

SESS. II.—1897.
NEW ZEALAND.

RAILWAYS STATEMENT.

(28th September, 1897.)

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

MR. SPEAKER,—

This is the third annual Railways Statement which I have had the honour of making, and I am glad to say that the results of the year's work are such as to make my task an unusually pleasant one.

I propose to review the transactions of the year in the following order: First, the transactions as a whole, under the heading of "General"; second, Earnings; third, Working Expenses; fourth, Expenditure for Additions and Improvements to Open Lines charged to Capital Account; fifth, Midland Railway (results of working); sixth, Concluding Remarks.

1. GENERAL.

The number of miles now open for traffic is 2,018, as against 2,014 last year.

The revenue for 1896-97 has been	...	...	...	£1,286,158
" for 1895-96	...	...	...	1,183,041
Giving an increase of	...	...	...	<u>£103,117</u>
The expenditure for 1896-97 has been	...	...	...	£789,054
" for 1895-96	...	...	...	751,368
Giving an increase of	...	...	...	<u>£37,686</u>
The excess of revenue over expenditure for 1896-97 has been	...	...	...	£497,104
" " for 1895-96	...	...	...	431,673
Giving an increased net return of	...	...	...	<u>£65,431</u>

These results are phenomenal, and enable the Government to show a return of £3 3s. 10d. per cent. on the capital cost (£15,577,392), as against £2 16s. per cent. last year.

During the year considerable additions have been made to the regular train services. Additional trains have been put on between Hamilton and Morrinsville, Te Aroha and Paeroa, New Plymouth and Hawera, Hawera and Wanganui, Wellington and Lower Hutt, Masterton and Eketahuna, Greymouth and Reefton, Springfield, Darfield and Christchurch. The Canterbury North line train services to and from Christchurch have been quickened and added to. Additional workmen's trains have been provided between Christchurch and Islington. The train services between Lumsden and Invercargill, and Invercargill and the

Western District, have been added to and improved. These and other minor alterations to the train services are calculated to have cost during the year £11,405.

Additions to the rolling-stock, and additions and improvements to the lines and structures, at a cost of £92,624 have been made during the year, charged as follows: £64,717 to Capital Account; £12,000 to amount realised for sale of 150 wagons to Western Australian Government; £15,907 to working expenses.

As foreshadowed in my last Statement, the practice of insuring against accident the casual hands who are employed by the Department at port stations commenced in August last, and since that date fifteen casual hands have thereby received assistance when disabled from accident. The scheme has given satisfaction, and it is proposed during the coming year to extend its operation to all casual hands employed by the Traffic Branch.

During the year ninety members of the staff have resigned, thirty-six have died, been retired, or dismissed, and 237 have been engaged.

Eight appeals have been dealt with by the Railway Appeal Boards, and of these seven have been dismissed, and in the remaining case, the decision of the Department has been modified in favour of the appellant.

During the recess the regulations under section 23 of "The Government Railways Department Classification Act, 1896," have been framed, and the staff has been classified in accordance with section 5 of the same Act.

2. EARNINGS.

The increase in the traffic has been very general. The receipts per train mile have increased from 7s. 1½d. last year to 7s. 6½d. this year.

Nearly four and a half million passengers have travelled, or 276,961 more than last year; 6,836 more season-tickets have been sold, and 34,314 more parcels carried. The revenue of the coaching branch of the business amounted to £468,245, as compared with £443,970 last year, an increase of £24,275.

The Government have made a special feature of excursion traffic, and have granted holiday excursion tickets freely upon all important occasions. At these fares 372,188 passengers, giving a revenue of £63,439, have travelled, a considerable increase upon last year's traffic. Return No. 11 gives full particulars of the excursion traffic for all sections of the railways.

In the Goods Department 2,461,127 tons have been carried, or 285,184 tons over and above last year. This increased tonnage gives an increased revenue of £78,843.

Sheep, chaff, lime, firewood, timber, grain, merchandise, and minerals all gave substantial increases. There is, however, a decrease of about 8 per cent. in the number of cattle carried, and the wool business remains about stationary. In connection with the sheep traffic, I may mention that for the year 1894-95, 1,519,921 sheep were carried, whilst 1,964,110 were carried this year, an increase of 444,189, or over 25 per cent. compared with 1894-95.

There has been a very large increase in coal carried on the Westport Section, and the timber carried on the Kaihu Section has nearly doubled.

3. EXPENDITURE.

The expenditure amounts to 61·35 of the revenue, as compared with 63·51 last year.

The amounts chargeable are as follows:—

In the Traffic Department	...	...	...	...	£213,913
" Locomotive Department	...	...	...	...	256,368
" Maintenance Department	...	...	...	...	301,981
Management	...	...	...	...	39,072
					£811,334
Less credit recoveries	...	...	...	...	22,280
Or a net expenditure for 1896-97 of	...	...	...	...	789,054
As compared with 1895-96	...	...	...	...	751,368
An increase of	...	...	...	...	<u>£37,686</u>

These figures give the following comparative results:—

Traffic expenditure has absorbed 16·63 per cent. of revenue, against 17·52 per cent. for the previous year.

Locomotives have cost 13·41d. per train-mile, against 13·47d. last year.

Cars and wagons have cost 4·64d. per train-mile, against 3·97d. last year.

Maintenance has cost £149·77 per mile of railway, as against £141·45 for 1895–96, and £138·57 for 1894–95.

Miles run by trains for 1896–97	...	...	...	...	3,409,218
As against for 1895–96	...	...	...	...	3,307,226

An increase of ... 101,992 train-miles.

Taking into consideration the increased number of passengers and tonnage carried, besides the very considerable additions to the regular train services, the increase in the train-mileage is inconsiderable, and this may be taken to indicate that the trains generally have been better loaded, and care taken to avoid unnecessary mileage.

The increased cost for locomotives is due to the increased tonnage hauled, as well as on account of the work carried on of replacing light locomotives with engines of a heavier type and of increased capital value. For this latter work a sum of £1,400, fairly chargeable to Capital Account, has been debited to working expenses.

The increased cost on account of maintenance of cars and wagons is explained by the unusual amount of new work which has been done by this Department at the cost of working expenses, amounting to £11,125. Were this amount deducted from working expenses and charged to capital, as might fairly be done, the cost of maintenance for cars and wagons would be practically the same as last year. I may here mention that the wagons built to replace those sold to the Western Australian Government have twice the carrying capacity. The cost of such additional carrying capacity is £9,019, charged to ordinary working expenses, notwithstanding the fact that the capital value is increased to this extent. Besides these particular wagons, five four-wheeled brake-vans, twenty D cars, and thirty-three C cars were in process of conversion to an equal number of bogie stock, and the cost of this, as well as 150 sets of continuous draw-gear, is charged to working expenses. (See Returns Nos. 13 and 14, and Locomotive Superintendent's report.)

The increased cost of maintenance is accounted for by higher prices for steel rails, and by the determination to take advantage of the present buoyant state of the revenue by spending more money on the lines and structures, so as to bring about a higher state of efficiency. My engineers assure me that the condition of the lines is steadily improving; but it must be borne in mind that this item of expenditure must necessarily largely increase, seeing that the age of the lines and the demands of a larger traffic will necessitate very heavy renewals for some years to come. There still remain 267 miles of 40 lb. iron rails and 67 miles of 30 lb. iron rails in the South Island, and 116 miles of 40 lb. iron rails in the North Island, to be relaid with heavier rails, whilst the increasing age of wooden buildings and wooden bridges necessitates a larger expenditure year by year.

I consider that it would be good policy to improve the heavily-graded main lines of the colony in the direction of reducing the grades and strengthening the permanent way and bridges, so as to carry locomotives with greater tractive power, thereby cheapening the transit cost.

The present successful financial result achieved on the New South Wales Railways has been largely brought about by the use of modern locomotives for working on the steep gradients of that colony.

It would not be out of place at this point to show what has been achieved in the direction of economy in our own colony. Reference to the New Zealand Railway Report for 1879–80 will show that the expenditure on the Hurunui-Bluff Section, with a mileage of 755 miles, was for that year £439,718, whilst for 1896–97, with a mileage of 1,133 miles, it was only £431,918, the revenue being respectively £575,236 and £728,678.

By a judicious capital expenditure on the main lines, so as to admit of the use of more powerful engines, still better results may be attained in the future.

The head office expenditure remains stationary, but the cost of district offices has increased to the extent of nearly £1,000; the increased work having called for additional supervision and clerical assistance.

4. EXPENDITURE FOR ADDITIONS AND IMPROVEMENTS TO OPEN LINES CHARGED TO CAPITAL ACCOUNT.

As previously stated, £64,717 has been expended on this account.

Orders were given for the building of four powerful locomotives, thirty-two long bogie passenger carriages, two brake vans, six horse boxes, five cattle trucks, ten covered goods wagons, 185 high-side wagons, eleven 30 ft. high-side bogie trucks, twenty 30 ft. flat bogie wagons, two frozen-meat trucks, and twenty-five ballast hopper wagons. On the 31st March, 1897, £32,816 17s. 6d. had been expended on this work. Seventeen cars and ninety-five wagons have been completed, and the balance is in course of construction.

In addition to the above, £2,300 has been expended on the compressed gas car-lighting plant for the South Island, £950 for new machinery for the Railway workshops, and £3,860 10s. 2d. for materials for rolling-stock under construction.

£24,789 8s. has also been expended during the year on additions to the siding accommodation, station buildings, dwellings, platforms, signals, loading-banks, sheep- and cattle-yards; car and wagon shop, Petone; Port Chalmers wharves; doubling of the line between Green Lane and Ellerslie, and many other works of a less important character. (See Return No. 7.)

5. MIDLAND RAILWAY—RESULTS OF WORKING.

	£	s.	d.
The revenue for the year was	17,768	8	8
As compared with the period from the 27th May, 1895, to the 31st March, 1896	13,205	1	9
The expenditure was	14,885	4	6
As compared with the period from the 27th May, 1895, to the 31st March, 1896	8,831	4	5

The ratio of expenditure to receipts this year is 83·77, as against 66·88 last year.

The very heavy expenditure, as compared with last year, has been incurred on account of arrears of work in maintenance of the lines, of flood damages, and painting the iron bridges. The expenditure for maintenance is not likely to fall off for some time to come, as a good deal of work has still to be overtaken.

6. CONCLUDING REMARKS.

I estimate the revenue for the current year at £1,275,000, and the expenditure at £820,000.

During the year a number of alterations have been made in the fares and charges, many of which are of an experimental character. These are fully set forth in Return No. 32. In accordance with the forecast contained in my last Statement, the Government has decided to reduce the classified rates for frozen meat, lime, firewood, chaff, and a number of other articles as from 1st October next.

Eight persons were killed on the railways during the year: six owing to their own want of caution, and two when trespassing. The New Zealand record for safe working is a unique one, and bears evidence of the intelligence and care exercised by all sections of the staff.

Great difficulty has been experienced in meeting the public demands on account of the deficiency of rolling-stock, and very general complaints have been received both from passengers and traders on this account. It must be manifest that, with the remarkable growth in the passenger and goods business now taking place, and which from all appearances is likely to continue, if not to develop in a still more remarkable manner in the immediate future, considerable sums will have to be spent on additional locomotives, carriages, wagons, and safety appliances. The successful carrying of the traffic is seriously interfered with owing to the want of funds necessary for supplying needful facilities. New Zealand should not be behind the times in the matter of her railways.

During the current year steps must be taken to provide additional locomotives, cars, and wagons. The gas-lamps for the remainder of the cars on the Southern Section should be provided for, as well as gas plants and lamps for Auckland, Wellington, and Napier-Taranaki districts.

The work of improving the lines and bridges, adding to the accommodation at stations, and the provision of safety appliances should be proceeded with as rapidly as possible. The work of enlarging and improving the dwellings occupied by members of the staff should continue. All these works cannot possibly be paid for out of working expenses, which during the current year will be seriously taxed on account of the extraordinary expenditure which has been and must be incurred to repair the flood-damages experienced in the Wanganui and Napier districts. Parliament will therefore be asked to vote a sum of £200,000 to be expended on capital account for the before-mentioned purposes.

Some provision will have to be made to exclude the public from the principal stations, so that the crowding of the platforms to the annoyance of passengers will be avoided. This will entail a large expenditure, and legislation will be required.

In the interest of the travelling public it seems desirable that some improvement should be made in the method of leasing refreshment-rooms. The present practice does not give the best results, and the public will eventually demand that preference be given to those lessees who give the most acceptable service.

It is intended to provide at an early date an improved passenger service between Dunedin and Invercargill; the expanding business in this district fully justifies such an addition to the train services.

The Department also recognises that the time is not far distant when the present bi-weekly express train services between Wellington and New Plymouth may have to be made tri-weekly. This will, of course, depend upon the continued progress of the Taranaki District, and suitable steamer connections with Auckland.

Considerable works in connection with additional accommodation at stations, and extra locomotives and rolling-stock, must be at once provided in anticipation of the opening of the Government Railway to Woodville in January next.

I commend to your attention the statistics, reports, and returns attached to this Statement, which deal very fully with the affairs of the Government Railways and also of the Midland Railway.

LIST OF APPENDICES

ACCOMPANYING REPORT ON NEW ZEALAND GOVERNMENT RAILWAYS FOR 1896-97.

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 - B. REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT.
 - C. REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.
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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, 21st August, 1897.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ending 31st March, 1897.

At the end of the year there were 2,018 miles of line open, against 2,014 last year.

The capital cost of opened lines has been increased from £15,425,532 to £15,577,392, an increase of £151,860.

The revenue has been £1,286,158, against £1,183,041 last year, an increase of £103,117.

The net revenue has been £497,104, against £431,673 last year, an increase of £65,431.

The expenditure has been £789,054, against £751,368 last year, an increase of £37,686.

The expenditure per cent. of revenue, 61·35, as compared with 63·51 last year.

The revenue per train-mile, 7s. 6½d., and the cost per train-mile, 4s. 7½d., as against 7s. 1½d. and 4s. 6½d. respectively last year.

The following extensions have been opened during the year :—

	M.	ch.
Waro-Whakapara	...	3 16
Kaihu Extension	...	0 48
Tahora-Owaka (Catlin's River)	...	1 11
Total	...	4 75

Following are the comparisons of the traffic, revenue, and expenses for the past seventeen 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	3,426,408	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	23,623
1895-96	2,014	1,183,041	751,368	63·51	2,087,798	489,177	1,932,709	4,162,426	36,233
1896-97	2,018	1,286,158	789,054	61·35	2,368,927	524,063	2,052,346	4,439,387	43,069

And also of the traffic in local products for the past twelve 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
1896-97	98,958	257,825	423,888	1,032,252	47,256	2,016,437

Passenger traffic shows an increase of 276,961 passengers and 6,836 season tickets, the increased revenue derived therefrom being £20,926.

372,188 holiday-excursion passengers have travelled, yielding a revenue of £63,439. 50,603 scholars and teachers and 33,925 parents and friends travelled by school and factory excursions, yielding a revenue of £5,616 2s. 8d.

There has been an enormous increase in the goods and live-stock traffic of 285,184 tons. The revenue from goods and live-stock has increased by £78,843.

Cattle have decreased in number 2,708, calves 1,034, and pigs 1,019.

Sheep have increased in number 124,398. Taking into consideration the large increase of 319,791 last year, I consider this result satisfactory.

Chaff and lime traffic has increased by 7,282 tons; firewood, 1,210 tons; timber, 44,693 tons; grain, 49,189 tons; merchandise, 25,567 tons; minerals, 153,593 tons. Wool remains stationary.

New carriage and wagon stock is being built as quickly as possible so as to accommodate the increasing traffic and to meet the demands for quick despatch.

The expenditure on maintenance increases. A sum of £19,388 has been spent on the track over and above the amount spent last year. This item of expenditure must continue to increase for some years to come if the road is to be improved and maintained in a state of efficiency.

Appended to this report are the usual returns, together with the reports of the Locomotive Superintendent, Chief Engineer, and Stores Manager.

I have, &c.,

T. RONAYNE,

General Manager.

The Hon. the Minister for Railways.

APPENDIX B.

ANNUAL REPORT OF THE WORKING OF THE LOCOMOTIVE DEPARTMENT, 1896-97.

SIR,— Locomotive Superintendent's Office, Wellington, 15th June, 1897.

I have the honour to report on the working of the Locomotive Department for the year ending 31st March, 1897:—

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant have been maintained in a thoroughly efficient condition, and at every opportunity various improvements have been effected to both locomotives and rolling-stock.

Two new Class Wa engines for the Napier-Taranaki Section, and one Class Fa engine for the Auckland Section, have been built and brought into service during the year.

The two Class U engines built last year have been running on the Dunedin Section for the past twelve months, and have done good work. Six more of this class of engine are in hand, two of which are approaching completion.

The rebuilt F and L engines are giving satisfaction, and nine more of these two classes are being rebuilt.

The locomotive power, and also the carriage and wagon accommodation, have been taxed to the utmost during the past year to meet the increasing business.

In my opinion, the number of powerful locomotives should be considerably increased at the earliest possible moment; also, provision should be made for the permanent-way and structures to permit using more powerful locomotives than hitherto in use on these railways.

At several of the workshops additions to plant and accommodation have been made of a beneficial character.

Locomotive Repairs and Rebuilding.—One hundred and ninety-eight locomotives have passed through shops. Of these, one Class Fa and two Class Wa have been erected new. Three new boilers have been made during the year, one being for a new Class Wa engine, and the other two for new Class U engines.

The following table gives particulars of repairs, &c., to locomotives for the year ending the 31st March, 1897:—

	Number.	Class of Engines.
Number passed through shops ...	198	5 A, 4 C, 15 D, 3 E, 42 F, 14 Fa, 3 G, 2 H, 31 J, 3 K, 4 L, 2 La, 3 M, 4 N, 6 O, 12 P, 16 R, 3 S, 3 T, 4 U, 8 V, 2 W, 9 Wa.
Built new ...	3	1 Fa, 2 Wa.
Rebuilt ...	...	...
Converted ...	...	...
Thoroughly overhauled ...	26	1 A, 1 C, 1 D, 1 E, 7 F, 2 Fa, 1 G, 2 H, 5 J, 1 M, 4 R.
Heavy repairs ...	65	2 A, 5 D, 12 F, 1 Fa, 2 G, 12 J, 3 K, 1 M, 2 N, 3 O, 6 P, 5 R, 2 S, 2 T, 4 V, 3 Wa.
Light repairs ...	104	2 A, 3 C, 9 D, 2 E, 23 F, 10 Fa, 15 J, 4 L, 2 La, 2 N, 3 O, 6 P, 7 R, 1 S, 1 T, 4 U, 4 V, 2 W, 4 Wa.
Number fitted with standard draw-gear ...	3	1 F, 1 R, 1 J.
Wholly painted and varnished ...	48	3 A, 1 C, 5 D, 12 F, 3 Fa, 1 G, 2 H, 8 J, 1 K, 1 N, 1 P, 2 R, 1 S, 1 T, 1 U, 2 V, 3 Wa.
Paint and varnish renewed ...	52	1 A, 4 D, 8 F, 2 Fa, 11 J, 1 K, 1 M, 1 N, 4 O, 5 P, 5 R, 1 S, 1 T, 2 U, 3 V, 2 Wa.

The following table gives particulars of repairs, &c., to boilers for the year ending 31st March, 1897:—

Year ending 31st March, 1897.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Barrels.	New Smoke-box Tube-plates.	New Copper Fire- boxes complete.	New Copper Tube-plates.	Boilers patched.
Boilers	122	3	49	70	27	21		9	1	4	45

The following new work is in hand: Six new Class U passenger engines, one new Class Wa engine, the conversion of one Class F engine to Fb, and conversion of eight Class L engines to La. There are thirty-five new boilers in hand.

Carriage Repairs and Rebuilding.—Five hundred and fifty-three cars passed through shops, twenty-two new cars, Class A, were built, and eleven four-wheel and four six-wheel old-type cars were entirely rebuilt to fourteen bogie cars, Class A.

A patent compressed-oil-gas works has been erected and brought into operation at Dunedin, and twenty-five carriages have been fitted for the use of compressed gas. This light has proved very successful, and arrangements have been made to considerably extend its use.

The following table gives particulars of repairs, &c., to carriages for the year ending the 31st March, 1897:—

—	Number.	Class of Car.
Number passed through shops	543	380 Class A, 46 Class B, 70 Class C, 47 Class D.
Erected new	22	Class A.
Rebuilt	...	...
Converted	14	11 Class D to 10 Class A, and 4 Class C to 4 Class A.
Thoroughly overhauled... ..	32	1 Class A, 5 Class B, 15 Class C, 11 Class D.
Heavy repairs	89	69 Class A, 15 Class B, 3 Class C, 2 Class D.
Light repairs	334	222 Class A, 26 Class B, 52 Class C, 30 Class D.
Number fitted with standard draw-gear	45	Class A.
Wholly painted and varnished	159	113 Class A, 17 Class B, 20 Class C, 9 Class D.
Paint or varnish renewed	151	90 Class A, 15 Class B, 32 Class C, 14 Class D.

