension	...	0 5
Te Aroha-Thames Railway, Te Aroha to Paeroa	...	12 66
Wellington-Woodville Railway, Eketahuna to Newman	...	2 2
Catlin's River Railway, Glenomaru Tunnel to Owaka River	...	3 48
Fernhill Branch	...	1 68
Total	...	20 29

Following are the comparisons of the traffic, revenue, and expenses for the past sixteen 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.
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	592,821	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	1,047,419	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	11,518
1888-89 ..	1,777	997,615	647,045	64·86	1,920,431	399,056	919,392	3,132,803	11,817
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
1891-92 ..	1,869	1,115,432	706,517	63·34	2,066,791	430,216	1,153,501	3,555,764	16,341
1892-93 ..	1,886	1,181,522	732,142	61·97	2,193,330	460,383	1,393,457	3,759,044	16,504
1893-94 ..	1,948	1,172,793	735,359	62·70	2,060,645	486,787	1,433,679	3,972,701	17,226
1894-95 ..	1,993	1,150,851	732,160	63·62	2,048,391	479,683	1,604,103	3,905,578	28,623
1895-96 ..	2,014	1,183,041	751,368	63·51	2,087,798	489,177	1,932,709	4,162,426	36,233

And also of the traffic in local products for the past eleven years :—

Year.	Wool.	Timber.	Grain.	Minerals.	Horses and Cattle.	Sheep and Pigs.
	Tons.	Tons.	Tons.	Tons.	No.	No.
1885-86 ..	74,778	202,572	413,847	669,081	46,152	822,028
1886-87 ..	82,963	175,581	345,254	719,579	46,600	904,582
1887-88 ..	84,147	158,024	358,021	700,140	42,067	907,443
1888-89 ..	78,203	160,399	447,027	786,690	37,804	889,966
1889-90 ..	91,214	172,814	498,199	797,117	41,058	1,036,875
1890-91 ..	87,701	153,078	528,683	828,079	44,999	1,313,155
1891-92 ..	85,888	170,521	442,277	873,899	47,618	1,117,253
1892-93 ..	96,842	168,910	523,637	884,031	46,590	1,359,860
1893-94 ..	101,340	183,192	411,191	864,538	51,573	1,394,456
1894-95 ..	103,328	198,578	388,556	857,917	52,075	1,563,213
1895-96 ..	99,363	213,132	374,699	878,659	50,766	1,893,058

Passengers have increased in number 256,848.

Season tickets have increased in number 7,610, and in value £4,506. From passengers and season tickets an increased revenue of £4,086 has been obtained.

Holiday-excursion fares, school excursions, and twelve-trip tickets must be credited with the increased number of passengers using the railways; at the same time, the low rates ruling for this class of business explains the small increase in revenue compared with the largely-increased volume of business.

289,675 holiday-excursion passengers travelled, yielding a revenue of £50,233. 69,547 scholars and teachers, and 38,467 parents and friends, travelled by the school excursions, yielding a revenue of £7,246.

The goods traffic has increased by 39,407 tons, and the revenue from goods and live-stock by £14,388.

There are large increases in the number of sheep and pigs carried—viz., sheep 319,791, and pigs 10,054.

Increase in chaff, lime, &c., 16,288 tons; minerals, 20,742 tons; timber, 14,554 tons; merchandise, 11,942 tons. Wool shows a decrease of 3,965 tons, in consequence of the severe winter. Grain also shows a decrease of 13,856 tons, probably due to farmers holding back for higher prices; and firewood a decrease of 6,298 tons, due to the increasing preference for coal.

Both the carriage and wagon accommodation have been taxed to the utmost to meet the increasing business, and I have found it necessary to apply for authority to increase the number of engines, carriages, and wagons.

In regard to the expenditure: A sum of nearly £10,000 has been spent over and above the amount last year in the maintenance of the line. As stated in my last year's report, this item of expenditure will continue to increase for some years to come, until the lines have been renewed with heavier rails, sleepers replaced, and bridges rebuilt with more durable materials.

On the whole, therefore, the results of the past year's work are very encouraging, and there is every indication that the current year will give still better results.

I desire to again place on record my appreciation of the services of the staff, which is efficient and working satisfactorily.

I attach hereto the report of the Locomotive Superintendent, dealing with the performances of the engines and rolling-stock during the past year, as well as with the extensive operations which are carried on in the railway workshops. The report of the Chief Engineer for Working Railways is also attached, showing the condition of the lines and structures, and the improvements and additions effected to the open railways during the past year.

The Stores Manager's certificate as to the value and condition of stores on hand on 31st March, 1896, is also appended.

I have, &c.,

T. RONAYNE,

General Manager.

The Hon. the Minister for Railways.

APPENDIX B.

ANNUAL REPORT OF THE WORKING OF THE LOCOMOTIVE DEPARTMENT, 1895-96.

SIR,—

Locomotive Superintendent's Office, Wellington, 22nd May, 1896.

I have the honour to report on the working of the Locomotive Department for the year ending 31st March, 1896:—

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant have been maintained in a thoroughly efficient condition, and in many cases considerable improvement has been effected.

The various improvements that have been effected to locomotives and rolling-stock generally continue to show good results. These have been applied generally during the year as required, with the result that, in some cases, stock is now all fitted with the standard appliances.

Another of the U class engine has been completed during the year, and this, together with the one previously built, has been doing excellent work in the Christchurch district. One of the Class N, American passenger-engines, has been rebuilt during the year to compound, and has been working express and mixed trains without intermission since January, 1896.

The rebuilt F and L engines are still giving good results, and more are much required of each type.

The local trains at the large centres during busy seasons are getting too heavy for the Class F engines.

Locomotive Repairs and Rebuilding.—One hundred and seventy-seven locomotives have passed through shops. Of these, one Class U has been erected new, one Class N rebuilt to compound, and two Class F rebuilt to Class FA, the tractive power in the latter case being largely increased. Nine new boilers have been made during the year, eight of these being for renewals.

The following table shows particulars of repairs, &c., to locomotives and boilers :—

Year ending 31st March, 1896.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Wholly painted and varnished.	Paint and varnish renewed.	New Tubes.	Tubes pieced.	New Barrels.	New Smoke-box Tube-plates.	New Fire-boxes complete.	New Copper Tube-plates.	Boilers patched.
Locomotives ...	177	1	2 Fa, 1 N	23	65	85	76	27	...	...	...	...	...	...	...
Boilers ...	119	9	...	...	43	67	...	...	17	29	2	3	2	4	38

The following new work is in hand: Two Class U engines, two WA, and 1 FA; and one L fs being rebuilt to LA. There are also four new boilers in hand, and orders have been issued for fifteen more.

Carriage and Wagon Repairs, Rebuilding: Five hundred and two cars, two hundred vans, and three thousand three hundred and eighty-six wagons passed through the shops; ten new cars Class A were built, and five four-wheel and two six-wheel old type cars were entirely rebuilt to seven bogie cars, Class A; one old type four-wheel van was entirely rebuilt to bogie type; seventy-five four-wheel sheep-trucks, and twenty-five Class O coal hoppers, were built and added to stock during the year.

The following table will show particulars of repairs and renewals to carriages, vans, and wagons :—

Year ending 31st March, 1896.	Number passed through Shops.	Erected new.	Rebuilt.	Converted.		Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Fitted with Standard Drawing Gear.	Wholly painted.	Paint renewed.	Condemned and Replaced.	Repaired.
				From	To								
Carriages	502	10 A	...	5 D, 2 C	5 A, 2 A	68	85	324	15	191	165	...	...
Brake vans	200	...	1 incline	1 4-wheel	1 bogie	18	43	131	2	61	39	...	...
Wagons ...	3,386	75 J, 25 O	33	Various	Various	166	1,395	1,558	298	1,384	796	...	...
Tarpaulins	4,720	263	...	65	65	...	...	...	...	...	...	350	4,107

The following new work is in hand: Four second-class A cars, and fifteen Class J wagons (balance of fifty), thirty-five Class C cars and fourteen D cars are under conversion to Class A, and one four-wheel brake-van to bogie type. No machinery of any note has been added during the year.

Steam Cranes and Stationary Boilers.—Fifty-three passed through shops during the year, the following table shows particulars of the repairs effected :—

Type.	Number passed through Shops.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Boiler Repairs.				
						New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.
Hand cranes ...	12	3	...	9	5	...	...	...	...	...
Steam cranes ...	18	...	1	17	2	...	...	...	...	2
Hoist engines ...	4	...	1	3	...	...	...	...	...	...
Stationary engines ...	15	...	...	9	1	1	1	1	1	5
Overhead cranes ...	3	...	...	3	3	...	...	...	...	...
Hydraulic cranes ...	1	...	...	1	...	...	...	...	...	...
Totals	53	3	2	42	11	1	1	1	1	7

The expenditure per train-mile in pence has been as follows :—

Year.	Train Mileage.	Engine Mileage.	Locomotive per Train Mile.	Car and Wagon per Train Mile.	Total.
1895 ...	3,221,620	4,136,080	d. 13·09	d. 3·79	d. 16·88
1896 ...	3,307,226	4,261,707	13·47	3·97	17·44

The usual returns have been forwarded.

I have, &c.,

The General Manager, New Zealand Railways.

T. F. ROTHERAM,
Locomotive Superintendent.

APPENDIX C.

ANNUAL REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 10th June, 1896.

I have the honour to forward the following report on the maintenance of the New Zealand Railways for the year ending 31st March, 1896 :—

Mileage.—New lines were opened for traffic during the year as follows :—

	M.	ch.
Kaihu Railway, Opanake Extension	0	5
Te Aroha—Thames Railway, Te Aroha to Paeroa	12	66
Wellington—Woodville Railway, Eketahuna to Newman	2	2
Catlin's River Railway, Glenomaru Tunnel to Owaka River	3	48
Total	18	41
Fernhill Railway (purchased)	1	68
Total added	20	29

During the year the Taonui Branch Railway was closed in accordance with the Act of 1894, thus reducing the mileage by 2 miles 14 chains.

The total mileage of railways opened for traffic at the 31st March, 1896, was therefore :—

	M.	ch.
Mileage at 31st March, 1895	1,994	76
Railways opened for traffic and purchased during 1895–96	20	29
Total	2,015	25
Less railway closed	2	14
Mileage open for traffic at 31st March, 1896	2,013	11

Permanent-way.—The lines generally have been maintained in good running order.

Rail Renewals.—Renewals of rails have been effected to the extent of 36 miles 59 chains.

Sleeper Renewals.—214,474 new sleepers have been placed in the track during the year. Of this quantity, 25,212 have been used in increasing the number of sleepers per rail length. Those used in ordinary renewals represent average renewals of ninety-five per mile of railway.

Ballasting.—Ballast-trains have been kept at work on the Auckland, Napier–Taranaki, Christchurch, and Dunedin districts. Some ballasting has also been done on most of the other sections.

Experiments are being carried out in the destruction of weeds by chemical means.

Slips and Floods.—Storms occurred during Easter, 1895, causing severe damage to the railways, especially in the Wellington and Napier–Taranaki districts. By the flooding of Lakes Ellesmere and Forsyth traffic on the Little River Branch was stopped for about a week, but no serious damage was done. With these exceptions the year has been comparatively free from floods and slips.

To protect the sea-beach near Timaru a large quantity of rubble-stone was deposited. Some 28,000 cubic yards of rock have been used in beach-protection at this locality since 1879, at a cost of nearly £10,000.

Bridges.—The repair, renewal, and reconstruction of all bridges has been undertaken as found necessary. In addition to this, very considerable work has been carried out in strengthening bridges to adapt them for heavier traffic.

A contract for the supply and erection of ironwork for the Kopua Viaduct reconstruction was let on the 20th January last. The abutments and foundations for the piers, with necessary earthworks, have been constructed by the Department.

Kawakawa Section: Several bridges and culverts repaired.

Whangarei Section: One bridge rebuilt, and several repaired.

Kaihu Section: One bridge strengthened.

Auckland Section: Parnell Bridge partly renewed in iron. Nine bridges renewed; other bridges repaired.

Napier–Taranaki Section: Thirty bridges have been renewed, seventeen repaired and strengthened, and three new bridges built. Among the principal works executed have been the renewal of the Waitotara Bridge, foundations of new Kopua Viaduct, and reconstruction of the Waipawa Bridge.

Wellington Section: Twenty-one bridges have been repaired or renewed during the year, and one new bridge built.

Christchurch Section: Considerable repairs have been effected to the Pahau, Hurunui, Waipara, North Kowai, Rakaia, Ashburton, Hinds, Rangitata, Temuka, Opihi, Pareora, Otaio, Makikihi, Waihao, &c., bridges. Many of these have been considerably strengthened.

Dunedin Section: On this section the Oamaru Creek, Waiareka, Mill Stream, Pleasant Valley, Big Kuri, Pelichet Bay, Lovell's Flat, Balclutha South, Kaihiku, Awamoko, Taieri (near Outram), Waitahuna, and several other bridges have been repaired or renewed.

Invercargill Section: The Waipahi Bridge (near Arthurton), Oreti Bridge (near Lumsden), New River Bridge, Riverton Bridge, and Aparima, at Hazlett's, have similarly been renewed and strengthened, and a large number of other bridges repaired.

Greymouth District: Two bridges were rebuilt, and three others repaired.

Westport Section: Considerable repairs were carried out, principally to bridges on the Mokihinui Extension.

Nelson Section: The bridges on this section have all been rebuilt, with one or two exceptions which have not as yet required it.

Picton Section : Seven bridges have been completely renewed in ironbark. The viaduct, and several other bridges, have been extensively repaired.

Fences.—The fences have been maintained in fairly good condition. The total length of fencing is 2,900 miles.

Water-services, Signals, Cranes, &c.—These have all been kept in good working order, and, in many places, improvements effected.

Wharves.—Besides ordinary repairs to the various wharves in the charge of the Department, heavy repairs and renewals have been carried out to the Foxton Wharf, Export Wharf, Port Chalmers, and Westport staiths.

Buildings.—With the increasing age of many of the railway-buildings, repairs are necessarily becoming more extensive. These repairs are being carried out as required; and, in some cases where buildings have been found to be not worth further repairs, they have been rebuilt.

Painting has been carried out extensively.

New Works.—The following may be enumerated among the new works carried out during the year :—

Kaihu Section: Dargaville—Rearrangement and extension of sidings, new timber-skids, timber-booms, water-service. Flaxmill—Water-service. Ahikiwi—Water-service, new siding. Opanake—Extension of main line.

Auckland Section: Ellerslie—Signals. Ngaruawahia—Rearrangement of station. Mount Eden—New house for Stationmaster.

Napier—Taranaki Section: Palmerston North—Extension of verandahs. Rangitikei River—Tanks. Waitotara—Tanks. Hawera—Extension and rearrangement of station. Eltham—Additional sidings, stock-yards. Stratford—Stock-yards. New Plymouth—Extensions of engine- and coal-sheds. Waitara—Stock-yards. Rata—Stock-yards.

Wellington Section: Wellington—Alterations station-offices. Ngahauranga—Additions to station-office. Petone—New sidings. Lower Hutt—New sidings, additions to station-buildings. Kaitoke—Enlargement of refreshment-rooms. Carterton—Stock-yards, reconstruction, also paved. Masterton—Stock-yards enlarged and paved.

Christchurch Section: Addington—Improvements to boiler shop, additions to seven dwelling-houses at various places. Medbury, Fernside, Ohoka, Irwell—Stock-yards. Fernside and Ohoka—Loading banks.

Dunedin Section: Oamaru—Additions to house. Sawyer's Bay—Underbridge and approaches to replace level crossing. Port Chalmers—Extension of wharf. Otago Central—Improvement of rock-slopes.

Invercargill Section: Invercargill—New station, Clyde Street. Centre Bush—New station. Kingston—New crane. Lumsden—Water-service. Fairfax—New sidings, and goods-shed enlarged.

Greymouth—Hokitika Section: Fencing.

Nelson Section: Waiting-room at wharf.

Picton Section: Reclamation at Picton.

Expenditure.—The total expenditure on way and works during the year was £281,470 4s. 1d., as compared with £272,717 15s. 1d. last year, being an advance of £8,752 9s. The rate of expenditure per mile for the year was £140·88; that of the previous year being £138·22. The increase has been principally on rail and sleeper renewals.

Lake Ellesmere.—This lake was tapped by the Selwyn County Council on the 11th July, 1895, and again on the 14th December, 1895.

Lake Forsyth.—This lake was tapped by the Akaroa County Council on the 20th June, 9th July, and 15th August, 1895.

Private Sidings.—Eleven new siding rights were granted during the year. The total number of sidings now on the register is 241, representing an annual rental of £4,335.

Leases.—The new leases granted during the year number 229. The total number of leases in force is 1,141, with an annual rental of £11,960.

Staff.—The working staff employed during the year was 1,811, with an office staff of forty-two. The usual returns have been forwarded.

I have, &c.,

J. HENRY LOWE,
Chief Engineer.

The General Manager, New Zealand Railways.

APPENDIX D.

SIR,—

Stores Manager's Office, Wellington, 8th June, 1896.

I have the honour to report that the value of stores on hand on the 31st March, 1896, at the various dépôts amounted to £86,498 13s. 8d., as against £100,119 16s. 9d. on the 31st March, 1895.

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

I have, &c.,

GEORGE FELTON,
Stores Manager.

The General Manager, New Zealand Railways.

APPENDIX E.

REPORT *re* CONDITION of the MIDLAND RAILWAY.

Chief Engineer's Office (Working Railways Department),
Wellington, 27th June, 1896.

WHEN these lines were taken over by the Government the track was, on the whole, in fair running order.

The rails consist of 53lb. steel rails of standard Government pattern. Renewals will therefore be very light for some time to come. The sleepers are mostly birch, and many are already decayed. Renewals are in progress, and will be very heavy in the early future. The track had been well ballasted. The banks and cuttings are too narrow, and will therefore require considerable attention in widening and clearing out respectively. The tunnels were in good order. River protection works are extensive. Some of these were in need of immediate repair, and further works have been necessary to preserve portions of the line. The bridges and culverts are of a substantial character, the larger spans being constructed in iron. The ironwork was commencing to corrode, and a great deal of attention was immediately required. The fences were in fairly good order. The water-services are complete, and were in good order. The buildings, platforms, loading-banks, and stockyards were in very good order, with the exception of painting, which in some cases was wanted.

In accordance with your instructions, only necessary repairs have been effected, and no work in the nature of improvement or alteration has been undertaken, except where absolutely necessary.

Considerable damages were caused by floods on the Springfield line, rendering it impassable for traffic. These have been repaired, and protected from recurrence of like damage in the future. The expenditure on this work to 31st March, 1896, was £400.

J. HENRY LOWE, Chief Engineer.

The General Manager, New Zealand Railways, Wellington.

Locomotive Superintendent's Office, Wellington, 25th June, 1896.

REPORT upon LOCOMOTIVES and ROLLING-STOCK, &c., MIDLAND RAILWAY, 31st March, 1896.

THIS section of railway was taken possession of by the Government on the 25th May, 1895, and since then has been worked on the same lines as hitherto worked by the Company.

The shops at Stillwater have no machinery to speak of, so that only ordinary repairs can be done.

The following are some of the principal repairs effected during the last twelve months:—

Locomotives.—No. 1 had thirty-four copper stays in fire-box renewed and twenty-nine new tubes; also sight-feed lubricator fitted, and two new wash-out plugs in fire-plate of boiler; paint work touched up, and two coats of varnish put on. No. 2 was thoroughly overhauled and refitted and repainted, boiler stripped and covered with slag wool; Government standard metallic packing and swab-carriers fitted to piston-rods. Nos. 3, 4, and 5 had only ordinary running shed repairs, closing brasses, &c.; these engines will have the repairs ordered by the Boiler Inspector carried out at an early date. No. 6 had no repairs to speak of since Government took possession; engine had just undergone an overhaul.

Cars.—The cars are in want of repairs, and three of them want repainting. Car B 2 has been put into fair order, and painted and varnished.

Vans.—Van No. 3 has been overhauled, repainted, and varnished, and is in good order. The other two vans want repairs before being painted. This work is not so urgent as carriages.

Wagons.—The twenty-four low-side wagons have all been repaired and painted with tar. They are all now in good order. Three E wagons were thoroughly overhauled, and several others had light repairs. Ten H bolster wagons have been thoroughly overhauled and painted with tar. They are now in good order. R long wagons: Light repairs have been effected. In several of these some improvement could be made in fixing stanchions. Wagons generally are in fair order. G and I covered goods vans have had light repairs; vehicles in fair order. K sheep-wagons: One of these had a lot of repairs; the others are all in good order.

Crane.—The 5-ton crane was thoroughly overhauled and repainted; protection shields put over wheels, and chain annealed.

The rolling-stock generally is in good order, and fills the requirements of traffic well on the whole; the greatest want that is felt is in timber-wagons, and that only at busy seasons.

The locomotive buildings are in fair order, and the supply of water for wash-out and boilers good at all tanks.

T. F. ROTHERAM, Locomotive Superintendent.

The General Manager, New Zealand Railways, Wellington.

Locomotive Superintendent's Office, Wellington, 25th June, 1896.

CONDITION of LOCOMOTIVES, ROLLING-STOCK, &c., on MIDLAND RAILWAY at date Line was taken over by New Zealand Government.

Locomotives.—No. 1 engine in use about seven years. Tires in good order, so are coupling-rods, &c. Engine axle-boxes have a lot of side-play, nearly $\frac{3}{4}$ in. full, bogie $\frac{3}{4}$ in. Motion-gear in good order, and boiler clean. Fire-box shows slight bulging between stays about level of fire. There appears to be slight pitting in the bulged parts, caused by the action of the fire. Some of the stay-heads are small; most of the heads require renewing. Boiler carries 120lb. of steam. Wheels turned up July, 1893 (first turning).

No. 2 engine about seven years in use, and is now in shop for light overhaul. Tubes will not be taken out. Boiler is to be relagged with slag wool. Axle-box wedge-blocks to be lined up. Piston-rods turned up, and rings renewed, &c. The cylinders and all bearings appear in good condition. Boiler clean. Fire-box in fair order; one rivet-head off seam-joint of C fire-box. A few ferrules require renewing. Boiler carries 140lb. of steam.

No. 3 engine in use about six years. Tires in good order. Framing in good order. A good deal of side-play about axle-brasses—engine $\frac{1}{2}$ in., bogie $\frac{3}{4}$ in. Motion-gear in fair order. Die-blocks $\frac{1}{8}$ in. slack. Some of bogie-links are now about $\frac{1}{2}$ in. in the hole. Draw-gear, &c., in good order. Boiler clean. Fire-box in fair order; a few stay-heads about fire-level small; a few of the tube-ends are eaten away by the fire; a new set of ferrules will be required early. Boiler carries 140lb. of steam.

No. 4 engine in use about four years. Tires in good order; the same applies to draw-gear and other parts. Boiler clean. Fire-box in good order; a few ferrules required. Boiler carries 140lb. of steam.

No. 5 engine in use about two years. Tires in good order. Framing, &c., all in good order. Axle-brasses of engine about $\frac{3}{4}$ in. side-play; bogie about $\frac{1}{8}$ in. Draw- and motion-gear all in good order. Boiler clean. The renewal of fifteen ferrules would put fire-box in first-class order. Boiler carries 140lb. of steam.

No. 6 engine in use about four years. Tires in good order. Framing, motion-gear, and other parts all in good order. Left-hand injector does not work very well. Boiler lagged with slag wool. Fire-box in first-class order throughout. Boiler carries 140lb. of steam.

Summary.

The engines have not had the tubes out or any heavy repairs; but they have not been worked very heavily. All the boilers were examined as far as could be done with tubes in and lagging on, and appear to be in very fair order—all water-spaces being clean and free from scale. The mud-plugs round fire-box are placed in rather awkward places for washing and examination.

The copper fire-boxes are in fair order; one engine shows slight bulging about level of fire, another appears to have suffered a good deal from action of fire or the inferior nature of copper used in construction. Some of the tube-ends are burnt off level with the plates; but the majority are in good order. Most of the ferrules require renewing; some stay-heads are small. The fire-bars are wrought-iron, and are not by any means satisfactory; but there is a large stock on hand that came with engines. Brick arches are used, but not baffle-plates.

The motion parts seem in fair order. Movable wedge-blocks are fitted for adjusting the wear of axle-box, &c., but, being of soft steel, appear to cut very much. Quadrant-links and die-blocks are of same material, and wear very quickly. The axles have a very shallow collar on inside, causing axle-brasses to make a good deal of side-play. The spring-gear is not compensated, and the springs appear rather weak to work independently.

Carriages.—Class B, numbered from 1 to 3 (inclusive): No. 1 wants painting outside, and floor repairing. Nos. 2 and 3 are in good order. Class C, numbered from 1 to 4 (inclusive): Nos. 1 and 3 are in good order. No. 2 requires painting outside. No. 4 has one window in door cracked; otherwise it is in good order.

Brake-vans.—Class D, numbered from 1 to 3 (inclusive): Nos. 1 and 2 in good order. No. 3 is being painted and varnished.

Wagons.—Class E, numbered from 1 to 15 (inclusive): These wagons all in fair running-order, and require nothing but some of girders painted. Class F, numbered from 1 to 45 (inclusive): No. 3 has a bad floor. Nos. 19, 20, and 22 are under repairs. No. 26 wants new draw-pin. The rest of this class of wagons are in good order, the most of them being recently overhauled.

Goods-vans.—Class G, numbered from 1 to 6 (inclusive): These are all in fair order.

Timber Wagons.—Class H, numbered from 1 to 24 (inclusive): Wagons not otherwise noted are in good order. No. 5 wants brake-gear fitted. No. 7, cotter wanted in king-pin. Nos. 8, 13, 17, 21, and 24, bolsters require packing in centre to prevent them bearing at ends when loaded. No. 22 wants brake-gear fitted.

Cattle-wagons.—Class J, numbered from 1 to 3 (inclusive): These wagons are fitted up and used like Class G for goods. All are in good order.

Sheep-wagons.—Class K, numbered from 1 to 3 (inclusive): All are in good order.

Horse-boxes.—Class L, numbered 1 and 2: No. 1 has two windows broken; otherwise it is in good order. No. 2 is in good order.

Double-bogie Timber-wagons.—Class R, numbered from 1 to 6 (inclusive): These wagons are all in fair running-order.

General Remarks on Wagons.

Some of the ironwork—such as girders and axles—requires painting, as the rust is beginning to show. Ballast-trucks, which were in worst condition, have been under repairs, and are now getting into good order.