The following new work is in hand: The conversion of forty-five Class C and D cars to Class A.

Brake-van Repairs and Rebuilding.—Two hundred and twenty-seven vans have passed through the shops. Three old-type four-wheel vans were rebuilt to bogie type.

The following table gives particulars of repairs, &c., to brake-vans for the year ending 31st March, 1897:—

Description.	Number passed through Shops.	Erected new.	Rebuilt.	Converted.		Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Fitted with Standard Draw-gear.	Wholly painted or varnished.	Paint or Varnish renewed.
				From	To						
Brake-vans... ..	227	...	...	3 4-wheel	3 bogie	22	43	158	4	66	33

The following van-work is in hand: Three new bogie brake-vans, and conversion of eight old-type of four-wheeled brake-vans to bogie-vans.

Wagon Repairs and Rebuilding.—Four thousand one hundred and thirty-six wagons have passed through shops. Fifteen Class J, ten Class K, 186 Class L, one Class O, one Class Q, ten Class R, sixteen Class U, five Class V, two Class W, and one Class Z were built and added to stock during the year.

At the close of the year 1896 150 lowside wagons were disposed of to the Western Australian Government, and new stock of an improved type, and more suited to the requirements of the department, was put in hand. The difference in cost to the 31st March—£7,831—has been charged to the working-expenses of the department.

The following table gives particulars of repairs, &c., to wagons for the year ending the 31st March, 1897:—

	Number.	Class of Wagons.
Number passed through shops	4,136	70 Class G, 124 Class H, 156 Class J, 218 Class K, 1,388 Class L, 751 Class M, 330 Class N, 402 Class O, 149 Class P, 161 Class R, 48 Class S, 22 Class T, 72 Class U, 63 Class V, 66 Class W, 98 Class X, 9 Class Z.
Erected new	251	15 Class J, 14 Class K, 186 Class L, 1 Class O, 1 Class Q, 10 Class R, 16 Class U, 5 Class V, 2 Class W, 1 Class Z.
Rebuilt	27	10 Class H, 8 Class K, 6 Class L, 3 Class P.
Converted	51	10 Class K from Class H, 3 Class K from Class M, 37 Class L from Class M, 1 Class L from Class N.
Thoroughly overhauled ...	105	1 Class H, 7 Class J, 5 Class K, 8 Class L, 22 Class M, 1 Class N, 47 Class O, 3 Class P, 3 Class R, 3 Class T, 1 Class U, 2 Class V, 2 Class W.
Heavy repairs	1,736	37 Class G, 66 Class H, 52 Class J, 114 Class K, 663 Class L, 309 Class M, 77 Class N, 195 Class O, 23 Class P, 27 Class R, 25 Class S, 12 Class T, 19 Class U, 40 Class V, 39 Class W, 33 Class X, 5 Class Z.
Light repairs	1,966	42 Class G, 47 Class H, 82 Class J, 64 Class K, 487 Class L, 420 Class M, 252 Class N, 158 Class O, 120 Class P, 121 Class R, 23 Class S, 7 Class T, 36 Class U, 16 Class V, 23 Class W, 65 Class X, 3 Class Z.
Number fitted with standard draw-gear	394	5 Class G, 3 Class H, 16 Class J, 31 Class K, 273 Class L, 13 Class M, 10 Class O, 8 Class P, 10 Class R, 16 Class U, 5 Class V, 3 Class W, 1 Class Z.
Wholly painted, &c. ...	1,458	16 Class G, 41 Class H, 44 Class J, 79 Class K, 634 Class L, 295 Class M, 78 Class N, 60 Class O, 16 Class P, 41 Class R, 13 Class S, 5 Class T, 33 Class U, 25 Class V, 38 Class W, 39 Class X, 1 Class Z.
Paint renewed	938	35 Class G, 55 Class H, 44 Class J, 86 Class K, 428 Class L, 133 Class M, 47 Class N, 46 Class O, 3 Class P, 15 Class R, 24 Class S, 12 Class T, 7 Class U, 20 Class V, 13 Class W, 9 Class X, 6 Class Z.

The following new work is in hand : Six Class G, five Class H, 103 Class L, nine Class M, fifty 8-ton coal-hopper wagons, twenty-five ballast-hoppers, one Class P, sixteen Class R, thirty-four Class U.

The following table gives particulars of repairs, &c., to tarpaulins for the year ending the 31st March, 1897 :—

Description.	Number passed through Shops.	New.	Condemned and replaced.	Repaired.
Tarpaulins	5,053	225	484	4,344

Stationary Engines and Cranes.—Sixty passed through shops during the year.

The following table gives particulars of repairs, &c., to stationary engines and cranes for the year ending the 31st March, 1897 :—

Type.	Number passed through Shops.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Boiler Repairs.					
						New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.	New Boiler.
Hand-cranes	22	1	3	18	2	...	...	...	...	...	...
Steam-cranes	16	2	1	12	6	...	...	1	1	...	...
Stationary engines	16	1	...	8	...	...	...	3	1	8	1
Hoisting-engines ...	6	...	3	3	2	...	...	1	...	2	...
Totals	60	4	7	41	10	...	...	5	2	10	1

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

Year.	Train Mileage.	Engine Mileage.	Locomotive per Train-mile.	Car and Wagon per Train-mile.	Total.
1896	3,307,226	4,261,707	d. 13·47	d. 3·97	d. 17·44
1897	3,409,087	4,425,039	13·41	4·64	18·05

The increased cost per train-mile is accounted for by the increased cost for providing improved stock to replace the old stock sold to the Western Australian Government, and to an increased amount of car and wagon conversions, all of which have been charged to working-expenses.

The usual returns have been forwarded.

I have, &c.,

T. F. ROTHERAM,

Locomotive Superintendent.

The General Manager, New Zealand Railways, Wellington.

APPENDIX C.

ANNUAL REPORT ON THE MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 12th August, 1897.

I have the honour to report on the maintenance of the New Zealand railways for the year ending 31st March, 1897:—

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

	M.	ch.
Whangarei Railway, Waro to Whakapara	...	3 16
Kaihu Railway, Extension of	...	0 48
Catlin's River Railway, Tahora to Owaka	...	1 11
Total	...	4 75

The total mileage of railways opened for traffic at the 31st March, 1897, was therefore:—

	M.	ch.
Mileage at 31st March, 1896	...	2,013 11
Railways opened for traffic during 1896-97	...	4 75

Mileage open for traffic at 31st March, 1897 ... 2,018 6

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

Rail Renewals.—There have been 34 miles 62 chains of permanent-way renewed.

Sleeper Renewals.—New sleepers to the number of 243,398 have been laid in the track during the year. Of that total 32,810 are an additional number laid per rail-length, the balance being ordinary renewals. These represent an average of 104 sleepers per mile of railway.

Ballasting.—Ballast trains have been employed on the Auckland, Napier, Taranaki, Christchurch, and Dunedin Sections, and minor ballasting has been done on other sections. A considerably increased amount has been done, on the whole, as compared with the previous year.

Slips and Floods.—There was an average share of slips and floods during the year, chiefly on the Napier-Taranaki, Dunedin, Invercargill, and Greymouth Sections.

Bridges.—A very large amount of bridge-work has been carried out during the year in repairs and renewals. All renewals have been built up to an increased standard of strength.

Several bridges have been more or less rebuilt, including—On the Auckland Section: Henderson Bridge rebuilt; Kaipara Bridge partly rebuilt; Swanson Bridge, Taupiri Bridge, two bridges near Runciman, and a bridge near Papatoitoi rebuilt. On the Napier-Taranaki Section: Reconstruction of Waipukurau Bridge; additional spans to the Pohangina Bridge; and the Oroua Bridge, on the Foxton Branch, entirely rebuilt. On the Wellington Section: Several bridges in the Wairarapa district renewed. On the Christchurch Section: The Waiareka Creek Bridge, on the Whitecliffs Branch, Opawa Bridge, on the Albury Branch, Eyre Bridge, on the Oxford and Sheffield Branch, all rebuilt; the Rakaia Bridge, seventy-seven spans redecked and ten piers rebuilt. On the Invercargill Section: Flodden Creek Bridge, on the Tapanui Branch, rebuilt; on the Makarewa Branch, bridges near Bransholme and Waimatuku rebuilt. On Picton Section: The Tuamarina and several other small bridges rebuilt; Picton Viaduct, two new concrete foundations for piers.

In addition to the bridges enumerated, repairs have been effected to a large number of bridges, large and small, on all sections.

Fences.—The fences have been maintained in fairly good condition. The total length of fencing is 2,925 miles. A large number of cattle-stops have been renewed, the cost of which is included in the expenditure for fences.

Water-services, Signals, &c.—These are in good working-order. Several water-tanks have been renewed, and in some cases enlarged.

Wharves.—Ordinary repairs have been carried out to the various railway wharves.

Buildings.—The repairs to station-buildings have been heavy; a large number of old timber platform fronts have been renewed in concrete. Painting has been carried out in a systematic manner.

New Works.—The following are some of the principal new works carried out during the year: Kaihu—station-building; Greenlane and Ellerslie—doubling line between; Mount Roskill—widening overbridge; Tirau—alterations for postal work; Matahiwi—goods-shed; Patea—improvements to goods-shed; Napier—wheel drop-pit; Eastown and Aramoho—point locking and sidings; Hawera—refreshment-rooms; Inglewood and Stratford—verandahs; Palmerston North—drainage of urinals; Feilding—platform extension; Eastown—wheel drop-pit; Napier—fencing station-yard; Woodville—improvements to station-yard; Newman—backshunt, &c.; Cross' Creek, Summit, and Upper Hutt—station improvements; Petone—extension of car- and wagon-shop and drainage of engine-pits; Rangiora, engine turn-table; Waipara—siding improvements; Rakaia—additional sidings; Ashburton—additions to refreshment-rooms and siding altera-

tions; Rangitata—loading-bank; Timaru—show-ground platform and additions to coal-shed; Oamaru—protection of foreshore; Port Chalmers—improvements to wharves; Dunedin—office for goods agent; Kensington—siding; Milton—weighbridge and sidings; Gore—siding and weighbridge; Dipton—improvement station-buildings; Parrawa—siding improvements; Makarewa—siding accommodation; Oporo—ballast siding; Arahura River—protective works; Brightwater—windmill; fencing various places; four pieces of land purchased for alterations of line; improvements to booking-offices at various stations.

Six new houses have been built and 102 have been enlarged and improved.

Eight cattle-yards have been provided.

Expenditure.—The expenditure on maintenance of way and works during the year was £300,524 16s. 7d. This represents a rate of expenditure per mile of £149.14, the previous year's being £140.88 per mile. The increased expenditure was incurred partly on bridge renewals as above referred to. The cost of track renewals has also increased owing to the rise in price of steel rails. A larger amount has also been spent in ballasting.

The expenditure on railway buildings is considerably higher than in previous years, due to their increasing age.

Private Sidings.—Nine new rights were granted during the year in lieu of nine lapsed, leaving the total on the register 241, representing an annual rental of £4,032.

Leases.—New leases granted during the year were 305, and 138 leases expired. The number of leases in force on the 31st March was 1,308, with an annual rental of £12,652.

Staff.—The working staff employed during the year was 1,980, with an office staff of forty-eight.

I have with much regret to record the death of Mr. James Ibbs Lawson, late resident engineer at Wanganui, who was killed on the Pohangina Bridge.

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, 11th August, 1897.

I have the honour to report that the value of stores on hand on the 31st March, 1897, at the various dépôts amounted to £81,828 16s. 2d., as against £86,498 13s. 8d. on the 31st March, 1896.

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 ON CONDITION OF THE MIDLAND RAILWAY.

Chief Engineer's Office (Working Railways Department),
Wellington, 12th August, 1897.

Reefton and Jackson Lines.

THE tracks throughout are in good running-order. Sleepers have been renewed as found necessary, a little over a thousand having been used. The sleepers are principally birch, and, being nearly ten years old, will require more extensive renewals very shortly. Some ballasting has been done, and more requires to be done, and will be carried out.

A heavy flood occurred on the 10th March, which caused considerable damage. Some temporary flood-openings have been left, and will be bridged as material is obtained. The earthwork, where damaged, has been repaired.

Very heavy work has been entailed in cleaning off rust from and painting the iron bridges. About half the required work was done last season, and the remainder will be done this year. Material has been ordered for the reconstruction of the Stillwater timber bridge.

Fences have been repaired to some extent, but are mainly in birch timber, and will soon require renewal. Cattle-stops are in process of renewal, birch rail-beams becoming past service being replaced with ironbark. Water-services, signals, and station appliances are in good order and condition. Buildings are in good order, and have been repaired and painted.

Springfield Line.

Some alterations have been made and protective works erected to secure this line from the previously recurring damage caused by floods, including some alterations of grades and culverts. The iron bridges have been painted. Sleeper renewals on this line will shortly be heavy.

J. HENRY LOWE, Chief Engineer.

The General Manager, New Zealand Railways, Wellington.

ANNUAL REPORT of the MIDLAND RAILWAY.

SIR,—

Locomotive Superintendent's Office, Wellington, 2nd August, 1897.

I have the honour to report upon the Midland Railway for the year ending the 31st March, 1897.

Locomotives.—The whole of the locomotives have been maintained in fair running order. The boilers are clean and in good order.

Carriages.—The carriages are in fair running order.

Wagons.—The wagons are in fair order.

Buildings.—All in good order.

Tanks, Coal-sheds, &c.—All in good order.

The want of appliances at Stillwater renders it more economical to effect any repairs at Greymouth. To do this effectually, and transfer the whole locomotive staff, will necessitate some additions to the Greymouth sheds and shops. In the interests of economy this should be done as early as possible.

I have, &c.,

T. F. ROTHERAM,

The General Manager, New Zealand Railways, Wellington. Locomotive Superintendent.

STATEMENT of REVENUE and EXPENDITURE, NEW ZEALAND MIDLAND RAILWAY, Year ending 31st March, 1897.

Revenue—					£	s.	d.	£	s.	d.
Passengers	...	...	...	...	6,408	13	5			
Parcels, &c.	...	...	...	...	432	19	6			
Goods, &c.	...	...	...	...	9,506	17	5			
Percentages	...	...	...	...	1,419	18	4			
								17,768	8	8
Expenditure—										
Traffic	...	...	...	...	2,423	15	9			
Locomotive	...	...	...	...	3,313	4	3			
Maintenance	...	...	...	...	9,148	4	6			
								14,885	4	6
Net revenue								£2,883	4	2
Expenditure per cent. of revenue...								83·77		

Accountant's Office, 14th August, 1897.

A. C. FIFE, Accountant.

INDEX OF RETURNS

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

-
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- 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. Expenditure under vote "Additions to Open Lines."
 8. Comparison of revenue and expenditure for seventeen financial years.
 9. Statement of season tickets.
 10. Classified maintenance expenditure.
 11. Return of passenger bookings at excursion fares.
 12. Revenue and expenditure of stations.
 13. Account for replacing rolling-stock sold to Western Australia.
 14. Works and plant for gas-lighting of railway-cars.
 15. Comparative statement of mileage, capital cost, earnings, and expenditure on colonial railways.
 16. Stores contracts.
 17. Carriage and wagon stock, and tarpaulins.
 18. Locomotive stock.
 19. Weighing machines. Weighbridges. Traversers and turntables. Cranes and pumps.
 20. Renewals of rails.
 21. Renewals of sleepers.
 22. Number of stations and sidings.
 23. Mileage of lines.
 24. Sleepers laid and removed.
 25. Number of employés.
 26. Accidents.
 27. Particulars of private-siding traffic.
 28. Locomotive returns.
 29. Traffic from coal-mines, Hurunui-Bluff.
 30. Vessels loaded and discharged at different ports, Hurunui-Bluff.
 31. Mileage of track, main line, and sidings, Hurunui-Bluff.
 32. Alterations in scale of charges.

RETURN NO. 1.

SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1897.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Cash in hand and outstanding, 1st April, 1896	...	...	17,409 1 6	By Gross payments into Public Account to 31st March, 1897	...	1,384,221 10 1	
Passengers, parcels, goods, &c., 31st March, 1897	...	...	1,286,158 4 5	Less Refunds	...	98,245 8 3	
				Cash in hand and outstanding, 31st March, 1897	...		* 1,285,976 10 10
							17,590 15 1
							<u>£1,303,567 5 11</u>
To Net amount paid into Public Account, 31st March, 1897	...	...	1,285,976 10 10	By Expenditure to 31st March, 1897	...	...	789,054 4 4
Less Cash in hand and outstanding, 1st April, 1896	...	...	17,409 1 6	Balance available for interest	...	...	497,104 0 1
				* Receipts per Treasury	...	£1,287,139 12 6	
				Balance Refund Account, March 31, 1896	...	7,847 3 0	
						1,294,986 15 6	
						9,010 4 8	
				Balance Refund Account, March 31, 1897	...	<u>£1,285,976 10 10</u>	
Cash in hand and outstanding, 31st March, 1897	...	...	17,590 15 1				<u>£1,286,158 4 5</u>

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RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1897.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance, 31st March, 1896	...	...	7,847 3 0	By Treasury payments to 31st March, 1897	...	...	97,582 6 7
Wharfage, &c., 31st March, 1897	...	...	98,245 8 3	Balance due to Harbour Boards, &c.	...	...	9,010 4 8
							<u>£106,092 11 3</u>

A. C. FIFE, Railway Accountant.

RETURN NO. 2.
GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1897.

Dr.

Cr.

	£	s.	d.	£	s.	d.
To Balance brought forward:— Outstanding accounts at 1st April, 1896,— Other Government departments, for stores, work done, &c. ... Personal accounts, for stores, work done, &c. ...	1,603	17	5	52,542	7	4
	395	7	5			
	1,999	4	10			
Stock of stores in hand at 1st April, 1896	...	...	...	789,054	4	4
Payments per Treasury to 31st March, 1897, Vote 59*	...	...	...			
Deposit Account—Permanent-way material	...	...	...	68,946	10	2
Vouchers unpaid on 31st March, 1897, carried forward	...	...	...	21,353	10	8
	...	...	...	22,336	17	5
	...	...	...	112,636	18	3
	25,000	0	0			
	65,971	3	1	2,278	2	1
	...	...	...	22,721	17	11
	...	...	...	25,000	0	0
* NOTE.—Payments per Treasury ... £889,384 15 9						
Recoveries ... 112,636 18 3						
Net charge to Vote 59 ... £776,747 17 6						
Balance:— Outstanding accounts at 31st March, 1897,— Other Government departments, for stores, work done, &c. ... Personal accounts, for stores, work done, &c. ...	6,726	16	5	7,791	11	3
	1,064	14	10			
Stock of stores in hand at 31st March, 1897	...	...	...	81,828	16	2
	...	...	...			
	...	...	...	£1,068,853	17	4

A. C. FIRE, Railway Accountant.

RETURN No. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1897.