T. F. ROTHERAM, Locomotive Superintendent.

The General Manager, New Zealand Railways, Wellington.

STATEMENT of REVENUE and EXPENDITURE, NEW ZEALAND MIDLAND RAILWAY, from 27th May, 1895, to 31st March, 1896.

Revenue—				£	s.	d.	£	s.	d.
Passengers	...	...	...	4,715	15	1			
Parcels, &c.	...	...	...	644	7	1			
Goods, &c.	...	...	...	6,687	15	4			
Percentages	...	...	...	1,157	4	3			
							13,205	1	9
Expenditure	...	...	...				8,831	4	5
Net revenue	...	...	...				4,373	17	4
Expenditure per cent. of revenue	...	...	...					66	88

Accountant's Office, 26th June, 1896.

A. C. FIFE, Accountant.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1895-96.

- No. 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 sixteen financial years.
8. Comparative statement of workmen's tickets.
9. Classified maintenance expenditure.
10. Revenue and expenditure of stations.
11. Comparative statement of mileage, capital cost, earnings, and expenditure on colonial railways.
12. Stores contracts.
13. Carriage and wagon stock, and tarpaulins.
14. Locomotive stock.
15. Weighing machines. Weighbridges. Traversers and turntables. Cranes and pumps.
16. Renewals of rails.
17. Renewals of sleepers.
18. Number of stations and sidings.
19. Mileage of lines.
20. Particulars of private-siding traffic.
21. Sleepers laid and removed.
22. Number of employés.
23. Accidents.
24. Locomotive returns.
25. Traffic from coal-mines, Hurunui-Bluff.
26. Vessels loaded and discharged at different ports, Hurunui-Bluff.
27. Mileage of track, main line, and sidings, Hurunui-Bluff.
28. Return of passenger bookings at excursion fares.
29. Alterations in scale of charges.

SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1896.

3

RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1896.

A. C. FIFE, Railway Accountant.
H. J. H. BLOW, Under-Secretary, Railways.

RETURN NO. 2. GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1896.

Dr.

Cr.

	£	s.	d.	£	s.	d.
To Balance brought forward:—						
Outstanding accounts at 1st April, 1895,—						
Other Government departments, for stores, work done, &c. ...	4,110	17	10			
Personal accounts, for stores, work done, &c. ...	804	15	8			
				4,915	13	6
Stock of stores in hand at 1st April, 1895 ...						
				100,119	16	9
Payments per Treasury to 31st March, 1896, Vote 58*						
Payments per Treasury—Unauthorised expenditure ...	804,984	4	8			
	530	0	0			
				805,514	4	8
Deposit Account—Permanent-way material ...						
				25,000	0	0
Vouchers unpaid on 31st March, 1896, carried forward ...						
				52,542	7	4
* NOTE.—						
Payments per Treasury ...	£804,984	4	8			
Recoveries ...	61,313	19	6			
Net charge to Vote 58 ...	£743,670	5	2			
By Vouchers unpaid on 31st March, 1895, brought forward ...						
Classified expenditure, as per Return No. 4 ...						
Recoveries to credit of Vote 58,—*						
Other Government departments, for stores, work done, &c. ...	38,219	7	1			
Personal accounts, for stores, work done, &c. ...	6,359	9	9			
Miscellaneous recoveries ...	16,835	2	8			
				61,313	19	6
Deposit Account,—						
Cash with Agent-General on imprest ...	12,746	16	8			
Cash in Treasury ...	12,253	3	4			
				25,000	0	0
Balance:—						
Outstanding accounts at 31st March, 1896,—						
Other Government departments, for stores, work done, &c. ...	1,603	17	5			
Personal accounts, for stores, work done, &c. ...	395	7	5			
				1,999	4	10
Stock of stores in hand at 31st March, 1896 ...						
				86,498	13	8
				£988,092	2	3

A. C. FIFE, Railway Accountant.
H. J. H. BLOW, Under-Secretary, Railways.

RETURN No. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1896.

Sections.	Maintenance of Way and Works.						Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	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.	£ s. d.	£ s. d.	£ s. d.
Whangarei	259 17 8	73 19 5	32 17 3	11 14 0	..	378 8 4	212 11 7	17 12 7	..	19 8 6	..	249 12 8	5 13 1	201 4 7	599 19 5	29 7 6	339 1 1	25 0 0	1,778 6 8
Kaihu	1,032 16 6	198 14 2	24 19 9	73 14 0	..	1,330 4 5	710 4 3	4 0 3	..	125 10 0	..	839 14 6	266 19 8	543 6 9	1,012 14 1	82 15 1	315 1 7	118 2 7	4,272 13 6
Auckland	736 17 7	65 14 3	10 2 0	..	..	812 13 10	383 6 2	9 12 8	..	177 5 1	..	570 3 11	3 1 0	251 8 0	334 17 11	58 8 0	306 19 10	..	2,337 12 6
Napier-Taranaki	17,427 11 11	5,832 6 9	1,381 19 3	93 11 6	..	24,735 9 5	8,987 6 1	645 3 9	..	2,814 16 3	..	12,447 6 1	1,713 4 6	1,997 1 8	20,562 5 9	1,548 19 3	3,439 13 2	1,116 0 6	65,327 19 4
Wellington	25,655 15 7	8,021 12 8	1,973 8 0	483 8 1	..	36,134 4 4	11,721 4 1	1,011 12 9	..	6,464 12 1	..	19,197 8 11	2,386 6 1	3,338 19 5	27,330 11 10	2,443 0 10	4,476 15 4	1,445 11 10	93,861 14 11
Hurunui-Bluff	7,640 13 6	1,926 15 2	798 17 0	168 8 1	..	10,534 13 9	6,471 5 0	343 15 5	..	3,547 18 11	..	10,362 19 4	455 15 5	721 4 3	11,930 15 6	1,016 17 8	1,208 14 9	652 5 2	35,578 15 6
Grey-Brunner	79,831 11 2	21,419 8 3	8,173 2 2	499 1 11	..	109,923 3 6	41,818 15 3	2,309 14 4	..	20,373 12 6	..	64,502 2 1	6,067 17 3	7,553 2 2	111,887 4 3	7,923 3 5	10,830 8 0	4,517 0 0	314,170 0 8
Grey-Hokitika	955 1 3	521 7 4	195 1 0	17 10 0	..	1,688 19 7	1,102 18 2	123 2 3	..	444 10 1	..	1,670 10 6	130 16 4	668 1 11	4,296 8 8	280 11 1	651 15 10	93 18 0	9,293 5 11
Westport	1,417 16 11	303 19 10	33 17 11	..	..	1,755 14 8	405 9 7	10 17 8	..	35 0 1	..	451 7 4	108 14 11	142 5 9	923 4 0	103 15 3	169 4 6	20 10 5	3,633 16 0
Nelson	2,414 8 3	563 15 4	63 16 8	..	..	3,042 0 3	1,994 14 5	71 3 5	..	953 12 5	..	3,019 10 3	174 17 3	1,362 17 3	3,915 1 5	405 13 9	891 18 6	102 19 8	12,708 19 0
Picton	1,595 4 11	504 0 4	127 19 6	42 10 8	..	2,269 15 5	750 0 1	74 15 7	..	243 2 2	..	1,067 17 10	52 3 3	102 17 0	2,372 10 0	108 1 6	463 4 2	266 7 6	6,170 1 8
Total	140,617 12 5	40,102 1 11	13,112 13 0	1,389 18 3	..	195,222 5 7	75,184 1 2	4,660 1 4	..	35,632 1 1	..	115,476 3 7	11,405 2 6	17,121 18 6	186,262 13 11	14,077 0 10	23,495 9 9	8,362 19 8	554,697 15 0
STORES.																			
Kawakawa	26 7 6	96 11 8	7 8 10	..	..	130 8 0	..	21 15 7	4 6 2	13 8 10	..	39 10 7	..	37 10 4	35 17 2	..	..	3 7 6	239 18 7
Whangarei	217 2 3	80 19 6	24 6 7	..	..	322 8 4	..	233 1 3	35 16 6	127 8 6	..	396 6 3	7 7 11	432 16 9	56 7 2	..	..	7 14 0	1,207 12 5
Kaihu	203 2 3	76 16 8	12 13 9	..	..	292 12 8	..	123 10 8	52 3 9	50 8 6	..	226 2 11	..	36 4 1	21 16 0	..	..	12 0 0	564 15 8
Auckland	9,215 14 2	2,595 2 3	1,073 1 5	40 4 5	..	12,924 2 3	..	2,903 14 1	262 0 2	1,465 17 1	..	4,631 11 4	813 11 5	843 18 8	1,425 3 0	..	..	1,055 11 7	19,582 15 1
Napier-Taranaki	10,222 10 9	4,229 18 10	963 6 5	238 14 0	..	15,654 10 0	..	10,610 17 5	425 1 1	2,988 1 8	..	14,024 0 2	2,299 18 8	1,613 13 7	2,192 13 2	..	..	1,328 4 2	34,456 11 5
Wellington	3,400 4 8	640 13 4	554 16 11	283 15 11	..	4,879 10 10	..	4,752 8 7	196 5 5	2,482 18 6	..	7,431 12 6	831 16 9	1,553 7 2	910 6 7	..	..	656 1 3	14,950 12 7
Hurunui-Bluff	33,220 2 11	9,343 16 11	3,544 4 10	161 2 4	..	46,269 7 0	..	23,364 10 1	1,436 18 5	9,343 8 9	..	34,144 17 3	4,039 3 6	6,146 13 8	7,931 14 1	..	..	4,771 4 8	93,760 10 10
Grey-Brunner	166 16 5	212 3 10	82 5 4	..	..	461 5 7	..	180 12 7	25 10 2	289 8 6	..	495 11 3	54 11 8	249 17 1	558 14 5	..	..	43 15 0	1,776 5 0
Grey-Hokitika	114 1 9	76 16 5	61 0 2	..	..	251 18 4	..	73 2 2	10 4 4	20 9 11	..	103 16 5	25 11 3	70 5 7	126 8 1	..	..	..	577 19 8
Westport	1,696 0 11	116 1 6	36 19 1	..	..	1,849 1 6	..	332 7 0	54 4 6	285 17 11	..	672 9 5	13 10 1	444 10 4	279 10 7	..	..	498 13 10	2,760 8 1
Nelson	917 18 2	145 13 0	26 8 11	..	..	1,090 0 1	..	393 2 10	27 11 6	201 1 0	..	621 15 4	14 8 8	7 0 8	215 15 4	..	..	29 8 2	1,919 11 11
Picton	553 18 3	678 1 3	233 7 3	..	..	1,465 6 9	..	340 8 5	17 16 9	152 7 3	..	510 12 5	28 10 5	169 10 11	104 6 10	..	..	49 3 3	2,229 4 1
Total	59,954 0 0	18,292 15 2	6,619 19 6	723 16 8	..	85,590 11 4	..	43,329 10 8	2,547 18 9	17,420 16 5	..	63,298 5 10	8,128 10 4	11,605 8 10	13,858 12 5	..	..	8,455 3 5	174,026 5 4
MISCELLANEOUS.																			
Kawakawa	0 1 5	0 15 2	..	..	2 4 9	3 1 4	..	0 6 5	2 18 7	1 6 8	..	4 11 8	0 13 3	1 15 3	9 9 7	0 16 11	..	..	20 8 0
Whangarei	7 1 10	1 9 2	..	..	6 0 1	14 11 1	..	1 3 3	26 7 6	3 14 1	..	31 4 10	3 2 0	116 14 9	34 1 6	2 14 5	..	..	202 8 7
Kaihu	2 18 11	1 4 4	..	..	5 4 2	9 7 5	..	0 7 0	22 9 4	3 3 8	..	26 0 0	1 11 9	9 3 8	16 1 6	1 6 0	..	..	63 10 4
Auckland	53 1 3	65 1 9	..	..	120 8 3	238 11 3	..	18 5 8	818 9 2	75 2 0	..	911 16 10	364 3 5	446 19 6	665 11 6	45 14 6	..	..	2,672 17 0
Napier-Taranaki	40 13 10	105 15 9	6 15 7	6 3 0	194 6 4	353 14 6	..	1 13 7	1,753 15 9	122 5 10	..	1,877 15 2	621 18 9	1,033 11 9	1,315 0 9	69 11 11	..	..	5,571 12 10
Wellington	0 3 4	10 12 0	0 2 10	0 1 10	81 8 1	92 8 1	..	8 2 1	81 0 8	51 4 9	..	140 7 6	..	..	600 13 8	26 9 5	..	..	859 18 8
Hurunui-Bluff	156 5 1	142 18 2	6 4 9	0 1 0	641 14 4	947 3 4	..	10 14 0	3,226 4 6	405 1 7	..	3,642 0 1	1,456 1 1	1,776 18 9	4,104 3 9	227 3 3	..	..	12,153 10 3
Grey-Brunner	9 18 2	12 12 9	..	..	18 6 3	40 17 2	..	..	71 3 1	10 13 1	..	81 16 2	29 13 7	118 1 6	68 17 7	10 18 11	..	..	350 4 11
Grey-Hokitika	4 10 2	9 16 5	0 3 6	..	7 14 1	22 4 2	..	..	..	4 16 2	..	4 16 2	20 19 6	16 18 7	145 4 1	3 8 2	..	..	213 10 8
Westport	..	..	..	..	29 17 9	29 17 9	..	0 19 5	..	94 14 9	..	114 5 2	9 13 10	54 2 7	66 0 1	13 18 8	..	..	287 18 1
Nelson	..	..	..	..	9 1 6	9 1 6	..	..	..	15 3 10	..	21 0 6	2 18 4	3 7 7	63 8 3	2 9 10	..	..	102 6 0
Picton	7 3 8	2 17 1	2 14 5	..	6 16 10	19 12 0	..	..	..	34 0 1	..	38 8 2	6 12 6	36 6 10	43 0 7	1 12 4	..	..	145 12 5
Total	281 17 8	353 2 7	16 1 1	6 5 10	1,123 2 5	1,780 9 7	..	41 11 5	..	6,146 7 3	706 3 7	6,894 2 3	2,817 8 0	3,614 0 9	7,131 12 10	406 4 4	..	..	22,643 17 9
Grand total	200,853 10 1	58,747 19 8	19,748 13 7	2,120 0 9	1,123 2 5	282,593 6 6	75,184 1 2	48,031 3 5	2,547 18 9	59,199 4 9	706 3 7	185,668 11 8	22,351 0 10	32,341 8 1	207,252 19 2	14,483 5 2	23,495 9 9	16,818 3 1	751,367 18 1

RETURN No. 4.

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Twelve Months ending 31st March, 1896.

Section.	Mileage.		Revenue.				Classified Expenditure.										Proportion of each Class of Expenditure to Mileage and Revenue.																																									
	Length open for Traffic.	Train-Mileage.	Total.	Per Mile of Railway per Annum (Average).	Per Train-Mile.	Maintenance of Way.	Locomotive Power.	Repairs of Carriages and Wagons.	Traffic Expenses.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.	Maintenance.			Locomotive.			Carriages and Wagons.			Traffic.			Head Office.			Departmental Offices.			Credit Recoveries.			Total.																							
														Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.															
1895-96.			£	s.	d.	£	s.	d.	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.															
Kawakawa ...	8	4,992	2,489	0	4	311	2	6	9	11½	511	17	8	293	14	11	246	16	6	645	6	2	30	4	5	339	1	1	28	7	6	2,038	13	3	20'57	63'99	24'61	11'80	36'72	14'12	9'92	30'85	11'87	25'93	80'66	31'02	1'21	3'78	1'45	13'62	42'38	16'30	1'14	3'55	1'36	81'91	254'83	98'01
Whangarei ...	15	27,644	6,920	14	11	461	7	8	5	0	1,667	3	10	1,267	5	7	1,370	7	10	1,103	2	9	85	9	6	315	1	7	125	16	7	5,682	14	6	24'09	111'15	14'47	18'31	84'49	11'00	19'80	91'36	11'90	15'94	73'54	9'58	1'24	5'70	0'74	4'55	21'00	2'74	1'82	8'39	1'09	82'11	378'85	49'34
Kaihu ...	17	12,432	5,750	10	11	338	5	4	9	3	1,114	13	11	822	6	10	301	8	6	372	15	5	59	14	0	306	19	10	12	0	0	2,965	18	6	19'39	65'57	21'52	14'30	48'37	15'87	5'24	17'73	5'82	6'48	21'93	7'20	1'04	3'51	1'15	5'34	18'06	5'93	0'21	0'70	0'23	51'58	174'47	57'26
Auckland ...	309	432,042	130,439	15	2	435	10	6	6	0½	37,898	2	11	17,990	14	3	6,178	19	2	22,653	0	3	1,594	13	9	3,439	13	2	2,171	12	1	87,583	11	5	29'05	126'54	21'05	13'79	60'07	9'99	4'74	20'63	3'43	17'37	75'64	12'59	1'22	5'32	0'89	2'63	11'48	1'91	1'66	7'25	1'21	67'14	292'43	48'65
Napier-Taranaki ...	332	608,778	207,467	5	10	624	18	0	6	9½	52,142	8	10	35,099	4	3	11,594	8	3	30,838	5	9	2,512	12	9	4,476	15	4	2,773	16	0	133,889	19	2	25'13	157'05	20'55	16'92	105'72	13'84	5'59	34'92	4'57	14'87	92'89	12'16	1'21	7'57	0'99	2'16	13'48	1'76	1'34	8'35	1'09	64'54	403'28	52'78
Wellington ...	94	261,165	85,773	12	1	931	10	10	6	6½	15,506	12	8	17,934	19	4	3,562	3	7	13,441	15	9	1,043	7	1	1,208	14	9	1,308	6	5	51,389	6	9	18'08	168'41	14'25	20'91	194'78	16'48	4'15	38'69	3'27	15'07	145'98	12'35	1'22	11'33	0'96	1'41	13'13	1'11	1'53	14'21	1'20	59'91	558'11	47'22
Hurunui-Bluff ...	1,132	1,780,397	664,503	15	3	589	9	2	7	5½	157,139	13	10	102,288	19	5	27,039	16	5	123,923	2	1	8,150	6	8	10,830	8	0	9,288	4	8	420,084	1	9	23'65	139'39	21'18	15'39	90'74	13'79	4'07	23'99	3'64	18'65	109'93	16'71	1'23	7'23	1'10	1'63	9'60	1'46	1'40	8'24	1'25	63'22	372'64	56'63
Greymouth-Brunner...	8	19,702	22,918	16	0	2,864	17	0	23	3	2,191	2	4	2,247	17	11	1,251	2	1	4,924	0	8	291	10	0	651	15	10	137	13	0	11,419	15	10	9'56	273'89	26'69	9'81	280'99	27'38	5'46	156'39	15'24	21'49	615'50	59'98	1'27	36'44	3'55	2'84	81'47	7'94	0'60	17'21	1'67	49'83	1,427'47	139'11
Greymouth-Hokitika...	24	33,786	8,557	9	11	356	11	3	5	0½	2,029	17	2	559	19	11	384	15	7	1,194	16	2	107	3	5	169	4	6	20	10	5	4,425	6	4	23'72	84'58	14'42	6'54	23'33	3'98	4'50	16'03	2'73	13'96	49'78	8'49	1'25	4'47	0'76	1'98	7'05	1'20	0'24	0'85	0'14	51'71	184'39	31'44
Westport ...	31	61,971	32,428	2	3	1,046	1	4	10	5½	4,920	19	6	3,806	4	10	2,059	11	4	4,260	12	1	419	12	5	891	18	6	601	13	6	15,757	5	2	15'18	158'74	19'06	11'74	122'78	14'74	6'35	66'44	7'98	13'14	137'44	16'50	1'29	13'54	1'62	2'75	28'77	3'45	1'86	19'41	2'33	48'59	508'30	61'02
Nelson ...	23	39,573	9,206	13	11	400	5	10	4	7½	3,368	17	0	1,710	13	8	182	15	6	2,651	13	7	110	11	4	463	4	2	295	15	8	8,191	19	7	36'59	146'47	20'43	18'58	74'38	10'37	1'99	7'94	1'11	28'80	115'29	16'08	1'20	4'81	0'67	5'03	20'14	2'81	3'21	12'86	1'79	88'98	356'17	49'68
Picton ...	21	24,744	6,584	17	0	313	11	3	5	3½	4,101	16	10	1,646	10	9	520	4	2	1,244	8	6	77	19	10	402	13	0	54	7	3	7,939	5	10	62'29	195'33	39'79	25'00	78'41	15'97	7'90	24'77	5'05	18'90	59'26	12'07	1'18	3'71	0'75	6'12	19'17	3'91	0'82	2'59	0'53	120'57	378'06	77'01
Totals ...	2,014	3,307,226	1,183,040	13	7	592	2	11	7	1½	282,593	6	6	185,668	11	8	54,692	8	11	207,252	19	2	14,483	5	2	23,495	9	9	16,818	3	1	751,367	18	1	23'89	141'45	20'51	15'69	92'93	13'47	4'62	27'37	3'97	17'52	103'74	15'04	1'22	7'25	1'05	1'99	11'76	1'71	1'42	8'42	1'22	63'51	376'08	54'53

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.	Maintenance.			Locomotive.			Carriage and Wagon Repairs.			Traffic Expenses.			General Charges.			Sundries.			Total.																		
													Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.										
1894-95.			£	s.	d.	£	s.	d.	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												
Kawakawa ...	8	3,864	1,600	11	7	200	1	5	8	3½	639	3	2	362	18	3	409	1	5	557	6	6	35	2	0	2,005	13	10	39'93	79'90	39'70	22'67	45'36	22'55	25'56	51'13	25'41	34'82	69'67	34'61	2'20	4'39	2'18	0'13	0'26	0'13	125'31	250'71	124'58
Whangarei ...	15	24,353	5,170	5	11	397	14	4	4	3	1,023	2	10	1,065	1	10	672	9	7	934	6	5	103	13	9	3,835	6	2	19'79	78'70	10'08	20'60	81'93	10'50	13'01	51'73	6'63	18'07	71'87	9'21	2'00	7'98	1'02	0'71	2'81	0'36	74'18	295'02	37'80
Kaihu ...	17	10,730	3,754	16	7	220	17	5	7	0	1,146	5	1	645	14	6	350	8	10	273	16	4	72	7	8	2,488	12	5	30'53	67'43	25'64	17'20	37'98	14'44	9'33	20'61	7'84	7'29	16'11	6'12	1'93	4'26	1'62	...	...	66'28	146'39	55'66	
Auckland ...	296	413,883	124,433	15	1	428	8	0	6	0	35,932	17	6	17,501	18	1	6,587	1	5	22,079	13	5	2,883	15	4	85,571	0	4	28'88	123'71	20'84	14'07	60'25	10'15	5'29	22'68	3'82	17'74	76'01	12'80	2'32	9'93	1'67	0'47	2'02	0'34	68'77	294'60	49'62
Napier-Taranaki ...	332	602,513	205,296	1	7	618	7	3	6	0½	49,663	12	7	32,681	3	9	10,276	16	10	29,350	12	0	4,532	18	8	24'19	149'59	19'78	15'92	98'44	13'02	5'00	30'95	4'09	14'30	88'41	11'69	2'21	13'65	1'81	0'45	2'76	0'37	62'07	383'80	50'76			
Wellington ...	92	255,733	83,856	2	4	911	9	7	6	6½	14,882	15	7	17,586	12	8	5,432	11	4	13,304	18	2	1,958	16	9	1,103	3	2	17'75	161'77	13'97	20'97	191'16	16'50	6'48	59'05	5'10	15'87	144'62	12'49	2'33	21'29	1'84	1'32	11'99	1'03	64'72	589'88	50'93
Hurunui-Bluff ...	1,126	1,738,916	648,116	19	2	582	6	3	7	5½	152,678	13	6	95,401	1	2	22,132	12	8	120,610	8	0	15,077	14	5	1,336	1	10	23'56	137'18	21'07	14'72	85'71	13'17	3'41	19'89	3'05	18'61	108'36	16'65	2'33	13'55	2'08	0'20	1'20	0'19	62'83	365'89	56'21
Greymouth-Brunner...	8	18,451	23,671	17	2	2,958	19	8	25	8	3,043	10	8	2,384	7	8	1,559	3	3	5,030	5	3	527	19	3	396	14	1	12'86	380'44	39'59	10'07	298'05	31'01	6'59	194'90	20'28	21'25	628'78	65'43	2'23	65'99	6'87	1'67	49'59	5'16	54'67	1,617'75	168'34
Greymouth-Hokitika...	24	31,151	6,574	1	6	273	18	4	4	2½	1,532	6	9	489	17	4	387	3	6	1,126	13	5	131	2	1	1	17	6	23'31	63'85	11'81	7'45	20'41	3'78	5'89	16'13	2'98	17'14	46'95	8'68	1'09	5'46	1'01	0'03	0'08	0'01	55'81	152'88	28'27
Westport ...	31	57,454	32,317	16	11	1,213	7	6	11	3	4,372	15	9	4,127	9	7	2,305	9	5	4,077	4	0	723	11	0	172	5	9	13'53	164'17	18'27	12'77	154'97	17'24	7'32	88'81	9'88	12'62	153'08	17'03	2'24	27'17	3'02	0'53	6'47	0'72	49'01	594'67	66'16
Nelson ...	23	39,372	9,431	2	9	410	1	0	4	9½	3,722	5	5	1,690	14	3	262	5	10	2,708	6	11	251	12	3	49	14	3	39'47	161'84	22'69	17'92	73'51	10'21	2'78	11'41	1'60	28'72	117'75	16'51	2'67	10'94	1'53	0'53	2'16	0'39	92'09	377'61	52'94
Pictou ...	21	25,200	6,628	0	11	315	12	5	5	3	4,080	6	3	1,820	17	4	513	16	11	1,587	11	5	144	14	8	50	8	7	61'56	194'30	38'36	27'47	86'71	17'34	7'75	24'47	4'89	23'95	75'60	15'12	2'19	6'89	1'38	0'76	2'40	0'48	123'68	390'37	78'07
Totals ...	1,993	3,221,620	1,150,851	11	6	584	15	1	7	1½	272,717	15	1	175,757	16	5	50,949	1	0	201,641	1	10	26,443	8	4	4,651	4	11	23'70	138'57	20'32	15'27	89'30	13'09	4'43	25'88	3'79	17'52	102'46	15'02	2'30	13'44	1'97	0'40	2'36	0'35	63'62	372'01	54'54

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1896.

Sections.	Length Open for Traffic.	Passengers.					Total Season Tickets.	Parcels, &c.					Live-Stock, Goods, &c.																				
		First Class.		Second Class.		Total.		Parcels.	Horses.	Carriages.	Dogs.	Total.	Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.		Chaff, Lime, &c.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Grand Total Tonnage.				
1895-96.		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	730	514	1,713	3,040	5,997	17	1,162	46	9	41	1,258	1	5	...	164	...	170	8 14 0	...	...	66 0 0	240 5 0	...	1,637 11 0	12,133 14 0	14,077 10 0	14,086 4 0	...	...	...	...	
Whangarei ...	15	4,704	584	27,845	9,162	42,295	6	...	...	...	...	...	14	174	1	556	...	745	87 6 0	12 0 0	30 0 0	108 0 0	433 6 0	2 0 0	4,123 10 0	38,321 18 0	43,030 14 0	43,118 0 0	...	...	...	...	
Kaihu ...	17	249	1,368	2,868	15,656	20,141	1	1,449	28	2	73	1,552	12	6	7	101	2	128	12 9 0	30 0 0	...	108 0 0	18,479 16 0	...	1,585 10 0	292 10 0	20,495 16 0	20,508 5 0	...	...	...	...	
Auckland ...	309	17,399	41,160	89,164	331,138	478,861	5,735	53,794	687	22	2,098	56,601	71	10,019	2,139	118,890	2,044	133,163	8,319 10 0	5,048 0 0	1,791 4 0	3,252 0 0	19,292 5 0	12,801 2 0	29,584 6 0	84,438 11 0	156,207 8 0	164,526 18 0	...	...	...	...	
Napier-Taranaki ...	332	25,973	118,936	122,972	461,882	729,763	2,667	72,661	3,672	248	5,594	82,175	110	11,560	453	377,213	4,503	393,839	19,199 12 0	4,086 0 0	13,228 0 0	37,648 0 0	44,803 7 0	25,920 11 0	59,944 18 0	23,088 4 0	208,719 0 0	227,918 12 0	...	...	...	...	
Wellington ...	94	9,959	84,824	48,805	290,650	434,238	6,955	57,419	759	44	2,058	60,280	50	1,035	440	288,649	1,388	291,562	11,993 11 0	2,262 0 0	7,482 16 0	6,234 0 0	18,549 7 0	5,147 5 0	22,358 16 0	20,770 7 0	82,804 11 0	94,798 2 0	...	...	...	...	
Hurunui-Bluff ...	1,132	59,537	379,042	265,439	1,447,316	2,151,334	19,358	254,784	5,725	376	11,713	272,598	421	12,549	977	1,045,206	44,922	1,104,075	48,047 9 0	39,128 0 0	75,556 12 0	21,980 0 0	81,307 6 0	322,343 19 0	253,546 11 0	347,973 8 0	1,141,835 16 0	1,189,883 5 0	...	...	...	...	
Greymouth-Brunner ...	8	1,174	5,358	11,412	77,740	95,684	426	5,628	109	3	380	6,120	6	229	4	3,429	172	3,840	223 11 0	402 0 0	63 4 0	828 0 0	17,413 15 0	1,773 8 0	4,112 9 0	134,357 16 0	158,950 12 0	159,174 3 0	...	...	...	...	
Greymouth-Hokitika ...	24	767	5,194	8,698	43,012	57,671	404	2,279	72	4	127	2,482	2	14	...	941	76	1,036	47 16 0	12 0 0	12 16 0	906 0 0	7,446 14 0	...	6,329 13 0	1,180 0 0	15,887 3 0	15,934 19 0	...	...	...	...	
Westport ...	31	56	1,388	7,822	39,416	48,682	63	3,036	1	...	90	3,127	5	4	5	160	1	172	9 0 0	174 0 0	...	2,118 0 0	3,297 16 0	0 19 0	2,670 1 0	211,741 8 0	220,002 4 0	220,011 4 0	...	...	...	...	
Nelson ...	23	519	2,698	10,290	46,608	60,115	405	3,155	3	8	206	3,372	1	2	1	169	16	189	8 12 0	744 0 0	306 0 0	2,706 0 0	1,822 4 0	3,135 11 0	2,150 4 0	1,875 6 0	12,739 5 0	12,747 17 0	...	...	...	...	
Pictou ...	21	1,476	5,318	5,361	25,490	37,645	196	144	13	...	171	328	...	26	1	4,234	222	4,483	186 19 0	1,362 0 0	892 16 0	2,850 0 0	46 3 0	3,574 10 0	1,837 5 0	2,485 9 0	13,048 3 0	13,235 2 0	...	...	...	...	
Totals ...	2,014	122,543	646,384	602,389	2,791,110	4,162,426	36,233	455,511	11,115	716	22,551	489,893	693	35,623	4,028	1,839,712	53,346	1,933,402	88,144 9 0	53,260 0 0	99,363 8 0	78,804 0 0	213,132 4 0	374,699 5 0	389,880 14 0	878,658 11 0	2,087,798 2 0	2,175,942 11 0	...	...	...	...	
1894-95.																																	
Kawakawa ...	8	733	582	1,691	2,300	5,306	26	1,386	50	8	72	1,516	...	1	5	147	...	153	6 10 0	24 0 0	...	24 0 0	147 1 0	...	1,686 1 0	4,329 2 0	6,210 4 0	6,216 14 0	...	...	...	...	
Whangarei ...	15	1,733	1,258	11,727	19,110	33,828	17	...	...	...	...	...	15	217	2	298	...	582	93 17 0	...	...	...	391 11 0	...	4,313 2 0	28,805 6 0	33,553 3 0	33,647 0 0	...	...	...	...	
Kaihu ...	17	177	996	2,341	11,630	15,144	2	1,451	8	...	...	...	4	...	12	1	...	17	2 13 0	...	...	108 0 0	12,033 11 0	...	1,357 11 0	9 0 0	13,508 2 0	13,510 15 0	...	...	...	...	
Auckland ...	296	16,669	38,734	87,875	273,458	416,736	3,626	52,774	695	54	2,088	55,611	88	11,308	3,099	116,705	2,030	133,230	8,717 14 0	4,374 0 0	1,762 12 0	4,850 0 0	18,081 6 0	12,887 4 0	31,482 0 0	76,584 17 0	150,021 19 0	158,739 13 0	...	...	...	...	
Napier-Taranaki ...	332	28,542	121,050	140,548	440,572	730,712	2,361	70,444	3,528	235	5,630	79,837	106	10,409	468	296,366	4,185	311,534	15,568 2 0	3,462 0 0	13,080 12 0	42,062 0 0	45,867 11 0	24,399 16 0	60,211 4 0	21,111 9 0	210,194 12 0	225,762 14 0	...	...	...	...	
Wellington ...	92	10,010	85,956	50,625	272,768	419,359	5,969	52,511	794	60	2,265	55,630	48	1,608	726	263,978	1,331	267,691	11,208 13 0	2,088 0 0	7,408 8 0	5,820 0 0	16,424 0 0	4,953 0 0	23,583 13 0	11,922 19 0	72,200 0 0	83,408 13 0	...	...	...	...	
Hurunui-Bluff ...	1,126	63,751	362,526	288,817	1,300,392	2,015,486	15,343	251,115	5,943	377	12,547	269,982	425	11,635	1,175	836,851	35,316	885,382	39,035 9 0	24,522 0 0	79,451 12 0	22,878 0 0	80,628 0 0	338,562 15 0	238,918 0 0	340,902 9 0	1,125,862 16 0	1,164,898 5 0	...	...	...	...	
Greymouth-Brunner ...	8	1,110	4,578	10,627	62,946	79,261	337	5,296	68	2	259	5,625	6	181	1	2,756	223	3,167	182 11 0	432 0 0	...	930 0 0	14,806 4 0	1,736 7 0	4,012 14 0	148,346 12 0	170,319 1 0	170,501 12 0	...	...	...	...	
Greymouth-Hokitika ...	24	900	4,592	9,194	33,876	48,562	253	1,703	48	3	104	1,858	12	8	1	151	21	193	15 11 0	...	...	768 0 0	3,858 17 0	...	5,026 0 0	1,296 16 0	10,955 1 0	10,970 12 0	...	...	...	...	
Westport ...	31	70	542	9,045	36,472	46,129	81	3,471	...	...	103	3,574	...	3	5	98	...	106	5 3 0	42 0 0	...	2,076 0 0	3,644 5 0	...	2,663 18 0	220,652 6 0	229,078 9 0	229,083 12 0	...	...	...	...	
Nelson ...	23	492	4,684	9,895	46,508	61,579	436	3,263	15	7	145	3,430	1	9	5	170	5	190	10 15 0	816 0 0	300 12 0	2,106 0 0	2,457 5 0	2,713 9 0	2,432 13 0	1,821 0 0	12,646 19 0	12,657 14 0	...	...	...	...	
Pictou ...	21	1,612	5,774	5,542	20,548	33,476	172	1,507	36	4	236	1,843	...	8	4	2,420	131	2,593	104 17 0	1,212 0 0	1,220 4 0	3,480 0 0	238 13 0	...	2,251 13 0	2,135 2 0	13,840 15 0	13,945 12 0	...	...	...	...	
Totals ...	1,993	125,799	631,272	627,927	2,520,580	3,905,578	28,623	444,981	11,185	750	23,517	480,433	705	35,387	5,593	1,519,921	43,292	1,604,808	74,951 15 0	36,972 0 0	103,327 16 0	85,102 0 0	198,578 4 0	388,555 14 0	377,938 9 0	857,916 18 0	2,048,391 1 0	2,123,342 16 0	...	...	...	...	

Sections.	Revenue.										Mileage.													
	Ordinary Passengers.		Season Tickets.		Parcels, Luggage, and Mails.		Total Coaching.		Goods.		Miscellaneous.		Rents and Commission.		Total Goods.		Grand Total Revenue.		Train.		Shunting and Ballasting.		Total.	
1895-96.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	No.	No.	No.	No.	No.	No.
Kawakawa ...	303	5 3	48	8 3	93	4 3	444	17 9	1,963	1 7	42	6 8	38	14 4	2,044	2 7	2,489	0 4	4,992	3,610	8,602	3,610	8,602	8,602
Whangarei ...	781	18 2	114	14 5	116	6 0	1,012	19 4	5,823	15 11	33	0 2	50	19 6	5,907	15 7	6,920	14 11	27,644	5,466	33,110	5,466	33,110	33,110
Kaihu ...	1,079	0 11	97	6 6	87	6 8	1,263	14 1	4,306	17 1	172	0 9	7	19 0	4,486	16 10	5,750	10 11	12,432	3,800	16,232	3,800	16,232	16,232
Auckland ...	41,961	15 0	4,268	17 4	5,243	3 10	51,473	16 2	75,677	9 7	835	9 4	2,453	0 1	78,965	19 0	130,439	15 2	432,042	86,468	518,510	86,468	518,510	518,510
Napier-Taranaki ...	83,014	18 7	3,766	10 8	12,651	13 6	99,433	2 9	100,612	8 11	3,657	15 2	3,703	19 0	108,034	3 1	207,407	5 10	608,778	135,376	744,154	135,376	744,154	744,154
Wellington ...	28,748	16 8	3,359	6 0	4,820	15 6	36,928	18 2	46,458	19 6	492	0 8	1,893	13 9	48,844	13 11	85,773	12 1	261,165	74,178	335,343	74,178	335,343	335,343
Hurunui-Bluff ...	190,239	17 11	16,074	13 5	30,698	8 7	237,012	19 11	404,278	9 1	9,776	9 9	13,435	16 6	427,490	15 4	664,503	15 3	1,780,397	537,741	2,318,138	537,741	2,318,138	2,318,138
Greymouth-Brunner ...	2,430	3 6	288	11 1	225	8 0	2,944	2 7	17,718	16 0	2,108	10 8	147	6 9	19,974	13 5	22,918	16 0	19,702	28,380	48,082	19,702	28,380	48,082
Greymouth-Hokitika ...	3,633	0 9	382	1 0	315	2 4	4,330	4 1	4,127	17 1	16	9 3	82	19 6	4,227	5 10	8,557	9 11	33,786	8,935	42,721	33,786	8,935	42,721
Westport ...	2,464	7 9	285	0 6	166	7 10	2,915	16 1	28,617	0 2	649	6 3	245	19 9	29,512	6 2	32,428	2 3	61,971	38,387	100,358	61,971	38,387	100,358
Nelson ...	3,052	12 7	458	19 3	242	18 8	3,754	10 6	4,852	15 6	450	3 11	143	4 0	5,452	3 5	9,206	13 11	39,573	8,936	48,509	39,573	8,936	48,509
Pictou ...	2,112	7 6	267	13 9	74	16 2	2,454	17 5	3,677	9 3	226	6 10	226	3 6	4,129	19 7	6,584	17 0	24,744	8,107	32,851	24,744	8,107	32,851
Totals ...	359,822	4 7	29,412	2 2	54,735	12 1	443,969	18 10	698,114	19 8	18,465	19 5	22,489	15 8	739,070	14 9	1,183,040	13 7	3,307,226	939,384	4,246,610	939,384	4,246,610	4,246,610
1894-95.																								
Kawakawa ...	282	14 3	43	17 8	87	19 10	414	11 9	1,135	16 1	20	15 5	29	8 4	1,185	19 10	1,600	11 7	3,864	2,250	6,114	2,250	6,114	6,114
Whangarei ...	742	12 0	114	13 2	164	6 11	1,021	12 1	3,915	8 3	180	16 4	52	9 3	4,148	13 10	5,170	5 11	24,353	5,817	30,170	5,817	30,170	30,170
Kaihu ...	823	2 7	83	1 1	52	9 0	958	12 8	2,746	16 5	47	13 6	1	14 0	2,796	3 11	3,754	16 7	10,730	1,655	12,385	1,655	12,385	12,385
Auckland ...	38,636	7 4	3,598	4 2	4,300	15 8	46,535	7 2	75,145	16 11	370	6 0	2,382	5 0	77,893	7 11	124,433	15 1	413,883	88,017	501,900	88,017	501,900	501,900
Napier-Taranaki ...	86,025	11 2	3,038	0 11	9,020	19 0	98,084	11 1	100,677	4 4	3,156	19 9	3,377	6 5	107,211	10 6	205,296	1 7	602,513	125,901	728,414	125,901	728,414	728,414
Wellington ...	29,812	19 3	3,171	17 4	4,228	6 3	37,213	2 10	44,655	1 2	268	6 6	1,719	11 10	46,642	19 6	83,856	2 4	255,733	77,782	333,515	77,782	333,515	333,515
Hurunui-Bluff ...	190,900	10 0	13,684	4 0	24,623	10 0	229,208	4 0	396,203	19 8	9,612	15 7	13,091	19 11	418,908	15 2	648,116	19 2	1,738,916	527,592	2,266,508	527,592	2,266,508	2,266,508
Greymouth-Brunner ...	2,202	13 0	187	2 10	157	17 2	2,547	13 0	18,832	18 2	2,138	18 7	152	7 3	21,124	4 2	23,671	17 2	18,451	28,229	46,680	28,229	46,680	46,680
Greymouth-Hokitika ...	3,313	9 8	187	6 6	130	11 4	3,631	7 6	2,881	10 0	34	9 0	26	15 0	2,942	14 0	6,574	1 6	31,151	4,984	36,135	31,151	4,984	36,135
Westport ...	2,321	11 9	209	15 6	169	12 9	2,701	0 0	28,738	6 6	632	19 1	245	11 4	29,616	16 11	32,317	16 11	57,454	38,504	95,958	57,454	38,504	95,958
Nelson ...	3,192	10 10	422	8 0	221	19 4	3,836	18 2	4,966	10 4	494	10 3	133	4 0	5,594	4 7	9,431	2 9	39,372	8,637	48,009	39,372	8,637	48,009
Pictou ...	1,988	12 3	165	13 8	111	8 2	2,265	14 1	3,827	0 0	306	14 10	228	12 0	4,362	6 10	6,628	0 11	25,200	5,092	30,292	25,200	5,092	30,292
Totals ...	360,242	14 1	24,906	4 10	43,269	15 5	428,418	14 4	683,726	7 10	17,265	5 0	21,441	4 4	722,432	17 2	1,150,851	11 6	3,221,620	914,460	4,136,080	914,460	4,136,080	4,136,080

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.	1887.			1888.			1889.			1890.			1891.			1892.			1893.			1894.			1895.			1896.		
		Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.	Cost of Con-struction.	Net Revenue.	Rate of Interest.
Kawakawa	Opened	£ 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	£ 90,337	£ 1,225	£ s. d. 1 7 1	£ 90,337	£ 551	£ s. d. 0 12 2	£ 90,337	£ 156	£ s. d. 0 3 5	£ 90,337	£ -405	£ s. d. ..	£ 90,638	£ 450	£ s. d. 0 9 11
Whangarei-Kamo ..	Unopened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	Opened	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	72,090	244	0 6 9	70,145	646	0 18 5	70,145	807	1 3 0	115,834	1,335	1 3 0	115,935	1,238	1 1 4
..	Unopened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kaihu	Opened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marton-Te Awamutu (North End) ..	Unopened	182,869	..	..	135,501	..	..	104,838	..	..	49,054	..	..	52,226	..	..	54,420	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	Opened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Auckland	Unopened	1,672,506	19,228	1 3 0	1,807,971	23,950	1 6 6	1,688,971	33,210	1 16 11	1,720,583	28,351	1 9 10	1,725,583	42,342	2 4 4	1,727,703	39,756	2 1 7	1,727,703	40,439	2 2 3	1,882,058	42,533	2 1 2	1,922,810	38,863	1 16 10	1,939,747	42,856	2 0 4
..	Opened	51,694	..	..	112,500	..	..	161,186	..	..	134,414	..	..	168,465	..	..	208,819	..	..	252,940	..	..	122,865	..	..	128,690	..	..	130,030	..	..
Napier	Unopened	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	..	..	857,243	..	..	860,318	..	..	861,739	..	..	862,737	..	..	866,268	..	..
..	Opened	7,303	..	..	28,160	..	..	64,708	..	..	133,390	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marton-Te Awamutu (South End) ..	Unopened	..	..	..	..	..	..	7,785	..	..	1,200	..	..	2,369	55,473	2 6 10	18,959	74,952	3 2 10	49,776	77,767	3 5 0	39,522	76,224	3 2 8	62,178	77,874	3 3 10	77,268	73,577	3 0 0
..	Opened	..	..	..	..	..	..	99,018	..	..	103,452	..	..	103,587	..	..	103,587	..	..	103,587	..	..	139,933	..	..	143,527	..	..	143,117	..	..
Wanganui	Unopened	1,398,738	7,255	0 10 4	1,403,041	9,765	0 13 11	1,400,674	13,312	0 17 9	1,408,900	23,919	1 11 7	1,416,947	..	..	1,425,225	..	..	1,427,489	..	..	1,429,178	..	..	1,432,849	..	..	1,441,569	..	..
Wellington-Foxton (private line) ..	Unopened	41,816	..	..	41,798	..	..	41,895	..	..	41,898	..	..	42,117	..	..	42,117	..	..	42,117	..	..	42,117	..	..	42,117	..	..	42,117	..	..
Wellington	Opened	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	1,054,465	28,698	2 14 5	1,067,812	31,608	2 19 3	1,072,596	32,884	3 1 4	1,073,440	29,587	2 15 1	1,080,107	34,384	3 3 8
..	Unopened	18,236	..	..	49,344	..	..	74,510	..	..	15,459	..	..	15,194	..	..	17,237	..	..	25,383	..	..	42,927	..	..	69,082	..	..	93,197	..	..
Surveys	..	17,334	..	..	20,229	..	..	26,163	..	..	27,206	..	..	27,498	..	..	27,502	..	..	27,502	..	..	27,502	..	..	27,502	..	..	27,502	..	..
Miscellaneous	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..
Hurunui-Bluff ..	Opened	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	8,322,942	232,258	2 15 10	8,328,213	271,566	3 5 3	8,362,183	258,572	3 1 10	8,465,620	240,881	2 16 11	8,494,807	244,420	2 17 7
..	Unopened	419,786	..	..	440,437	..	..	503,246	..	..	430,666	..	..	329,426	..	..	40,007	..	..	72,906	..	..	100,303	..	..	61,813	..	..	102,098	..	..
Greymouth	Opened	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	200,288	11,556	5 15 5	200,288	10,769	5 7 6	200,288	10,246	5 2 4	200,288	10,730	5 7 2	200,288	11,499	5 14 10
..	Unopened	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..
.. Harbour Works ..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..
Greymouth-Hokitika ..	..	54,549	..	..	69,389	..	..	92,274	..	..	99,784	..	..	100,611	..	..	117,748	..	..	153,327	..	..	..	..	..	..	..	..	..	..	..
..	Opened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Westport	..	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	12,583	5 10 9	227,496	16,613	7 6 0	227,496	15,147	6 13 2	227,495	15,669	6 17 9	227,494	16,479	7 4 10	227,494	16,671	7 6 7
.. Harbour Works ..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..
Nelson	Opened	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	..	165,609	2,048	1 4 9	165,609	967	0 11 8	165,609	-194	..	165,641	746	0 9 0	166,562	1,015	0 12 2
..	Unopened	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,537	..	..	12,537	..	..	12,537	..	..
Picton	Opened	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	202,491	1,564	0 15 5	204,917	81	0 0 9	204,917	-95	..	205,231	-1,570	..	205,511	-1,354	..
..	Unopened	28,130	..	..	30,465	..	..	32,442	..	..	32,568	..	..	43,847	..	..	49,148	..	..	56,341	..	..	57,591	..	..	58,347	..	..	58,361	..	..
Stock	..	162,595	..	..	105,072	..	..	75,590	..	..	81,423	..	..	66,124	..	..	47,379	..	..	48,968	..	..	44,431	..	..	25,359	..	..	25,000	..	..
Stock in suspense ..	Opened	..	..	..	..	..	..	..	..	..	25,000	..	..	25,000	..	..	25,000	..	..	25,000	..	..	25,000	..	..	25,000	..	..	25,000	..	..
Surveys	..	37,095	..	..	37,094	..	..	37,572	..	..	37,600	..	..	37,619	..	..	37,619	..	..	37,644	..	..	37,665	..	..	37,678	..	..	37,890	..	..
Miscellaneous	..	5,169	..	..	5,169	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..
Total opened	..	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	412,732	2 19 5	14,278,586	420,998	2 18 11	14,656,691	408,914	2 15 9	14,733,120	449,380	3 1 0	15,137,086	437,434	2 17 9	15,352,613	418,691	2 14 6	*15,425,532	431,673	2 16 0
Total unopened ..	..	1,201,549	..	..	1,250,131	..	..	1,402,350	..	..	1,264,803	..	..	1,065,637	..	..	841,092	..	..	1,033,412	..	..	805,097	..	..	790,054	..	..	903,432	..	..
Gross total	..	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	412,732	2 14 5	15,344,223	420,998	2 14 10	15,497,783	408,914	2 12 9	15,766,532	449,380	2 17 0	15,942,133	437,434	2 14 10	16,142,667	418,691	2 11 10	16,328,964	431,673	2 12 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.
H. J. H. Blow, Under-Secretary Railways.

* Total opened whole year, and cost of extensions equivalent to time open ... £15,425,532
Cost of extensions equivalent to portion of year unopened ... 61,687
Total opened, 31st March, 1896 ... £15,487,219

RETURN NO. 9.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Twelve Months ending 31st March, 1896.

Classification of Work.	SECTIONS.																										Total.																		
	Kawakawa		Whanga- rei.		Kaikū.		Auckland.		Napier- Taranaki.		Wellington.		Christchurch.		Dunedin.		Invercargill.		Grey- Brunner.		Grey- Hokitika.		Westport.		Nelson.			Picton.																	
	£	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.														
Track surfacing ..	117	5	1	833	0	4	542	0	11	13,776	7	1	18,684	12	7	5,835	6	6	25,104	7	121,465	16	2	14,170	0	2	845	19	1	1,266	18	4	1,569	1	10	745	0	6	969	6	11	105,925	2	7	
Track-renewals ..	109	18	10	207	15	11	232	17	7	10,757	19	8	13,031	11	11	4,046	18	1	15,600	4	0	12,573	18	6	512,607	18	6	182	13	11	107	14	8	2,205	5	7	1,416	17	7	874	18	4	73,956	13	0
Ballasting ..	27	4	9	147	2	4	89	19	6	874	13	6	1,293	15	7	86	10	2	1,289	0	3	1,695	17	8	420	15	7	34	7	7	90	0	9	236	2	8	346	16	6	227	13	0	6,859	19	10
Banks, cuttings, ditches, tunnels ..	31	17	11	69	2	0	78	0	9	1,287	7	1	2,909	0	1	1,072	6	9	2,744	3	5	3,301	1	10	2,234	16	1	68	15	3	71	15	1	99	19	1	4	8	6	139	0	10	14,111	14	8
Bridges, culverts, drains	135	11	7	244	0	6	51	7	1	6,116	4	6	9,803	16	4	1,660	6	2	7,543	6	8	8,117	3	11	3,860	1	8	348	15	7	281	11	9	252	6	0	161	11	3	1,159	4	11	39,735	7	11
Fences, gates, cattle- stops, hedges ..	19	10	5	21	4	2	..	..	..	880	2	0	1,501	4	5	582	6	0	2,218	18	11	2,165	0	10	1,188	16	4	76	8	5	47	17	2	21	13	3	321	2	1	63	16	8	9,108	0	8
Roads, approaches, &c.	2	3	10	7	19	9	..	..	..	456	6	4	248	0	6	89	19	4	626	2	0	423	5	2	303	0	1	80	10	2	41	6	9	19	1	2	35	0	11	24	14	6	2,357	10	6
Water-services, signals, cranes, appliances ..	4	2	5	4	18	5	35	2	2	515	0	3	686	14	1	245	9	0	1,150	0	4	1,155	0	3	738	3	0	141	16	4	18	3	2	59	17	0	29	11	8	65	12	2	4,849	10	3
Wharves ..	9	18	0	3	0	0	57	6	0	524	17	8	117	11	11	..	..	..	0	7	10	1,412	18	8	3	17	8	98	13	5	1	13	10	326	19	5	102	7	5	37	18	6	2,697	10	4
Buildings ..	40	6	1	49	6	4	22	15	9	2,455	0	8	2,943	10	0	1,353	16	9	6,111	10	8	3,662	13	6	1,949	7	7	277	6	4	95	1	7	100	15	9	154	8	5	532	14	2	19,748	13	7
Miscellaneous ..	11	14	0	73	14	0	..	..	..	133	15	11	728	5	1	452	5	10	93	16	1	346	3	11	220	5	3	17	10	0	..	..	..	..	..	42	10	8	..	..	..	2,120	0	9	
General charges ..	2	4	9	6	0	1	5	4	2	120	8	3	194	6	4	81	8	1	258	16	1	197	9	5	185	8	10	18	6	3	7	14	1	29	17	9	9	1	6	6	16	10	1,123	2	5
Totals ..	511	17	8	1,667	3	10	1,114	13	11	37,898	2	11	52,142	8	10	15,506	12	8	62,740	13	4	56,516	9	9	37,882	10	9	2,191	2	4	2,029	17	2	4,920	19	6	3,368	17	0	4,101	16	10	282,593	6	6
Rate per mile opened	63	19	8	111	2	11	65	11	5	126	10	9	157	1	1	168	8	2	137	17	10	161	15	11	116	18	5	273	17	9	84	11	6	158	14	10	146	9	5	195	6	6	141	8	11

A. C. FIRE, Railway Accountant.

H. J. H. Blow, Under-Secretary, Railways.

RETURN No. 10.