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. 360 18 10	£ s. d. 244 17 7	£ s. d. 53 19 8	£ s. d. 7 17 6	£ s. d. ..	£ s. d. 667 13 7	£ s. d. 203 0 9	£ s. d. 16 0 0	£ s. d. ..	£ s. d. 134 7 5	£ s. d. ..	£ s. d. 353 8 2	£ s. d. 4 18 6	£ s. d. 252 10 0	£ s. d. 748 3 0	£ s. d. 29 5 5	£ s. d. 327 6 0	£ s. d. 16 15 0	£ s. d. 2,366 9 8
Whangarei	1,016 9 4	428 13 6	100 12 9	16 6 6	..	1,562 2 1	752 9 1	15 5 7	..	670 19 5	..	1,438 14 1	440 15 1	411 10 11	1,137 12 8	106 11 5	324 5 3	91 7 4	5,330 4 2
Kaihu	860 8 1	94 1 5	41 1 1	112 16 4	..	1,108 6 11	523 17 3	13 11 8	..	65 0 0	..	602 8 11	68 9 5	328 7 9	678 0 8	106 18 6	327 7 6	30 14 1	3,189 5 7
Auckland	18,053 1 9	5,139 3 5	1,991 12 0	295 8 10	..	25,479 6 0	9,406 19 5	637 12 7	..	2,790 17 3	..	12,835 9 3	1,839 12 6	2,073 14 11	20,786 2 0	1,573 8 3	3,444 8 5	1,208 16 7	66,823 4 9
Napier-Taranaki	27,278 5 4	7,824 19 11	2,204 16 0	339 10 10	..	37,647 12 1	12,263 15 2	955 7 7	..	7,825 4 9	..	21,044 7 6	2,392 7 6	3,905 15 7	28,661 12 3	2,358 0 9	4,505 9 11	1,657 16 0	98,857 9 7
Wellington	7,484 12 11	1,651 4 0	763 15 1	234 9 3	..	10,134 1 3	6,551 19 7	303 12 1	..	3,230 2 3	..	10,085 13 11	1,734 5 4	1,950 1 4	12,798 0 4	1,068 1 7	1,442 14 11	696 19 1	38,515 19 7
Hurunui-Bluff	83,408 14 2	21,999 8 5	9,667 4 7	873 1 2	..	115,948 8 4	43,185 5 5	2,344 5 0	..	19,478 0 6	..	65,007 10 11	6,936 6 2	10,443 15 6	115,874 5 3	8,281 0 5	11,218 14 5	5,653 8 1	328,056 12 11
Grey-Brunner	1,115 0 11	668 10 9	231 6 9	291 7 9	..	2,306 6 2	1,099 16 2	127 4 6	..	536 9 2	..	1,763 9 10	287 2 0	1,235 2 0	4,381 13 7	285 5 10	783 15 11	29 12 3	11,013 3 1
Grey-Hokitika	1,454 8 8	481 13 3	44 5 8	28 19 2	..	2,009 6 9	423 16 10	5 13 9	..	149 7 8	..	578 18 3	60 18 4	117 3 2	905 1 9	104 11 5	176 12 2	15 13 6	3,936 18 4
Westport	3,239 4 0	1,095 17 2	175 13 8	12 16 0	..	4,523 10 10	2,248 3 2	83 14 4	..	754 19 3	..	3,056 16 9	50 15 3	1,392 4 6	4,420 14 1	490 9 6	1,042 19 7	48 5 7	14,929 4 11
Nelson	1,872 12 0	410 6 5	231 1 0	4 12 7	..	2,518 12 0	738 5 10	39 8 1	..	120 10 11	..	898 4 10	90 7 3	72 6 11	2,444 7 2	108 18 9	474 8 4	251 15 9	6,355 9 6
Picton	2,019 10 11	732 17 2	50 10 0	..	..	2,802 18 1	619 9 0	30 5 4	..	250 18 3	..	900 12 7	40 3 1	233 18 6	1,214 15 10	77 15 7	413 2 4	5 8 2	5,677 17 10
Total	148,163 6 11	40,771 13 0	15,555 18 3	2,217 5 11	..	206,708 4 1	77,986 17 8	4,572 0 6	..	36,006 16 10	..	118,565 15 0	13,946 0 5	22,416 11 1	194,050 8 7	14,590 7 5	24,481 4 9	9,706 11 5	585,051 19 11

STORES.																			
Kawakawa	176 6 1	104 6 2	6 6 5	10 14 0	..	297 12 8	..	25 10 0	14 2 4	54 8 5	..	94 0 9	0 0 3	63 6 1	5 5 3	..	..	47 2 0	413 3 0
Whangarei	461 5 8	394 19 3	71 14 2	..	..	927 19 1	..	204 0 7	19 2 2	1,050 13 4	..	1,273 16 1	28 17 0	263 8 9	77 6 8	..	..	40 17 6	2,530 10 1
Kaihu	333 7 7	55 19 10	49 18 6	12 3 8	..	451 9 7	..	234 6 0	9 13 6	46 4 0	..	290 3 6	15 17 1	109 1 5	118 4 10	..	..	20 4 5	964 12 0
Auckland	8,611 11 6	2,557 12 0	1,447 1 1	68 8 0	..	12,684 12 7	..	2,686 18 7	365 12 5	880 15 5	..	3,933 6 5	974 10 2	1,606 14 7	1,718 0 1	..	..	1,200 2 5	19,717 1 5
Napier-Taranaki	10,302 10 11	4,053 15 11	2,069 19 8	288 7 5	..	16,714 13 11	..	10,742 7 8	499 10 2	4,148 3 4	..	15,390 1 2	1,245 19 11	3,408 15 11	2,020 18 5	..	..	2,325 0 6	36,455 8 10
Wellington	3,748 14 4	1,615 12 5	832 17 6	294 9 2	..	6,491 13 5	..	4,743 18 1	227 16 4	1,813 13 10	..	6,785 8 3	469 7 8	1,142 12 4	1,049 13 1	..	..	970 7 5	14,968 7 4
Hurunui-Bluff	33,286 16 7	10,449 9 7	4,585 12 4	396 10 10	..	48,718 9 4	..	24,332 16 11	1,535 15 3	7,886 10 9	..	33,755 2 11	2,959 11 2	7,376 9 7	7,320 16 2	..	..	7,437 5 2	92,693 4 0
Grey-Brunner	148 13 5	368 15 2	80 7 4	120 13 11	..	718 9 10	..	190 8 2	30 3 8	250 17 0	..	471 8 10	162 3 4	1,172 13 6	597 0 5	..	..	48 10 8	3,073 5 3
Grey-Hokitika	125 10 0	164 4 3	43 4 0	0 17 8	..	333 15 11	..	106 1 1	13 11 2	45 19 1	..	165 11 4	20 10 9	26 9 0	145 7 8	..	..	1 0 0	690 14 8
Westport	2,561 17 0	192 4 9	121 11 0	..	..	2,875 12 9	..	432 12 5	54 14 0	258 4 4	..	745 10 9	11 4 11	461 3 10	331 12 11	..	..	354 19 5	4,070 5 9
Nelson	1,369 18 7	236 2 1	115 17 2	..	..	1,781 17 10	..	362 9 1	23 19 8	287 19 8	..	674 8 5	16 10 5	37 14 0	240 10 5	..	..	35 8 6	2,715 12 7
Picton	689 1 6	421 12 4	45 5 4	..	..	1,155 19 2	..	304 2 10	14 13 11	84 7 8	..	403 4 5	13 12 5	85 16 3	108 7 11	..	..	92 17 8	1,674 2 6
Total	61,815 13 2	20,674 13 9	9,469 14 6	1,192 4 8	..	93,152 6 1	..	44,365 11 5	2,808 14 7	16,807 16 10	..	63,982 2 10	5,918 5 1	15,754 5 3	13,733 3 10	..	..	12,573 15 8	179,966 7 5

MISCELLANEOUS.																			
Kawakawa	0 6 6	3 8 3	0 0 11	..	2 16 5	6 12 1	..	..	13 0 9	1 16 0	..	14 16 9	1 0 4	23 12 0	4 12 0	..	..	..	50 13 2
Whangarei	3 14 11	1 19 8	0 11 8	..	10 18 3	17 4 6	..	2 10 3	8 8 8	7 2 11	..	187 1 10	4 1 3	55 15 4	14 1 6	..	..	..	278 4 5
Kaihu	2 8 1	0 11 0	0 2 3	..	10 10 5	13 11 9	..	0 8 1	4 16 7	6 17 10	..	12 2 6	13 0 9	14 16 5	12 14 11	..	..	..	66 6 4
Auckland	49 13 0	29 11 8	0 10 10	0 14 4	155 4 7	235 14 5	..	12 16 4	671 15 9	99 18 0	..	784 10 1	402 19 8	529 19 9	437 18 3	..	..	..	2,391 2 2
Napier-Taranaki	37 15 6	68 15 10	3 13 5	6 2 2	232 3 4	348 10 3	..	1 3 7	2,118 15 7	149 11 7	..	2,269 10 9	777 8 5	1,318 7 6	1,305 18 6	..	..	..	6,019 15 5
Wellington	0 15 8	5 3 9	0 15 5	..	106 7 9	113 2 7	..	11 3 10	968 4 9	69 16 5	..	1,049 5 0	403 5 8	542 18 7	729 2 11	..	..	..	2,837 14 9
Hurunui-Bluff	207 0 9	211 14 11	19 9 10	0 6 6	808 2 5	1,246 14 5	..	11 3 3	2,881 11 0	515 16 5	..	3,408 10 8	1,109 2 0	2,039 16 2	3,364 7 9	..	..	..	11,168 11 0
Grey-Brunner	9 13 2	12 14 7	..	..	26 18 10	49 6 7	..	..	78 9 4	16 19 7	..	95 8 11	72 17 7	331 2 0	62 16 7	..	..	..	611 11 8
Grey-Hokitika	2 16 2	3 5 10	0 0 2	0 3 2	10 1 9	16 7 1	..	..	19 7 0	6 7 7	..	25 14 7	14 8 1	13 9 0	87 10 8	..	..	..	157 9 5
Westport	..	..	..	..	47 7 5	47 7 5	..	..	43 3 0	30 1 11	..	74 17 1	16 9 9	63 1 11	44 5 7	..	..	..	246 1 9
Nelson	..	0 17 3	..	..	10 8 3	11 5 6	..	..	48 7 7	6 10 11	..	54 18 6	4 9 6	9 5 0	38 18 10	..	..	..	118 17 4
Picton	3 11 2	3 18 11	..	..	7 7 11	14 18 0	..	..	14 1 10	4 12 3	..	18 14 1	4 7 0	23 15 4	27 15 2	..	..	..	89 9 7
Total	317 14 11	342 1 8	25 4 6	7 6 2	1,428 7 4	2,120 14 7	..	40 17 6	..	7,039 1 10	915 11 5	7,995 10 9	2,823 10 0	4,965 19 0	6,130 2 8	..	..	..	24,035 17 0
Grand total	210,296 15 0	61,788 8 5	25,050 17 3	3,416 16 9	1,428 7 4	301,981 4 9	77,986 17 8	48,978 9 5	2,808 14 7	59,853 15 6	915 11 5	190,543 8 7	22,687 15 6	43,136 15 4	213,913 15 1	14,590 7 5	24,481 4 9	22,280 7 1	789,054 4 4

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, 1897.

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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
1896-97.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.</

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1897.

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.			
1896-97.		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.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.			
Kawakawa ...	8	531	356	1,730	2,560	5,177	3	1,158	30	8	36	1,232	...	6	1	663	...	670	28 11 0	...	...	6 0 0	222 13 0	...	1,581 9 0	13,294 14 0	15,104 16 0	15,133 7 0	...	...	...	...	...	...	...	...	...	...		
Whangarei ...	18	6,847	...	46,703	...	53,550	44	...	...	...	...	26	197	1	646	13	883	105 1 0	12 0 0	38 0 0	234 0 0	4,968 0 0	0 10 0	4,499 8 0	42,474 18 0	52,226 16 0	52,331 17 0	...	...	...	...	...	...	...	...	...	...			
Kaihu ...	17	293	1,686	3,513	21,026	26,518	4	1,550	15	1	84	1,650	8	8	9	41	...	66	8 15 0	48 0 0	...	126 0 0	34,046 9 0	1 0 0	1,880 4 0	471 6 0	36,572 19 0	36,581 14 0	...	...	...	...	...	...	...	...	...	...		
Auckland ...	309	21,096	49,070	96,650	415,464	582,280	7,880	57,937	721	51	2,316	61,025	107	10,716	1,345	126,471	2,438	141,077	8,849 2 0	8,584 0 0	1,677 16 0	4,378 0 0	17,664 18 0	13,146 14 0	30,100 15 0	98,198 2 0	173,750 5 0	182,599 7 0	...	...	...	...	...	...	...	...	...	...		
Napier-Taranaki ...	332	24,860	120,754	112,058	468,490	726,162	3,488	77,012	3,498	192	6,040	86,742	136	8,336	426	357,548	5,399	371,845	17,385 17 0	2,598 0 0	14,207 12 0	32,886 0 0	47,042 5 0	26,569 16 0	58,485 1 0	29,525 12 0	211,314 6 0	228,700 3 0	...	...	...	...	...	...	...	...	...	...		
Wellington ...	94	10,117	90,568	50,565	314,480	405,730	8,702	64,437	807	36	2,058	67,338	52	1,721	306	289,191	1,172	292,442	12,229 10 0	3,642 0 0	8,406 16 0	6,920 0 0	24,580 18 0	5,105 13 0	22,043 17 0	19,072 8 0	90,371 12 0	102,601 2 0	...	...	...	...	...	...	...	...	...	...		
Hurunui-Bluff ...	1,133	58,243	378,360	262,968	1,559,854	2,259,425	21,447	272,914	6,004	465	11,421	290,804	469	11,648	892	1,183,323	42,864	1,239,196	53,209 5 0	40,714 0 0	73,579 16 0	25,436 0 0	99,289 6 0	370,128 4 0	276,868 15 0	395,944 11 0	1,281,960 12 0	1,335,169 17 0	...	...	...	...	...	...	...	...	...	...		
Greymouth-Brunner ...	8	1,360	5,362	13,026	84,140	103,888	317	6,512	115	12	315	6,954	23	237	6	3,070	167	3,503	220 6 0	570 0 0	54 16 0	896 0 0	18,196 0 0	2,102 1 0	4,838 10 0	140,615 12 0	167,272 19 0	167,493 5 0	...	...	...	...	...	...	...	...	...	...		
Greymouth-Hokitika ...	24	796	6,192	7,602	44,750	59,340	539	2,339	139	5	154	2,637	15	22	3	788	176	1,004	53 11 0	...	13 12 0	1,224 0 0	6,513 2 0	...	7,368 10 0	1,178 18 0	16,298 2 0	16,351 13 0	...	...	...	...	...	...	...	...	...	...		
Westport ...	31	64	960	7,410	45,456	53,890	87	2,570	1	...	94	2,665	2	8	1	255	...	266	13 18 0	114 0 0	...	2,976 0 0	3,672 0 0	31 8 0	3,205 1 0	285,700 19 0	295,699 8 0	295,713 6 0	...	...	...	...	...	...	...	...	...	...		
Nelson ...	23	632	6,064	9,953	50,872	67,521	408	3,385	3	8	213	3,609	2	...	3	137	20	162	7 8 0	1,278 0 0	339 4 0	1,608 0 0	1,558 18 0	2,650 11 0	2,423 5 0	2,471 6 0	12,329 4 0	12,336 12 0	...	...	...	...	...	...	...	...	...	...		
Picton ...	21	1,425	4,694	5,743	24,044	35,906	150	11	14	...	160	185	1	16	1	1,977	78	2,073	88 2 0	2,982 0 0	640 16 0	3,324 0 0	70 19 0	4,151 16 0	2,153 4 0	2,703 13 0	16,026 8 0	16,114 10 0	...	...	...	...	...	...	...	...	...	...		
Totals ...	2,018	126,264	664,066	617,921	3,031,136	4,439,387	43,069	489,825	11,347	778	22,891	524,841	841	32,915	2,994	1,964,110	52,327	2,053,187	92,199 6 0	60,542 0 0	98,958 8 0	80,014 0 0	257,825 8 0	423,887 13 0	415,447 19 0	1,032,251 19 0	2,368,927 7 0	2,461,126 13 0	...	...	...	...	...	...	...	...	...	...		
1895-96.																																								
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	...	...	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	1,045,075	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	...	...	...	...	...	...	...	...	...	...		
Picton ...	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	...	...	...	...	...	...	...	...	...	...		

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.	
1896-97.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.	
Kawakawa ...	273 7 0	16 1 0	90 10 1	379 18 1	2,086 19 0	38 19 1	41 11 8	2,167 9 9	2,547 7 10	4,920	4,087	9,007	
Whangarei ...	960 8 0	97 9 9	146 2 5	1,204 0 2	7,736 19 7	402 5 6	99 5 1	8,238 10 2	9,442 10 4	29,921	11,232	41,153	
Kaihu ...	1,540 2 1	41 11 4	138 5 6	1,719 18 11	7,542 13 9	380 15 5	52 12 6	7,976 1 8	9,696 0 7	16,796	5,803	22,599	
Auckland ...	46,951 17 2	4,021 6 5	5,949 2 10	56,922 6 5	78,728 19 6	496 3 6	2,579 9 11	81,804 12 11	138,726 19 4	444,866	98,766	543,632	
Napier-Taranaki ...	83,366 14 4	3,216 5 6	12,155 10 11	98,738 10 9	102,157 18 2	3,529 1 9	4,113 16 10	109,800 16 9	208,539 7 6	609,143	159,150	768,293	
Wellington ...	29,925 17 8	4,550 3 5	5,405 0 3	39,881 1 4	53,122 12 0	609 12 2	1,993 1 10	55,725 6 0	95,606 7 4	269,011	73,167	342,178	
Hurunui-Bluff ...	200,827 0 5	18,350 16 9	32,946 15 11	252,124 13 1	452,093 13 1	10,710 16 0	13,749 1 3	476,553 10 4	428,678 3 5	1,850,104	568,474	2,418,578	
Greymouth-Brunner ...	2,638 18 6	201 17 1	252 1 8	3,092 17 3	19,334 10 11	2,208 1 1	161 2 0	21,793 14 0	24,796 11 3	20,118	28,456	48,574	
Greymouth-Hokitika ...	3,900 1 8	329 11 9	356 10 10	4,586 4 3	4,434 5 5	3 6 6	117 9 6	4,555 1 5	9,141 5 8	31,945	7,825	39,770	
Westport ...	2,845 18 7	149 4 7	216 10 5	3,211 13 7	37,996 8 8	1,102 18 11	248 1 8	39,347 9 3	42,559 2 10	68,768	43,654	112,422	
Nelson ...	3,383 2 7	373 11 5	306 3 11	4,062 17 11	4,924 14 0	490 10 5	133 8 1	5,548 12 6	9,611 10 5	39,427	9,428	48,855	
Picton ...	2,070 18 5	127 16 9	121 14 4	2,320 9 6	4,003 8 5	252 9 0	236 11 0	4,492 8 5	6,812 17 11	24,199	4,346	28,545	
Totals ...	378,684 6 5	31,475 15 9	58,084 9 1	468,244 11 3	774,163 2 6	20,224 19 4	23,525 11 4	817,913 13 2	1,286,158 4 5	3,409,218	1,014,388	4,423,606	
1895-96.													
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	
Whangarei ...	781 18 2	114 14 5	116 6 9	1,012 19 4	5,823 15 11	33 0 2	50 19 6	5,907 15 7	6,920 14 11	27,044	5,466	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	
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	
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	3,763 19 0	108,034 3 1	207,407 5 10	608,778	135,376	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	
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 3	664,503 15 3	1,780,397	537,741	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	
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	
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	
Nelson ...	3,052 12 7	458 19 3	242 18 8	3,754 10 6	4,852 15 6	456 3 11	143 4 0	5,452 3 5	9,206 13 11	39,573	8,936	48,509	
Picton ...	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	
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	

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.	1888.			1889.			1890.			1891.			1892.			1893.			1894.			1895.			1896.			1897.		
		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	£ 90,069	£ 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	£ 90,638	£ -283	£ s. d. ..
Whangarei-Kamo ..	Unopened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Whangarei-Kamo ..	Opened	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	137,734	1,304	0 18 11
Kaibu ..	Unopened	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marton-Te Awamutu (North End) ..	Opened	185,501	..	..	104,838	..	..	49,054	..	..	52,226	..	..	54,420	..	..	71,287	..	..	85,690	..	..	94,064	..	..	111,372	..	..	119,713	..	..
Marton-Te Awamutu (South End) ..	Unopened	..	..	..	108,978	..	..	178,377	..	..	184,354	..	..	184,585	..	..	184,584	..	..	184,584	..	..	184,584	..	..	185,098	..	..	184,624	..	..
Auckland ..	Opened	1,807,971	23,950	1 6 6	1,688,971	33,210	1 16 11	1,720,587	28,351	1 9 10	1,725,583	42,342	2 4 4	1,725,833	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	1,979,071	49,795	2 6 0
Napier ..	Unopened	112,500	..	..	161,186	..	..	134,414	..	..	168,465	..	..	208,819	..	..	252,940	..	..	122,865	..	..	128,690	..	..	130,030	..	..	110,371	..	..
Napier ..	Opened	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	..	..	872,931	..	..
Marton-Te Awamutu (South End) ..	Unopened	28,160	..	..	64,708	..	..	133,390	..	..	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
Wanganui ..	Opened	1,403,041	9,765	0 13 11	99,018	13,312	0 17 9	103,452	23,919	1 11 7	103,452	..	..	103,587	..	..	103,587	..	..	139,933	..	..	143,527	..	..	143,117	..	..	143,630	67,207	2 4 7
Wellington-Foxton (private line) ..	Unopened	..	..	..	1,400,674	..	..	1,408,900	..	..	1,416,947	..	..	1,425,225	..	..	1,427,489	..	..	1,429,178	..	..	1,432,849	..	..	1,441,569	..	..	1,446,564	..	..
Wellington ..	Opened	41,798	..	..	41,895	..	..	41,898	..	..	42,117	..	..	42,117	..	..	42,117	..	..	42,117	..	..	42,117	..	..	42,117	..	..	42,116	..	..
Wellington ..	Unopened	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	1,098,418	39,284	3 11 7
Surveys ..	..	49,344	..	..	74,510	..	..	15,459	..	..	15,194	..	..	17,237	..	..	25,383	..	..	42,927	..	..	69,082	..	..	93,197	..	..	116,470	..	..
Miscellaneous ..	..	20,229	..	..	26,163	..	..	27,206	..	..	27,498	..	..	27,502	..	..	27,502	..	..	27,502	..	..	27,502	..	..	27,502	..	..	28,597	..	..
Hurunui-Bluff ..	Opened	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..	5,169	..	..
Greymouth ..	Unopened	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	8,551,104	296,760	3 9 5
Greymouth ..	Unopened	440,437	..	..	503,246	..	..	430,666	..	..	329,426	..	..	40,007	..	..	72,906	..	..	100,303	..	..	61,813	..	..	102,098	..	..	129,967	..	..
Greymouth ..	Unopened	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	200,288	10,099	5 0 10
Harbour Works ..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..	15,959	..	..
Greymouth-Hokitika ..	Unopened	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..	127,234	..	..
Westport ..	Opened	69,389	..	..	92,274	..	..	99,784	..	..	100,611	..	..	117,748	..	..	153,327	..	..	171,032	512	0 6 0	186,083	2,905	1 11 3	191,409	4,132	2 3 2	192,597	4,356	2 5 3
Westport ..	Unopened	222,894	8,444	3 15 9	232,934	13,000	5 11 8	226,415	13,696	6 1 0	227,354	12,588	5 10 9	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	227,494	23,313	10 4 11
Nelson ..	Opened	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..	14,111	..	..
Picton ..	Unopened	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	166,736	422	0 5 1
Stock ..	Unopened	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,500	..	..	12,537	..	..	12,537	..	..	12,537	..	..	12,537	..	..
Stock in suspense ..	Unopened	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	..	205,573	-629	..
Surveys ..	..	30,465	..	..	32,442	..	..	32,568	..	..	43,847	..	..	49,148	..	..	56,341	..	..	57,591	..	..	58,347	..	..	58,361	..	..	58,637	..	..
Miscellaneous ..	..	105,072	..	..	75,590	..	..	81,423	..	..	66,124	..	..	47,379	..	..	48,968	..	..	44,431	..	..	25,359	..	..	28,540	..	..	32,788	..	..
Stock in suspense ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Surveys ..	..	37,094	..	..	37,572	..	..	37,600	..	..	37,619	..	..	37,644	..	..	37,644	..	..	37,665	..	..	37,678	..	..	37,890	..	..	38,795	..	..
Miscellaneous ..	..	5,169	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..	5,168	..	..
Total opened ..	..	13,352,978	307,515	2 6 0	13,472,837	350,570	2 12 0	13,899,955	412,782	2 19 5	14,278,586	420,998	2 18 11	14,656,691	408,914	2 15 9	14,733,120	449,380	3 1 0	15,137,036	437,434	2 17 9	15,352,613	418,691	2 14 6	15,425,532	431,673	2 16 0	15,577,392	497,104	3 3 10
Total unopened ..	..	1,250,131	..	..	1,402,350	..	..	1,264,803	..	..	1,065,637	..	..	841,092	..	..	1,033,412	..	..	805,097	..	..	790,054	..	..	903,432	..	..	957,588	..	..
Gross total ..	..	14,603,109	307,515	2 2 1	14,875,187	350,570	2 7 2	15,164,758	412,782	2 14 5	15,344,223	420,998	2 14 10	15,497,733	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	16,534,980	497,104	3 0 1

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.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1897—continued.