[illegible]

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1896

Stations.

Hours open.

Number of Hands employed.

Traf. Expenditure.

Number of

Ordinary Tickets.

Season Tickets.

Parcels.

Horses.

Carriages.

Dogs.

Outward.

Inward.

Days.

Cattle.

Calves.

Sheep.

Pigs.

Equiv. Tonnage for Live-stock, &c.

Chaff, Lime, &c.

Wool.

Firewood.

Timber.

Grain.

Merchandise.

Minerals.

Total.

Grand Total Tonnage.

Days.

Cattle.

Calves.

Sheep.

Pigs.

Equiv. Tonnage for Live-stock, &c.

Chaff, Lime, &c.

Wool.

Firewood.

Timber.

Grain.

Merchandise.

Minerals.

Total.

Grand Total Tonnage.

Coaching.

Season Tickets.

Parcels, Luggage, and Mails.

Total.

Goods.

Miscellaneous.

Rents and Commission.

Total.

Total Value forwarded.

Stations.

Hourunui-Bluff Section—continued.

Brought forward

Temuka

Wahdyke

Pleasant Point

Albury

Timaru (Coaching) (Goods)

St. Andrew's

Makikihi

Studholme

Waimate

Glenavy

Pukeuri Junction

Dunroon

Oamaru (Coaching) (Goods)

Breakwater

Waiareka Junction

Ngapara

Maheno

Herbert

Hampton

Palmerston

Dunback

Waikouaiti

Seacliff

Waitaiti

Purakanui

Pt. Chalmers Upper

Sawyers' Bay

P.Chalmers (Coaching) (Goods)

Burke's

Ravenbourne

Pelichet Bay

Dunedin (Pass.) (Parcels)

Oaversham

Burnside

Abbotsford

Middlemarch

Mosgiel

Outram

Allanton

Henley

Waihola

Milburn

Milton

Waitahuna

Lawrence

Stirling

Balclutha

Clinton

Waipahi

Tapanui

Kelso

Pukerau

Gore

Riversdale

Mataura

Edendale

Wyndham

Woodlands

Invercargill (Coaching) (Goods)

Bluff (Wharf)

Makarewa

Thornbury

Orupuku

Orantau

Winton

Dipton

Lumsden

Kingston

Christchurch, Thro' Accountant General

48,051

996

1,623

1,623

4,492

28,551

2,702

1,922

1,533

1,533

1,098

2,271

2,405

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278

167

976

2,239

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13,063

3,765

2,442

3,330

1,578

11,467

39,988

3,177

22,411

18,020

153,356

11,616

16,370

10,708

1,942

3,703

23,097

6,237

2,846

2,944

1,839

1,391

10,941

2,258

8,890

5,877

12,970

17,947

2,904

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2,625

14,129

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36,791

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36,264

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35,850

932,737

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RETURN No. 10—continued

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1896

[illegible]

RETURN No. 10—continued

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1896.

[illegible]

RETURN NO. 11.

COMPARATIVE STATEMENT OF THE MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, &c., OF RAILWAYS IN THE FOLLOWING COLONIES (taken from latest Official Records) :—

Colony.	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Railway.	Cost per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.		Working-expenses.	Working-expenses per Train Mile.		Profit on Working.	Net Earnings per Train Mile.	Percentage of net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Head of Population.	Passengers carried.	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
											£	d.		£	d.											£	d.	£	d.				
Victoria ..	87,884	1,179,103	3,083	5 3	37,922,207	12,221,382	32	3	29,567,453	2,531,591	64.76	1,543,393	38.72	1,038,198	26.04	2.74	59.78	2	3	940,210	733,243	857	837,501	336,107	14.24	19.92	5.05	*516*	1,096*	9,071	1895. 30 June.		
New South Wales	310,700	1,251,450	2,516	4 8½	86,611,366	14,463,500	29	5	17,594,281	2,878,204	90.96	1,567,589	49.54	1,310,615	41.42	3.60	54.46	2	6	019,725	418,407	5,093	1,144,623	521,159	19.76	15.35	3.50	523	1,044	10,557	"		
Cape of Good Hope	221,311	510,000	2,253	3 6	20,487,072	9,093,226	40	3	58,135,550	3,390,093	100.0	1,596,013	47.10	1,528,480	52.90	7.46	47.10	12	11	6,703,099	1,158,614	1,505	708,797	182,20	90.10	40	3.70	363	430	6,086	31 Dec.		
Queensland	668,224	454,234	2,379	3 6	16,522,293	6,945,191	36	7	63,917,615	1,025,512	62.82	581,973	35.65	443,539	27.17	2.68	56.75	2	5	2,054,416	900,591	431	245	186	98	10.73	14.09	2.77	276	329	3,827	30 June.	
South Australia	903,690	348,000	1,867	3 6	13,665,945	7,320,186	39	5	53,424,613	974,877	68.32	580,450	40.68	394,427	27.64	2.89	59.54	2	16	5,227,804	1,002,461	522	311	211	78	18.85	15.31	1.75	311	360	6,264	"	
Natal ..	20,461	46,788	401	3 6	6,117,211	15,254,117	130	14	101,322,664	526,494	95.53	278,756	50.58	247,738	44.95	4.05	52.94	11	5	722,002	393,379	1,313	695	618	162	23.71	13.69	2.10	90	212	1,354	31 Dec. 1894.	
Tasmania	26,215	157,456	420	3 6	3,518,595	8,382,375	22	6	11	756,594	144,487	45.83	122,850	38.96	21,637	6.87	0.61	85.02	0	0	514,461	174,457	338	288	50	105	13.47	20.42	4.22	62	155	1,055	31 Dec. 1895.
Western Australia	975,876	85,000	550	3 6	2,092,372	3,804,154	24	12	3	997,540	296,000	71.22	182,046	43.79	113,954	27.43	5.44	61.50	3	8	1,022,248	255,839	538	331	207	66	20.79	17.13	2.93	49	75	1,459	30 June.
New Zealand	104,471	686,128	1,993	3 6	15,352,618	7,703,344	22	7	63,221,620	1,150,851	85.75	732,160	54.54	418,691	31.21	2.73	63.62	1	13	7	3,905,578	2,048,391	585	372	213	138	16.88	17.52	2.70	269	498	8,468	31 Mar. 1896.
"	104,471	703,008	2,014	3 6	15,425,532	7,659,349	21	18	103,307,226	1,183,041	85.75	751,368	54.53	431,673	31.22	2.80	63.51	1	13	8	4,162,426	2,087,798	592	376	216	141	17.44	17.52	4.63	270	509	8,523	31 Mar.

* For year ending 30th June, 1894.

RETURN No. 12.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1896.

Service.		Period.	Name of Contractor.	Rate.
Uniform clothing	... Northern Lines...	3 years ending 31/12/97	A. Levi and Co. ...	As per schedule.
"	... Hurunui-Bluff Section	"	Ross and Glendining ...	"
Uniform caps	... All Sections	"	Hallenstein Brothers and Co...	Guards and porters, 4/; drivers, &c., 4/9 each.
General Stores—				As per schedule.
Ironmongery	... Auckland	For 1895	T. and S. Morrin and Co. ...	
Ship-chandlery	... "	"	E. Porter and Co. ...	"
Iron and steel	... "	"	"	"
Paints, oils, &c.	... "	"	T. and S. Morrin and Co. ...	"
Cement	... "	"	J. Wilson and Co. ...	"
Lime	... "	"	J. J. Craig	"
Drain-pipes	... "	"	"	"
Tents	... "	"	"	"
Ironmongery	... Wellington	"	Briscoe, MacNeill, and Co. ...	As per schedule.
Ship-chandlery	... "	"	"	"
Iron and steel	... "	"	"	"
Paints, oils, &c.	... "	"	"	"
Cement and lime	... "	"	P. Hutson and Co. ...	"
Drain-pipes	... "	"	"	"
Tents	... "	"	Briscoe, MacNeill, and Co. ...	"
Ironmongery	... Christchurch	"	A. Briscoe and Co. ...	"
Ship-chandlery	... "	"	Ashby, Bergh, and Co. ...	"
Iron and steel	... "	"	A. Briscoe and Co. ...	"
Paints, oils, &c.	... "	"	"	"
Cement and lime	... "	"	Milburn Lime and Cement Company	"
Drain-pipes	... "	"	Ashby, Bergh, and Co. ...	"
Tents	... "	"	A. Briscoe and Co. ...	"
Ironmongery	... Dunedin	"	"	"
Ship-chandlery	... "	"	"	"
Iron and steel	... "	"	"	"
Paints, oils, &c.	... "	"	"	"
Cement and lime	... "	"	"	"
Drain-pipes	... "	"	"	"
Tents	... "	"	"	"
Ironmongery	... Invercargill	"	A. Briscoe and Co. ...	As per schedule.
Ship-chandlery	... "	"	"	"
Iron and steel	... "	"	"	"
Paints, oils, &c.	... "	"	"	"
Cement and lime	... "	"	Milburn Lime and Cement Company	"
Drain-pipes	... "	"	A. Briscoe and Co. ...	"
Tents	... "	"	"	"
Iron castings	... Auckland	Delivery to 30/6/95	C. and A. Collings ...	11/9 and 10/ per cwt.
"	... Wellington	"	Smith Brothers ...	14/ "
"	... Christchurch	"	Robert Buchanan ...	12/10 and 11/6 p.cwt.
"	... Dunedin	"	A. and T. Burt ...	Special cast-ings, 14/ "
"	... "	"	"	13/ and 12/ "
"	... "	"	"	Special, 14/6 "
Horse-forage	... Christchurch	For 1895 "	George Treleaven and Co. ...	As per schedule.
Coal-supply...	... Auckland		Taupiri Extended Coal-mining Company	6/6 and 5/6 per ton.
"	... Kaihu Valley	"	J. J. Craig	17/ per ton.
"	... Napier	"	Grey Valley Coal Company	23/3 "
"	... "	"	Westport-Cardiff Company	21/ "
"	... Foxton	"	Grey Valley Coal Company	22/6 "
"	... "	"	Mokihinui Coal Company	21/ "
"	... Wanganui	"	Grey Valley Coal Company	22/6 "
"	... "	"	Mokihinui Coal Company	21/ "
"	... New Plymouth	"	Grey Valley Coal Company	22/6 "
"	... "	"	Mokihinui Coal Company	21/6 "
"	... Wellington	"	Blackball Coal Company	18/8 "
"	... "	"	Grey Valley Coal Company	16/ "
"	... "	"	Westport-Cardiff Company	16/11 "
"	... Picton	"	Grey Valley Coal Company	24/ "
"	... Nelson	"	"	20/6 "
"	... Westport	"	Westport Coal Company	7/ "
"	... Grey-Hokitika	"	Grey Valley Coal Company	8/ "
"	... Lyttelton	"	"	17/ "
"	... "	"	Blackball Coal Company	19/2 "
"	... "	"	Westport-Cardiff Company	17/11 "
"	... Whitecliffs	"	William Leeming and Co. ...	8/3 "
"	... Timaru	"	Grey Valley Coal Company	17/9 "
"	... "	"	Mokihinui Coal Company	19/ "
"	... Oamaru	"	Grey Valley Coal Company	19/6 "
"	... "	"	Mokihinui Coal Company	19/ "
"	... "	"	Allandale Coal Company	10/ "
"	... "	"	Shag Point Coal Company	9/9 "
"	... Stirling	"	Kaitangata Coal Company	7/ "
"	... Port Chalmers	"	Grey Valley Coal Company	13/6 "
"	... Nightcaps	"	Nightcaps Coal Company	7/ "

RETURN No. 12—*continued.*
STATEMENT of STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
<i>Coal-supply—continued.</i>			
" ... Winton	For 1895	Hokonui Coal Company	8/ per ton.
" ... Bluff	"	Grey Valley Coal Company	13/6 "
Workshops ... Newmarket	"	"	19/6 "
" ... Petone	"	Westport-Cardiff Company	14/5 "
" ... Addington	"	"	15/5 "
" ... Hillside	"	Grey Valley Coal Company	19/6 "
<i>Timber—</i>			
Ironbark ... At all ports	Delivery, May, 1895	Murray, Arnold, and Co.	16/ per 100ft.; 1/5 per lin. ft. piles.
Native ... Napier	For 1895	Hawke's Bay Timber Company	As per schedule.
" ... Wanganui	"	H. Brown and Co.	"
" ... Wellington	"	Manawatu Timber Company	"
" ... Greymouth	"	Thomas Price	"
" ... "	"	Butler Brothers	"
" ... "	"	W. Morris	"
" ... Christchurch	"	Stratford and Blair	"
" ... Southland	"	R. W. England	"
" ... Auckland	Delivery to 30/6/96	New Zealand Pine Company	"
Iron castings ... Wellington	"	C. and A. Collings	15/ 11/9, and 28/ per cwt.
" ... For whole Huru-nui-Bluff Section	"	Smith Brothers	14/ per cwt.
" ... "	"	A. and T. Burt	12/ 10/9, and 13/6 per cwt.
<i>Coal-supply...</i>			
" ... Whangarei	For 1896	J. J. Craig	7/9 per ton.
" ... Kaihu Valley	"	Hikurangi Coal Company	14/6 "
" ... Auckland	"	Taupiri Extended Company	6/6 and 5/6 per ton.
" ... Napier	"	Grey - Point Elizabeth Coal Company	22/ per ton.
" ... Foxton	"	Ditto	22/6 "
" ... Wanganui	"	"	22/ "
" ... New Plymouth	"	"	21/ "
" ... Wellington	"	"	17/6 "
" ... Picton	"	Westport Coal Company	19/ "
" ... Nelson	"	Grey - Point Elizabeth Coal Company	22/ "
" ... Westport	"	Ditto	20/ "
" ... Grey-Hokitika	"	Westport-Cardiff Coal Company	6/9 "
" ... Lyttelton	"	Grey - Point Elizabeth Coal Company	11/ and 8/ per ton.
" ... "	"	Ditto	18/6 per ton.
" ... "	"	Westport-Cardiff Coal Company	17/6 "
" ... Springfield	"	Mokihinui Coal Company	17/6 "
" ... Timaru	"	Springfield Coal Company	8/6 "
" ... "	"	Grey - Point Elizabeth Coal Company	19/6 "
" ... "	"	Westport-Cardiff Coal Company	18/9 "
" ... Oamaru	"	Mokihinui Coal Company	18/6 "
" ... Shag Point	"	Grey - Point Elizabeth Coal Company	19/ "
" ... Bushey	"	Shag Point Coal Company	10/ "
" ... Abbotsford	"	Allandale Coal Company	10/ "
" ... Walton Park	"	Fernhill Coal Company	6/ "
" ... Stirling	"	Walton Park Coal Company	6/ "
" ... Bluff	"	Kaitangata Coal Company	5/10 "
" ... Nightcaps	"	Grey - Point Elizabeth Coal Company	19/6 "
" ... Winton	"	Nightcaps Coal Company	7/ "
Workshops ... Newmarket	"	Hokonui Coal Company	8/ "
" ... Petone	"	J. J. Craig	23/6 "
" ... Addington	"	Grey - Point Elizabeth Coal Company	16/ "
" ... Hillside	"	Ditto	17/ "
" ... Christchurch	Delivery to 30/6/96	"	18/ "
Horse forage ... Robinson Brothers	"	"	As per schedule.
<i>General stores—</i>			
General Ironmongery Auckland	For 1896-97	E. Porter and Co.	"
Furnishing "	"	"	"
Iron and steel "	"	"	"
Oils, colours, &c. "	"	"	"
Ship-chandlery "	"	"	"
Drain-pipes "	"	"	"
Cement and lime "	"	W. and G. Winstone	"
Brushware "	"	J. J. Craig	"
Leather, &c. "	"	E. Porter and Co.	"
General Ironmongery Wellington	"	"	"
Furnishing "	"	Briscoe, MacNeill, and Co.	"
Iron and steel "	"	"	"
Oils, colours, &c. "	"	"	"
Ship-chandlery "	"	"	"
Drain-pipes "	"	"	"
Cement and lime "	"	W. Murphy	"
"	"	Milburn Lime and Cement Company	"

RETURN NO. 12—*continued.*
STATEMENT OF STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
General stores—<i>continued.</i>			
Brushware ... Wellington ...	For 1896-97	Briscoe, MacNeill, and Co. ...	As per schedule.
Leather, &c. ... "	"	"	"
General Ironmongery Christchurch ...	"	Ashby, Bergh, and Co. ...	"
Furnishing " ...	"	"	"
Iron and steel ... "	"	J. Anderson ...	"
Oils, colours, &c. ... "	"	E. Reece and Sons ...	"
Ship-chandlery ... "	"	Ashby, Bergh, and Co. ...	"
Drain-pipes ... "	"	Springfield Coal Company ...	"
Cement and lime ... "	"	Ashby, Bergh, and Co. ...	"
Brushware ... "	"	T. Bunting ...	"
Leather, &c. ... "	"	Ashby, Bergh, and Co. ...	"
General Ironmongery Dunedin ...	"	A. Briscoe and Co. ...	"
Furnishing " ...	"	"	"
Iron and steel ... "	"	"	"
Oils colours, &c. ... "	"	"	"
Ship-chandlery ... "	"	Thomson, Bridger, and Co. ...	"
Drain-pipes ... "	"	A. Briscoe and Co. ...	"
Cement and lime ... "	"	Milburn Lime and Cement Company	"
Brushware ... "	"	A. Briscoe and Co. ...	"
Leather, &c. ... "	"	New Zealand Hardware Company	"
Timber supply—			
Ironbark ... At all ports ...	1896	Murray, Arnold, and Co. ...	15/6 per 100ft. ; 1/5 per lin. ft. piles.
Native ... Auckland ...	"	D. Goldie ...	As per schedule.
" ... Napier ...	"	Hawke's Bay Timber Company	"
" ... Wanganui ...	"	Manawatu Timber Company...	"
" ... Wellington ...	"	A. Falkner ...	"
" ... Nelson ...	"	H. Baigent ...	"
" ... Greymouth ...	"	West Coast Timber Trading Company	"
" ... Northern Division, Hurunui-Bluff ...	"	Williams, Stephens, and Co. ...	"
" ... Southern Division, Hurunui-Bluff ...	"	George Harrington ...	"
Birch timber for bridges, 5,000ft., Westport	Delivery, April, 1895	W. and J. Marris ...	12/ per 100 sup. ft.
Native timber, about 15,000ft., Picton ...	" October, 1895	R. Stratford and Son ...	8/6, 10/, and 16/.
88,000ft. birch timber and 10,000 birch sleepers	" 31st Oct., 1895	Sawmillers, Oxford District ...	13/ per 100 sup. ft. ; 2/ each
15,000ft. birch timber, Westport	" June, 1895	W. and J. Marris ...	11s. per 100ft.
3,000ft. timber, Westport	" "	Griffiths Brothers ...	£14 11/ the lot.
4,000ft. birch timber, Greymouth	" July, 1895	A. Matheson ...	7/ per 100ft.
About 5,000ft. birch timber, Nelson	" "	White Brothers ...	8/3
50,000ft. kauri junk, Auckland	" January, 1896	Kauri Timber Company ...	7/ to 10/ per 100ft.
300,000ft. sawn kauri, Wanganui, Wellington, Christchurch, and Dunedin Workshops	" February, 1896	"	As per schedule.
4,000 birch sleepers, Picton	" 31/3/96	Settlers in Sounds ...	2/ each.
42,000 silver-pine sleepers, Greymouth	" "	Settlers in district ...	2/4
32,000 yellow-pine sleepers, Westport	" "	"	2/2
27,000 totara sleepers, Napier	" "	"	2/6
17,000 totara sleepers, Wanganui	" "	"	2/6
6,000 puriri sleepers, Auckland	" "	"	4/ and 3/
6,000 birch sleepers, Wellington	" "	"	2/6
1,400 totara sleepers, Wellington	" "	"	2/6
4,000 puriri sleepers, Hokianga District	" "	"	3/ and 2/
9,000 black-pine sleepers, Southland District	" "	"	2/
25,000 totara sleepers, Southland District	" "	"	2/6 and 2/9
Freight on 4,000 birch sleepers, Pelorus Sounds to Picton	" "	J. S. Cross ...	/9 each.
Freight on 39,000 puriri sleepers and 38,000ft. kauri timber, Auckland to various ports	" "	Union Steamship Company ...	/5 to /8 each (less 10 p.c.); 1/10 per 100ft. (less 10 p.c.)
Freight on 23,000 yellow-pine sleepers, Westport to other ports	" "	"	/7 each.
Freight on 23,000 silver-pine sleepers, Greymouth to other ports	" "	Pavitt Brothers ...	2/3 per 100ft.
Freight on 70,000ft. rimu timber, Wanganui to Lyttelton	" "	Cook Brothers ...	2/6 per 100ft.
Freight on 35,000ft. rimu timber, Wanganui to Dunedin	" "	"	3/ per 100ft.
Uniforms for Stationmasters	" "	Ross and Glendinning ...	102/6 and 93/ per suit.
Uniform caps for Stationmasters	" "	C. Hill and Sons ...	18/ and 10/ each.

GEO. FELTON, Railway Stores Manager.

RETURN No. 13.

STATEMENT OF CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1896.

Description.	Karakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Saloon, bogie, 35-feet ...	...	...	...	...	...	3	...	...	...	...	...	3
" " 37½-feet ...	...	...	...	...	2	...	...	...	...	...	...	2
" " 39½-feet ...	...	...	...	3	5	1	7	...	...	...	...	16
" " 41-feet ...	...	...	...	1	...	...	2	...	...	...	...	3
" " 44-feet ...	...	...	...	...	...	...	1	...	...	...	...	1
1st class, 6-wheel ...	...	...	...	2	...	...	13	...	...	...	...	15
" " 4-wheel ...	...	1	...	1	3	...	5	1	1	1	1	14
" " bogie, 30-feet ...	...	...	...	...	...	2	5	...	...	...	...	7
" " 40-feet ...	...	...	...	...	...	...	5	...	...	...	...	7
" " 44-feet ...	...	...	...	...	...	...	9	...	...	...	...	9
Composite, 6-wheel ...	...	1	1	2	11	...	23	...	...	2	1	41
" " 4-wheel ...	...	2	2	6	9	...	13	1	...	1	...	34
" " bogie, 30-feet ...	...	...	...	5	2	6	19	...	...	...	...	32
" " 39½-feet ...	...	...	...	2	3	1	...	...	...	1	...	7
" " 40-feet ...	...	...	...	28	36	18	99	3	2	1	2	189
" " 44-feet ...	...	...	...	...	...	...	...	...	...	...	...	...
2nd class, 6-wheel ...	...	...	1	5	7	...	28	...	...	2	...	43
" " 4-wheel ...	...	2	1	3	4	...	12	3	2	1	1	29
" " bogie, 30-feet ...	...	...	...	...	1	3	11	...	...	...	...	15
" " 39½-feet ...	...	...	...	...	9	...	...	1	...	1	...	11
" " 40-feet ...	...	...	...	10	3	...	23	2	...	...	...	38
" " 44-feet ...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	2	6	3	68	95	34	270	11	5	10	5	509
WAGONS, ETC.												
Passenger brakes F ...	...	...	...	...	...	...	...	...	...	...	...	...
Goods " F ...	2	2	2	21	27	9	76	7	4	4	2	156
" " bogie F ...	...	...	...	8	10	6	20	...	1	...	...	45
Fell " F ...	...	...	...	...	...	3	...	...	...	...	...	3
Trucks, &c.—												
Platform coal P ...	68	74	...	1	...	...	...	...	...	...	...	143
Timber N ...	...	6	52	73	111	31	222	12	8	12	2	529
Cattle H ...	2	2	...	55	45	4	161	...	...	2	2	273
" " bogie T ...	...	...	...	6	8	...	5	...	...	...	...	21
Sheep, double-floor J ...	...	...	...	49	85	58	245	...	...	...	2	439
" " bogie S ...	...	...	...	6	20	17	28	...	...	...	...	71
Horse-boxes G ...	...	...	...	17	32	6	...	...	...	...	...	108
Covered goods K ...	1	4	1	42	44	16	275	2	3	2	3	393
" (refrigerating) W ...	...	...	...	3	4	12	40	...	...	...	...	59
" bogie do. V ...	...	...	...	...	3	6	24	...	...	...	...	33
High-side L ...	3	12	4	346	404	117	2,906	25	31	31	48	3,927
" " bogie R ...	...	...	2	46	33	10	30	9	...	...	...	130
Low-side M ...	4	30	12	110	320	48	743	30	11	12	27	1,347
Iron hopper, mineral O ...	...	...	...	80	...	...	243	328	...	...	...	651
Platform, bogie U ...	...	...	...	...	14	31	7	...	...	...	...	52
Cool trucks X ...	...	...	...	14	37	22	59	...	...	...	5	137
Covered goods, bogie Z ...	...	...	...	...	...	1	5	...	...	...	...	6
Total ...	80	130	73	877	1,197	399	4,897	328	386	64	92	8,523
TARPAULINS												
Total ...	6	16	9	525	625	200	3,972	30	9	40	55	5,487

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1896.