[illegible]

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1897—continued.

[illegible]

RETURN No. 7.

EXPENDITURE under VOTE for ADDITIONS to OPEN LINES charged to Capital Account, Year ended 31st March, 1897.

Department.										Total Expenditure.		
										£	s.	d.
Way and Works	..	..	..	..	..	..	..	..	..	24,789	8	0
Locomotive	..	..	..	..	..	..	..	..	..	39,927	7	8
										£64,716	15	8

WAY AND WORKS DEPARTMENT: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Kaihu	Station buildings, platform, and siding	488 19 10	891 7 5
	Dwellings	184 12 3	
	Water-services	217 15 4	
Auckland	Doubling line between Greenlane and Ellerslie	1,254 15 6	3,581 2 10
	Widening overhead bridge, Mount Roskill	595 3 0	
	Additions and improvements to station buildings, plat- forms, and signals	432 4 0	
	Additions to sidings, loading-banks, sheep- and cattle-yards, cattle-stops	233 8 2	
	Additions to dwellings	946 3 8	
	Cranes and turntable	119 8 6	
Napier-Taranaki	Additions and improvements to station buildings, plat- forms, and signals	2,738 17 1	4,195 2 1
	Additions to sidings, loading-banks, and sheep- and cattle- yards	490 5 3	
	Additions to dwellings	270 0 1	
	Fencing	317 8 3	
	Water-supply and drainage	206 7 8	
	Wheel drop-pits	172 3 9	
Wellington	Additions and improvements to station buildings, plat- forms, and signals	1,700 1 4	3,431 5 4
	Additions to sidings and loading-banks	243 8 6	
	Additions to dwellings	73 18 0	
	Drainage	151 19 1	
	Extension of car- and wagon-shop, Petone	1,193 0 1	
	Ventilation of Rimutaka Tunnel	68 18 4	
Hurunui-Bluff (Christchurch Division)	Additions and improvements to station buildings and plat- forms	690 13 11	2,759 7 6
	Additions to sidings, loading-banks, and sheep- and cattle- yards	721 14 8	
	Additions to dwellings	849 11 11	
	Engine turntable	385 18 6	
	Water-supply	72 14 11	
	Purchase of land	38 13 7	
(Dunedin Division)	Additions to station buildings	621 16 11	6,878 3 3
	Additions to sidings, loading-banks, weighbridge, sheep- and cattle-yards, and level crossing	938 14 1	
	Additions to dwellings	602 11 10	
	Improvements to Port Chalmers wharves	3,723 12 4	
	Stone protection, Oamaru foreshore, &c.	526 17 10	
	Purchase of land and compensation	464 10 3	
(Invercargill Division)	Additions and improvements to station buildings and plat- forms	233 0 8	2,054 16 7
	Additions to sidings and loading-banks	1,154 18 7	
	Additions to dwellings	659 16 4	
	Purchase of land	7 1 0	
Greymouth-Hokitika	Stone protection, Arahura River	159 11 2	343 3 8
	Fencing	132 5 1	
	Asphalt footpath, Mawhera Quay, Greymouth	45 0 0	
	Addition to dwelling	6 7 5	
Nelson	Water-service	69 2 4	169 2 4
	Addition to dwelling	80 0 0	
	Purchase of land	20 0 0	
Picton	Reclamation for car-shed, and filling in angle	54 18 4	54 18 4
General	Securing station safes in concrete	196 10 8	430 18 8
	Making station booking-offices private	234 8 0	
			£24,789 8 0

RETURN No. 7—continued.

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number.	Completed on 31st March, 1897.	Incomplete on 31st March, 1897.	Expenditure to 31st March, 1897.
					£ s. d.
Locomotives, Class U	A	4	..	4	1,745 3 11
Carw. Class A	B	32	17	15	12,343 12 0
Brake-vans, double-bogie, Class F	C	2	..	2	250 15 9
Wagons, Class G, horse-boxes	D	6	..	6	288 1 1
Class H, cattle-trucks	E	5	..	5	170 15 2
Class K, covered goods	F	10	10	..	1,200 0 0
Class L, high-sides	G	185	78	107	11,863 8 1
Class R, bogie high-sides	H	11	5	6	1,380 4 1
Class U, platform	J	20	..	20	1,852 12 5
Class W, frozen-meat	K	2	2	..	500 0 0
ballast-hoppers	L	25	..	25	1,222 5 0
		302	112	190	
Compressed-gas lighting plant (part cost)	..	..	..	..	2,300 0 0
Machinery for workshops	..	..	..	..	950 0 0
Stores for new rolling-stock, to be built during year 1897-98	..	..	..	..	3,860 10 2
					£39,927 7 8

RETURN No. 8.

COMPARISON OF TRAFFIC REVENUE AND EXPENDITURE for the last SEVENTEEN FINANCIAL YEARS.

Year.	Miles.	Revenue.	Expenditure	Expenditure per cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season Tickets.
		£	£			No.	No.	No.	No.
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	1,159,851	732,160	63'62	2,048,391	479,683	1,604,103	3,995,578	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
1896-97	2,018	1,286,158	789,054	61'35	2,368,927	524,063	2,052,346	4,439,387	43,069

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1897.

Description.	No.	Amount.	Remarks.
		£ s. d.	
All-lines tickets, travellers'	143	6,979 8 6	
All-lines tickets, reporters'	54	543 0 11	
Tourists'	215	1,522 10 0	
Fifty-trip com. ordinary	2,741	1,870 3 0	
Fifty-trip com. family	1,371	1,981 4 0	
School	7,483	4,094 4 1	
Teachers' Saturday	287	332 12 0	
Twenty-trip com.	29	20 3 4	
Twelve-trip workmen's	26,463	4,422 19 6	
All other season tickets	4,283	9,709 10 5	
	43,069	31,475 15 9	Inaugurated 1st Oct., 1896.

RETURN No. 10.

STATEMENT showing CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS for the Twelve Months ending 31st March, 1897.

Classification of Work.	SECTIONS.														Total.
	Kawakawa	Whangarei.	Kaiti.	Auckland.	Napier-Taranaki.	Wellington.	Christchurch.	Dunedin.	Invercargill.	Grey-Brunner.	Grey-Hokitika.	Westport.	Nelson.	Pictou.	
	£ 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 ..	149 5 5	627 15 5	826 0 2	14,232 4	219,211 19 9	6,150 9	325,422 13	423,002 6	615,516 14 10	825 7 10	1,247 2	31,859 12 2	977 4 0	1,048 4	0111,096 19 1
Track-renewals ..	237 5 3	563 17 1	340 10 7	9,967 5	112,298 10 3	4,316 12	215,522 3	114,493 4	511,264 8 2	139 12 7	91 15 10	3,484 6 5	1,799 1	31,258 15 9	75,777 7 11
Ballasting ..	52 9 9	177 16 8	12 2 0	1,147 5 3	1,876 13 6	80 16 7	1,953 14 0	2,356 16 11	675 1 4	39 11 8	153 8 1	367 4 10	351 7 5	133 3 0	9,377 11 0
Banks, cuttings, ditches, tunnels ..	98 11 0	112 0 9	17 11 0	1,367 11 9	4,231 8 3	685 2 3	2,305 12 6	2,719 3 4	1,670 13 1	268 15 5	90 8 8	89 17 7	114 17 11	272 0 10	14,043 14 4
Bridges, culverts, drains ..	241 10 6	516 12 6	66 1 3	4,816 3 8	9,118 8 5	2,156 2 10	9,561 6 0	8,964 8 9	4,572 15 5	424 17 4	552 17 6	778 3 11	5 17 6	958 2 4	42,733 7 11
Fences, gates, cattle-stops, hedges ..	0 5 9	188 18 10	4 3 3	930 1 10	1,561 19 2	551 2 2	1,533 17 7	2,184 12 10	1,459 16 10	15 9 1	26 7 7	37 9 4	526 10 4	26 14 11	9,047 9 6
Roads, approaches, &c.	14 16 6	9 17 4	15 9 0	662 4 10	575 8 1	116 2 10	744 13 4	546 14 10	334 17 0	55 13 8	52 17 6	4 10 5	37 18 10	9 3 8	3,180 7 10
Water-services, signals, cranes, appliances ..	27 11 7	3 6 1	25 11 4	751 14 5	615 1 10	449 15 0	1,058 8 5	866 16 8	696 13 1	189 15 10	17 0 9	42 19 9	104 4 7	29 9 2	4,878 8 6
Wharves ..	68 7 8	106 17 8	39 7 5	566 2 4	76 14 2	..	11 17 8	115 1 4	8 13 2	364 4 7	..	424 18 6	32 14 6	134 18 4	1,949 17 4
Buildings ..	60 7 0	172 18 7	91 1 10	3,439 3 11	4,278 9 1	1,597 8 0	6,737 7 1	5,151 4 0	2,383 15 8	311 14 1	87 9 10	297 4 8	346 18 2	95 15 4	25,050 17 3
Miscellaneous ..	18 11 6	16 6 6	125 0 0	364 11 2	634 0 5	528 18 5	323 7 11	560 19 10	385 10 9	412 1 8	30 0 0	12 16 0	4 12 7	..	3,416 16 9
General charges ..	2 16 5	10 18 3	10 10 5	155 4 7	232 3 4	106 7 9	324 11 9	252 7 10	231 2 10	26 18 10	10 1 9	47 7 5	10 8 3	7 7 11	1,428 7 4
Totals ..	971 18 4	2,507 5 8	1,573 8	338,399 13 0	54,710 16 3	16,738 17	365,499 12	861,213 17	339,200 2	23,074 2	72,359 9	97,446 11	04,311 15	43,973 15	3301,981 4 9
Rate per mile opened	121 9 9	155 4 3	92 11 1	124 5 5	164 15 10	178 1 5	143 19 1	172 18 5	120 19 9	384 5 4	98 6 3	240 4 3	187 9 4	189 4 6	149 15 4

A. C. FIFE, Railway Accountant.

RETURN NO. 11.
STATEMENT showing PASSENGER-TRAFFIC at CHEAP EXCURSION RATES for Year ending 31st March, 1897.

Section.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.	
	Schools, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Passengers.	Revenue.
	No. ...	No. ...	No. ...	No. ...	£ s. d. ...	No. ...	No. ...	No. ...	£ s. d. ...	...	...
Kawakawa	...	...	...	...	...	...	...	...	...	...	...
Whangarei	...	...	...	...	...	...	...	...	...	...	...
Kaihu	195	49	207	451	25 13 11	...	...	...	...	451	25 13 11
Auckland	811	87	402	1,300	124 9 0	1,634	49,117	50,751	6,701 18 8	52,051	6,826 7 8
Napier	1,098	436	305	1,839	99 9 9	4,754	19,102	23,856	4,102 0 9	25,695	4,201 10 6
Wanganui	4,768	625	3,116	8,509	639 3 6	4,550	28,157	32,707	6,397 19 5	41,216	7,037 2 11
Wellington	2,408	382	1,550	4,340	335 19 9	8,102	28,424	36,526	4,819 2 7	40,866	5,155 2 4
Picton	484	51	144	679	21 11 7	408	3,422	3,830	318 12 9	4,509	340 4 4
Nelson	1,559	159	298	2,016	66 15 10	1,960	4,817	6,777	475 15 1	8,793	542 10 11
Westport	655	88	217	960	42 18 1	169	2,308	2,477	147 14 0	3,437	190 12 1
Greymouth	2,525	265	1,302	4,092	187 4 11	856	12,501	13,357	1,042 17 5	17,449	1,230 2 4
Christchurch	8,676	1,015	7,988	17,679	1,392 18 9	23,833	79,411	103,244	15,403 2 6	120,923	16,796 1 3
Dunedin	16,793	2,207	14,305	33,305	1,881 19 8	7,850	48,654	56,504	15,421 4 4	89,809	17,303 4 0
Invercargill	4,638	629	4,091	9,358	797 17 11	4,348	37,811	42,159	8,608 12 6	51,517	9,406 10 5
Totals	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	456,716	69,055 2 8

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1897.

5—D. 2.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1897.

[illegible]

RETURN No. 13.

STATEMENT of ACCOUNT for REPLACING ROLLING-STOCK SOLD TO WESTERN AUSTRALIAN GOVERNMENT.

Description of Wagons sold.	Class.	Number of Wagons.	Recovery.
Lowside	M	150	£ 12,000

Stock ordered to be built to replace 150 Wagons.	Class.	Number of Wagons.	Number completed on 31st March, 1897.	Expended to 31st March, 1897.	Charged to	
					Special Authority.	Working- expenses.
				£	£	£
Highside wagons	L	100	84	19,831	12,000	7,831
Bogie highside wagons	R	15	5			
Bogie frozen-meat wagons	V	5	5			
Bogie platform wagons	U	30	14			
Bogie covered goods wagon	Z	1	1			
Total		151	109	19,831	12,000	7,831

NOTE.—Subsequent to 31st March, 1897, the balance of the wagons (42) have been completed, and cost of completion (£1,188) charged to working-expenses.

RETURN No. 14.

STATEMENT of WORKS and PLANT provided on account of lighting Cars by Gas, year ended 31st March, 1897.

Particulars.	Cost for Year ended 31st March, 1897.	Charged to	
		Additions to Open Lines.	Working Expenses.
One patent compressed oil-gas plant erected at Dunedin, and twenty-five carriages fitted up for compressed-gas- light	£ 2,660	£ *2,300	£ 360

* Included in Return No. 7.

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

RETURN NO. 15.

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

Colony.	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile for Total Mileage constructed.	Population per Mile of Railway.	Cost per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.	Working-expenditures per Train Mile.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenditures to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenditures per Average Mile open.	Net Earnings per Average Mile.	Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train Mile.	Traffic per Cent. of Revenue.	General Charges (including compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
Victoria ..	87,884	1,177,474	3,121	5 3	£ 38,108,151	£ 12,204,377	£ 32	7	38,989,391	£ 2,401,392	64.11	£ 1,546,475	41.29	£ 854,917	22.82	2.24	64.40	0	940,993,778	2,163,722	769	496	£ 274,117	£ d. 117 14.63	20.26	6.10	517	1,075	9,019	1896.
New South Wales	310,700	1,289,770	2,531	4 8½	£ 36,852,194	£ 14,559,510	£ 28	11	57,719,618	£ 2,890,417	87.68	£ 1,551,888	48.24	£ 1,268,529	39.44	3.44	55.02	3	921,005,048	3,953,575	1,114	613	£ 501,139	£ d. 21 25.15	51.51	2.84	521	1,032	10,585	"
Cape of Good Hope	221,311	526,000	2,253	3 6	£ 21,193,417	£ 9,407,223	£ 40	5	109,987,448	£ 4,078,561	98.0	£ 1,921,809	46.20	£ 1,867,199	51.80	8.98	47.10	15	7,978,652	1,378,345	1,810	853	£ 957,193	£ d. 20 20.67	11.30	4.0	411	478	7,308	31 Dec.
Queensland	668,224	460,550	2,380	3 6	£ 16,759,406	£ 7,024,193	£ 36	7	104,744,734	£ 1,085,494	54.91	£ 644,362	32.59	£ 441,132	22.32	2.63	59.36	2	2,274,219	1,026,869	456	271	£ 185,104	£ d. 10 48.14	14.90	2.48	275	328	4,008	30 June.
South Australia ..	908,690	356,000	1,868	3 6	£ 13,734,666	£ 7,353,191	£ 38	11	73,484,369	£ 1,001,605	68.99	£ 598,311	41.21	£ 403,294	27.78	2.94	59.74	2	5,438,857	1,059,456	536	320	£ 216	£ d. 80 19.77	14.77	1.47	314	370	6,185	"
Natal ..	20,461	46,788	402	3 6	£ 6,236,555	£ 15,514,116	£ 133	5	112,277,106	£ 1,136,214	119.75	£ 421,990	44.47	£ 714,224	75.28	11.45	87.14	24	898,259	628,799	2,826	1,050	£ 1,777,182	£ d. 18 92.10	27.46	4.65	102	221	1,717	31 Dec.
Tasmania	26,215	160,834	420	3 6	£ 3,524,051	£ 8,395,383	£ 21	18	739,828	£ 162,932	52.85	£ 122,171	39.63	£ 40,761	13.22	1.15	74.36	1	542,825	229,707	281	285	£ 96,109	£ d. 12 43.18	97.37	3.75	63	156	1,071	"
Western Australia	975,876	122,420	580	3 6	£ 2,316,824	£ 3,974,208	£ 18	18	61,541,750	£ 529,616	82.44	£ 263,705	41.05	£ 265,911	41.39	11.48	49.79	4	1,679,816	427,919	913	455	£ 458	£ d. 95 15.83	17.82	2.19	74	102	2,360	30 June.
New Zealand ..	104,471	703,008	2,014	3 6	£ 15,422,532	£ 7,659,849	£ 21	18	10,307,226	£ 1,183,041	85.75	£ 751,368	54.53	£ 431,678	31.22	2.80	63.51	1	4,162,426	2,087,798	592	376	£ 216,141	£ d. 17 44.17	52.46	4.63	270	509	8,523	31 Mar. 1897.
	104,471	717,649	2,016	3 6	£ 15,577,392	£ 7,719,856	£ 21	14	23,409,218	£ 1,286,158	90.5	£ 789,054	55.55	£ 497,104	34.95	3.19	61.85	1	4,439,387	2,368,927	638	391	£ 247,150	£ d. 18 05.16	63.47	4.76	269	529	8,611	31 Mar. 1897.

RETURN No. 16.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1897.

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.
Iron castings ... Auckland ...	Delivery to 30/6/96 ...	C. and A. Collings ...	15/ 11/9, and 28/ per cwt.
" ... Wellington ...	"	Smith Brothers ...	14/ per cwt.
" ... For whole Hurunui-Bluff Section	"	A. and T. Burt ...	12/ 10/9, and 13/6 per cwt.
Coal-supply ... 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 "
" ... " ...	"	Westport Coal Company ...	19/ "
" ... Picton ...	"	Grey - Point Elizabeth Coal Company	22/ "
" ... Nelson ...	"	Ditto	20/ "
" ... Westport ...	"	Westport-Cardiff Coal Company	6/9 "
" ... Grey-Hokitika ...	"	Grey - Point Elizabeth Coal Company	11/ and 8/ per ton.
" ... Lyttelton ...	"	Ditto	18/6 per ton.
" ... " ...	"	Westport-Cardiff Coal Company	17/6 "
" ... " ...	"	Mokihinui Coal Company ...	17/6 "
" ... Springfield ...	"	Springfield Coal Company ...	8/6 "
" ... Timaru ...	"	Grey - Point Elizabeth Coal Company	19/6 "
" ... " ...	"	Westport-Cardiff Coal Company	18/9 "
" ... " ...	"	Mokihinui Coal Company ...	18/6 "
" ... Oamaru ...	"	Grey - Point Elizabeth Coal Company	19/ "
" ... Shag Point ...	"	Shag Point Coal Company ...	10/ "
" ... Bushey ...	"	Allandale Coal Company ...	10/ "
" ... Abbotsford ...	"	Fernhill Coal Company ...	6/ "
" ... Walton Park ...	"	Walton Park Coal Company ...	6/ "
" ... Stirling ...	"	Kaitangata Coal Company ...	5/10 "
" ... Bluff ...	"	Grey - Point Elizabeth Coal Company	19/6 "
" ... Nightcaps ...	"	Nightcaps Coal Company ...	7/ "
" ... Winton ...	"	Hokonui Coal Company ...	8/ "
Workshops ... Newmarket ...	"	J. J. Craig ...	23/6 "
" ... Petone ...	"	Grey - Point Elizabeth Coal Company	16/ "
" ... Addington ...	"	Ditto	17/ "
" ... Hillside ...	"	"	18/ "
Horse forage ... Christchurch ...	Delivery to 30/6/96 ...	Robinson Brothers ...	As per schedule.
General stores—			
General Ironmongery Auckland	For 1896-97	E. Porter and Co. ...	"
Furnishing " "	"	"	"
Iron and steel ... "	"	"	"
Oils, colours, &c. ... "	"	"	"
Ship-chandlery ... "	"	"	"
Drain-pipes ... "	"	W. and G. Winstone ...	"
Cement and lime ... "	"	J. J. Craig ...	"
Brushware ... "	"	E. Porter and Co. ...	"
Leather, &c. ... "	"	"	"
General Ironmongery Wellington	"	Briscoe, MacNeill, and Co. ...	"
Furnishing " "	"	"	"
Iron and steel ... "	"	"	"
Oils, colours, &c. ... "	"	"	"
Ship-chandlery ... "	"	"	"
Drain-pipes ... "	"	W. Murphy ...	"
Cement and lime ... "	"	Milburn Lime and Cement Co. ...	"
Brushware ... "	"	Briscoe, MacNeill, and Co. ...	"
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 ... "	"	"	"

RETURN No. 16—*continued.*
STATEMENT of STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
General stores—<i>continued.</i>			
Oils, colours, &c. ... Dunedin ...	For 1896-97 ...	A. Briscoe and Co. ...	As per schedule.
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 ...	"
Coal supply...			
Auckland ...	Till 31/3/98...	Taupiri Extended Coal-mining Company	6/6 per ton.
" ... Kaihu ...	" ...	Ditto ...	5/6 "
" ... Napier-Taranaki ...	" ...	Grey-Point Elizabeth Company (f.o.b., Greymouth)	9/10 "
" ... Wellington ...	" ...	Blackball Coal Company ...	19/6 "
" ... Nelson ...	" ...	Grey-Point Elizabeth Company ...	19/ "
" ... Westport ...	" ...	" ...	22/ "
" ... Greymouth ...	" ...	" ...	22/6 "
" ... Hurunui-Bluff—1st Section ...	" ...	" ...	21/ "
" ... 2nd Section ...	" ...	Westport Coal Company ...	19/ "
" ... 3rd Section ...	" ...	Westport-Cardiff Company ...	18/3 "
" ... 4th Section ...	" ...	Grey-Point Elizabeth Company ...	17/ "
" ... 5th Section ...	" ...	" ...	22/ "
" ... Workshops—Newmarket ...	" ...	" ...	20/ "
" ... Petone ...	" ...	Westport Coal Company ...	6/6 "
" ... Eastown ...	" ...	Grey-Point Elizabeth Company ...	8/ "
" ... Addington ...	" ...	" ...	"
" ... Hillside ...	" ...	Westport-Cardiff Company ...	16/ "
" ... Auckland ...	" ...	Blackball Coal Company ...	17/3 "
" ... Napier-Taranaki ...	" ...	Grey-Point Elizabeth Company ...	18/3 "
" ... Wellington ...	" ...	Hartley Company ...	10/ "
" ... Nelson ...	" ...	Westport-Cardiff Company ...	17/9 "
" ... Greymouth ...	" ...	Grey-Point Elizabeth Coal Company	19/6 "
" ... Hurunui-Bluff—North Division ...	" ...	Ditto ...	19/6 "
" ... South Division ...	" ...	Shag Point Coal Company ...	10/ "
Iron castings ... Auckland ...	" ...	Fernhill Coal Company ...	6/ "
" ... Wellington ...	" ...	Kaitangata Coal Company ...	6/1 "
" ... Hurunui-Bluff ...	" ...	Nightcaps Coal Company ...	7/1 "
Uniforms for Stationmasters ...	For 1897 ...	Blackball Coal Company ...	18/6 "
		Grey-Point Elizabeth Company ...	20/6 "
		Grey-Point Elizabeth Company (f.o.b., Greymouth)	9/10 "
		Ditto ...	16/6 "
		" ...	21/ "
		" ...	17/6 "
		" ...	18/6 "
		Walton Park ...	5/6 "
		Kauri Timber Company ...	As per schedule.
		Cairns and Co. ...	"
		Hawke's Bay Sawmillers' Co-operative Association (Ltd.)	"
		Taranaki Sawmillers' Co-operative Association (Limited)	"
		Manawatu Timber Company...	"
		Thomas Price ...	"
		Henry Baigent ...	"
		Feary Brothers ...	"
		West Coast Timber Trading Company	"
		Williams, Stephens, and Co. ...	"
		George Harrington...	"
		C. and A. Collings ...	"
		Smith Brothers ...	"
		A. and T. Burt ...	"
		Hallenstein Brothers and Co.	"

RETURN No. 16—*continued.*STATEMENT of STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Uniform caps for Stationmasters ...	For 1897 ...	T. Parker and Co. ...	As per schedule.
Forage ... Auckland ...	To 31/3/98 ...	W. and G. Winstone ...	"
" ... Christchurch ...	" ...	Treleaven and Co. ...	"
Double-boiled oil ...	1897 ...	E. W. Mills and Co. ...	2/5½ per gal.
" ...	" ...	E. Reece and Sons ...	2/5 "
Raw oil ...	" ...	E. W. Mills and Co. ...	2/3½ "
Castor oil ...	" ...	" ...	2/1½ "
Colza oil ...	" ...	" ...	2/7½ "
Genuine white lead ...	" ...	" ...	£20/19 per ton.
Castor oil ...	August, 1896 ...	National Mortgage and Agency Company	1/10½ per gal.
Timber, ironbark ...	1897 ...	Murray, Arnold, and Co. ...	17/ per 100 ft., and 1/9 p. lin. ft. piles
" " tallow wood ...	" ...	E. C. Whitney ...	17/ and 1/9.
" " William Brown ...	" ...	William Brown ...	15/6.
Gold passes (130) ...	March, 1897 ...	S. Kohn, Wellington ...	20/ each.
6,000ft. birch timber, Westport ...	1896 ...	Mokihinui Sawmill Company ...	10/6 per 100 sup. ft.
3,000ft. birch timber, Picton ...	1896-97 ...	T. A. Price, Belgrove ...	7/6 "
91,000ft. silver-pine timber ...	1897 ...	West Coast Timber Company, Greymouth	12/6 "
120,000ft. silver-pine timber ...	" ...	Ditto ...	12/6 "
12,000ft. silver-pine timber ...	" ...	Butler Brothers ...	7/ "
340,000ft. kauri for Southern sections ...	" ...	D. Goldie ...	12/ "
8,000ft. silver-pine ...	1896 ...	G. D. Wilson and Co. ...	11/6 "
4,000ft. red-pine ...	" ...	" ...	6/ "
1,000 white-kauri sleepers, for South ...	1897 ...	D. Goldie ...	4/ each.
32,000 puriri sleepers, Auckland ...	31/3/97 ...	Settlers in district ...	3/9 and 2/6 each.
4,500 birch and totara sleepers, Wellington ...	" ...	" ...	2/ and 2/6 "
7,000 matai, totara, and maire sleepers, Napier-Taranaki Section	" ...	" ...	2/ to 4/ "
40,000 silver-pine sleepers, Greymouth ...	" ...	" ...	2/ to 2/4 "
43,000 yellow-pine sleepers, Westport ...	" ...	" ...	2/ to 2/4 "
4,000 birch sleepers, Picton ...	1896-97 ...	" ...	2/ each.
114,000ft. birch timber, and 13,000 birch sleepers	" ...	Settlers, Oxford district ...	13/ per 100ft., and 2/ each.
8,200 black-pine and totara sleepers, Dunedin	" ...	Settlers in district ...	2/ and 2/6 each.
50,000 black-pine and totara sleepers, Southland	" ...	" ...	2/ and 2/6 "

GEO. FELTON, Railway Stores Manager.

RETURN No. 17.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1897.

Description.	Kawakawa.	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	...	...	...	1	5	1	7	...	...	...	...	14
" " 41-feet	...	...	...	3	...	1	4	...	...	...	...	8
" " 44-feet	...	...	...	...	...	...	1	...	...	...	...	1
1st class, 6-wheel	...	...	...	2	...	...	11	...	...	...	...	13
" 4-wheel	...	1	...	1	3	...	4	1	1	1	1	13
" bogie, 30-feet	...	...	...	...	...	2	5	...	...	...	...	7
" " 40-feet }	...	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet }	...	...	...	...	...	...	9	...	...	...	...	9
Composite, 6-wheel	...	1	1	1	11	...	23	...	...	2	1	40
" 4-wheel	...	2	2	5	6	...	11	1	...	1	...	28
" bogie, 30-feet	...	...	...	5	2	6	19	...	...	...	...	32
" " 39½-feet	...	...	...	2	3	1	...	1	...	1	...	8
" " 40-feet }	...	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet }	...	...	...	30	39	18	101	3	2	1	2	196
2nd class, 6-wheel	...	...	1	4	7	...	28	...	...	2	...	42
" 4-wheel	...	2	1	2	3	...	11	1	2	1	1	24
" bogie, 30-feet	...	...	...	...	1	3	11	...	...	...	...	15
" " 35-feet	...	...	...	...	...	3	...	...	...	...	...	3
" " 39½-feet	...	...	...	...	9	...	...	1	...	1	...	11
" " 40-feet }	...	...	...	12	8	...	38	2	...	...	...	60
" " 44-feet }	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	6	3	68	99	38	283	10	5	10	5	529
WAGONS, ETC.												
Passenger brakes	F	...	...	...	...	...	...	...	...	...	...	...
Goods	F	2	2	2	19	27	9	76	7	4	4	154
" bogie	F	...	...	...	10	10	6	20	...	1	...	47
Fell	F	...	...	...	...	3	...	...	...	...	...	3
Trucks, &c.—												
Platform coal	P	68	74	...	1	...	...	...	...	...	...	143
Timber	N	...	26	94	65	103	31	175	12	8	12	526
Cattle	H	2	2	...	55	35	4	161	...	...	2	263
" bogie	T	...	...	...	6	8	2	5	...	...	...	21
Sheep, double-floor	J	...	...	...	49	110	48	245	...	...	2	454
" bogie	S	...	...	...	6	20	17	28	...	...	...	71
Horse-boxes	G	...	...	...	17	32	6	51	...	1	1	108
Covered goods	K	1	4	1	52	54	16	277	6	4	2	420
" (refrigerating)	W	...	...	...	5	6	10	40	...	...	...	61
" bogie do.	V	...	...	...	...	3	6	29	...	...	...	38
High-side	L	3	12	4	377	421	136	3,055	25	22	31	4,140
" bogie	R	...	...	2	51	33	10	35	9	...	...	140
Low-side	M	4	18	12	99	273	34	662	14	10	12	1,159
Iron hopper, mineral	O	...	...	...	80	...	...	...	243	327	...	650
" movable	Q	...	...	...	...	...	...	...	1	...	...	1
Platform, bogie	U	...	...	...	17	44	...	7	...	...	...	68
Cool trucks	X	...	...	...	14	35	24	59	...	...	5	137
Covered goods, bogie	Z	...	...	...	...	1	6	...	...	...	...	7
Total	80	138	115	906	1,187	407	4,931	316	377	64	90	8,611
TARPAULINS	6	16	9	525	625	200	3,972	30	9	40	55	5,487

RETURN No. 18.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1897.

Class.			Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	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	E	{	In.	In.	8	Ft. in.		In.					6								6
			10	18	3	3 3/4	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Single Fairlie	R	...	10	18	8	3	9	...	...	...	...	...	...	...	...	...	...	...	...	...	18
			12 1/2	16	6	3	0 1/2	...	...	...	...	3	4	4	6	1	...	...	...	...	...
"	S	...	13	16	6	3	0 1/2	...	...	...	...	2	2	...	...	...	...	...	...	8	
American	K	...	12	20	4	4	0 1/2	4	30 1/2	...	...	...	...	...	8	...	...	...	...	4	
"	N	...	15	20	6	4	1 1/2	4	28 1/2	...	...	...	...	...	6	...	...	...	...	6	
"	O	...	15	18	8	3	0 1/2	2	28 1/2	...	...	...	...	...	6	...	...	...	...	6	
"	Q	...	11	18	4	4	0 1/2	2	28 1/2	...	...	...	...	...	1	...	...	...	...	1	
"	T	...	15	18	8	3	0 1/2	2	28 1/2	...	...	...	...	...	6	...	...	...	...	6	
English	P	...	15	20	8	3	5	2	26 1/2	...	...	3	...	...	7	...	...	...	...	10	
"	V	...	15	20	6	4	1 1/2	4	26 1/2	...	...	...	...	10	...	...	...	...	...	10	
Fell	H	...	14	16	4	2	8	2	30	...	...	...	...	6	...	...	...	...	...	6	
"	A	...	8	15	4	2	6 1/2	...	...	1	...	...	...	...	4	...	...	...	...	5	
"	C	...	9 1/2	18	4	2	6 1/2	2	18	...	...	1	...	2	...	...	2	...	1	6	
"	D	...	9 1/2	18	4	3	0 1/2	2	18	1	...	...	5	5	17	1	...	2	1	32	
"	F	...	10 1/2	18	6	3	0 1/2	...	...	...	2	12	11	...	35	4	4	2	...	71	
"	FA	...	12	18	6	3	0 1/2	...	...	2	...	3	1	2	4	...	1	...	...	13	
"	G	...	10 1/2	18	4	3	0 1/2	4	21	...	...	...	...	...	2	...	...	...	2	4	
"	J	...	14	20	6	3	6 1/2	2	24	...	...	6	6	...	20	...	...	...	...	32	
"	L	...	10 1/2	18	4	3	0 1/2	2	24 1/2	...	...	...	2	...	5	1	...	...	...	8	
"	LA	...	12	18	4	3	6 1/2	4	26 1/2	...	...	...	2	...	...	...	...	...	...	2	
"	M	...	13	20	4	3	6 1/2	6	28 1/2	...	...	...	4	...	...	...	...	...	...	4	
"	U	...	16	20	6	4	6	4	30	...	...	...	...	...	2	...	...	...	...	2	
"	W	...	14	20	6	3	0 1/2	4	26 1/2	...	...	...	...	2	...	...	...	...	...	2	
"	WA	...	14	20	6	3	3 1/2	4	26 1/2	...	...	...	6	...	...	...	...	...	...	6	
Total	...	...	...	...	...	...	...	...	2	3	3	31	48	26	135	6	7	4	4	269	

RETURN No. 20.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1897.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—												
40lb. steel ...	...	...	...	...	...	...	160	...	...	4	...	164
53lb. steel ...	4	262	2	2,075	2,950	552	5,633	67	684	54	...	12,283
56lb. steel ...	...	...	...	...	...	130	297	...	...	176	...	603
70lb. steel ...	...	...	...	...	...	69	...	...	...	...	...	69
Total ...	4	262	2	2,075	2,950	751	6,090	67	684	234	...	13,119

RETURN No. 21.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1897.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—												
Black-pine ...	...	...	...	...	3	...	10,019	...	...	...	...	10,022
Totara ...	119	569	228	1,544	31,466	3,257	31,051	...	...	...	...	68,234
Birch ...	...	...	...	...	557	3,076	13,271	376	787	55	4,321	23,043
Jarraha ...	...	...	...	...	...	...	3,077	...	...	...	...	3,077
Silver-pine ...	...	129	...	...	149	619	66,619	263	...	...	...	67,779
Puriri ...	512	832	796	19,675	1,589	677	16,533	...	...	317	...	40,931
Kauri ...	...	36	327	637	...	...	...	...	...	...	...	1,000
Ironbark ...	...	...	...	...	2,040	...	949	...	...	...	359	3,348
Kamai ...	...	...	...	...	...	...	188	...	...	...	...	188
Yellow-pine ...	...	...	...	...	...	...	...	12,134	6,314	...	...	18,448
Maire ...	...	...	...	...	4,410	1,706	...	...	...	...	...	6,116
Karri ...	...	...	...	...	4	138	747	...	...	...	...	889
Oregon ...	...	...	...	60	...	...	...	...	...	...	...	60
Manoao ...	...	...	263	...	...	...	...	...	...	...	...	263
Total ...	631	1,566	1614	21,916	40,218	10,073	142,454	639	12,921	6,686	4,680	243,398
SLEEPERS REMOVED :—												
Black-pine ...	...	...	...	...	7,925	2,904	65,412	...	32	735	438	77,446
Totara ...	...	...	...	...	20,790	1,853	11,408	3	...	37	693	34,784
Birch ...	...	...	...	619	156	2,335	30,404	174	9,883	5,435	3,225	52,231
Rata ...	...	...	...	...	474	...	...	...	...	...	...	474
Jarraha ...	...	...	...	3	...	798	4,064	...	...	...	...	4,865
Silver-pine ...	...	...	...	17	...	...	189	456	...	...	...	662
Puriri ...	10	...	...	1,616	11	...	35	...	...	...	...	1,672
Kauri ...	652	1,566	1,494	15,195	1,502	48	7,370	...	...	...	...	27,827
Blue-gum ...	...	...	...	...	1,378	423	4,212	...	...	...	...	6,013
Kamai ...	...	...	...	...	170	...	1,623	...	...	...	...	1,793
Oregon ...	...	...	...	...	59	...	429	...	...	...	...	488
Rimu ...	...	...	...	...	758	...	7	6	...	...	...	771
Karri ...	...	...	...	...	...	13	...	...	...	...	...	13
Creosoted ...	...	...	...	...	...	...	1,525	...	...	...	...	1,525
Tawa ...	...	...	...	4	...	...	...	...	...	...	...	4
White-pine ...	...	...	...	...	...	...	20	...	...	...	...	20
Total ...	662	1,566	1,494	17,454	33,223	8,374	126,698	639	9,915	6,207	4,356	210,588

RETURN No. 22.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1897.

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 ...	18	10	1	...	1
Kaihu ...	17	10	1	1	2
Auckland ...	309	110	10	3	13
Napier-Taranaki ...	332	122	27	7	34
Wellington ...	94	34	2	5	7
Hurunui-Bluff ...	1,133	419	111	24	135
Greymouth ...	32	20	6	3	9
Westport ...	31	14	1	...	1
Nelson ...	23	13	1	...	1
Picton ...	21	9	3	1	4
Total ...	2,018	765	163	44	207

RETURN NO. 23.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1897.

Section.	Mileage open for Traffic on 31st March, 1896.	Additional Lengths opened during Year.			Reduced Mileage equivalent to Maintenance for whole Period.		Length closed during Year.		Net Addition to Mileage open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage open for Traffic on 31st March, 1897.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1897.
		Line opened.	Date of Opening.	Length opened.	M.	ch.	Line.	Length.				
Kawakawa	M. ch.	...	...	M. ch.	M.	ch.	...	M. ch.	M.	ch.	M.	ch.
Whangarei	7 39	...	...	...	...	...	...	...	...	...	7 39	7 39
Kaihu	14 58	Waro-Whakapara	9th November, 1896	3 16	1	20	...	...	...	...	17 74	15 78
Auckland	16 52	Kaihu Extension	21st October, 1896	0 48	0	21	...	...	...	...	17 20	16 73
Napier-Taranaki	309 79	...	...	...	...	...	...	...	...	...	309 79	309 79
Wellington	332 34	...	...	...	...	...	...	...	...	...	332 34	332 34
	94 20	...	...	...	...	...	...	...	...	...	94 20	94 20
Hurunui-Bluff	1,127 25*	Tahora-Owaka	22nd June, 1896	1 11	0	71	...	...	...	...	1,128 36	1,128 16
Ditto, Private Lines—												
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
Picton	20 42	...	...	...	...	...	...	...	...	...	20 42	20 42
Total	2,013 11	...	...	4 75	2	32	...	...	...	...	2,018 6	2,015 43
Forest Hill Tramway	10 0	...	...	...	...	...	...	...	...	...	10 0	...