Class.	Cylinder.		Coupled Wheels.		Truck-Wheels.		Karakawa.	Whangarei.	Kaihu.	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	In. 16	8	Ft. in. 3 3	...	In. ...	...	...	...	...	1	...	...	...	...	...	...	1
" " E ...	10	18	8	3 3	...	...	...	...	...	...	6	...	...	...	...	...	...	6
Single Fairlie R ...	10	18	8	3 9	...	...	...	...	...	...	1	...	...	...	...	...	...	1
" " S ...	12½	16	6	3 0½	...	...	...	...	3	4	4	6	1	...	...	...	...	18
American K ...	12	16	6	3 0½	...	...	...	...	...	2	2	...	...	...	...	...	...	4
" " N ...	15	20	6	4 1½	4	30½	...	...	...	...	...	8	...	...	...	...	...	8
" " O ...	15	18	8	3 0½	2	28½	...	...	...	...	...	6	...	...	...	...	...	6
" " Q ...	11	18	4	4 0½	2	28½	...	...	...	...	...	6	...	...	...	...	...	6
" " T ...	15	18	8	3 0½	2	28½	...	...	...	...	...	6	...	...	...	...	...	2
English P ...	15	18	8	3 0½	2	28½	...	...	...	...	...	6	...	...	...	...	...	6
" " V ...	15	20	6	4 1½	4	26½	...	...	3	...	...	7	...	...	...	...	...	10
Fell H ...	14	16	4	2 8	2	30	...	...	...	...	...	10	...	...	...	...	...	10
" " A ...	8	15	4	2 6½	...	...	1	...	...	...	...	6	...	...	...	...	...	6
" " C ...	9½	18	4	2 6½	2	18	...	...	1	...	...	6	...	...	...	...	...	8
" " D ...	9½	18	4	3 0½	2	18	...	...	1	...	2	...	...	...	2	...	...	6
" " F ...	10½	18	6	3 0½	...	...	2	2	11	11	5	17	1	...	...	2	...	32
" " FA ...	12	18	6	3 0½	...	...	...	...	...	...	32	4	4	2	...	...	...	71
" " G ...	10½	18	4	3 0½	4	21	...	...	...	...	1	2	...	...	...	...	...	12
" " J ...	14	20	6	3 0½	2	24	...	...	6	6	...	20	...	...	...	...	...	4
" " L ...	10½	18	4	3 0½	2	24½	...	...	2	...	5	1	...	...	...	...	...	32
" " LA ...	12	18	4	3 0½	4	26½	...	...	2	...	...	...	...	...	...	...	...	8
" " M ...	13	20	4	3 0½	6	28½	...	...	...	...	...	...	...	...	...	...	...	2
" " U ...	16	20	6	4 6	4	30	...	...	...	4	...	...	2	...	...	...	...	4
" " W ...	14	20	6	3 0½	4	26½	...	...	...	...	2	...	...	...	...	...	...	2
" " WA ...	14	20	6	3 3½	4	26½	...	...	...	3	...	...	...	...	...	...	...	2
Total ...	...	...	...	...	...	...	3	3	3	32	46	27	135	6	7	4	4	270

RETURN No. 15.

STATEMENT OF WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, and PUMPS, for the Year ending 31st March, 1896.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES:—												
1 cwt. ...	...	...	...	...	1	...	...	...	...	...	...	1
2 " ...	...	...	...	1	3	3	8	...	1	...	...	16
2½ " ...	...	...	...	...	2	...	26	...	...	...	...	28
2½ " ...	...	...	...	...	2	...	...	...	...	...	...	2
3 " ...	...	...	...	5	2	...	7	7	1	2	...	24
4 " ...	1	...	...	18	21	1	19	...	...	6	...	60
5 " ...	...	2	...	9	8	7	33	...	...	...	4	69
5½ " ...	...	...	...	...	...	...	2	...	...	...	...	2
5½ " ...	...	...	...	...	...	...	1	...	...	...	...	1
6 " ...	...	...	...	14	6	4	30	...	1	...	...	55
7 " ...	...	...	...	3	3	...	2	...	...	...	...	8
8 " ...	...	...	...	...	3	1	3	...	...	...	...	7
9 " ...	...	...	...	...	3	...	1	...	...	...	...	4
10 " ...	...	2	1	3	8	2	27	5	1	...	1	50
11 " ...	1	...	...	1	4	5	37	...	...	1	...	49
12 " ...	...	...	...	...	1	...	5	...	...	...	...	6
12½ " ...	...	...	...	...	...	...	1	...	...	...	...	1
13 " ...	...	...	...	...	...	1	5	...	...	...	...	6
14 " ...	...	...	...	...	...	...	3	...	...	...	...	3
15 " ...	...	...	...	2	5	1	7	...	1	...	...	16
16 " ...	...	...	...	1	10	...	23	...	...	2	...	36
20 " ...	...	...	...	...	1	1	...	...	...	...	...	2
21 " ...	...	...	...	...	...	...	1	...	...	...	...	1
22 " ...	...	...	...	...	1	...	1	...	...	...	...	2
23 " ...	...	...	...	...	...	...	1	...	...	...	...	1
27 " ...	...	...	...	...	...	...	2	...	...	...	...	2
50 " ...	...	...	...	1	...	...	...	...	...	...	...	1
60 " ...	...	...	...	2	...	...	...	...	...	...	...	2
Total	2	4	1	60	84	26	245	12	5	11	5	455
WEIGHBRIDGES:—												
3 tons (cart) ...	...	...	...	1	...	...	1	...	...	...	...	2
6 " " ...	...	...	...	...	...	...	1	...	...	...	...	1
7 " " ...	...	...	...	...	...	...	2	...	...	...	...	2
8 " " ...	...	...	...	...	...	...	2	...	...	...	...	2
10 " (wagon) ...	...	...	...	...	...	...	4	...	...	...	...	4
12 " " ...	...	...	...	4	4	1	3	...	...	1	1	14
14 " " ...	...	...	...	...	...	...	3	...	...	...	...	3
20 " " ...	1	1	...	2	3	1	13	1	2	...	...	24
30 " " ...	...	...	...	...	...	...	1	...	...	...	...	1
Total	1	1	...	7	7	2	30	1	2	1	1	53
TRAVERSERS												
...	...	...	...	1	...	...	15	1	...	1	1	19
TURNABLES:—												
40-feet (engine) ...	...	...	...	...	...	...	1	...	...	...	...	1
50 " " ...	...	...	...	5	4	...	21	...	...	...	...	30
12 " (wagon) ...	...	...	...	...	...	...	4	...	...	...	...	4
13 " " ...	...	...	...	4	5	...	30	1	...	...	...	40
14 " " ...	...	...	...	...	4	3	8	1	...	1	...	17
Total	...	...	...	9	13	3	64	2	...	1	...	92
CRANES:—												
½-ton, stationary, hand	...	...	...	...	3	...	1	...	...	...	...	4
1 " " " "	...	...	...	...	1	...	4	...	...	...	...	5
1½ " " " "	...	...	...	7	16	2	8	2	...	1	1	37
2 " " " "	...	...	...	...	1	...	11	...	1	...	...	13
3 " " " "	...	...	...	...	...	...	4	...	...	...	...	4
4 " " " "	...	...	...	...	...	...	6	...	...	...	...	6
5 " " " "	...	...	...	...	2	...	22	...	...	...	...	24
7 " " " "	...	...	...	...	...	...	1	...	...	...	...	1
10 " " " "	...	...	...	1	...	1	3	...	...	...	...	5
20 " " " "	...	...	...	...	...	...	...	2	...	1	...	1
8 " " " "hydraulic	...	...	...	...	...	...	...	...	...	...	...	2
2 " " " "travelling, hand	...	...	...	3	4	3	...	1	...	1	1	13
3 " " " " "	...	...	...	...	...	...	2	...	...	...	...	2
5 " " " " "	...	...	...	3	5	1	5	1	1	1	1	18
6 " " " " "	...	...	...	...	...	...	1	...	...	...	...	1
1½ " " " "steam	...	...	...	...	...	...	4	...	...	...	...	4
2 " " " " "	...	...	...	3	...	...	7	2	1	...	...	13
3 " " " " "	3	3	...	...	...	...	6	...	1	1	...	14
5 " " " " "	...	...	...	...	...	...	1	...	1	...	...	1
12 " " " " "	...	...	...	...	...	...	...	1	1	...	...	2
Hoisting engines, steam	...	...	...	...	...	...	3	...	...	...	...	3
Pile-driving engine, " "	...	...	...	...	3	...	...	...	...	...	...	3
Total	3	3	...	17	35	7	89	9	5	5	3	176
WATER SERVICES:—												
Steam ...	...	1	1	8	3	...	12	2	1	...	...	28
Hand ...	2	...	2	20	22	3	70	...	...	2	1	122
Windmill ...	...	...	...	2	11	1	34	...	...	...	2	50
Hot-air ...	1	...	...	4	4	...	10	...	...	...	...	19
Hydraulic ...	...	...	1	10	14	3	17	...	...	1	...	46
Gravitation ...	...	2	...	5	8	8	30	6	4	...	1	64
Propeller ...	...	...	...	...	1	...	...	...	...	...	...	1
Total	3	3	4	49	63	15	173	8	5	3	4	330

RETURN No. 16.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1896.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—												
40lb. steel ...	...	...	...	...	...	...	162	...	...	7	80	249
53lb. steel ...	125	15	...	2,859	4,007	871	7,393	59	367	110	...	15,806
70lb. steel ...	...	...	...	...	...	135	...	...	...	...	...	135
Total ...	125	15	...	2,859	4,007	1,006	7,555	59	367	117	80	16,190

RETURN No. 17.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1896.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—												
Black-pine ...	...	...	...	...	...	...	6,368	14	...	...	...	6,382
Totara ...	...	43	257	...	95	19,463	3,201	31,596	...	...	...	55,227
Birch ...	...	...	...	...	...	3,714	3,698	39,101	107	1,343	639	50,972
Jarrah ...	...	...	...	...	...	...	...	5,421	...	...	...	5,421
Silver-pine ...	...	...	...	...	...	770	892	35,357	428	...	...	37,447
Puriri ...	...	417	135	895	21,462	2,259	1,690	11,458	...	622	...	38,938
Kauri ...	...	21	...	105	563	...	27	...	...	...	...	716
Ironbark ...	...	...	...	...	...	911	...	1,276	...	...	...	2,187
Kamai ...	...	...	...	...	...	...	...	324	...	...	...	324
Yellow-pine ...	...	...	...	...	...	398	14	...	5,624	3,100	...	9,136
Maire ...	...	...	...	...	...	5,004	236	...	...	...	...	5,240
Karri ...	...	...	...	...	...	17	478	1,989	...	...	...	2,484
Total ...	481	392	1000	22,120	32,536	10,236	132,890	549	6,967	4,933	2,370	214,474
SLEEPERS REMOVED :—												
Black-pine ...	...	...	...	...	4,054	2,967	68,974	14	274	1,666	358	78,307
Totara ...	...	...	...	189	17,663	3,165	10,845	2	...	215	66	32,145
Birch ...	...	...	...	...	394	2,408	27,328	206	4,516	2,953	1,851	39,656
Rata ...	...	...	...	...	137	...	...	...	...	...	...	137
Jarrah ...	...	...	...	...	...	395	1,556	...	...	...	...	1,951
Silver-pine ...	...	...	...	...	...	...	49	252	...	...	...	301
Puriri ...	...	3	...	1,619	3	16	19	...	...	...	...	1,660
Kauri ...	442	392	969	16,602	1,177	42	3,929	...	...	...	...	23,553
Blue-gum ...	...	...	...	...	1,105	64	5,121	...	...	...	...	6,350
Kamai ...	...	...	...	...	...	...	801	...	...	...	...	801
Oregon ...	...	...	...	...	...	...	271	...	...	...	...	271
Rimu ...	...	...	...	...	2,218	...	...	15	...	...	...	2,233
Creosoted ...	...	...	...	...	...	...	926	...	...	...	...	926
Total ...	445	392	969	18,410	26,811	9,057	119,819	489	4,790	4,834	2,275	188,291

RETURN No. 18.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1896.

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 ...	15	8	1	...	1
Kaihu ...	17	10	1	...	1
Auckland ...	309	112	10	3	13
Napier-Taranaki ...	332	125	26	8	34
Wellington ...	94	33	1	5	6
Hurunui-Bluff ...	1,132	418	108	23	131
Greymouth ...	32	20	5	3	8
Westport ...	31	14	1	...	1
Nelson ...	23	13	1	...	1
Picton ...	21	9	3	1	4
Total ...	2,014	766	157	43	200

RETURN NO. 19.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1896.

Section.	Mileage Open for Traffic on 31st March, 1895.		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, 1896.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1896.	
	M. ch.		Line Opened.	Date of Opening.	M. ch.		Line.	Length.	M. ch.		M. ch.		M. ch.		M. ch.	
Kawakawa	...	7 39	...	...	...	...	...	...	...	...	...	...	7 39	...	7 39	...
Whangarei	...	14 58	...	...	...	...	...	...	...	...	...	...	14 58	...	14 58	...
Kaiti	...	16 47	...	...	...	...	...	...	...	...	...	...	16 52	...	16 49	...
Auckland	...	297 13	Opanake Station Extension	11th November, 1895	0 5	...	...	...	0 5	...	...	...	309 79	...	300 59	...
Napier-Taranaki	...	332 34	Te Aroha-Paeroa	20th December, 1895	12 66	...	...	...	12 66	...	...	...	332 34	...	332 34	...
Wellington	...	92 18	...	...	...	...	...	...	...	...	...	...	94 20	...	92 25	...
	...	...	Eketahuna-Newman	16th March, 1896	2 2	...	...	...	2 2	...	...	...	...	...	...	...
Hurunui-Bluff	...	1,121 69*	{ Glenomaru Tunnel-Owaka River	16th December, 1895	3 48	...	...	...	3 48	...	...	...	1,127 25	...	1,123 35	...
Ditto, Private Lines—	...	...	{ Fernhill Railway†	...	1 68	...	...	...	1 68	...	...	...	...	...	...	...
Shag Point Branch	...	2 10	...	...	...	...	...	...	...	...	...	...	2 10	...	2 10	...
Nightcaps Branch	...	2 24	...	...	...	...	...	...	...	...	...	...	2 24	...	2 24	...
Greymouth	...	32 6	...	...	...	...	...	...	...	...	...	...	32 6	...	32 6	...
Westport	...	30 17	...	...	...	...	...	...	...	...	...	...	30 17	...	30 17	...
Nelson	...	23 5	...	...	...	...	...	...	...	...	...	...	23 5	...	23 5	...
Pictou	...	20 42	...	...	...	...	...	...	...	...	...	...	20 42	...	20 42	...
Total	...	1,992 62	...	...	20 29	...	...	...	20 29	...	5 21	...	2,013 11	...	1,998 3	...
Forest Hill Tramway	...	10 0	...	...	...	...	...	...	...	...	...	...	10 0	...	...	...

* Does not include Riversdale-Switzers (2 miles). † Purchased 19th December, 1895.

RETURN No. 20.

PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1896.

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, 1896.		
										In.	Out.	Total.
									£ s. d.	£ s. d.	£ s. d.	£ s. d.
WHANGAREI SECTION.												
341	R. 86/1887	Aug. 2, 1886	Kamo Colliery Company..	M. ch. 3 55	Kamo	..	Grantees	10 years*	Premium..	£ 60 0 0	28 12 1	1,027 9 7
579	R. 95/6270	Jan. 1, 1896	James Trounson	13 68	Abikiwi	..	Grantee	5 years*	Premium..	150 0 0	28 12 1	1,056 1 8
KAIHU SECTION.												
AUCKLAND SECTION.												
417	R. 89/3364	May 30, 1889	Taupiri Extended Coal Company..	64 56	Huntly	..	Grantees	10 years*	Premium..	360 0 0	7,343 18 9	7,343 18 9
477	R. 91/3909	Dec. 18, 1891	Ralph Brothers..	64 65	"	..	"	5 years*	"	464 0 0	..	..
492	R. 92/1775	Mar. 25, 1892	Kauri Timber Company (Limited)	35 25	Helensville South	..	"	"	"	..	..	..
504	R. 93/60	Nov. 1, 1892	J. Bycroft and Co. (Limited)	6 29	New Lynn	..	"	"	"	176 5 4	675 19 2	852 4 6
521	R. 93/3515	Oct. 1, 1893	Bank of New Zealand Estates Co.	18 5	Morrinsville	..	"	10 years*	Premium..	773 14 7	256 2 3	1,029 16 10
527	R. 94/1533	Feb. 1, 1894	Union Oil, Soap and Candle Company (Limited)	7 35	Westfield..	..	"	"	"	523 10 2	376 15 0	900 5 2
528	R. 94/1533	Feb. 1, 1894	Auckland Freezing Company (Limited)	7 49	"	..	Govt.	"	"	1,606 1 10	823 15 10	2,429 17 8
532	R. 94/2360	July 1, 1894	J. C. Firth	57 77	Rangiriri	..	Govt. and grantee	"	Premium..	116 0 0	579 11 2	763 14 8
557	R. 95/688	Feb. 1, 1895	T. and S. Morrin and Co. (Limited)	7 56	Onehunga	..	Grantees	1 year 6 months*	"	..	50 9 6	50 9 6
568	R. 95/3452	April 1, 1895	Ralph Brothers..	64 66	Huntly	..	"	5 years*	"	..	..	..
571	R. 95/4170	Aug. 1, 1895	Auckland Freezing Company (Limited)	0 23	Auckland	..	"	1 year*	"	1,123 10 8	208 1 6	1,331 12 2
572	R. 95/4728	Oct. 1, 1895	Alexander Fergusson	124 39	Te Kuiti	..	Govt.	10 years*	"	15 3 0	13 4 4	28 7 4
587	R. 96/978	Mar. 22, 1896	Waikato Coal and Shipping Company (Limited)	64 63	Huntly	..	Grantees	5 years*	"	..	2,601 18 8	2,601 18 8
NAPIER-TARANAKI SECTION.												
24	C.R. 75/345	1875	Napier Gas Company	2 30	Napier	..	Govt.	Undefined	"	216 1 3	91 1 9	307 3 0
345	R. 86/1816	Sept. 2, 1886	Napier Gas Company	14 1	Hastings..	..	Grantees	10 years*	Premium..	300 0 0	58 3 2	59 8 8
354	R. 87/881	April 7, 1887	N. King	0 9	New Plymouth	..	Grantee	"	"	150 0 0	639 11 4	842 16 10
360	R. 87/2630	Aug. 16, 1887	P. and J. Bartholomew	151 44	Feilding	..	Govt.	"	"	Rental, £25	132 8 6	122 8 7
361	R. 87/2721	Aug. 27, 1887	Nelson Brothers (Limited)	60 4	Takapan	..	Grantees	"	Premium..	Rental, £25	4 2 5	254 17 1
384	R. 89/1328	May 1, 1889	Wanganui Sash and Door Factory and Timber Co. (Limited)	106 20	Wanganui	..	Govt.	"	"	Rental, £100	1,130 8 4	1,134 10 9
										2,135 17 3	17 17 3	2,153 14 6

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

RETURN NO. 20—continued. PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1896.

H. O. C. 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, 1896.		
										In.	Out.	Total.
NAPIER-TARANAKI SECTION—continued.												
406	R. 89/2935	Sept. 13, 1889	H. Brown	M. ch.	Inglewood	Govt. ..	10 years*	†	£ s. d.	£ s. d.	£ s. d.	£ s. d.
408	R. 90/1165	Oct. 9, 1887	Murray, Roberts, and Co.	235 47	Spit	..	"	†	Rental, £25	35 15 9	418 2 5	453 18 2
462	R. 91/873	April 1, 1891	Nelson Brothers (Limited)	0 4	Woodville	Grantees	"	Premium..	1,085 0 0	1,001 14 9	115 17 11	1,117 12 8
463	R. 91/872	Mar. 1, 1891	Nelson Brothers (Limited)	1 74	Napier	"	"	†	Rental, £25	47 19 0	804 8 4	852 7 4
467	R. 91/2365	June 1, 1891	Wilding and Co.	50 61	Kopua	"	5 years*	†	Rental, £50	236 16 5	4 7 3	241 3 8
468	R. 91/2496	Aug. 5, 1891	Carlson and Co.	32 50	Tanaki	"	"	†	224 0 0	28 0 0	230 7 6	258 7 6
480	R. 92/213	Jan. 1, 1892	Nelson Brothers (Limited)	68 31	Waipukurau	"	10 years*	Premium..	Rental, £25	5 4 8	910 7 8	915 11 11
481	R. 92/323	Feb. 16, 1892	H. Brown	221 31	Stratford	Grantee	5 years*	†	138 0 0	328 19 4	1,614 1 3	1,943 0 7
494	R. 92/2337	Mar. 2, 1892	W. Aiken	142 59	Okia	"	"	†	248 0 0	37 8 2	168 0 0	205 8 2
495	R. 92/1948	Sept. 1, 1892	Williams and Kettle (Limited)	100 4	Hastings	Grantees	10 years*	Premium..	Rental, £25	60 12 8	173 11 1	234 3 9
497	R. 92/3694	Nov. 5, 1892	New Plymouth Sash and Door Factory and Timber Company	228 70	Tariki Road	"	5 years*	"	242 0 0	191 5 11	181 8 7	372 14 6
503	R. 92/4218	Nov. 1, 1892	C. Brown (Mrs.)	217 58	Ngaire	Grantee	"	†	..	1 12 6	908 11 6	910 4 0
512	R. 93/1464	May 1, 1893	B. L. Knight	99 72	Hastings	"	7 years*	†	..	12 2 2	392 13 11	404 16 1
513	R. 93/1644	April 1, 1893	Kendrick Brothers	147 56	Araroa	Grantees	5 years*	Premium..	Rental, £25	1,027 0 5	..	1,027 0 5
522	R. 93/3608	Nov. 1, 1893	Nelson Brothers (Limited)	101 57	Tomonoana	"	10 years*	†	16 15 6	26 5 3	121 2 1	147 7 4
526	R. 94/504	April 18, 1894	Rathbone and Mathews	36 73	Mangatera	"	"	Premium..	Rental, £25	1,821 14 10	2,476 12 3	4,298 7 1
544	R. 94/3207	April 5, 1894	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	217 64	Ngaire	Govt. and grantees	5 years*	†	539 0 0	1 13 7	1,189 15 9	1,191 9 4
545	R. 94/3321	Aug. 1, 1894	Bailey and Co.	9 53	Rata	Govt. ..	"	†	..	12 16 3	417 19 9	430 16 0
548	R. 94/3802	Oct. 1, 1894	Manawatu County Council	13 34	Carnarvon	Grantees	"	†	..	4 6 10	537 16 10	542 3 8
550	R. 94/3829	Dec. 1, 1894	W. Nelson	44 36	Makotuku	Grantees	"	†	..	28 5 5	3 17 8	32 3 1
553	R. 94/4060	Jan. 1, 1895	Hawke's Bay Timber Company (Ltd.)	33 55	Dannevirke	Grantee	"	†	..	..	398 18 11	398 18 11
559	R. 95/1396	Oct. 1, 1894	Richter, Nannestad, and Co.	88 63	Hokowhitu	Grantees	"	†	..	3 15 4	496 4 2	499 19 6
560	R. 95/1497	May 1, 1895	Hawke's Bay Timber Company (Ltd.)	42 62	Makotuku	Govt. ..	"	†	..	2,107 1 5	348 10 4	2,455 11 9
564	R. 90/3404	April 4, 1895	Tamaki Sawmill Company	32 42	Tanaki	Grantees	9 months*	†	..	7 13 8	539 2 1	546 15 9
569	R. 95/3450	Aug. 1, 1895	Thomas Tanner	40 12	Matamau	Grantee	5 years*	†	..	..	761 1 1	761 1 1
575	R. 95/5462	Nov. 15, 1895	Taranaki Freezing-works Company (Limited)	9 40	Moturoa	Grantees	10 years*	Premium..	275 0 0	..	352 12 1	352 12 1
578	R. 96/113	Jan. 1, 1896	Dalgity and Co. (Limited)	113 64	Spit	"	3 years*	†	Rental, £25	233 7 10	0 13 10	234 1 8
580	R. 96/114	Jan. 1, 1896	Robert Holt	111 79	Napier	Grantee	10 years*	†	Rental, £25	544 12 3	24 8 11	569 1 3
WELLINGTON SECTION.												
221	R. 80/1588	Dec. 13, 1880	Gear Meat-preserving and Freezing Company (Limited)	6 37	Petone	Grantees	10 years*	Premium..	117 19 11	480 5 11	568 11 6	1,048 17 5
523	R. 94/529	Oct. 1, 1893	Henry Judd	50 68	Matarawa	Grantee	5 years*	†	Rental, £25	0 14 6	31 8 4	32 2 10
531	R. 94/2089	June 1, 1894	Wellington Meat Export Company (Limited)	3 9	Ngaahauranga	Grantees	10 years*	†	Rental, £25	245 12 0	1,151 10 2	1,397 2 2
534	R. 94/2496	Aug. 1, 1894	Charles Lett	28 33	Kaitake	Grantee	5 years*	†	..	2 12 1	49 12 6	52 4 7
567	R. 95/2949	Aug. 1, 1895	William Booth and Co.	57 30	Carterton	Govt. ..	5 years*	†	..	..	1,412 4 3	1,412 4 3
581	R. 95/3386	Aug. 1, 1895	M. W. Welch, W. E. Welch, S. Death, D. Judd	11 70	Belmont	"	"	..	..	..	..	..

PICTON SECTION.

465	R. 91/2179 ..	July 10, 1891	Nelson Brothers (Limited)	..	13 35	Spring Creek ..	Grantees ..	10 years* ..	Premium ..	270 0 0 Rental, £25	7 3 9	214 15 6	221 19 3
473	R. 91/3490 ..	Nov. 2, 1891	N.Z. Loan and Mercantile Agency Company (Limited)	..	0 10	Picton ..	" ..	" ..	" ..	190 0 0 Rental, £25	316 9 4	54 12 9	371 2 1
491	R. 92/1824 ..	Feb. 1, 1892	Union Steamship Company of New Zealand (Limited) (Fell Brothers tenants)	..	17 69	Blenheim ..	" ..	" ..	†	Rental, £25	221 19 2	90 5 10	312 5 0
519	R. 93/3737 ..	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	..	17 62	Blenheim ..	" ..	" ..	†	Rental, £25	..	233 0 8	233 0 8

NELSON SECTION.

238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow ..	..	1 0	Nelson ..	Grantees ..	10 years* ..	Premium ..	150 0 0	219 17 3	14 14 6	234 11 9
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WESTPORT SECTION.