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

RETURN No. 24.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1897.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.†
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80*	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
Totals	..	..	..	4,161,492	2,298,134

* Nine months only. † Complete information not recorded until 1880-81.

RETURN No. 25.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1896, and March, 1897.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
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
1896-97.												
General	...	...	...	...	...	...	...	...	...	...	...	120
Traffic	6	11	7	169	234	110	947	57	35	18	11	1,605
Maintenance	10	26	16	263	387	125	1,173	222	41	19	23	2,305
Locomotive	4	17	6	176	216	216	853	47	44	10	8	1,597
Totals	20	54	29	608	837	451	2,973	326	120	47	42	5,627

RETURN No. 26.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1897.

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 ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1
Kaihu ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1
Auckland ...	...	...	3	...	...	10	...	3	...	...	1	1	...	7	...	...	1	24	
Napier-Taran'ki ...	...	...	1	1	...	15	1	6	...	...	1	1	...	10	...	2	3	35	
Wellington ...	...	...	...	2	...	7	...	2	...	...	...	1	...	15	...	...	...	27	
Hurunui-Bluff ...	...	...	3	5	...	72	...	35	...	3	...	5	...	24	...	2	3	146	
Greymouth ...	...	...	...	...	...	4	...	...	...	...	...	...	...	2	...	...	...	6	
Westport ...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	2	
Nelson ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	
Picton ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	
Totals ...	...	...	4	11	...	112	2	46	...	3	2	8	...	58	...	5	8	243	

RETURN NO. 27. PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1897.

No. of 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, 1897.				
									In.	Out.	£	s. d.	
													£
WHANGAREI SECTION.													
341	R. 86/1887 ..	Aug. 2, 1886	M. ch. 3 55	Kamo ..	Grantees	10 years* ..	Premium..	60 0 0	13 2 4	1,639 8 9	1,652 11 1	113 1 11	£ ..
579	R. 95/6270 ..	Jan. 1, 1896	13 68	Ahihiwi	Grantee	5 years* ..	Premium..	150 0 0	4 8 10	108 13 1	1,652 11 1	113 1 11	£ ..
603	R. 96/1763 ..	Dec. 24, 1896	15 68	Kaihu ..	"	5 "	"	60 0 0					
KAIHU SECTION.													
AUCKLAND SECTION.													
417	R. 89/3364 ..	May 30, 1889	64 56	Huntly ..	Grantees	10 years* ..	Premium..	360 0 0		8,139 10 7	8,139 10 7		
492	R. 92/1775 ..	Mar. 25, 1892	35 25	Helensville South	"	5 years* ..	†	..	321 7 3	1,092 17 8	1,414 4 11		
504	R. 93/60 ..	Nov. 1, 1892	6 29	New Lynn	"	"	†	..	946 13 6	417 16 1	1,364 9 7		
521	R. 93/3515 ..	Oct. 1, 1893	18 5	Morrinsville	"	10 years* ..	Premium..	138 0 0					
527	R. 94/1533 ..	Feb. 1, 1894	7 35	Westfield..	"	"	†	Rental, £25	617 12 11	451 4 2	1,068 17 1		
528	R. 94/1533 ..	Feb. 1, 1894	7 49	"	Govt. ..	"	†	Rental, £25	2,039 8 4	1,249 13 1	3,289 1 5		
557	R. 95/688 ..	Feb. 1, 1895	7 56	Onehunga	Grantees	2 years 6 months*	†	Rental, £25		21 13 7	21 13 7		
568	R. 95/3452 ..	April 1, 1895	64 66	Huntly	Grantee	5 years* ..	†	..					
571	R. 95/4170 ..	Aug. 1, 1895	0 23	Auckland	Grantees	2 years* ..	†	Rental, £50	1,212 17 6	103 9 0	1,316 6 6		
572	R. 95/4728 ..	Oct. 1, 1895	124 39	Te Kuiti	Govt. ..	10 years* ..	..	..	10 3 11	11 11 2	21 15 1		
587	R. 96/978 ..	Mar. 22, 1896	64 63	Huntly	Grantees	5 years* ..	†	..	..	3,103 18 8	3,103 18 8		
598	R. 96/3698 ..	July 1, 1896	58 11	Ohinewai	Govt. and grantee	8 years* ..	†	Extension, £118	58 0 6	511 17 8	569 18 2		
605	R. 96/1031 ..	Jan. 1, 1897	64 62	Huntly	Grantee	5 years* ..	†	..	..	..	..		
NAPIER-TARANAKI SECTION.													
24	C.R. 75/845..	—	1875	2 30	Napier ..	Govt. ..	Undefined	..	244 0 6	83 9 1	327 9 7		
354	R. 87/881 ..	April 7, 1887	0 9	New Plymouth	Grantee	10 years* ..	Premium..	150 0 0	578 1 7	136 19 9	715 1 4		
360	R. 87/2630 ..	Aug. 16, 1887	151 44	Feilding ..	Govt. ..	"	†	Rental, £25	15 18 0	48 4 6	64 2 6		
361	R. 87/2721 ..	Aug. 27, 1887	60 4	Takapau ..	Grantees	"	Premium..	157 0 0	1 7 2	310 1 9	311 8 11		
84	R. 89/1323 ..	May 1, 1889	106 20	Wanganui	Govt. ..	"	†	Rental, £100	2,953 7 9	21 14 9	2,975 2 6		

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

RETURN NO. 27—continued. PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1897.

H. O. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1897.				
										In.	Out.	Total.		
NAPIER-TARANAKI SECTION—continued.														
406	R. 89/2835 ..	Sept. 13, 1889	H. Brown	M. ch. 235 47	Ingleswood	Govt. ..	10 years* ..	†	£ s. d. Rental, £25	19 14 11	412 16 11	£ s. d. 432 11 10		
438	R. 90/1165 ..	Oct. 9, 1887	Murray Roberts, and Co.	0 4	Spit	" ..	" ..	†	1,085 0 0	1,094 17 11	67 3 11	1,162 1 10		
462	R. 91/873 ..	April 1, 1891	Nelson Brothers (Limited)	96 17	Woodville	Grantees	" ..	Premium..	Rental, £25	0 6 8	473 15 9	474 2 5		
463	R. 91/872 ..	Mar. 1, 1891	Nelson Brothers (Limited)	1 74	Napier ..	" ..	" ..	†	Rental, £25	251 7 5	11 0 5	262 7 10		
480	R. 92/213 ..	Jan. 1, 1892	Nelson Brothers (Limited)	68 31	Waipukurau	Govt. ..	" ..	†	Rental, £50	3 7 11	713 7 10	716 15 9		
494	R. 92/2337 ..	Mar. 2, 1892	W. Aiken	142 59	Okoroa ..	Grantee	5 years* ..	†	Rental, £25	47 2 3	205 19 3	253 1 6		
495	R. 92/1943 ..	Sept. 1, 1892	Williams and Kettle (Limited)	100 4	Hastings ..	Grantees	10 years* ..	Premium..	248 0 0	343 3 3	166 4 9	509 8 0		
497	R. 92/3694 ..	Nov. 5, 1892	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	228 70	Tariki Road	" ..	5 years* ..	" ..	Rental, £25	3 1 5	845 8 4	848 9 9		
503	R. 92/4218 ..	Nov. 1, 1892	C. Brown (Mrs.) ..	217 58	Ngairi	Govt. ..	" ..	†	..	4 0 0	389 0 7	393 0 7		
512	R. 93/1464 ..	May 1, 1893	B. L. Knight ..	99 72	Hastings ..	Grantees	7 years* ..	†	Rental, £25	750 16 9	..	750 16 9		
513	R. 93/1644 ..	April 1, 1893	Kendrick Brothers ..	147 56	Aramoio ..	" ..	5 years* ..	Premium..	16 15 6	35 18 3	199 3 4	235 1 7		
522	R. 93/3608 ..	Nov. 1, 1893	Nelson Brothers (Limited)	101 57	Tomoana ..	" ..	10 years* ..	†	Rental, £25	1,624 0 3	1,334 4 1	2,958 4 4		
526	R. 94/504 ..	April 18, 1894	Rathbone and Mathews ..	36 73	Mangatera	" ..	" ..	Premium..	539 0 0	3 9 8	1,116 19 8	1,120 9 4		
544	R. 94/3207 ..	April 5, 1894	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	217 64	Ngairi ..	Govt. and grantees	5 years* ..	†	..	1 3 11	327 1 9	328 5 8		
545	R. 94/3321 ..	Aug. 1, 1894	Bailey and Co. ..	9 53	Rata ..	Govt. ..	" ..	†	..	2 9 9	371 7 9	373 17 6		
548	R. 94/3802 ..	Oct. 1, 1894	Manawatu County Council	13 34	Carnarvon	Grantees	" ..	†	..	20 13 5	4 5 6	24 18 11		
550	R. 94/3829 ..	Dec. 1, 1894	W. Nelson ..	44 36	Makotuku	" ..	" ..	†	..	..	553 15 10	553 15 10		
553	R. 94/4060 ..	Jan. 1, 1895	Hawke's Bay Timber Company (Ltd.)	33 55	Dannevirke	" ..	" ..	†	..	4 2 8	25 12 0	29 14 8		
559	R. 95/1396 ..	Oct. 1, 1894	Richter, Naumstad, and Co.	88 63	Hokowhitu	Govt. ..	" ..	†	..	1,385 10 9	404 1 6	1,789 12 3		
560	R. 95/1497 ..	May 1, 1895	Hawke's Bay Timber Company (Ltd.)	42 62	Makotuku	Grantees	" ..	†	..	25 12 2	605 19 5	631 11 7		
564	R. 95/3404 ..	April 4, 1895	Tanaki Sawmill Company	32 42	Tanaki	" ..	9 months* ..	†	..	..	219 17 11	219 17 11		
569	R. 95/3450 ..	Aug. 1, 1895	Thomas Tanner ..	40 12	Matamau	Grantee	5 years* ..	†	..	..	736 12 0	736 12 0		
575	R. 95/5462 ..	Nov. 15, 1895	Taranaki Freezing-works Company (Limited)	9 40	Moturoa	Grantees	10 years* ..	Premium..	275 0 0	891 9 10	355 3 2	1,246 13 0		
578	R. 96/113 ..	Jan. 1, 1896	Dalgaty and Co. (Limited)	113 64	Spit	" ..	3 years* ..	†	Rental, £25	439 12 7	30 3 0	469 15 7		
580	R. 96/114 ..	Jan. 1, 1896	Robert Holt ..	111 79	Napier ..	Grantee	10 years* ..	†	Rental, £25	2,412 5 10	..	2,412 5 10		
596	R. 96/2000 ..	June 1, 1896	Wilding and Co.	50 66	Kopua ..	Grantees	5 years* ..	†	..	21 15 9	752 6 1	774 1 10		
599	R. 96/3830 ..	Sept. 1, 1896	H. Carlson ..	32 54	Tanaki ..	Grantee	" ..	†	..	4 7 1	783 15 9	788 2 10		
602	R. 96/5010 ..	Oct. 1, 1896	Napier Gas Company (Limited)	99 73	Hastings	Grantees	" ..	†	..	88 6 9	1 8 2	89 14 11		
606	R. 97/825 ..	Mar. 1, 1897	H. Brown and Co.	221 31	Stratford	Grantee	" ..	†	..	18 11 4	194 7 3	212 18 7		
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	334 2 5	602 8 9	936 11 2		
523	R. 94/529 ..	Oct. 1, 1893	Henry Judd ..	50 68	Manawatu	Grantee	5 years* ..	†	Rental, £25	0 15 0	132 5 2	133 0 2		
531	R. 94/2089 ..	June 1, 1894	Wellington Meat Export Company (Limited)	3 9	Ngahauranga	Grantees	10 years* ..	†	Rental, £25	358 9 4	1,046 6 9	1,404 16 1		
534	R. 94/2486 ..	Aug. 1, 1894	Charles Lett ..	28 33	Kaitake ..	Govt. ..	5 years* ..	†	..	1 8 8	20 2 7	21 11 3		
567	R. 95/2949 ..	Aug. 1, 1895	William Booth and Co.	57 30	Carterton	" ..	" ..	†	..	85 1 7	1,182 11 3	1,267 12 10		
581	R. 95/3386 ..	Aug. 1, 1895	M. W. Welch, W. E. Welch, S. Death, D. Judd	11 70	Belmont	" ..	" ..	..	Rental, £15	3 4 4	59 3 4	62 7 8		
588	R. 96/786 ..	April 1, 1896	Alexander Yule ..	62 10	Waingawa	Grantee	10 years* ..	†	Rental, £25	1 13 8	378 8 6	380 2 2		

PICTON SECTION.

465	R. 91/2179 ..	July 10, 1891	Nelson Brothers (Limited) (Wairau Freezing Company, Ltd., tenants)	13 35	Spring Creek ..	Grantees	10 years* ..	Premium..	270 0 0 Rental, £25	11 10 9	187 11 7	199 2 4
473	R. 91/3490 ..	Nov. 2, 1891	N.Z. Loan and Mercantile Agency Company (Limited)	0 10	Picton ..	"	"	"	190 0 0 Rental, £25	237 17 8	31 15 11	269 13 7
491	R. 92/1824 ..	Feb. 1, 1892	Union Steamship Company of New Zealand (Limited) (Fell Brothers tenants)	17 69	Blenheim..	"	"	†	Rental, £25	129 13 1	94 12 4	224 5 5
519	R. 93/9737 ..	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim..	"	"	†	Rental, £25	9 1 0	237 0 1	246 1 1

NELSON SECTION.

238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow ..	1 0	Nelson ..	Grantees	10 years* ..	Premium..	150 0 0	130 0 3	24 5 10	154 6 1
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WESTPORT SECTION.

570	R. 95/3687 ..	April 1, 1895	Mokihinui Sawmill Company ..	26 72	Mokihinui ..	"	5 years* ..	"	"	34 1 1	16 4 0	50 5 1
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GREYMOUTH SECTION.

344	R. 86/2585 ..	Aug. 20, 1886	Westport Colliery Company ..	8 0	Brunner ..	Greyn'th Har. Bd.	"	"	"	112 9 2	8,487 15 11	8,600 5 1
525	R. 94/1176 ..	Jan. 1, 1894	Stratford and Blair ..	0 0	Greymouth ..	Govt. ..	10 years* ..	"	Rental, £25	506 9 7	72 10 4	578 19 11
533	R. 94/2445 ..	Aug. 1, 1894	T. W. Wilson ..	2 52	Kaitata ..	"	5 years* ..	†	"	6 11 5	370 3 9	376 15 2
537	R. 94/2869 ..	Aug. 11, 1894	William Morris ..	10 74	Kumara ..	"	"	"	"	6 5 4	319 14 8	325 19 7
538	R. 94/2882 ..	Aug. 11, 1894	Westland Sawmilling Company (Limited)	16 9	Awatuna ..	"	"	"	"	5 7 0	329 5 9	334 12 9
549	R. 94/3879 ..	Nov. 1, 1894	Maltroy and Co. ..	21 63	Ho Ho ..	Govt. and grantees	"	Premium..	20 0 0	5 1 5	242 8 9	247 10 2
552	R. 94/2285 ..	Nov. 1, 1894	G. Perotti ..	3 21	Nelson Creek ..	Govt. ..	"	"	"	2 0 11	73 15 4	75 16 3
573	R. 95/4631 ..	Mar. 1, 1895	Stratford and Blair ..	4 38	Dobson ..	Grantees	"	Premium..	15 0 0	10 12 7	537 7 2	547 19 9
600	R. 96/4091 ..	Jan. 1, 1895	G. D. Wilson ..	10 77	Kumara ..	Govt. and grantees	"	"	"	6 2 3	237 13 11	243 16 2

* Three months' notice.

† Originally laid under old agreement.

RETURN No. 27—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1897.

Ref. 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, 1897.		
										In.	Out.	Total.

HURUNUI-BLUFF SECTION.												
1	R. 81/1026 ..	April 28, 1866 ..	J. T. Brown ..	7 39	Adington ..	Grantee ..	For ever ..	..	..	£ s. d.	£ s. d.	£ s. d.
3	R. 88/1107 ..	Dec. 28, 1870 ..	Richard Allen ..	1 17	Riccarton ..	Grantees ..	" ..	..	..	77 17 6	..	77 17 6
12	R. 82/2186 ..	Aug. 14, 1882 ..	White and Co. (Bank of New South Wales' siding)	21 29	Leeston ..	Govt. ..	" ..	..	..	365 6 5	..	365 6 5
13	P.W. 76/3501	Dec. 18, 1874 ..	Oamaru Harbour Board ..	157 77	Oamaru ..	" ..	Undefined	..	..	(See No. 120.)	388 2 10	692 16 2
20	P.W. 76/2946	Dec. 11, 1875 ..	Richard Evans ..	1 52	Wilson's Siding ..	Grantees ..	For ever ..	..	..	804 13 4	608 16 10	1,345 9 10
32	R. 82/432 ..	April 7, 1876 ..	Miles, Archer, and Co. (J. Mee, tenant)	105 54	Timaru ..	Govt. ..	" ..	..	..	736 13 0	816 3 1	830 5 11
33	P.W. 76/823	April 22, 1876 ..	James A. McIlraith ..	8 75	Glen tunnel ..	" ..	" ..	..	..	14 2 10	148 0 2	184 12 4
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	..	..	36 12 2	..	..
120	P.W. 77/4412	Jan. 23, 1878 ..	Oamaru Harbour Board ..	157 65	Oamaru (1st sidg.) ..	" ..	10 years* ..	300 0 0	50 0 0	5,870 11 7	3,318 1 4	9,188 12 11
142	R. 78/649 ..	Aug. 3, 1878 ..	N.Z. and Australian Land Company (Limited)	351 60	Edendale ..	" ..	" ..	300 0 0	48 0 0	362 7 10	874 3 3	1,236 11 1
178		— 1878 ..	Mosgiel Woollen Factory Company ..	0 73	Mosgiel Township ..	" ..	Undefined	..	..	270 3 6	125 6 7	395 10 1
258	R. 82/379 ..	Jan. 10, 1882 ..	S. Ogdon (Austin and Hadley, tenants)	10 71	South Malvern ..	Grantee ..	For ever ..	Premium ..	..	16 14 6	37 5 3	53 19 9
266	R. 82/554 ..	Mar. 24, 1882 ..	S. Bailey ..	15 0	Templeton ..	Govt. ..	10 years* ..	..	..	..	32 4 8	32 4 8
363	R. 87/301 ..	Sept. 30, 1887 ..	P. McGill ..	271 40	Milton ..	" ..	" ..	..	Rental, £25	909 9 0	1,825 10 2	2,734 19 2
364	R. 87/309 ..	Oct. 4, 1887 ..	W. Summerville ..	10 36	Kirwee ..	" ..	" ..	..	Rental, £36s. 8d.	5 6 4	0 13 4	5 19 8
365	R. 87/3312 ..	Oct. 25, 1887 ..	Timaru Milling Company (Limited)	106 18	Timaru ..	" ..	" ..	..	Rental, £50	1,584 2 7	1,310 9 8	2,894 12 3
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	Lytelton ..	Govt. ..	10 years* ..	..	Rental, £50	219 3 10	373 8 3	592 12 1
370	R. 88/2418 ..	Aug. 16, 1888 ..	J. H. Lambert ..	237 2	Kensington ..	" ..	" ..	..	Rental, £25	66 13 3	5 10 5	72 3 8
372	R. 88/3259 ..	Jan. 3, 1889 ..	N.Z. Loan and Mercantile Agency Company (Limited)	0 20	Lytelton ..	Grantees ..	" ..	Premium ..	460 0 0	495 2 1	324 4 3	819 6 4
374	R. 89/885 ..	Mar. 29, 1889 ..	Friedlander Brothers (Limited)	16 40	Lyndhurst ..	" ..	" ..	..	Rental, £50	22 16 11	635 11 3	658 8 2
377	R. 89/1511 ..	June 8, 1889 ..	Farmers' Agency Company (Limited)	236 32	Dunedin ..	" ..	" ..	..	Rental, £25	1,984 6 4	104 19 5	2,089 5 9
378	R. 89/1878 ..	May 1, 1889 ..	Williams, Stephens, and Co. ..	5 79	Christchurch ..	Govt. ..	" ..	..	Extension, £331	916 16 0	1 10 10	918 6 10
379	R. 89/1259 ..	May 1, 1889 ..	Rollitt and Co. ..	58 72	Ashburton ..	" ..	" ..	..	Rental, £50	..	..	..
381	R. 89/1310 ..	May 1, 1889 ..	Belford Mills Company ..	106 8	Timaru ..	" ..	" ..	..	Rental, £25	793 17 7	881 11 0	1,675 8 7
382	R. 89/1333 ..	May 1, 1889 ..	J. Goss ..	6 62	Christchurch ..	" ..	" ..	..	Rental, £50	1,103 4 7	76 15 4	1,179 19 11
383	R. 89/2433 ..	Aug. 5, 1889 ..	Mutual Agency Company of New Zealand (Limited)	236 21	Dunedin ..	Grantees ..	" ..	Premium ..	90 0 0	2,535 0 0	213 7 1	2,748 7 1
385	R. 89/1392 ..	May 1, 1889 ..	Permanent Investment and Loan Association of Canterbury ..	5 76	Christchurch ..	Govt. ..	" ..	..	Rental, £50	71 3 6	21 2 10	92 6 4
386	R. 89/1983 ..	May 1, 1889 ..	Friedlander Brothers (Limited)	60 68	Tinwald ..	" ..	" ..	..	Rental, £25	38 17 8	1,737 6 3	1,766 3 11
387	R. 89/1963 ..	May 1, 1889 ..	Fleming and Gilkison ..	335 5	Gore ..	" ..	" ..	..	Rental, £25	920 9 4	966 13 11	1,887 3 3
388	R. 89/1624 ..	May 1, 1889 ..	J. Grigg ..	64 54	Winslow ..	Govt. and grantee ..	" ..	..	Extension, £110	616 4 0	1,705 14 5	2,321 18 5

[illegible]

* Three months' notice.

RETURN NO. 27—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1897.

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, 1897.				
									In.	Out.	Total.		
HURUNUI-BLUFF SECTION—continued.													
R. 91/3639 ..	Oct. 1, 1891	N.Z. Provision and Produce Co. ..	M. ch. 7 1	Belfast ..	Grantees ..	10 years*	†	£ s. d. Rental, £25	£ s. d. 28 12 0	£ s. d. 245 15 10	£ s. d. 274 7 10		
R. 91/3993 ..	Nov. 1, 1891	Friedlander Brothers (Limited) ..	58 69	Ashburton ..	Govt. ..	"	†	Rental, £25	578 19 11	1,757 4 3	2,336 4 2		
R. 91/3995 ..	Oct. 25, 1891	J. H. Hancock ..	237 11	Kensington ..	Grantees ..	5 years*	†	Rental, £25	297 12 4	1 16 11	299 9 3		
R. 92/509 ..	Jan. 1, 1892	N.Z. Refrigerating Co. (Limited) ..	239 27	Cattle-yards ..	Grantees ..	10 years*	†	Rental, £25	2,006 17 3	897 19 11	2,904 17 2		
R. 92/703 ..	Feb. 1, 1892	W. Quinn ..	0 6	Studholme Junction	"	"	†	Rental, £25	25 3 6	110 19 3	136 2 9		
R. 92/672 ..	Mar. 1, 1892	W. White and Co. ..	6 51	Christchurch ..	Govt. ..	"	†	Rental, £50	841 13 0	16 0 8	857 13 8		
R. 92/739 ..	Mar. 24, 1892	Southeast Frozen Meat and Produce Export Company (Limited)	342 48	Mataura ..	Grantees ..	"	Premium..	300 0 0	460 10 5	2,148 19 5	2,609 9 10		
R. 92/852 ..	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Timaru ..	"	"	†	Rental, £25	1,356 17 11	948 10 2	2,305 8 1		
R. 92/806 ..	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Christchurch ..	"	"	†	Rental, £50	295 17 2	688 16 1	984 13 3		
R. 92/1249 ..	Jan. 1, 1892	J. S. White ..	2 54	Wetheral ..	Grantee ..	"	†	Rental, £25	30 19 8	513 14 3	544 13 11		
R. 92/1937 ..	Feb. 1, 1892	Executors of late M. Studholme ..	0 6	Studholme Junction	Grantees ..	"	†	Rental, £25	654 0 9	605 15 7	1,259 16 4		
R. 92/3650 ..	July 1, 1891	Kemphorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards ..	"	"	†	Rental, £25	6,485 14 3	6,313 19 0	12,799 13 3		
R. 92/3835 ..	Oct. 1, 1892	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	7 8	Belfast ..	"	"	†	Rental, £25	18 0 11	33 15 8	51 16 7		
R. 92/4111 ..	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company (Limited)	7 50	Addington ..	"	"	Premium..	46 0 0	610 10 0	648 15 11	1,259 5 11		
R. 92/3737 ..	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru ..	"	"	†	Rental, £50	602 9 7	644 6 9	644 6 9		
R. 92/4184 ..	Dec. 21, 1892	A. Lischner ..	4 72	Conical Hill ..	Grantee ..	5 years*	Premium..	186 0 0	41 3 0	124 3 5	165 6 5		
R. 93/40 ..	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	Timaru ..	Grantees ..	8 years 8 months	†	Rental, £50	2,016 13 11	1,682 6 11	3,699 0 10		
R. 93/109 ..	Jan. 1, 1893	Philip C. Threlkeld ..	2 25	Wetheral ..	Grantee ..	10 years*	†	Rental, £25	473 15 7	938 19 5	1,412 15 0		
R. 92/4306 ..	Jan. 1, 1893	Evans and Co. (Limited) ..	105 75	Timaru ..	Grantees ..	5 years*	†	Rental, £50	4,073 12 3	216 5 6	4,289 17 9		
R. 93/1075 ..	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Gore ..	"	10 years*	†	Rental, £25	3,085 19 3	391 6 8	3,477 5 11		
R. 93/1228 ..	Dec. 1, 1892	Donald Reid and Co. ..	236 17	Dunedin ..	"	"	†	Rental, £50	1,759 15 1	657 9 5	2,417 4 6		
R. 93/1824 ..	May 1, 1893	Shaw-Savill and Albion Company } Keye and Carter ..	0 0	Lytelton ..	"	"	†	Rental, £50	6 6 11	16 12 9	22 19 8		
R. 93/2140 ..	May 1, 1893	Edwards, Bennett, and Co. ..	391 64	Bluff ..	"	"	†	Rental, £50	4,250 7 0	861 13 9	5,112 0 9		
R. 93/3209 ..	Oct. 1, 1893	Nichol Brothers..	244 13	Wingatui ..	Grantee ..	5 years*	†	Rental, £50	166 6 11	468 12 6	634 19 5		
R. 93/3254 ..	Oct. 1, 1893	Oamaru Totara Tree Stone Company (Limited)	163 12	Whitcraig ..	Grantees ..	"	†	..	19 9 6	483 0 2	502 9 8		
R. 93/3617 ..	Nov. 17, 1893	J. Palmer ..	234 53	Pelichet Bay ..	Govt. ..	"	†	..	1 16 4	324 2 8	325 19 0		
R. 94/2207 ..	May 6, 1894	John Murdoch and Co. ..	235 52	Dunedin ..	Govt. and grantees	10 years*	†	Rental, £50	4,198 16 4	292 0 0	4,490 16 4		
R. 94/2208 ..	June 1, 1894	N.Z. Refrigerating Company (Ltd.)	155 23	Eveline ..	Grantees	5 years*	†	Rental, £25	179 7 9	394 11 8	573 19 5		

535	R. 94/2485 ..	Aug. 1, 1894	Lytelton Borough Council	..	2 65	Heathcote	Govt. ..	5 years*	†	..	..	30 6 0
536	R. 94/2582 ..	Aug. 1, 1894	Samuel Smart ..	..	12 8	Hornby	" ..	" ..	†	..	398 4 10	402 11 2
539	R. 94/3024 ..	Aug. 1, 1894	Invercargill Corporation ..	..	0 1	Invercargill	" ..	" ..	†	..	315 8 10	384 9 5
540	R. 94/3026 ..	Feb. 1, 1894	The J. G. Ward Farmers' Association of New Zealand (Limited)	..	391 43	Bluff	Grantees ..	10 years*	†	Rental, £50	411 5 8	1,397 15 5
541	R. 94/3081 ..	Aug. 1, 1894	Thomas Buxton ..	..	6 41	Makarawa	Govt. ..	5 years*	†	..	12 4 9	223 7 4
542	R. 94/3080 ..	Aug. 1, 1894	Thomas Hodgkinson ..	..	6 44	"	Grantees ..	" ..	†	..	3 5 3	115 15 10
543	R. 94/3208 ..	May 23, 1894	N.Z. Pine Company (Limited)	..	6 42	Wright's Bush	Grantees ..	" ..	†	..	1,720 4 0	2,364 12 8
546	R. 94/3483 ..	Aug. 1, 1894	Milburn Lime and Cement Co. (Limited)	..	267 57	Milburn ..	Govt. ..	" ..	†	..	644 8 8	2,364 12 8
547	R. 94/3672 ..	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	..	236 10	Dunedin ..	Govt. and grantees	10 years*	†	Rental, £50	2,379 12 6	3,183 19 3
551	R. 94/3949 ..	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	..	374 55	Invercargill	Ditto ..	" ..	†	Rental, £50	743 9 0	1,070 10 9
554	R. 94/4291 ..	Aug. 1, 1894	B. C. Calverley ..	..	241 70	Abbotsford	Govt. ..	5 years*	†	..	96 7 7	96 7 7
555	R. 94/4311 ..	Jan. 1, 1895	G. R. Waddell ..	..	391 65	Bluff	Grantee ..	10 years*	†	Rental, £50	2,424 9 6	2,877 4 5
556	R. 94/4445 ..	Nov. 1, 1894	Lytelton Harbour Board	..	..	Lytelton	Govt. ..	5 years*	..	..	452 14 11	..
561	R. 95/1813 ..	May 1, 1895	Southland County Council	..	5 4	Wyndham	Grantees ..	" ..	†	..	..	..
562	R. 95/1812 ..	April 1, 1895	George Mackie ..	..	5 25	Wallacetown	Govt. ..	" ..	†	..	..	..
563	R. 95/2127 ..	May 1, 1895	G. McClatchie and Co. ..	..	6 9	Christchurch	" ..	10 years*	†	Rental, £50	46 14 3	46 14 3
565	R. 95/1271 ..	May 1, 1895	J. Craig and Co. ..	..	157 42	Oamaru ..	" ..	2 years*	†	Rental, £50	89 9 10	2,406 19 8
574	R. 95/5369 ..	Sept. 1, 1895	Dalgely and Co. (Limited)	..	5 77	Christchurch	" ..	1 year*	†	Rental, £50	995 18 3	1,061 17 10
576	R. 95/5309 ..	May 1, 1895	J. and T. Meek ..	..	158 18	Oamaru ..	" ..	5 years*	†	Rental, £50	604 3 6	798 5 5
577	R. 95/5328 ..	May 1, 1895	Lytelton Harbour Board	..	0 0	Lytelton	Govt. and grantees	" ..	†	..	214 4 11	386 4 6
582	R. 96/250 ..	Feb. 1, 1896	John Borgfeldt ..	..	3 31	Papanui ..	Grantee ..	3 years*	†	Rental, £25	74 0 10	96 10 3
583	R. 96/383 ..	Jan. 1, 1896	A. Tapper ..	..	374 46	Invercargill	Govt. ..	10 years*	†	Rental, £50	204 13 7	257 18 3
584	R. 96/418 ..	Jan. 1, 1896	J. G. Ward ..	..	374 39	"	Grantees ..	" ..	†	Rental, £50	49 10 0	164 1 1
585	R. 96/809 ..	Feb. 9, 1896	McCallum and Co. ..	..	365 37	Longbush	" ..	5 years*	†	..	57 2 2	2,265 17 4
586	R. 96/247 ..	Nov. 1, 1895	T. Teschemaker ..	..	165 26	Teschemaker's	Govt. ..	" ..	†	..	133 9 10	150 17 8
589	R. 96/1830 ..	Jan. 1, 1896	John Deans ..	..	6 10	Christchurch	" ..	2 years*	†	Rental, £50	453 3 2	455 18 5
590	R. 95/5887 ..	April 1, 1896	Otago Dock Trust	..	..	Port Chalmers	" ..	3 years*	†	..	29 3 3	213 15 7
591	R. 96/262 ..	April 1, 1896	Timpany Brothers	..	14 72	Kapuka	Grantees ..	5 years*	..	..	925 4 5	939 14 7
592	R. 96/2802 ..	July 1, 1896	W. Borlase ..	..	228 62	Sawyer's Bay	Grantee ..	" ..	†	Premium..	39 2 9	39 2 9
593	R. 96/3013 ..	July 1, 1896	James Macfie and Co. (Limited)	..	235 44	Dunedin	Grantees ..	10 years*	†	Rental, £50	359 6 5	408 16 4
594	R. 96/1640 ..	May 1, 1896	McCallum and Co. ..	..	15 0	Kapuka	" ..	5 years*	†	165 0 0	19 1 3	1,226 17 11
595	R. 96/2443 ..	July 1, 1896	Nelson Brothers (Limited)	..	12 0	Hornby	" ..	10 years*	..	350 0 0	812 16 9	969 1 0
597	R. 96/1671 ..	Oct. 1, 1896	Otago Iron-rolling Mills Company (Limited)	..	240 16	Burnside	" ..	5 years*	..	Rental, £25	568 13 2	583 1 4
601	R. 96/3405 ..	Sept. 1, 1896	Gibson and Lees ..	..	279 34	Lovell's Flat	" ..	" ..	†	114 0 0	21 17 5	348 11 4
604	R. 95/2198 ..	Dec. 1, 1896	Christchurch Meat Co. (Limited)	..	103 70	Timaru	" ..	10 years*	†	Rental, £25	2,085 19 8	6,574 6 0
607	R. 97/863 ..	Feb. 1, 1897	E. G. Allen ..	..	227 78	Upper Port Chalmers	" ..	5 years*	†	..	..	1 2 6
608	R. 97/1122 ..	Mar. 1, 1897	D. N. Inwood ..	..	90 75	Winchester	Grantee ..	10 years*	†	Rental, £25	10 12 11	51 1 6
611	R. 97/1502 ..	Jan. 1, 1897	J. A. McLaughlin ..	..	386 18	Greenhills	Govt. ..	5 years*	†	45 0 0	33 10 4	33 10 4
612	R. 97/671 ..	Mar. 1, 1897	Bruce Woollen Manufacturing Com- pany (Limited)	..	271 41	Milton ..	Grantees ..	10 years*	†	Rental, £25	133 10 8	133 10 8

* Three months' notice.

† Originally laid under old agreement.

T. RONAYNE, General Manager.

RETURN NO. 28.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1897.

Type.	No. of Engines.	Average Speed — Miles per Hour.			Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
		Train.	Shunting.	Ballast.	Detail.	Running.				Repairs.	Running.			Repairs.	Running.					
						Coal.	Oil.	Tallow.	Waste.		Wages and Materials.	Stores.	Fuel.		Wages.					
																Total.				

KAWAKAWA SECTION.

A	1	10	1,824	1,153	407	3,384	467	60	17½	27	£	17	3	9	89	£	118	1'20	21	64	6'31	8'36	74
D	1	10	2,032	1,261	270	3,563	624	68½	16	27	£	15	3	12	119	£	149	1'01	20	81	8'02	10'04	78
F	...	10	1,064	712	284	2,060	361	36	10	16	£	19	2	7	54	£	82	2'21	23	82	6'29	9'55	39
Total	2	...	4,920	3,126	961	9,007	1,452	164½	43½	70	£	51	8	28	262	£	349	1'36	21	75	6'98	9'30	191
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	113	...	...	...	...	3'01	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	462	...	...	...	...	12'31	...

WHANGAREI SECTION.

F	1	17	6,333	1,861	2,629	10,823	2,273	132	2	15	£	1,414	4	44	145	£	1,607	3'135	08	0'98	3'21	35'62	132
FA	2	17	23,588	7,174	2,992	33,754	7,712	338	7	44	£	422	10	170	439	£	1,041	3'01	07	1'20	3'12	7'40	396
Total	3	...	29,921	9,035	5,621	44,577	9,985	470	9	59	£	1,836	14	214	584	£	2,648	9'88	08	1'15	3'14	14'25	528
Less recoverable mileage & expenditure	...	...	...	...	...	3,424	...	...	...	...	...	...	...	...	...	...	284	...	...	...	...	46	...
General charges	...	...	...	...	...	41,153	...	...	...	...	...	...	...	...	...	...	2,364	...	...	...	...	13'79	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	536	...	...	...	...	3'12	...
Total	...	...	...	...	...	41,153	...	...	...	...	...	...	...	...	...	...	2,900	...	...	...	...	16'91	...

KAIHU SECTION.

C	1	15	1,954	303	90	1,447	337	22½	3½	13½	£	13	1	12	34	£	60	2'16	16	1'99	5'64	9'95	25
F	2	15	15,742	4,940	1,840	22,522	4,882	242	47	187	£	64	12	185	458	£	719	0'68	13	1'97	4'88	7'06	283
Total	3	...	16,796	5,243	1,930	23,969	5,219	264½	50½	200½	£	77	13	197	492	£	779	0'77	13	1'97	4'93	7'80	308
Less recoverable mileage & expenditure	...	...	...	...	...	1,370	...	...	...	...	...	...	...	...	...	...	138	...	...	...	...	0'99	...
General charges	...	...	...	...	...	22,599	...	...	...	...	...	...	...	...	...	...	641	...	...	...	...	6'81	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	264	...	...	...	...	2'80	...
Total	...	...	...	...	...	22,599	...	...	...	...	...	...	...	...	...	...	905	...	...	...	...	9'61	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1897—continued.

[illegible]

AUCKLAND SECTION.

A	12	9	55	...	64	Cwt.	qt.	lb.	lb.	Cr. 25	£	£	£	£	Cr. 24	...	...	...	...
D	12	...	712	...	64	...	12½	...	1	...	...	...	...	...	...	...	...	...	...
F	12	117,773	35,709	29,085	182,567	46,786	2,718	195½	1,269	1,516	101	728	3,080	5,425	1,99	1,35	775	713	13
FA	3	37,248	8,743	...	45,991	17,209	854	58½	537	492	35	282	844	1,653	2,57	1,47	4,41	622	2,112
J	3	30,929	10,921	...	147,850	51,811	2,482	148	1,756	877	102	863	1,966	3,868	1,42	1,40	3,19	618	1,606
L	2	22,468	4,319	191	26,978	7,234	361½	21	161½	78	14	119	327	538	0,69	1,06	2,91	4,79	263
LA	2	44,306	4,321	...	48,627	12,496	659	40	386	177	26	206	582	991	0,87	1,02	2,87	4,80	414
P	3	40,702	2,375	...	43,077	22,798	712½	48½	533	281	30	380	651	1,342	1,56	1,12	3,63	7,48	442
R	3	45,431	10,654	...	56,085	18,748	909½	57	534	309	37	308	891	1,545	1,32	1,32	3,81	6,61	604
Total	31	444,866	77,809	29,276	551,951	177,327	8,708½	569½	5,184½	3,706	346	2,890	8,359	15,301	1,61	1,26	3,63	6,65	6,077
Less recoverable mileage & expenditure	...	...	9,423	9,423	9,423	...	...	...	...	...	...	...	...	713	...	...	...	0,20	...
General charges, &c.	...	...	...	19,853	542,528	...	...	...	...	...	...	...	...	14,588	...	...	...	6,45	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	2,965	...	...	...	1,31	...
Total	...	...	...	19,853	542,528	...	...	...	...	...	...	...	...	17,553	...	...	...	7,76	...

NAPIER-TARANAKI SECTION.

B	...	20	599	615	...	1,214	201	19	2	24	13	1	16	20	50	2'57	'20	3'16	3'95	9'88	22
C	2	15	3,029	5,230	949	9,808	1,674	137	11	121	159	6	89	195	449	3'89	'15	2'18	4'77	10'99	169
D	5	15	31,650	23,954	5,184	60,818	10,081	807	72	580	138	31	570	1,065	1,804	0'54	'12	2'25	4'21	7'12	957
E	7	20	139,363	22,869	13,586	175,818	56,064	3,150	194	1,336	1,219	117	3,096	2,335	6,707	1'66	'16	4'23	3'18	9'23	1,420
F	11	20	77,211	22,574	10,485	110,270	18,707	1,579	123	955	769	57	1,047	1,850	3,723	1'58	'12	2'17	3'81	7'68	1,475
FA	1	20	14,123	5,084	...	19,207	3,276	297	30	205	245	12	185	725	3'06	'15	2'31	3'54	9'06	197	
J	6	20	128,573	7,683	1,150	137,406	37,440	2,367	157	1,187	1,887	86	2,119	1,576	5,668	3'30	'15	3'70	2'75	9'90	990
M	4	20	67,179	4,721	77	71,977	16,217	1,158	82	601	1,390	43	926	746	3,105	4'63	'14	3'09	2'49	10'35	484
R	4	20	53,656	8,751	66	62,473	15,286	790	53	547	1,465	32	808	866	3,171	5'63	'12	3'10	3'33	12'18	551
S	2	20	18,183	6,860	60	25,103	7,421	588	65	275	921	20	427	401	1,769	8'81	'19	4'08	3'83	16'91	242
WA	6	20	74,977	13,146	76	88,199	24,888	1,555	80	695	940	58	1,404	1,060	3,462	2'56	'16	3'82	2'88	9'42	643
Total	48	...	609,143	121,517	37,633	768,293	191,345	12,447	869	6,726	9,146	463	10,687	10,397	30,693	2'86	'15	3'33	3'24	9'58	7,166
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8,011	...	...	...	...	2'51	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38,704	...	...	...	...	12'09	...