570	R. 95/3687 ..	April 1, 1895	Mokihinui Sawmill Company ..	..	26 72	Mokihinui ..	..	5 years* ..	..	..	14 11 8	29 15 6	44 7 2
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GREYMOUTH SECTION.

344	R. 86/2565 ..	Aug. 20, 1886	Westport Colliery Company ..	..	8 0	Brunner ..	Grey'm'th Har. Bd.	..	..	..	..	8,910 15 4	8,910 15 4
525	R. 94/1176 ..	Jan. 1, 1894	Stratford and Blair ..	..	0 0	Greymouth ..	Govt. ..	10 years* ..	..	Rental, £25	194 19 3	29 9 6	224 8 9
533	R. 94/2445 ..	Aug. 1, 1894	T. W. Wilson ..	..	2 52	Kaitake ..	" ..	5 years* ..	†	..	..	305 3 1	305 3 1
537	R. 94/2369 ..	Aug. 11, 1894	William Morris ..	..	10 74	Kumara ..	" ..	" ..	..	..	38 0 0	399 11 5	437 11 5
538	R. 94/2362 ..	Aug. 11, 1894	Westland Sawmilling Company (Limited)	..	16 9	Awatuna ..	" ..	" ..	..	..	12 17 7	427 12 6	440 10 1
549	R. 94/3879 ..	Nov. 1, 1894	Malfroy and Co. ..	..	21 63	Ho Ho ..	Govt. and grantee	" ..	Premium ..	20 0 0	1 5 9	229 2 4	330 8 1
552	R. 94/2385 ..	Nov. 1, 1894	G. Perotti ..	..	3 21	Nelson Creek ..	Govt. ..	" ..	..	..	..	0 10 8	0 10 8
573	R. 95/4631 ..	Mar. 1, 1895	Stratford and Blair ..	..	4 38	Dobson ..	Grantees ..	" ..	Premium ..	150 0 0	..	81 14 10	81 14 10

*Three months' notice.

†Originally laid under old agreement.

RETURN NO. 20—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1896.

H.R.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, 1896.		
											In.	Out.	Total.
HURUNUI-BLUFF SECTION.													
1	R. 81/1026 ..	April 28, 1866 ..	J. T. Brown ..	M. ch. 7 39	Addington ..	Grantee ..	For ever ..	..	..	£ s. d. 418 12 1	£ s. d. 271 3 8	£ s. d. 689 15 9	
3	R. 88/1107 ..	Dec. 28, 1870 ..	Wood Brothers (Limited) ..	1 17	Riccarton ..	Grantees ..	" ..	..	..	448 12 5	..	448 12 5	
12	R. 82/2186 ..	Aug. 14, 1882 ..	White and Co. ..	21 29	Leeston ..	Govt. ..	" ..	..	..	(See No. 120.)	..	..	
13	P.W. 76/3501 ..	Dec. 18, 1874 ..	Oamaru Harbour Board ..	157 77	Oamaru ..	" ..	Undefined ..	..	..	167 3 7	353 15 10	520 19 5	
20	P.W. 76/2946 ..	Dec. 11, 1875 ..	Kalapo Produce and Milling Co. (Richard Evans, tenant) ..	1 52	Wilson's Siding ..	Grantees ..	For ever ..	..	..	332 18 8	302 16 0	635 14 8	
32	R. 82/432 ..	April 7, 1876 ..	Miles, Archer and Co. (J. Mee, tenant) ..	105 54	Timaru ..	Govt. ..	" ..	..	..	7 9 0	648 10 11	655 19 11	
33	P.W. 76/823 ..	April 22, 1876 ..	James A. McIlraith ..	8 75	Glentunnel ..	" ..	" ..	..	..	52 11 1	100 15 5	153 6 6	
37	P.W. 76/3721 ..	July 18, 1876 ..	N.Z. and Australian Land Company (Limited). (D. and J. Hay and A. Thomson also have the use of this siding.) ..	166 27	Maheno ..	" ..	Undefined ..	..	..	..	..	..	
120	P.W. 77/4412 ..	Jan. 23, 1878 ..	Oamaru Harbour Board ..	157 65	Oamaru (1st sidg.) ..	" ..	10 years* ..	300 0 0	50 0 0	4,918 10 4	3,665 3 7	8,583 13 11	
142	R. 78/649 ..	Aug. 3, 1878 ..	N.Z. and Australian Land Company (Limited) ..	351 60	Edendale ..	" ..	" ..	300 0 0	48 0 0	156 18 3	794 4 4	951 2 7	
178		— 1878 ..	pany (Limited) ..	0 73	Mosgiel ..	" ..	Undefined ..	..	..	150 19 6	75 13 4	226 12 10	
258	R. 82/379 ..	Jan. 10, 1882 ..	S. Ogdon (Bowler and Rutledge, tenants) ..	10 71	South Malvern ..	" ..	For ever ..	..	..	1 15 5	52 7 3	54 2 8	
266	R. 82/554 ..	Mar. 24, 1882 ..	S. Bailey ..	15 0	Templeton ..	Grantee ..	10 years* ..	Premium ..	153 0 0	..	67 12 2	67 12 2	
342	R. 86/1880 ..	June 17, 1886 ..	James Macfie and Co. (Limited) ..	235 45	Dunedin ..	Grantees ..	" ..	" ..	18 0 0	343 7 7	101 1 2	444 8 9	
348	R. 86/3012 ..	Sept. 25, 1886 ..	Smellie Brothers ..	240 15	Burnside ..	" ..	" ..	" ..	Rental, £50	518 11 5	10 15 6	529 6 11	
351	R. 87/327 ..	Feb. 9, 1887 ..	H. B. Webster and Co. ..	90 75	Winchester ..	" ..	" ..	" ..	102 0 0	..	46 0 0	46 0 0	
363	R. 87/3016 ..	Sept. 30, 1887 ..	P. McGill ..	271 40	Milton ..	Govt. ..	" ..	+	Rental, £25	1,341 19 0	1,284 7 5	2,626 6 5	
364	R. 87/3093 ..	Oct. 4, 1887 ..	W. Summerville ..	10 36	Kirwee ..	" ..	" ..	+	Rental, £25	12 10 0	21 11 10	34 1 10	
365	R. 87/3312 ..	Oct. 25, 1887 ..	Timaru Milling Company (Limited) ..	106 18	Timaru ..	" ..	" ..	+	Rental, £36s. 8d.	1,182 13 11	899 5 5	2,081 19 4	
367	R. 87/2868 ..	Jan. 1, 1881 ..	N.Z. Agricultural Company ..	21 0	Waimea (District line) ..	" ..	Undefined ..	..	..	..	..	..	
368	R. 88/926 ..	April 4, 1888 ..	J. Anderson ..	0 16	Lyttelton ..	Govt. ..	10 years* ..	..	Rental, £50	137 6 0	192 15 4	330 1 4	
370	R. 88/2418 ..	Aug. 16, 1888 ..	J. H. Lambert ..	237 2	Kensington ..	" ..	" ..	+	Rental, £25	92 11 6	..	92 11 6	
372	R. 88/3259 ..	Jan. 3, 1889 ..	N.Z. Loan and Mercantile Agency Company (Limited) ..	0 20	Lyttelton ..	Grantees ..	" ..	Premium ..	460 0 0	338 13 3	228 15 8	557 8 11	
374	R. 89/385 ..	Mar. 29, 1889 ..	Friedlander Brothers (Limited) ..	16 40	Lyndhurst ..	" ..	" ..	" ..	Rental, £50	30 8 1	544 9 8	574 17 9	
377	R. 89/1511 ..	June 8, 1889 ..	Farmers' Agency Company (Limited) ..	236 32	Dunedin ..	" ..	" ..	..	Rental, £25	1,529 9 6	148 4 11	1,677 14 5	
378	R. 89/1878 ..	May 1, 1889 ..	W. Booth and Co. ..	5 79	Christchurch ..	Govt. ..	" ..	+	Rental, £50	356 13 7	1 18 6	358 12 1	
379	R. 89/1259 ..	May 1, 1889 ..	Rollitt and Co. ..	58 72	Ashburton ..	" ..	" ..	+	Rental, £25	1,070 1 9	2,972 4 6	4,042 6 3	
381	R. 89/1310 ..	May 1, 1889 ..	Belford Mills Company ..	106 8	Timaru ..	" ..	" ..	+	Rental, £50	467 1 2	793 4 3	1,265 5 5	
382	R. 89/1333 ..	May 1, 1889 ..	J. Goss ..	6 62	Christchurch ..	" ..	" ..	+	Rental, £50	1,032 18 3	25 7 6	1,058 5 9	
383	R. 89/2433 ..	Aug. 5, 1889 ..	Mutual Agency Company of New Zealand ..	236 21	Dunedin ..	Grantees ..	" ..	Premium ..	90 0 0	2,354 17 1	240 11 5	2,595 8 6	

	R. 89/1392 ..	May	1, 1889	Permanent Investment and Loan Association of Canterbury	5 76	Christchurch	Govt. ..	10 years* ..	†	Rental, £50	387 3 8	269 8 8	656 12 4
385	R. 89/1392 ..	May	1, 1889	Association of Canterbury	60 68	Tinwald ..	..	..	†	Rental, £25	42 16 8	1,630 10 8	1,673 7 4
386	R. 89/1393 ..	May	1, 1889	Friedlander Brothers (Limited)	335 5	Gore ..	..	..	†	Rental, £25	598 12 10	830 0 5	1,428 13 3
387	R. 89/1394 ..	May	1, 1889	Fleming and Galkison	64 54	Winslow ..	..	..	†	Extension, £110	603 18 6	1,727 10 6	2,331 9 0
388	R. 89/1395 ..	May	1, 1889	J. Grigg	374 10	Elles Road ..	..	..	†	Rental, £50	2,130 8 10	503 7 0	2,633 15 10
389	R. 89/1396 ..	May	1, 1889	Fleming and Galkison	1 78	Heathcote ..	..	..	†	Rental, £25	967 6 5	481 2 0	1,448 8 5
390	R. 89/1397 ..	May	1, 1889	Wigram Brothers	58 73	Ashburton ..	..	..	†	Rental, £25	(See No. 478.)	18 17 0	719 19 0
391	R. 89/1398 ..	May	1, 1889	Friedlander Brothers (Limited)	6 47	Christchurch ..	..	..	†	Rental, £50	701 2 0	103 11 4	1,139 16 0
392	R. 89/1399 ..	May	1, 1889	C. W. Turner	57 77	Ashburton ..	..	..	†	Rental, £25	(See No. 379.)	5,161 5 0	10,427 2 0
393	R. 89/1400 ..	May	1, 1889	Rollitt and Co. ..	0 26	Burnside ..	..	..	†	Extension, £40	1,036 4 8	268 18 6	282 13 9
394	R. 89/1401 ..	May	1, 1889	R. Anderson and Co. ..	6 1	Christchurch ..	..	..	†	Rental, £25	5,265 17 0	155 19 11	522 5 11
395	R. 89/1402 ..	May	1, 1889	Christchurch Gas, Coal, and Coke Company (Limited)	13 8	Islington ..	..	..	†	Extension, £140	13 15 3	60 13 8	63 8 7
396	R. 89/1403 ..	Aug.	1, 1889	Christchurch Meat Company (Limited)	25 38	Southbridge ..	..	..	†	Rental, £25	366 6 0	339 15 8	2,591 4 11
397	R. 89/1404 ..	Aug.	1, 1889	W. Scott and Co. ..	235 25	Dunedin ..	..	..	†	171 0 0	2,687 2 2	172 9 0	2,859 11 2
398	R. 89/1405 ..	Oct.	2, 1889	Milburn Lime and Cement Company	367 72	One-tree Point ..	..	..	†	Rental, £50	2 14 11	531 15 10	951 18 2
399	R. 89/1406 ..	Aug.	1, 1889	N.Z. Pine Company (Limited)	7 46	Addington ..	..	..	†	..	2,231 9 3	670 5 2	670 5 2
400	R. 89/1407 ..	May	1, 1889	W. White and Co. ..	236 37	Dunedin ..	..	..	†	Rental, £25	558 5 9	446 15 9	448 2 6
401	R. 89/1408 ..	June	1, 1889	Colonial Bank of New Zealand (R. Anderson and Co., tenants)	16 69	Southbrook ..	..	12 years* ..	†	..	50 18 2	512 14 9	1,071 0 6
402	R. 89/1409 ..	Aug.	1, 1889	Moir and Co. ..	26 22	Centre Bush ..	..	10 years* ..	†	..	49 6 5	237 3 9	288 1 11
403	R. 89/1410 ..	Aug.	1, 1889	J. Shand ..	5 22	Lind's Bridge ..	..	..	†	Rental, £50	2,784 9 1	374 0 0	3,158 9 1
404	R. 89/1411 ..	Nov.	1, 1889	Massey and Co. ..	374 56	Invercargill ..	..	..	†	..	1,531 16 9	239 11 1	1,771 7 10
405	R. 89/1412 ..	May	1, 1889	National Mortgage and Agency Co. (Limited)	121 71	Otaio ..	..	..	†	Extension, £80	305 14 11	101 17 1	305 14 11
406	R. 89/1413 ..	Aug.	1, 1889	W. Quinn ..	157 41	Oamaru ..	..	..	†	Rental, £25	852 0 1	1,011 7 3	1,034 7 5
407	R. 89/1414 ..	Nov.	1, 1889	Oamaru Borough Council	391 48	Bluff ..	..	..	†	Rental, £50	23 0 2	1,110 8 8	1,534 6 8
408	R. 89/1415 ..	May	1, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	6 19	Christchurch ..	..	..	†	..	423 18 0	179 11 3	179 11 3
409	R. 89/1416 ..	Aug.	1, 1889	P. Virtue ..	25 33	Southbridge ..	..	..	†	Extension, £45	399 10 8	489 13 7	889 4 3
410	R. 89/1417 ..	Aug.	1, 1889	W. White and Co. ..	0 14	Burnside ..	..	..	†	Rental, £25	1 10 11	148 14 3	150 5 2
411	R. 89/1418 ..	Jan.	1, 1890	H. Haraway ..	2 3	Saddle Hill ..	..	..	†	..	7 1 10	681 10 9	688 12 7
412	R. 89/1419 ..	Aug.	1, 1889	Walton Park Coal and Pottery Company (Limited)	7 1	Belfast ..	..	..	†	Rental, £50	169 3 3	332 9 9	501 13 0
413	R. 89/1420 ..	Aug.	1, 1889	N.Z. Provision and Produce Company	23 2	Ord's ..	..	..	†	Rental, £25	423 18 0	13 14 3	13 14 3
414	R. 89/1421 ..	Jan.	1, 1890	Milburn Lime and Cement Company	7 59	Addington ..	..	..	†	..	399 10 8	188 14 4	188 14 4
415	R. 89/1422 ..	April	1, 1890	Cunningham and Stead ..	116 9	St. Andrew's ..	..	..	†	Rental, £25	7 1 10	432 11 10	1,367 0 11
416	R. 89/1423 ..	April	1, 1890	N.Z. and Australian Land Company and Bruce Brothers	241 71	Abbotsford ..	..	..	†	..	150 0 0	482 11 10	1,367 0 11
417	R. 89/1424 ..	Aug.	1, 1889	J. Freeman ..	58 76	Ashburton ..	..	..	†	..	934 9 1	482 11 10	1,367 0 11
418	R. 89/1425 ..	Oct.	1, 1890	D. Thomas ..	14 39	Ngapara ..	..	..	†	Rental, £25	7 1 10	432 11 10	1,367 0 11
419	R. 89/1426 ..	Aug.	1, 1889	Edwards and Menlove ..	386 23	Greenhills ..	..	..	†	..	150 0 0	482 11 10	1,367 0 11
420	R. 89/1427 ..	Dec.	1, 1890	J. A. McLauchlan ..	0 15	Lytelton ..	..	5 years* ..	†	..	934 9 1	482 11 10	1,367 0 11
421	R. 89/1428 ..	Mar.	6, 1891	Lytelton Harbour Board	7 60	Lytelton ..	..	10 years* ..	†	..	934 9 1	482 11 10	1,367 0 11
422	R. 89/1429 ..	Feb.	1, 1891	Canterbury (New Zealand) Seed Company	7 60	Addington ..	..	..	†	Rental, £25	934 9 1	482 11 10	1,367 0 11

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

RETURN NO. 20—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1896.

Ed 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, 1896.				
										In.	Out.	Total.		
HURUNUI-BLUFF SECTION—continued.														
466	R. 91/2415	May 1, 1891	Ian S. Simson ..	M. ch. 335 10	Gore ..	Grantee	8 years*	+	£ s. d. Rental, £25	11 13 7	£ s. d.	£ s. d.	£ s. d.	
469	R. 91/2112	Aug. 5, 1891	E. W. Hamner ..	59 4	Ashburton ..	"	8½ years*	+	Rental, £25	83 12 1	501 17 8	585 9 9	585 9 9	
471	R. 91/2986	Sept. 14, 1891	Nelson Brothers (Limited)	390 12	Sawyers' Bay ..	"	5 years*	..	..	..	21 18 10	21 18 10	21 18 10	
472	R. 91/3338	Oct. 1, 1891	Wood Brothers (Limited)	7 60	Ocean Beach ..	"	10 years*	Premium..	250 0 0	2,802 9 9	687 8 6	3,489 18 3	3,489 18 3	
474	R. 91/3084	Sept. 1, 1891	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	Addington ..	Grantees	"	+	Rental, £25	1,611 4 9	991 12 8	2,602 17 5	2,602 17 5	
475	R. 91/3047	Nov. 6, 1891	D. H. Brown and Son ..	7 29	"	"	"	+	Rental, £25	392 10 1	285 19 9	678 9 10	678 9 10	
476	R. 91/3639	Oct. 1, 1891	N.Z. Provision and Produce Co. ..	7 1	"	Govt. and grantees	"	Premium..	20 0 0	364 5 8	370 1 10	734 7 6	734 7 6	
478	R. 91/3993	Nov. 1, 1891	Friedlander Brothers (Limited)	58 69	Belfast ..	Grantees	"	+	Rental, £25	180 14 8	222 15 2	403 9 10	403 9 10	
479	R. 91/3995	Oct. 25, 1891	J. H. Hancock ..	237 11	Ashburton ..	"	"	+	Rental, £25	345 17 11	2,058 2 1	2,404 0 0	2,404 0 0	
482	R. 92/509	Jan. 1, 1892	N.Z. Refrigerating Co. (Limited)	239 27	Kensington ..	Govt. ..	5 years*	+	Rental, £25	144 7 8	..	144 7 8	144 7 8	
483	R. 92/703	Feb. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	0 6	Cattle-yards ..	Grantees	10 years*	+	Rental, £25	2,761 6 4	1,403 8 11	4,164 15 3	4,164 15 3	
484	R. 92/672	Mar. 1, 1892	W. White and Co. ..	6 51	Studholme Junction	"	"	+	Rental, £25	..	62 13 3	62 13 3	62 13 3	
485	R. 92/807	Jan. 10, 1892	E. G. Allen ..	227 78	tion	Govt. ..	"	+	Rental, £50	915 5 8	20 2 7	935 8 3	935 8 3	
486	R. 92/739	Mar. 24, 1892	Southland Frozen Meat and Produce Export Company (Limited)	342 48	Pt. Chalmers, Upper	Grantee	5 years*	+	300 0 0	750 11 11	1 18 2	1 18 2	1 18 2	
487	R. 92/852	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Mataura ..	Grantees	10 years*	Premium..	Rental, £25	2,606 2 11	2,606 2 11	3,356 14 10	3,356 14 10	
488	R. 92/806	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Timaru ..	"	"	+	Rental, £50	1,235 5 7	1,067 11 10	2,302 17 5	2,302 17 5	
489	R. 92/1249	Jan. 1, 1892	J. S. White ..	2 54	Christchurch ..	"	"	+	Rental, £50	738 4 9	239 2 0	977 6 9	977 6 9	
493	R. 92/1937	Feb. 1, 1892	Executors of late M. Studholme ..	0 6	Wetheral ..	Grantee	"	+	Rental, £25	23 13 11	39 15 10	63 9 9	63 9 9	
496	R. 92/3650	July 1, 1891	Kempthorne, Prosser, and Co.'s N.Z. Drug Company	239 24	Studholme Junction	"	"	+	Rental, £25	33 2 8	592 14 4	625 17 0	625 17 0	
498	R. 92/3835	Oct. 1, 1892	Canterbury Frozen Meat and Dairy-produce Export Company	7 8	Cattle-yards ..	Grantees	"	+	Rental, £25	317 10 8	470 4 4	787 15 0	787 15 0	
499	R. 92/4111	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company	7 50	Belfast ..	"	"	+	Rental, £25	7,109 13 7	6,300 5 9	13,409 19 4	13,409 19 4	
500	R. 92/3737	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Addington ..	"	"	Premium..	46 0 0	3 11 0	30 10 8	34 1 8	34 1 8	
501	R. 92/4184	Dec. 21, 1892	A. Lischner ..	4 72	Timaru ..	"	"	+	Rental, £25	485 2 11	624 14 6	1,109 17 5	1,109 17 5	
505	R. 93/40	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	Conical Hill	Grantee	5 years*	Premium..	186 0 0	..	208 12 1	208 12 1	208 12 1	
506	R. 93/109	Jan. 1, 1893	Philip C. Threlkeld ..	2 25	Timaru ..	Grantees	8 years months	+	Rental, £50	479 19 11	432 7 11	912 7 10	912 7 10	
507	R. 92/4306	Jan. 1, 1893	Evans and Co. (Limited)	105 75	Wetheral ..	Grantee	10 years*	+	Rental, £25	17 9 4	124 9 7	141 18 11	141 18 11	
510	R. 93/1075	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Timaru ..	Grantees	5 years*	+	Rental, £50	559 13 8	1,281 4 4	1,840 18 0	1,840 18 0	
511	R. 93/1228	Dec. 1, 1892	Donald Reid and Co. ..	236 17	Gore ..	"	10 years*	+	Rental, £25	315 11 4	842 1 11	1,157 13 3	1,157 13 3	
511	R. 93/1228	Dec. 1, 1892	Donald Reid and Co. ..	236 17	Dunedin ..	"	"	+	Rental, £50	3,158 17 5	472 12 1	3,631 9 6	3,631 9 6	

514	R. 93/1824 ..	May	Shaw-Savill and Albion Company Kay and Carter .. Edwards, Bennett, and Co. ..	0 0	Lyttelton	Grantees	10 years*	Rental, £50	2,425 11 5 1,791 12 11 14 16 10	410 3 9 614 7 10 48 0 3	2,885 15 2 2,406 0 9 62 17 1
515	R. 93/2140 ..	May	Nichol Brothers ..	391 64	Bluff	"	"	Rental, £50	3,208 11 6	1,066 19 1	4,275 10 7
516	R. 93/3209 ..	Oct.	J. Gore ..	244 13	Wingatui	Grantees	5 years*	"	73 15 10	282 11 8	336 7 6
517	R. 93/3254 ..	Oct.	Oamaru Totara Tree Stone Company (Limited)	163 12	Whitecraig	Grantees	"	"	12 14 11	342 6 8	355 1 7
518	R. 93/3617 ..	Nov.	J. Palmer ..	234 53	Pelichet Bay	Govt. ..	5 years*	"	4 7 9	137 16 7	142 4 4
519	R. 94/2207 ..	May	John Murdoch and Co. ..	235 52	Dunedin	Grantees	10 years*	Rental, £50	2,636 14 6	412 9 9	3,069 4 3
520	R. 94/2208 ..	June	N.Z. Refrigerating Co. (Limited)	155 23	Eveline	Grantees	5 years*	Rental, £25	203 9 0	645 5 10	848 14 10
521	R. 94/2485 ..	Aug.	Lyttelton Borough Council	2 65	Heathcote	Govt. ..	"	"	41 1 9	223 5 11	41 1 9
522	R. 94/2582 ..	Aug.	Samuel Smart ..	12 8	Horbury	Grantee	"	"	397 18 6	21 8 2	228 16 6
523	R. 94/3024 ..	Aug.	Invercargill Corporation ..	0 1	Invercargill	Govt. ..	10 years*	"	397 18 6	21 8 2	359 6 8
524	R. 94/3026 ..	Feb.	The J. G. Ward Farmers Association of New Zealand (Limited)	391 43	Bluff	Grantees	"	Rental, £50	3,626 8 6	941 9 4	4,567 17 10
525	R. 94/3081 ..	Aug.	Thomas Buxton ..	6 41	Makarewa	Govt. ..	5 years*	"	7 19 11	196 19 0	204 18 11
526	R. 94/3080 ..	Aug.	Thomas Hodgkinson ..	6 44	"	"	"	"	5 8 10	80 2 9	85 11 7
527	R. 94/3208 ..	May	N.Z. Pine Company (Limited)	6 42	Wright's Bush	Grantees	"	"	147 10 6	147 10 6	147 10 6
528	R. 94/3483 ..	Aug.	Milburn Lime and Cement Co. (Limited)	267 57	Milburn	Govt. ..	"	"	437 8 4	1,492 8 11	1,929 17 3
529	R. 94/3672 ..	Oct.	N.Z. Loan and Mercantile Agency Co. (Limited)	236 10	Dunedin	Grantees	10 years*	Rental, £50	1,806 16 10	390 2 2	2,196 19 0
530	R. 94/3949 ..	Dec.	N.Z. Loan and Mercantile Agency Co. (Limited)	374 55	Invercargill	"	"	Rental, £50	624 5 0	504 19 1	1,129 4 1
531	R. 94/4291 ..	Aug.	B. C. Calverley ..	241 70	Abbotsford	Govt. ..	5 years*	"	3,271 13 9	201 0 10	201 0 10
532	R. 94/4311 ..	Jan.	G. R. Waddell ..	391 65	Bluff	Grantee	10 years*	Rental, £50	555 9 11	555 9 11	3,827 3 8
533	R. 94/4445 ..	Nov.	Lyttelton Harbour Board	0	Lyttelton	Govt. ..	5 years*	"	(See No. 577.)	3,743 2 1	4,699 9 9
534	R. 95/1113 ..	Jan.	Christchurch Meat Co. (Limited)	103 70	Timaru	Grantees	1 year 11 months*	Rental, £25	956 7 8	3,743 2 1	4,699 9 9
535	R. 95/1813 ..	May	Southland County Council	5 4	Wyndham	"	5 years*	"	..	53 3 7	53 3 7
536	R. 95/1812 ..	April	George Mackie ..	5 25	Wallacetown	Govt. ..	"	Rental, £50	2,014 3 5	184 7 5	2,198 10 10
537	R. 95/2127 ..	May	G. McClatchie and Co. ..	6 9	Christchurch	"	10 years*	Rental, £50	798 8 7	104 2 8	902 11 3
538	R. 95/1271 ..	May	J. Craig and Co. ..	157 42	Oamaru	"	2 years*	Rental, £50	262 17 7	120 6 9	383 4 4
539	R. 95/5369 ..	Sept.	Dalgety and Co. (Limited)	5 77	Christchurch	"	1 year *	Rental, £50	774 6 7	424 17 6	1,199 4 1
540	R. 95/5309 ..	May	J. and T. Meek ..	158 18	Oamaru	"	5 years*	Rental, £50	398 2 1	205 14 1	533 16 2
541	R. 95/5328 ..	May	Lyttelton Harbour Board	0 0	Lyttelton	Govt. and grantees	"	"	31 16 1	33 6 2	65 2 3
542	R. 96/250 ..	Feb.	John Borgfeldt ..	3 31	Papanui	Grantee	3 years*	Rental, £25	145 17 10	67 16 5	213 14 3
543	R. 96/383 ..	Jan.	A. Tapper ..	374 46	Invercargill	Govt. ..	10 years*	Rental, £50	773 11 9	482 6 8	1,255 18 5
544	R. 96/418 ..	Jan.	J. G. Ward ..	374 39	"	Grantees	"	Rental, £50	104 9 7	3,350 4 7	3,454 14 2
545	R. 96/909 ..	Feb.	R. Cleave ..	365 37	Longbush	"	5 years*	"	25 16 2	131 1 4	156 17 6
546	R. 96/247 ..	Nov.	McCallum and Co. ..	165 26	Teschemaker's	Govt. ..	"	"	337 12 4	5 13 1	843 5 5
547	R. 96/1830 ..	Jan.	T. Teschemaker ..	6 10	Christchurch	"	1 year *	Rental, £50	..	..	..
548	R. 96/1830 ..	Jan.	John Deans ..	..	..	..	..	..	..	..	..

* Three months' notice.

+ Originally laid under old agreement.

T. RONAYNE, General Manager.

RETURN No. 21.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1896.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.†
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80*	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
Totals	..	..	..	4,151,122	2,087,546

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 22.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1895, and March, 1896.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1894-95.												
General	..	..	..	..	..	..	..	..	..	..	..	110
Traffic	6	9	3	158	217	100	900	36	29	18	10	1,486
Maintenance	4	11	13	329	355	100	1,042	41	39	39	22	1,995
Locomotive	2	7	3	166	190	155	759	31	37	10	6	1,366
Totals	12	27	19	653	762	355	2,701	108	105	67	38	4,957
1895-96.												
General	..	..	..	..	..	..	..	..	..	..	..	109
Traffic	7	9	4	164	225	101	908	41	26	18	10	1,513
Maintenance	7	16	8	233	372	94	1,067	60	33	18	25	1,933
Locomotive	4	13	6	173	197	161	781	29	37	13	8	1,422
Totals	18	38	18	570	794	356	2,756	130	96	49	43	4,977

RETURN No. 23.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1896.

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 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kaihu ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland ...	...	...	...	2	...	11	...	3	...	...	...	...	...	5	...	1	...	22	...
Napier-Taranaki ...	...	...	...	3	...	7	1	9	...	2	1	1	...	1	...	1	...	2	24
Wellington ...	...	...	...	...	...	8	...	...	...	...	...	...	...	4	...	...	...	12	...
Hurunui-Bluff ...	1	...	...	7	2	46	2	22	...	2	1	...	...	11	3	2	9	90	...
Greymouth ...	...	...	...	...	...	5	...	...	...	...	...	...	...	1	...	1	...	7	...
Westport ...	...	...	...	1	...	1	...	1	...	...	...	...	...	1	...	...	...	4	...
Nelson ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Picton ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals ...	1	...	...	13	2	78	3	35	...	4	2	1	...	23	3	5	11	159	...

RETURN NO. 24.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1896.

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.					Total.	
Train.	Shunting.	Ballast.	Coal.	Oil.	Tallow.	Waste.	Wages and Materials.	Stores.	Fuel.	Wages.	Repairs.	Stores.	Fuel.	Wages.	Total.	Repairs.	Stores.	Fuel.	Wages.	Total.			
KAWAKAWA SECTION.																							
A	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
F	2	10	4,992	2,776	834	...	8,602	1,416	150	37½	69	38	4	38	213	293	1'06	1'11	1'06	5'94	8'17		
Total	3	...	4,992	2,776	834	...	8,602	1,416	150	37½	69	38	4	38	213	293	1'06	1'11	1'06	5'94	8'17		
WHANGAREI SECTION.																							
F	2	17	9,244	1,755	...	...	10,999	3,112	126	...	7	90	12	60	224	386	1'96	1'31	4'89	8'42	113		
FA	1	17	18,400	3,711	...	...	22,111	6,318	300	8	40	11	29	126	471	637	0'11	1'32	5'11	6'91	231		
Total	3	...	27,644	5,466	...	...	33,110	9,430	426	8	47	101	41	186	695	1,023	0'73	1'30	5'04	7'42	364		
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	244	...	...	...	1'77	...		
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,267	...	...	...	9'19	...		
KAIHU SECTION.																							
O	1	13	3,184	611	467	...	4,262	980	52	10	41	7	2	42	87	138	0'39	1'11	2'37	4'90	7'77		
F	2	15	9,248	2,244	1,108	...	12,600	2,647	160	69	128	183	8	111	271	573	3'49	1'15	2'11	5'16	10'91		
Total	3	...	12,432	2,855	1,575	...	16,862	3,627	212	79	169	190	10	153	358	711	2'70	1'14	2'18	5'10	10'12		
Less recoverable mileage & expenditure	...	...	...	...	630	...	630	...	...	...	...	...	...	...	...	36	...	...	...	...	0'14		
General charges	...	...	...	...	945	...	16,232	...	...	...	...	...	...	...	...	675	...	...	...	9'98	...		
Total	...	...	...	...	945	...	16,232	...	...	...	...	...	...	...	...	822	...	...	...	2'17	12'15		

RETURN NO. 24—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1896—continued.

[illegible]

AUCKLAND SECTION.

[illegible]

NAPIER--TARANAKI SECTION.

B	1	20	10,051	2,218	1,284	13,553	4,188	243	17	194	66	10	235	204	515	1'17	1'17	4'16	3'62	9'12	180
C	2	15	2,202	2,260	24	4,546	869	50	7	51	76	2	50	86	214	4'01	4'01	2'64	4'54	11'29	93
D	5	15	2,204	23,683	4,310	55,287	8,092	602	64	527	332	26	464	993	1,815	1'44	1'44	2'03	4'31	7'88	93
E	7	20	138,595	18,153	2,432	159,080	52,239	2,883	127	1,379	2,620	95	2,952	19,300	7,597	3'95	3'95	4'45	2'91	11'45	1,201
F	11	20	76,847	23,527	11,311	111,685	19,559	1,248	178	907	1,398	50	1,124	1,774	4,346	3'00	3'00	2'42	3'81	9'34	1,475
FA	1	20	21,035	7,136	15	28,186	4,329	437	37	220	87	15	251	424	777	0'74	0'74	1'13	3'61	6'62	291
J	6	20	124,757	6,479	500	131,736	32,762	2,249	162	1,014	1,852	77	1,863	15,116	5,308	3'37	3'37	3'40	2'76	9'67	970
M	4	20	71,048	4,367	96	75,511	15,169	1,179	93	564	545	39	873	766	2,223	1'73	1'73	2'78	2'44	7'07	520
R	4	20	43,186	6,044	87	49,317	13,897	589	97	437	702	31	775	685	2,183	3'42	3'42	3'77	3'33	10'62	456
S	2	20	15,965	5,526	5,826	27,317	7,776	581	36	365	378	21	443	464	1,306	3'32	3'32	3'89	4'08	11'47	309
WA	3	20	77,828	10,046	62	87,936	25,909	1,401	67	733	657	48	1,477	1,050	3,232	1'80	1'80	4'03	2'86	8'82	668
Total	46	...	608,778	109,439	25,937	744,154	184,699	11,232	825	6,391	8,713	404	10,507	9,892	29,516	2'81	2'81	3'38	3'19	9'51	7,065
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,583	...	...	...	...	1'79	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35,099	...	...	...	...	11'30	...

RETURN NO. 24—continued. LOCOMOTIVE RETURNS for the Year ending 31st March, 1896—continued.

33

D.—2.

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.	Shunting.	Train.	Total.	Running.				Repairs.	Running.			Total.	Repairs.	Running.		Total.			
					Coal.	Oil.	Tallow.	Waste.		Wages and Mate- rial.	Stores.	Fuel.			Wages.	Stores.		Fuel.		Wages.
WELLINGTON SECTION.																				
D	5	15	13,509	19,494	598	33,601	5,478	435	64	318	898	£	17	243	£	674	£	1,832	1,832	590
F	1	20	6,091	1,278	7,255	15,224	2,782	197	17	112	41	128	294	471	12	174	481	1308	1308	350
F	2	20	29,505	4,388	429	34,322	10,503	421	29	207	252	488	575	1,330	11	202	463	742	742	375
H	6	6	12,354	8,989	...	21,343	22,523	1,088	93	557	1,301	1,087	782	3,205	39	12'22	880	3604	3604	671
J	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L	5	20	60,362	21,409	2,301	84,072	15,779	1,204	105	546	591	£	40	721	1,358	2,710	388	774	774	949
M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
R	4	20	66,464	7,004	25	73,493	19,807	942	81	574	589	£	33	896	869	2,387	284	779	779	592
S	2	20	46,615	4,511	...	51,126	13,565	927	73	426	935	£	33	596	608	2,172	286	1020	1020	360
W	2	16	25,597	4,133	...	29,730	12,767	540	61	389	957	£	21	556	465	1,999	375	1614	1614	349
Total	27	...	261,165	71,323	10,608	343,096	103,303	5,767	523	3,130	5,990	£	202	4,717	5,629	16,538	394	1157	1157	4,123
Less recoverable mileage & expenditure																				
General charges, &c.																				
Total	...	...	...	...	2,855	335,343	...	...	...	...	...	£	...	...	...	15,984	...	1144	1144	...
Total	...	...	...	...	2,855	335,343	...	...	...	...	...	£	...	...	...	1,951	...	140	140	...
HURUNUI-BLUFF SECTION.																				
A	6	6	1,627	7,880	110	9,617	1,132	131	6	85	125	£	6	52	199	382	15	130	496	953
D	17	18	93,493	147,891	480	241,864	36,213	3,359	188	2,951	2,786	£	139	1,403	4,913	9,241	276	139	487	916
F	32	20	306,796	188,687	25,951	521,434	116,597	6,831	383	3,914	6,272	£	291	3,292	9,481	19,336	289	151	436	889
F	4	20	80,248	12,754	176	93,178	22,053	1,309	64	678	606	£	53	790	1,466	2,915	156	203	377	750
G	2	20	30,169	4,845	12	35,026	6,954	516	26	272	61	£	21	336	624	1,042	14	230	427	713
J	20	25	385,251	35,485	435	421,171	164,069	5,639	383	3,525	5,098	£	248	4,344	5,500	15,190	290	248	313	865
K	8	25	84,083	6,758	...	90,841	22,387	1,340	82	998	658	£	59	1,050	1,455	3,222	174	16	384	851
L	1	20	1,005	765	12,028	13,888	3,740	161	16	142	23	£	9	79	202	403	15	136	505	696
N	6	30	166,097	7,098	...	173,195	47,415	2,631	125	1,368	3,947	£	110	2,240	1,815	8,112	547	310	252	1124
O	6	18	111,782	11,567	63	123,412	82,884	1,953	122	1,492	1,145	£	90	1,582	2,058	4,875	223	308	400	948
P	7	18	115,744	8,827	...	124,571	65,827	1,983	110	1,466	1,885	£	90	1,818	2,019	5,812	17	350	389	1119
Q	2	20	11,751	1,851	86	13,688	5,932	172	31	238	30	£	10	88	271	399	17	154	475	699
R	6	20	59,563	14,681	16,059	90,303	36,400	1,189	86	880	746	£	56	689	1,714	3,205	15	183	455	851
T	6	18	73,337	13,808	371	87,516	50,984	1,391	98	1,205	1,592	£	66	1,155	1,564	4,377	18	317	429	1200
U	2	30	27,334	4,782	...	32,116	9,940	654	46	425	181	£	31	462	497	1,171	23	345	372	875
V	10	25	232,027	15,817	...	247,844	100,497	4,933	176	2,151	3,834	£	173	2,712	2,957	9,676	17	262	286	936
Total	135	...	1,780,397	483,496	55,771	2,319,664	772,154	33,292	1,942	20,890	28,989	£	1,452	22,092	36,825	89,358	15	228	381	924
Less recoverable mileage & expenditure																				
General charges																				
Total	...	...	...	...	54,245	2,318,138	...	...	...	...	...	£	...	...	...	89,243	...	...	...	924
Total	...	...	...	...	54,245	2,318,138	...	...	...	...	...	£	...	...	...	13,046	...	...	...	135
Total	...	...	...	...	...	...	...	...	...	...	...	£	...	...	...	102,289	...	...	...	1059

RETURN No. 25.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1896.

Mine.	1895-96.	1894-95.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin Brothers, Sheffield	1,468	1,397	71	...
Springfield Coal Company, Springfield	1,150	328	822	...
Leeming and Co., Whitecliffs	1,296	1,885	...	589
Thompson, A., Whitecliffs	59	38	21	...
Deans, J., Glentunnel	2,477	2,598	...	121
Brockley Company, Glentunnel	...	56	...	56
Park, G., Mount Somers	318	438	...	120
Albury	15	52	...	37
Studholme and McPherson, Waihao Forks	6	6	...	...
Kurov	72	85	...	13
Ngapara	27	24	3	...
Herbert	...	34	...	34
Shag Point	14,870	10,922	3,948	...
Allendale Coal Company	11,521	11,864	...	343
Walton Park	11,119	13,700	...	2,581
Fernhill	4,976	5,263	...	287
Freeman's	7,848	7,672	176	...
Mosgiel	1,074	746	328	...
Lovell's Flat	67	93	...	26
Nelson's	1,704	1,936	...	232
Kaitangata	63,812	64,666	...	854
Carson's	...	4	...	4
Castle Hill	20,980	13,458	7,522	...
Lakeside, Stirling	285	307	...	82
Anderson's, Stirling	28	...	28	...
Conical Hills	1,692	1,602	90	...
Hagan, C. O., Pukerau	477	557	...	80
Dudley, J. D., Pukerau	5	11	...	6
Orchard, E. C., Pukerau	11	10	1	...
Johnston, W. Waikaka	5	...	5	...
Green, Thomas, Gore	332	323	9	...
Town, C., Maitaura	...	106	...	106
Sleeman, C. P., Maitaura	101	20	81	...
Beattie, J., Maitaura	8	37	...	29
Munro, E., Wyndham	20	16	4	...
Reed, W., Wairio	819	666	153	...
Nightcaps Coal Company, Nightcaps	9,666	8,861	805	...
Reed, W., Nightcaps	547	332	215	...
Alley, J., Nightcaps	...	8	...	8
Hall, J. W., Nightcaps	8	10	...	2
Calder, J. and A., Nightcaps	5	4	1	...
Hokonui Coal Company, Winton	10,639	12,309	...	1,670
Smith and Logan, Kingston Crossing	244	10	234	...
Totals	169,751	162,514	14,517	7,280

RETURN No. 26.

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, 1896.

Port.	1895-96.	1894-95.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton	1,500	1,563	...	63
Timaru	264	294	...	30
Oamaru	102	147	...	45
Port Chalmers	366	290	76	...
Dunedin	65	54	11	...
Bluff	234	257	...	23
Totals	2,531	2,605	87	161
LOADED :—				
Lyttelton	1,466	1,605	...	139
Timaru	263	293	...	30
Oamaru	133	155	...	22
Port Chalmers	374	307	67	...
Dunedin	5	2	3	...
Bluff	232	260	...	28
Totals	2,473	2,622	70	219

RETURN No. 27.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1896, 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	65 4	...	65 4	283 9
Rangiora - Sheffield and Eyreton Junction-Bennett's	...	...	53 56	242 65	...	4 52	23 44	58 28
Southbridge and Little River Branches	...	...	48 7			5 26		53 33
Springfield and Whitecliffs Branches	...	...	42 27			4 65		47 12
Rakaia and Ashburton Forks Branch	...	...	22 20			2 65		25 5
Mount Somers Branch	...	...	27 35			1 53		29 8
Albury Branch	...	...	36 13	187 25	...	2 45	16 61	38 58
Waimate Branch	...	...	12 67			1 58		14 45
Totals, Christchurch Division	211 57	6 28	242 65	460 70	65 4	23 44	88 48	549 38
DUNEDIN DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	165 40	...	...	165 40	46 28	...	46 28	211 68
Duntroon Branch	...	...	37 41	187 25	...	2 57	16 61	40 18
Oamaru-Breakwater Branch	...	...	0 63			0 25		1 8
Ngapara & Livingstone Branches	...	...	27 4			2 2		29 6
Shag Point Branch	...	...	2 10			0 14		2 24
Waihemo Branch	...	...	8 65			0 57		9 42
Port Chalmers Branch	...	...	1 26	187 25	...	3 47	16 61	4 73
Walton Park Branch	...	...	2 49			0 50		3 19
Fernhill Branch	...	...	1 68			0 20		2 8
Otago Central Railway	...	...	56 2			2 56		58 58
Outram Branch	...	...	9 0			0 65		9 65
Lawrence Branch	...	...	22 1	18 16	...	1 52	19 32	23 53
Catlin's River Branch	...	...	18 16			1 16		19 32
Totals, Dunedin Division	165 40	...	187 25	352 65	46 28	16 61	63 9	415 74
INVERCARGILL DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	82 41	...	...	82 41	18 69	...	18 69	101 30
Tapanui Branch	...	...	20 4	241 71	...	2 2	19 60	22 6
Waima Plains Branch	...	...	36 41			2 6		38 47
Wyndham Branch	...	...	9 35			0 45		10 0
Seaward Bush Branch	...	...	18 7			1 11		19 18
Kingston Branch	...	...	87 0			6 25		93 25
Makarewa-Orepuki Branch	...	...	35 52	24 51	...	4 0	27 19	39 52
Thornbury-Wairio and Wairio-Nightcaps Branches	...	...	24 51			2 48		27 19
Lumsden-Mararoa Branch	...	...	10 41	...	...	1 3	...	11 44
Totals, Invercargill Division	82 41	...	241 71	324 32	18 69	19 60	38 49	363 1
Grand Totals—Whole Line	459 58	6 28	672 1	1,138 7	130 21	60 5	190 26	1,328 33
Riversdale-Switzerland Line*	...	...	...	2 0	...	...	...	...
Forest Hill Tramway...	...	...	...	10 0	...	...	...	...

* Taken over, but not yet open for traffic.

RETURN NO. 28.

STATEMENT showing PASSENGER-TRAFFIC at CHEAP EXCURSION RATES for Year ending 31st March, 1896.

Section.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.	
	Schools, &c. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, &c. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Passengers.	Revenue.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.		£ s. d.
Kawakawa	83	3	76	162	6 0 6	...	201	201	13 6 2	363	19 6 8
Whangarei	168	1	94	263	6 11 7	...	...	...	...	263	6 11 7
Kaihu	282	77	194	553	29 12 4	...	...	...	...	553	29 12 4
Auckland	4,154	296	2,458	6,908	708 10 3	1,503	27,186	28,689	5,058 19 8	35,597	5,762 9 11
Napier	2,139	302	1,242	3,683	365 2 8	4,488	16,001	20,489	3,329 12 0	24,172	3,694 14 8
Wanganui	7,749	667	5,286	13,702	898 3 4	3,435	21,066	24,501	5,813 1 1	38,203	6,706 4 5
Wellington	8,862	883	3,347	13,092	852 1 11	5,895	18,654	24,549	3,004 11 11	37,641	3,856 13 10
Picton	1,267	146	304	1,717	61 6 2	644	3,128	3,772	368 15 3	5,489	430 1 5
Nelson	1,831	246	372	2,449	90 0 1	520	2,995	3,515	290 12 6	5,964	380 12 7
Westport	345	46	134	525	22 11 10	488	2,527	3,015	185 7 0	3,540	207 18 10
Greymouth	2,663	156	1,677	4,496	201 7 10	807	12,571	13,378	1,010 4 7	17,874	1,211 12 5
Christchurch	10,902	1,109	7,027	19,038	1,543 2 4	21,044	75,634	96,678	13,797 17 7	115,716	15,340 19 11
Dunedin	18,252	1,449	13,683	33,384	1,911 9 5	7,821	31,131	38,952	10,722 7 9	72,336	12,633 17 2
Invercargill	4,901	568	2,573	8,042	560 5 6	3,866	28,070	31,936	6,637 17 5	39,978	7,198 2 11
Totals	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8

RETURN No. 29.

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES during the Year ending the 31st March, 1896.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Ordinary Tickets: Time for which ordinary return tickets for distances from eleven to twenty miles are available extended to one calendar month. Privilege *re* breaking journey made applicable to all ordinary tickets for distances over ten miles.

Regulation *re* extension of ordinary return tickets for distances over ten miles inserted.

Regulation *re* fares of 2d. per mile first class and 1d. per mile second class for excursions on holidays and other special occasions, as may be arranged by the department, inserted.

Rates for half-yearly, quarterly, and monthly season tickets reduced.

Newspaper reporters' season tickets made available only for use for the purpose of reporting by any *bonâ fide* reporter permanently and wholly engaged upon the staff of a newspaper and not following any other profession or occupation.

School Season Tickets: Age-limit raised from nineteen years to twenty years.

Teachers' Saturday Season Tickets: Form of certificate amended.

Regulation *re* religious bodies and friendly societies removed.

Special Trains: Charge for mail specials, consisting of more than one large or two small carriages, reduced.

School Excursions: Regulation and fares amended. Fares for friendly societies' and factories' excursions reduced.

Golf clubs added to the list of teams entitled to concession in fares when travelling together in parties of twelve and over. Minimum number of passengers entitling pleasure parties and athletic teams to travel the return journey, on the day the tickets are issued, at single fares, reduced to twelve.

Minimum number of passengers entitling theatrical, concert, and circus companies to concession in fares reduced to six.

Fares for students of agricultural and technical colleges in parties of five and upwards travelling together on Fridays and Saturdays for field-instruction reduced.

LOCAL FARES AND REGULATIONS.

Suburban Traffic.

Te Aro included in suburban radius.

Whangarei Section.

Single fares reduced. Issue of return tickets abolished.

Kaihu Section.

Return tickets issued on Saturdays at single fares to be available for day of issue only.

Auckland Section.

Fares between Newmarket and Green Lane reduced.

Fares between Remuera and Green Lane reduced.

Fares from Auckland, Newmarket, and Mount Eden to Waikomiti Cemetery removed.

Wellington Section.

Distance for charging fares and season and commutation tickets between Te Aro and Lower Hutt inserted.

Picton Section.

Regulation *re* return tickets between Picton and Blenheim removed.

Hurunui-Bluff Section.

Distance for charging fares and season and commutation tickets between Oamaru and Waiareka inserted.

Rates for season and commutation tickets between Pelichet Bay and St. Leonard's reduced.

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

Passengers' luggage to be distinctly marked by passengers with their names and the station to which they are proceeding.

Liability of Minister for loss or damage to passengers' luggage limited to £10.

Regulation *re* bicycles, tricycles, and velocipedes, when conveyed as "Passengers' Luggage," amended.

Maximum charge per package of lost luggage inserted.

Commercial travellers' samples arriving by train, or sent to stations for despatch by train, to be stored free of charge for eighteen hours.

Rates for carriage of parcels weighing 28lb. and over for distances of over 100 miles reduced.

Rate for fuse in small packages reduced.

Rate for books forwarded for exchange to and from subscribers to circulating libraries reduced.

Regulation *re* carriages, entire horses, and polo ponies amended.

Rate for New-Zealand-grown fresh vegetables reduced.

Rate for game, dead rabbits, and fresh fish in small quantities reduced.

Rate for milk for other than factory purposes reduced. Rate for milk consigned to cheese-factories for cheese-making reduced. Rate for milk consigned to butter-factories and to or from creameries for distances over fifty-five miles reduced.

LOCAL FARES AND REGULATIONS.

Whangarei Section.

Regulation *re* parcels amended.

Auckland Section.

Rate for milk between Mount Eden, Auckland, or Newmarket, and stations not exceeding ten miles distance therefrom, removed.

Wellington Section.

Rates for milk consigned to Wellington and for milk from Mungaroa to Petone removed.

RETURN No. 29—*continued*.STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES—*continued*.

PART III.—GOODS.

CLASSIFIED RATES.

Rates for goods of Class F (chaff, firewood, &c.), for distances eight to twelve miles, and over thirty miles, reduced.

REGULATIONS.

Regulation 1 amended so to permit of mixed consignments of goods of Classes E, F, N, P, or Q to be grouped together in one or more lots.

Animal Manures, &c.: Regulation amended so as to include lime-gas refuse; lime from local kilns consigned to country stations for agricultural purposes, to ship for export, or for cement-making; limestone, animal manures, scrap-iron, old iron rails for scrap, firewood, split house-blocks, and posts and rails. Regulations *re* charging quantities under a truck load amended. Where wagons are overloaded, rate and a quarter to be charged instead of rate and a half.

Timber: Charge for small lots for short distances reduced. Regulation *re* measurement of rusticated weatherboards, tongued-and-grooved flooring- and lining-boards, and boards of irregular width and thickness, and of sawn timber (dressed or undressed), amended. Measurement of round timber to be computed according to Hoppus tables of trade measurement. Palings and shingles to be charged actual measurement.

Live-stock: Drivers may accompany consignments of less than three trucks of live-stock when sent by goods train on payment of ordinary fare. Department reserves the right to supply single-floored double-bogie trucks for conveyance of sheep, &c., when double-floored trucks are not available.

Clause *re* charging mixed consignments of Classes N, P, or Q removed.

Rate for native coal for export to places outside the Colony of New Zealand reduced.

Rate for New-Zealand-grown fresh vegetables reduced.

Rate for game, dead rabbits, and fresh fish in small quantities reduced.

Rate for empty cases and shooks (New Zealand timber), consigned to fruitgrowers for carriage of fruit by rail, reduced.

Rate for grass- and clover-seeds returning from seed-cleaning establishments, reduced.

Regulation *re* carts, drays, and wagons amended.

Rate for empty returned vegetable packages reduced.

Hokitika classed as a head station for purpose of charging storage.

Minimum quantity of goods to be delivered at or received from private stores and sidings reduced.

Rates for conveyance of boats for use at regattas reduced.

Rates for exhibits for exhibition at public museums in New Zealand reduced.

PART IV.—GOODS: LOCAL RATES.

Kawakawa Section.

Rate for goods of Class F removed.

Whangarei Section.

Rate for goods of Classes P and Q from Waro to Opau for shipment altered.

Rate for skidding logs at Opau inserted.

Kaihu Section.

Rate for goods of Class F reduced.

Auckland Section.

Rate for goods of Classes A, B, C, and D between Auckland, Newmarket, or Onehunga and Paeroa, and for goods of Class H, from Paeroa to Auckland, reduced.

Rate for sugar, fencing-wire and materials, galvanised-iron, bar-rod-sheet-angle-and plate-iron, Auckland or Newmarket to Paeroa, reduced.

Rate for goods of Class H, Rotorua to Auckland, removed.

Rate for iron pipes, Auckland to Hamilton, reduced.

Rates for timber from Kaukapakapa to Mount Eden, Auckland, or Onehunga Wharf reduced.

Rate for timber from Papakura and Waikomiti to Auckland or Newmarket reduced. Rate for white-pine timber reduced.

Goods of Classes P and Q from Kimihia Siding to be charged 1d. per ton in addition to local rates.

Rate for coke, Auckland to Onehunga, removed.

Rate for pig-iron, Auckland to Onehunga, removed.

Rate for bar- and sheet-iron, iron castings, and tram-rails, Onehunga to Auckland, removed.

Rate for tallow, Mount Eden to Westfield, reduced.

Rate for gas-water, Auckland to Westfield, inserted.

Rate for coal-slack for lime-burning, &c., purposes from Huntly or Kimihia to Te Kuiti, Te Aroha, or Paeroa reduced.

Rate for haulage of pumice between Auckland Railway-station and Auckland Railway Wharf reduced.

Rotorua District Railway: Rates removed.

Napier-Taranaki Section.

Rates for goods and live-stock hauled between the Napier Harbour Board's line at Spit and the railway-station at Spit inserted.

Rate for logs from stations in bush districts to sawmills removed. Rate for white-pine timber for local use reduced.

Rate for coke reduced.

Rate for coal between Wanganui and Aramoho reduced.

New Plymouth Breakwater Line: Charge for small lots reduced.

RETURN No. 29—*continued.*STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES—*continued.*PART IV.—GOODS: LOCAL RATES—*continued.**Wellington Section.*

Rate for salted sheepskins to Wellington reduced.
 Rate for white-pine for local use reduced. Rate for timber (other than white-pine) for export to places outside the colony of New Zealand, and rimu for export, forty to forty-seven miles, removed.
 Rate for coke reduced.
 Rate for cement, Wellington to Petone, reduced.
 Rate for coal-dross for lime-burning purposes, Wellington to Mauriceville, removed.
 Port Traffic: Charge for tallying goods of Classes A, B, C, D, E, and H at Wellington inserted.
 Rate for bark, Wellington Wharf to Kaiwarra, removed.
 Minimum for tallow and pelts, Petone to Wellington, reduced.

Greymouth—Brunnerton Section.

Rate for log timber, Kaiata and Dobson to Greymouth, inserted.

Greymouth—Hokitika Section.

Rate for goods of Class F reduced.
 Rate for goods of Classes A, B, C, D, E, and F from stations on Hokitika line to Greymouth for shipment reduced.
 Rate for railway-sleepers reduced.

Westport Section.

Rate for log timber, Sergeant's Hill and Fairdown to Westport, and from stations on the Waimangaroa Branch line to Griffiths, reduced.
 Rates for coals and coal-dross, Conn's Creek to Wellington Mine, reduced.

Nelson Section.

Rate for dipping sheep removed.

Picton Section.

Clause *re* storage of goods of Class E at Tuamarina and Spring Creek Stations removed.
 Rate for goods of Classes A, B, C, D, Blenheim to Picton, reduced.
 The maximum rate of 15s. per truck for goods of Class F to include sheeting.
 Rate for native coals, *ex* ship at Picton: Clause amended.

Hurunui—Bluff Section.

Rate for goods of Classes A, B, C, D, E consigned to Christchurch (not to private sidings) reduced. Increase of 5½d. per bale on goods of Class H not to be made when such goods are consigned to the Railway Wharf, Dunedin, for shipment.
 Rates for wool from Culverden to Lyttelton, Woolston, Christchurch, and Addington reduced.
 Rates for wool from Balmoral, Medbury, Hawarden, Waikari, and Waipara to Lyttelton, Christchurch, and Addington reduced. Rates for wool from Springfield and Whitecliffs Branches to Addington reduced. Rates for wool from Fairlie to Washdyke reduced.
 Rates for white-pine timber for local use reduced. Rate for logs, Glenomaru Tunnel to Glenomaru and Balclutha, inserted.
 Rate for tallow, Washdyke to Dunedin, removed.
 Rates and regulations for goods between Oamaru and Breakwater amended.
 Rates for store sheep for restocking Crown lands reduced.
 Rate for goods of Classes N and P, Port Chalmers Quarry to Port Chalmers Station or Wharf, removed.
 Rate for quarry refuse and rough stone, Sawyer's Bay to Port Chalmers, removed.
 Rate for nightsoil, Kensington to Wingatui, removed.
 Rate for coal on Fernhill Branch line inserted.
 Rate for pelts, Gore to Woolston, reduced.
 Rate for road-metal, ships' ballast, and gravel, Greenhills to Bluff, removed.
 Rate for ballast in lots of not less than 200 tons, Bluff to Invercargill, removed.
 Fernhill Branch inserted in list of branch lines whereon 1d. per ton is charged, in addition to the classified rates, on goods of Classes A, B, C, and D.

PART V.—CLASSIFICATION OF GOODS.

	Class.
Acid, carbolic, packed in casks or wrought-iron drums. Owners' risk	A
Bark, native, loose. Owners' risk	Reduced to N
Bellona. Double rate. Owners' risk. <i>Dangerous</i>	A
Birds, mutton, preserved	Reduced to D
Biscuits, settlers'. Owners' risk	Reduced to C
Bisulphide of carbon. Double rate. Owners' risk. <i>Dangerous</i>	A
Bleaching liquids. Double rate. Owners' risk. <i>Dangerous</i>	A
Boats, to or from regattas, accompanied by their crews	Free.
Boxes, empty, not "returned empties," not otherwise specified	Reduced to A
Bromine. Double rate. Owners' risk. <i>Dangerous</i>	A
Cabin bread. Owners' risk	Reduced to C
Carriages and gigs in pieces, unpainted, and in the rough; minimum, 15cwt. per truck. Owners' risk	A
Cases and casks, empties, not "returned empties," not otherwise specified	Reduced to A
Cement, manufactured from colonial products. Owners' risk. Rate and a half; but in no case are total charges to exceed Class D	N
Chloride of sulphur. Double rate. Owners' risk. <i>Dangerous</i>	A
Coal, native, for export to places outside New Zealand	See Part III.
Drays in pieces, unpainted, and in the rough; minimum, 1 ton per truck	C
Empties, returned, not otherwise specified	See Part III.
Empties, returned fruit and vegetable packages	Free.
Empties (casks, cases, kegs, jars, tins, tubs, and crates), not "returned empties," but to be reconsigned over the railway full. As "returned empties"	See Part III.
Empties, not "returned empties," not otherwise specified	Reduced to A
Express wagons in pieces, unpainted, and in the rough; minimum, 1 ton per truck	C

RETURN NO. 29—*continued.*STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES—*continued.*PART V.—CLASSIFICATION OF GOODS—*continued.*

	Class.
Express-shafts and -wheels	B
Firewood. Owners' risk	Reduced to F
Fish, fresh, under two tons. Owners' risk. (See also Parts II. and III.)	D
Fruit, New-Zealand-grown, fresh, packed. Rate and a half; but in no case is total charge to exceed Class D. (See also Parts II. and III.)	E
Fuse, packed. Owners' risk. <i>Dangerous.</i> (See also Part II.)	A
Fusees. Double rate. Owners' risk. <i>Dangerous</i>	A
Game, dead. Owners' risk. (See also Parts II. and III.)	A
Gigs in pieces, unpainted, and in the rough; minimum, 15cwt. per truck. Owners' risk	A
Gunpowder, in packages not exceeding 14lb. Double rate. Owners' risk. As parcels	See Part II.
House-blocks, split. Owners' risk	Reduced to F
Iron, nitrate of. Double rate. Owners' risk. <i>Dangerous</i>	A
Iron, perchloride of. Double rate. Owners' risk. <i>Dangerous</i>	A
Iron rails, old, for scrap	Reduced to F
Iron, scrap	Reduced to F
Laths (native timber), in truck loads	Reduced to K
Lime, gas refuse	Reduced to F
Lime from local kilns, consigned to country stations for agricultural purposes, or to ship for export	Reduced to F
Lime from local kilns for cement-making	Reduced to F
Limestone. Owners' risk	Reduced to F
Luggage not otherwise specified. <i>Special goods</i>	B
Luggage, passengers'. <i>Special goods</i>	See Part II.
Luggage, theatrical companies', by goods trains. Half rate. <i>Special goods</i>	B
Manures, animal. Owners' risk	Reduced to F
Metal, road, for local bodies	See Part III.
Peas, split, packed	Reduced to E
Perambulators, in parts, packed in cases, crates, or boxes. Owners' risk	Reduced to A
Pipes, unglazed earthenware, flangeless, drain	Q
Pollard, phosphorized, in tins or drums, hermetically sealed, consigned for destruction of rabbits	Reduced to D
Posts and rails	Reduced to F
Pudrolithe. Double rate. Owners' risk. <i>Dangerous</i>	A
Rabbits, dead. Half rate. Owners' risk. (See also Parts II. and III.)	C
Sago	Reduced to B
Seeds for crushing for oil. Owners' risk	Reduced to E
Seeds, grass and clover, returning from seed-cleaning establishments	See Part III.
Sheepskins, salted, in bales. Owners' risk	Reduced to H
Tapioca	Reduced to B
Vegetables, not otherwise specified, packed. Rate and a half; but in no case is total charge to exceed Class D. (See also Parts II. and III.)	E

PART VI.—WHARVES.

Kawakawa Section.

Opua Wharf: Rate for goods of Class F reduced.

Whangarei Section.

Whangarei Wharf: Rate for goods of Class F reduced.

Kaihu Section.

Dargaville Wharf: Rate for goods of Class F reduced.

Auckland Section.

Helensville Wharf: Rate for goods of Class F reduced.

Onehunga Wharf: Rate for goods of Class F reduced.

Mercer Wharf: Charges and rates removed.

Paeroa Wharf: Charges and rates inserted.

Greymouth Section.

Greymouth Wharf: Charges for use of wharf to be computed on net register.

Westport Section.

Westport Wharf: Charges for use of wharf to be computed on net register.

Nelson Section.

Nelson Wharf: Minimum charge reduced. Regulation *re* goods for transshipment amended. Charges for use of wharf to be computed on net register. Rate for water supplied to shipping inserted.

Picton Section.

Picton Wharf: Charges for use of wharf to be computed on net register.

Hurunui-Bluff Section.

Port Chalmers Wharves: Charges for use of wharves to be computed on net register.

T. RONAYNE,
General Manager.

REPORT OF THE

COMMISSIONER OF THE

LAND OFFICE

FOR THE YEAR

1880

AND

FOR THE YEAR

1881

AND

FOR THE YEAR

1882

AND

FOR THE YEAR

1883

AND

FOR THE YEAR

1884

AND

FOR THE YEAR

1885

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FOR THE YEAR

1886

AND

FOR THE YEAR

1887

AND

FOR THE YEAR

1888

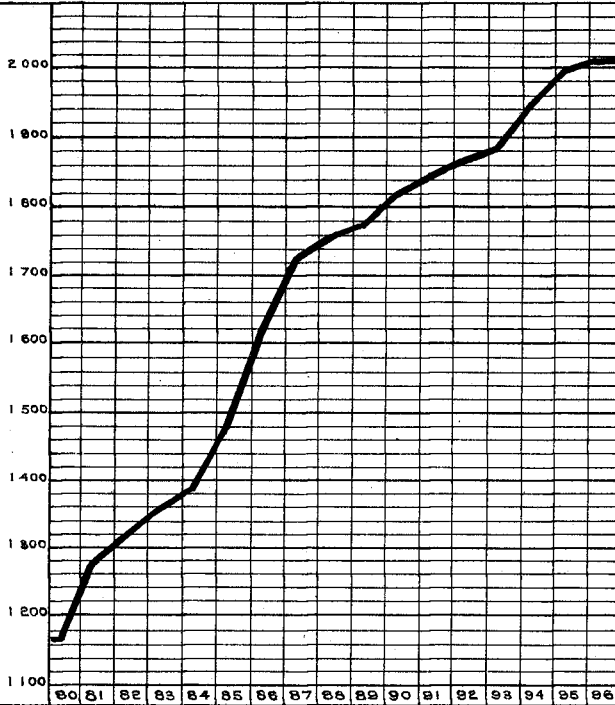
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FOR THE YEAR

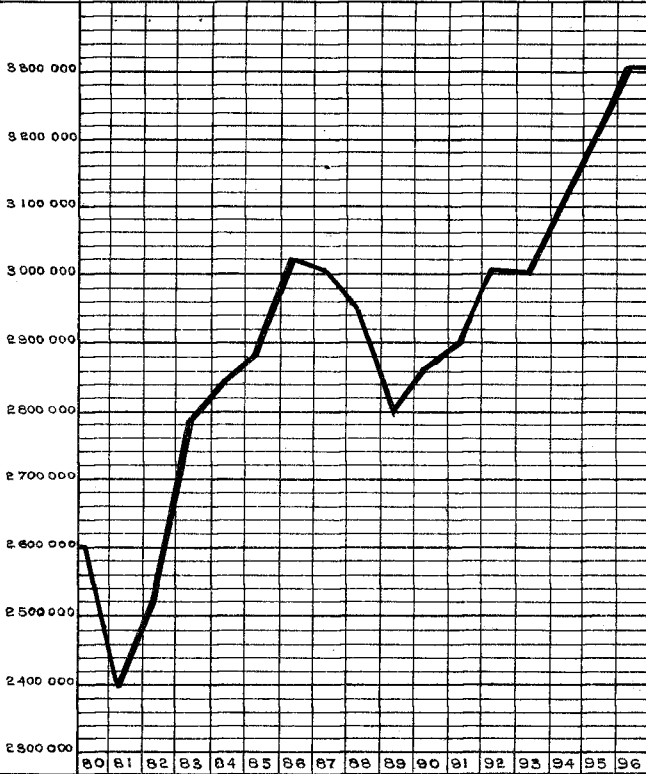
1889

NEW ZEALAND GOVERNMENT RAILWAYS

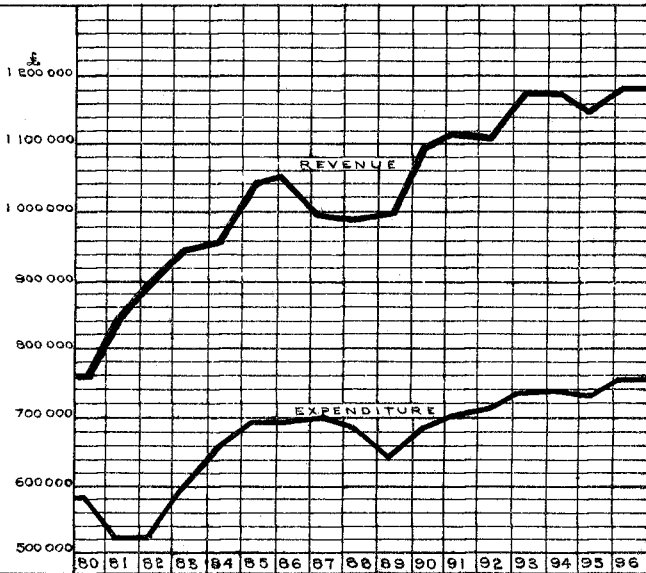
MILES OPEN



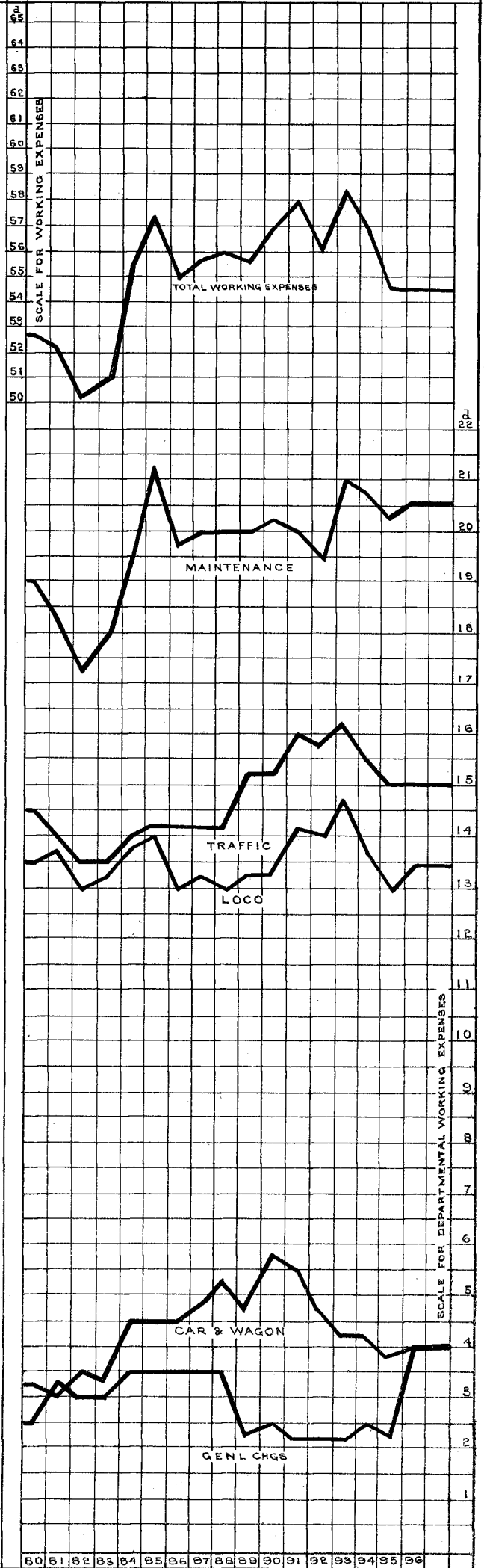
TRAIN MILEAGE



REVENUE & EXPENDITURE



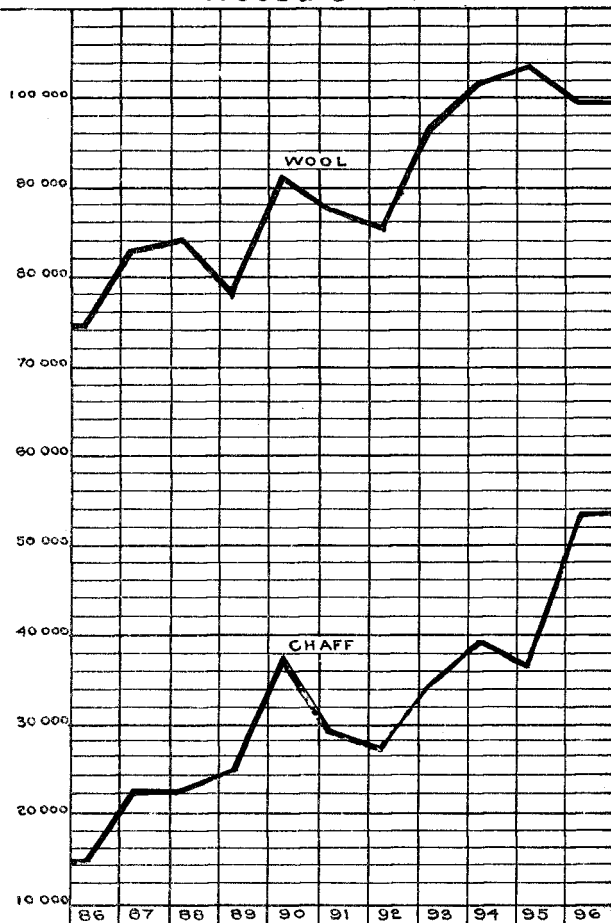
WORKING EXPENSES PER TRAIN MILE



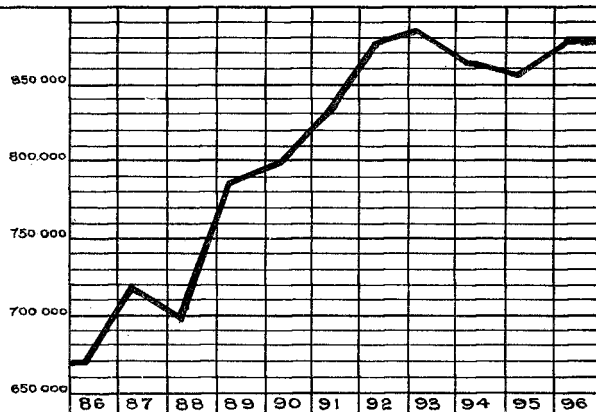
NEW ZEALAND GOVERNMENT RAILWAYS

TONNAGE OF GOODS

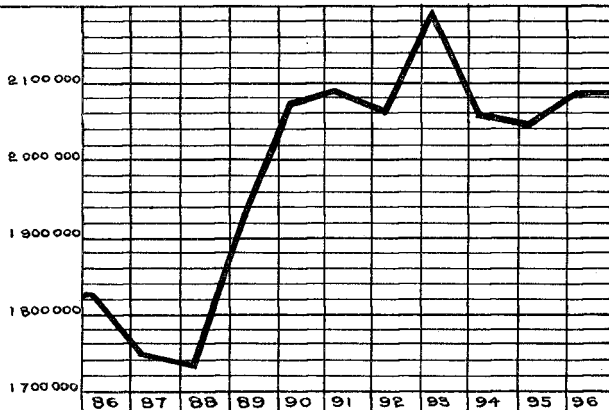
WOOL & CHAFF



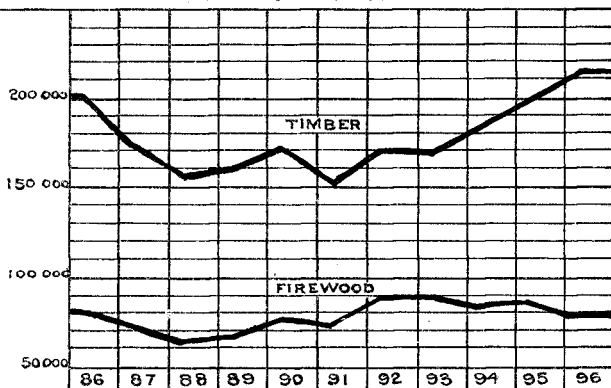
MINERALS



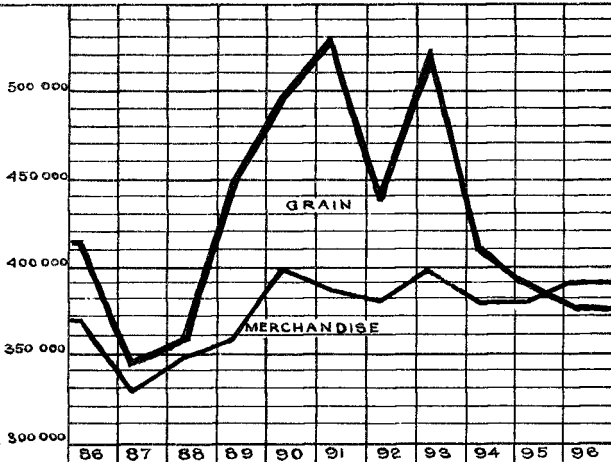
TOTAL



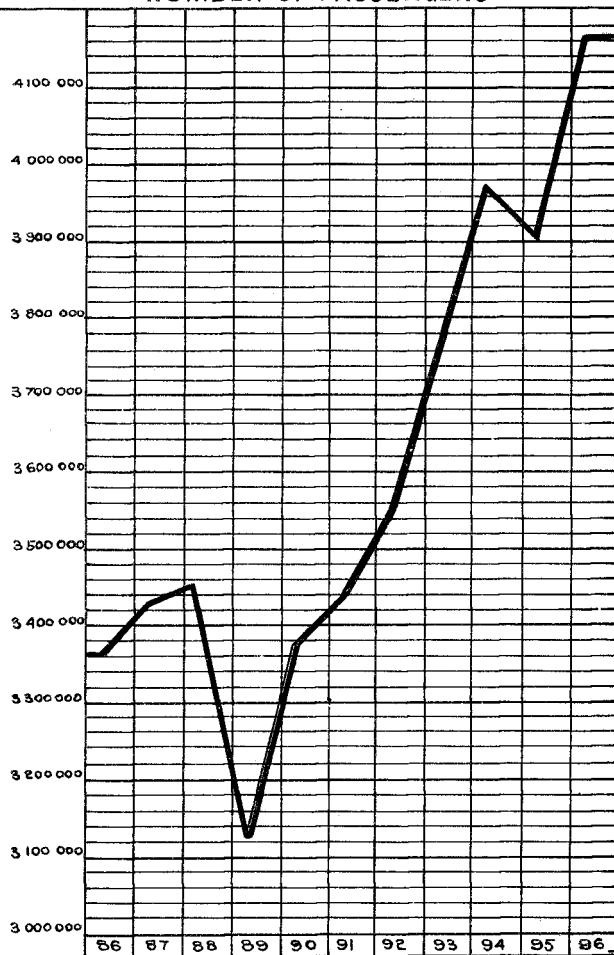
TIMBER & FIREWOOD



GRAIN & MERCHANDISE



NUMBER OF PASSENGERS



STANDARD THERMOMETER RECORD

NO. 10

1900



MAP OF NEW ZEALAND

SHEWING
RAILWAYS OPEN FOR TRAFFIC
MAY 1896.

Copyright 1896 by the Surveyor-General, New Zealand.

North Island



Middle Island



S. PERCY SMITH
Surveyor-General

Scale of English Miles.



REFERENCE.

Government Railways open for traffic, 2014 miles

Private Lines 180

Coach routes

Roads and tracks

Steamer routes