Type.	No. of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
	No.	Engines.	Detail.		Total.	Running.				Wages and Material.	Repairs.	Running.				Repairs.	Wages Material.	Stores.	Fuel.	Wages.
			Train.	Shunting.		Coal.	Oil.	Tallow.	Waste.											

WELLINGTON SECTION.

D	5	15	18,171	22,763	...	...	40,934	Cwt.	qt.	lb.	lb.	£	£	£	£	£	£	1'08	1'12	1'70	5'09	7'99	825
F	...	...	...	...	...	...	...	6,514	479	57	346	184	8	20	291	868	1,363	...	...	...	...	...	...
FA	2	16	33,036	5,994	731	39,761	11,145	...	490	34	269	214	17	511	648	1,390	1'29	1'10	3'09	3'91	8'39	407	
H	6	6	16,218	7,231	...	23,449	20,210	1,255	102	721	2,583	44	980	36	680	853	4,460	26'44	4'5	10'03	8'73	45'05	707
L	5	15	47,605	18,911	15,466	81,982	15,260	946	102	557	203	36	680	34	680	1,336	2,255	0'59	1'11	1'99	3'91	8'60	800
R	4	18	74,180	7,998	3	82,181	20,963	972	109	670	1,000	38	949	38	949	971	2,958	2'92	1'11	2'77	2'84	8'64	690
S	2	17	48,060	4,452	...	52,512	14,470	855	54	386	539	34	645	34	645	636	1,854	2'46	1'15	2'95	2'91	8'47	337
W	2	12	30,577	3,669	...	34,246	13,758	584	69	424	174	26	639	26	639	514	1,353	1'22	1'18	4'48	3'60	9'48	395
J	...	...	...	...	...	285	25	2	...	1	...	...	...	...	1	3	4	...	...	0'84	2'53	3'37	4
M	...	...	...	...	...	675	149	15	...	9	...	...	...	...	7	11	19	0'35	...	2'40	3'91	6'75	9
WA	...	...	...	...	...	995	304	27	...	8	...	...	...	1	14	29	...	2'4	3'38	3'37	6'99	12	
Total	26	...	269,011	71,809	16,200	357,020	102,798	5,625	528	3,391	4,906	216	4,717	216	4,717	5,854	15,693	3'30	1'14	3'17	3'94	10'55	4,276
Less recoverable mileage & expenditure																							
General charges, &c.																							
Total	...	...	...	...	1,358	342,178	...	...	...	...	...	...	...	...	...	...	14,825	...	...	...	...	10'40	...
General charges, &c.																							
Total	...	...	...	...	1,358	342,178	...	...	...	...	...	...	...	...	...	...	3,095	...	...	...	...	2'17	...
General charges, &c.																							
Total	...	...	...	...	1,358	342,178	...	...	...	...	...	...	...	...	...	...	17,920	...	...	...	...	12'57	...

HURUNUI-BLUFF SECTION.

A	4	6	2	3,064	170	3,236	449	52	2	28	35	2	21	75	133	2'60	1'15	1'55	5'56	9'86	50
D	17	18	88,075	166,178	944	255,197	39,099	3,627	188	2,075	1,691	136	1,613	5,102	8,542	1'60	1'12	1'51	4'80	8'03	3,551
F	35	20	334,220	184,606	33,993	552,789	125,763	7,617	394	3,082	5,596	286	3,773	9,904	19,559	2'43	1'12	1'64	4'30	8'49	6,763
FA	4	20	72,262	12,422	703	85,387	22,764	1,170	68	656	285	46	715	1,456	2,502	0'80	1'13	2'00	4'10	7'03	987
G	2	20	24,740	6,915	222	31,877	6,271	470	24	221	422	17	259	568	1,266	3'18	1'13	1'95	4'27	9'53	387
J	20	25	401,258	45,079	776	447,113	174,213	6,332	424	3,793	5,616	250	4,998	5,968	16,832	3'01	1'13	2'60	3'20	9'03	3,795
K	8	25	83,233	6,915	142	90,290	21,636	1,309	99	1,094	1,168	56	1,046	1,397	3,667	3'10	1'15	2'78	3'71	9'74	968
L	1	20	6,968	4,143	152	11,263	1,436	165	12	110	67	7	68	247	389	1'42	1'15	1'45	5'26	8'28	230
N	6	30	161,579	7,996	...	169,575	45,983	2,641	138	1,318	2,266	102	2,154	1,756	6,278	3'20	1'14	3'05	2'49	8'88	1,201
O	6	18	109,759	10,942	36	120,737	85,733	1,827	132	1,447	1,671	76	1,347	2,001	5,095	3'32	1'15	2'67	3'98	10'12	1,238
P	7	18	131,823	11,502	110	143,435	79,911	2,093	135	1,664	2,440	91	1,915	2,300	6,746	4'08	1'15	3'20	3'85	11'28	1,467
Q	1	20	13,576	1,805	1	15,382	5,646	194	38	258	13	10	85	301	409	0'20	1'16	1'32	4'70	6'38	310
R	6	20	66,018	18,598	16,634	101,250	41,591	1,333	87	894	1,236	58	670	1,849	3,813	2'93	1'13	1'59	4'38	9'03	1,044
T	6	18	77,670	16,347	233	94,250	58,044	1,482	109	1,250	1,391	64	1,178	1,627	4,260	3'54	1'16	3'00	4'14	10'84	1,115
U	2	30	60,484	2,330	...	62,814	19,310	986	47	482	631	37	926	693	2,287	2'41	1'14	3'54	2'64	8'73	397
V	10	25	218,437	17,093	175	235,705	107,598	3,636	204	2,119	2,655	144	2,192	2,869	7,866	2'71	1'14	2'23	2'92	8'00	1,817
Total	135	...	1,850,104	515,935	54,261	2,420,300	835,147	34,934	2,101	21,391	27,183	1,382	22,960	38,113	89,638	2'69	1'13	2'28	3'78	8'88	25,320
Less recoverable mileage & expenditure																					
General charges																					
Total	...	...	...	...	52,539	2,418,578	...	...	...	...	...	...	...	...	89,519	...	...	...	...	8'88	...
General charges																					
Total	...	...	...	...	52,539	2,418,578	...	...	...	...	...	...	...	...	102,171	...	...	...	...	10'14	...

RETURN NO. 28—continued. LOCOMOTIVE RETURNS for the Year ending 31st March, 1897—continued.

Type.	No. of Engines.	Average Speed—Miles per Hour.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Stream.			
			Detail.		Total.	Running.				Repairs.	Running.			Repairs.	Running.						
			Train.	Shunting.		Coal.	Oil.	Tallow.	Waste.		Stores.	Fuel.	Wages.		Total.						
																Wages and Material.	Stores.		Fuel.	Wages.	Total.
GREYMOUTH SECTION.																					
F	4	15	30,523	22,702	3,139	56,364	9,291	652	153	624	26	£	£	£	£	2'65	'11	'79	4'20	7'75	781
D	1	15	13,554	2,466	325	16,345	2,724	190	44	180	7	54	233	429	1'97	'10	'80	3'42	6'29	223	
R	1	15	7,986	7,607	42	15,635	2,290	178	41	182	7	46	303	595	3'67	'11	'70	4'65	9'13	204	
Total	6	...	52,063	32,775	3,506	88,344	14,305	1,020	238	986	995	40	286	1,522	2,843	'11	'78	4'13	7'72	1,208	
General charges, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	258	...	...	...	0'70	...	
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,101	...	...	...	8'42	...	
WESTPORT SECTION.																					
F	4	15	48,475	15,370	1,307	65,152	14,334	809	109	500	530	30	242	1,303	2,105	1'95	'11	0'89	4'80	775	789
FA	1	15	19,947	4,224	275	24,446	6,136	259	39	180	75	10	103	438	626	0'73	'10	1'01	4'30	6'14	256
C	2	12	346	22,107	371	22,824	3,795	259	45	220	48	11	62	468	589	0'50	'12	0'65	4'92	6'19	330
Total	7	...	68,768	41,701	1,953	112,422	24,265	1,327	193	900	653	51	407	2,209	3,320	1'39	'11	0'87	4'71	7'08	1,375
General charges, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	557	...	...	...	...	1'19	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,877	...	...	...	8'27	...	
NELSON SECTION.																					
D	2	18	3,659	668	65,93	10,520	2,221	165½	16½	31½	273	8	170	349	800	6'00	'17	3'74	7'67	17'58	176
F	2	18	35,768	4,253	4,536	44,557	6,894	656	43	412½	184	20	327	619	1,150	0'99	'11	1'76	3'33	6'19	497
Total	4	...	39,427	4,921	11,129	55,477	9,115	861½	59½	443½	457	28	497	968	1,950	1'98	'12	2'15	4'19	8'44	673
Less recoverable mileage & expenditure	...	...	...	...	6,622	6,622	...	...	...	...	...	...	...	...	322	...	...	...	...	0'45	...
Total	...	...	...	...	4,507	48,855	...	...	...	...	...	...	...	...	1,628	...	...	...	7'99	...	
PICTON SECTION.																					
C	1	15	520	133	2,116	2,769	433	45	...	24	53	1	24	79	157	4'59	'09	2'08	6'85	13'61	52
D	1	15	10,675	1,896	231	12,802	2,225	162	14	119	110	4	122	224	460	2'06	'07	2'29	4'20	8'62	157
G	2	15	12,873	2,342	296	15,511	2,842	199	14	113	167	7	156	286	616	2'58	'11	2'41	4'43	9'53	180
Total	4	...	24,068	4,371	2,643	31,082	5,500	406	28	256	330	12	302	589	1,233	2'55	'09	2'33	4'55	9'52	389
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	89	...	...	...	...	6'9	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,322	...	...	...	...	10'21	...

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

RETURN No. 29.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1897.

Mine.	1896-97.	1895-96.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin Brothers, Sheffield	1,417	1,468	...	51
Springfield Coal Company, Springfield	1,608	1,150	458	...
Leeming and Co., Whitecliffs	2,066	1,296	770	...
Thompson, A., Whitecliffs	...	59	...	59
Deans, J., Glentunnel	2,835	2,477	358	...
Wairio Coal Company, Glentunnel	36	...	36	...
Park, G., Mount Somers	815	318	497	...
Albury	77	15	62	...
Studholme and McPherson, Waihao Forks	...	6	...	6
Kurov	18	72	...	54
Ngapara	4	27	...	23
Shag Point	19,383	14,870	4,513	...
Allendale Coal Company	10,473	11,521	...	1,048
Walton Park	11,138	11,119	19	...
Fernhill	7,109	4,976	2,133	...
Freeman's	6,619	7,848	...	1,229
Mosgiel	1,342	1,074	268	...
Lovell's Flat	105	67	38	...
Gibson and Lees (Lovell's Flat)	1,614	...	1,614	...
Nelson's	1,578	1,704	...	126
Kaitangata	76,486	63,812	12,674	...
Castle Hill	17,488	20,980	...	3,492
Lakeside, Stirling	337	285	52	...
Anderson's, Stirling	65	28	37	...
McAlister, Stirling	6	...	6	...
Conical Hills	2,110	1,692	418	...
Hagan, C. O., Pukerau	406	477	...	71
Dudley, J. D., Pukerau	...	5	...	5
Orchard, E. C., Pukerau	...	11	...	11
Johnston, W. Waikaka	...	5	...	5
Green, Thomas, Gore	443	332	111	...
Sleeman, C. P., Mataura	34	101	...	67
Beattie, J., Mataura	...	8	...	8
Munro, E., Wyndham	40	20	20	...
Reed, W., Nightcaps	1,365	1,366	...	1
Nightcaps Coal Company, Nightcaps	16,386	9,666	6,720	...
Alley, J., Nightcaps	9	...	9	...
Hall, J. W., Nightcaps	...	8	...	8
Calder, J. and A., Nightcaps	6	5	1	...
Hokonui Coal Company, Winton	2,534	10,639	...	8,105
Smith and Logan, Kingston Crossing	323	244	79	...
Totals	186,275	169,751	30,893	14,369

RETURN No. 30.
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, 1897.

Port.	1896-97.	1895-96.	Increase.	Decrease.
DISCHARGED :—	No.	No.	No.	No.
Lyttelton	1,593	1,500	93	...
Timaru	284	264	20	...
Oamaru	123	102	21	...
Port Chalmers	325	366	...	41
Dunedin	72	65	7	...
Bluff	202	234	...	32
Totals	2,599	2,531	141	73
LOADED :—				
Lyttelton	1,563	1,466	97	...
Timaru	284	263	21	...
Oamaru	133	133	...	...
Port Chalmers	355	374	...	19
Dunedin	3	5	...	2
Bluff	200	232	...	32
Totals	2,538	2,473	118	53

RETURN No. 31.
HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1897, 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 58	...	65 58	283 63
Rangiora-Sheffield and Eyreton Junction-Bennett's	...	...	53 56	242 65	...	4 59	23 68	58 35
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 70		29 25
Albury Branch	...	...	36 13			2 45		38 58
Waimate Branch	...	...	12 67			1 58		14 45
Totals, Christchurch Division	211 57	6 28	242 65	460 70	65 58	23 68	89 46	550 36
DUNEDIN DIVISION :—								
Main Line	165 40	...	...	165 40	47 15	...	47 15	212 55
Duntroon Branch	...	...	37 41	188 36	...	2 64	17 31	40 25
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			3 47		4 73
Walton Park Branch	...	...	2 49			0 50		3 19
Fernhill Branch	...	...	1 68			0 8		1 76
Otago Central Railway	...	...	56 2			2 56		58 58
Outram Branch	...	...	9 0			0 65		9 65
Lawrence Branch	...	...	22 1			1 67		23 68
Catlin's River Branch	...	...	19 27			1 56		21 3
Totals, Dunedin Division	165 40	...	188 36	353 76	47 15	17 31	64 46	418 42
INVERCARGILL DIVISION :—								
Main Line	82 41	...	...	82 41	18 54	...	18 54	101 15
Tapanui Branch	...	...	20 4	241 71	...	2 2	21 48	22 6
Waimea Plains Branch	...	...	36 41			2 10		38 51
Wyndham Branch	...	...	9 35			0 45		10 0
Seaward Bush Branch	...	...	18 7			1 34		19 41
Kingston Branch	...	...	87 0			6 77		93 77
Makarewa-Orepuki Branch	...	...	35 52			4 69		40 41
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 54	21 48	40 22	364 54
Grand Totals—Whole Line	459 58	6 28	673 12	1,139 18	131 47	62 67	194 34	1333 52
Riversdale-Switzers Line*	...	...	...	2 0	...	...	...	...
Forest Hill Tramway	...	...	...	10 0	...	...	...	...

* Taken over, but not yet open for traffic.

RETURN No. 32.

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE OF CHARGES during the Year ending the 31st March, 1897.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Fares and regulations *re* tickets for navy recruits inserted.

Rates for annual tickets available over all Government lines on both Islands amended. Rates for annual tickets available over all Government lines in North Island and Middle Island respectively inserted.

Regulation *re* replacing lost season tickets inserted.

Regulation *re* transfer of season tickets inserted.

Apprentices' and Pupil-teachers' Season Tickets: Age-limit raised from nineteen to twenty-one years.

Newsboys' season tickets made available only for use for the purpose of selling newspapers on the trains by *bonâ fide* newsboy wholly engaged on the staff of the newspaper, and not following any other profession or occupation. Newsboys not allowed to sell newspapers, periodicals, or books on the station platforms, or in trains whilst same are standing at bookstall stations.

School-boarders' Tickets: Age-limit removed. Clause *re* giving six days' notice removed.

Teachers' Saturday Season Tickets: Regulation amended so as to permit of teachers attending examinations held in connection with the training classes.

Regulation *re* school parties, factories, and friendly societies amended.

Regulation *re* students and scholars holding school season tickets, free school season tickets, or school boarders' tickets being required to travel in carriages set apart for them inserted.

Regulation *re* students of agricultural and technical colleges travelling for field instruction amended.

Regulation *re* technical schools commutation tickets inserted.

Regulation *re* issue of tourist excursion tickets during the summer season inserted.

LOCAL FARES AND REGULATIONS.

Kawakawa Section.

Return tickets at single fares to be issued on Saturdays only.

Whangarei Section.

Alteration of stages consequent on opening of extension to Whakapara.

Auckland Section.

Fares between Auckland and Kingsland, Morningside, Mount Albert, Westfield, and Papatoitōi reduced.

Fares between Newmarket and Mount Eden, Kingsland, Morningside, Mount Albert, Avondale, Remuera, Green Lane, Te Papapa, Onehunga, Otahuhu, and Papatoitōi reduced.

Fares between Mount Eden and Kingsland, Morningside, Mount Albert, and Avondale reduced.

Fares for excursion tickets issued during the year from Auckland and stations in the vicinity of Auckland to Rotorua, Te Aroha, Paeroa, and Okoroire; from Te Aroha and Paeroa to Auckland and stations in its vicinity; and for round trip tickets from Auckland to Auckland *via* Te Aroha or Paeroa, inserted.

Greymouth-Brunnerton Section.

Fares between Greymouth and Brunner for passengers travelling by New Zealand Midland Railway Company's trains inserted.

Hurunui-Bluff Section.

Distances for charging fares and season and commutation tickets between Ashburton and Tinwald inserted.

Fares between Clyde Street and Bluff or Ocean Beach inserted.

Fares for excursion tickets issued during the summer season to Mount Cook, Taieri Beach, Queenstown (Lake Wakatipu), Pembroke (Lake Wanaka), and round trips through Central Otago, inserted.

Fares for excursion tickets issued during the year from Christchurch to Hanmer Plains inserted.

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

Rates for season tickets for bicycles accompanying passengers, for distances not over twelve miles, inserted. Rates for annual tickets for bicycles accompanying passengers, available over the whole of the Government railways, inserted.

Excess Luggage, Commercial Travellers' Luggage, and Theatrical Companies' Luggage: Regulations amended to read 112lb. weight.

Left Luggage: Liability of Minister for loss or damage to left luggage limited to £10. Regulation giving power to demand left luggage tickets inserted.

Left Parcels: Liability of Minister for loss or damage to left parcels limited to £10.

Parcel Rates: Dead hares included in list of articles charged upon the gross weight.

Horses: Regulation *re* entire racehorses amended. Regulation *re* horse-boxes partially occupied inserted.

Regulation *re* deposit of 5s. when ordering horse-boxes or carriage-trucks removed.

Dogs: Regulation amended to provide that dogs must be distinctly addressed with name of consignee and station to which they are proceeding.

Puppies properly secured in crates, baskets, or sacks to be carried at parcel rates.

Fruit and Vegetables: Provision made for charging maximum rates (not including delivery charge at Auckland, Christchurch, Dunedin, or Invercargill) when conveyed as excess luggage.

Rates for dead hares in small quantities reduced.

Regulations *re* special goods, and goods carried at owners' risk, inserted.

LOCAL RATES AND REGULATIONS.

Whangarei Section.

Alteration of stages consequent on opening of extension to Whakapara.

Auckland Section.

Rates and regulations for through booking with ports on Kaipara inserted.

PART III.—GOODS.

CLASSIFIED RATES.

Rates for goods of Class M (Live-stock) for distances over 150 miles amended.

REGULATIONS.

Scale for Small Lots of Class E Goods, &c.: Dead hares inserted. Scale for 28 lb. and 56 lb. amended.

Hay, &c.: Green flax, tussock-grass, broken glass, and mining props, inserted. "Animal manures" altered to "street, stable, and farmyard manures." Number of bags of chaff to be loaded in any four-wheel truck limited to 140. Hay and straw, loose, not to be accepted for carriage.

Timber: Regulation *re* certificate of timber measurement inserted.

Live-stock: Regulation *re* store cattle and sheep in large mobs amended.

Rate for dead hares in small quantities reduced.

Goods stored upon railway land but not protected in any way by the Department will be charged half storage rates.

Rates for demurrage on double-bogie trucks inserted.

Regulation *re* not providing sheets for goods of Class K inserted.

Regulation *re* special goods, and goods carried at owners' risk, amended.

Regulation *re* exhibits for New Zealand Industrial Exhibition, 1896-97, inserted.

Regulation *re* goods consigned for the Brunner Relief Fund, 1896, inserted. Free carriage of goods to operate only until the 30th April, 1896.

Regulation *re* exhibits for Palmerston North Industrial Exhibition, 1896, inserted; since removed, on account of closing of Exhibition.

PART IV.—GOODS: LOCAL RATES.

Whangarei Section.

Alteration of stages, consequent on opening of extension to Whakapara.

Rate for goods of Classes P and Q from Ruatangata to Opau removed.

Rate for sawn timber from Whakapara to Opau reduced.

Kaihu Section.

Rate for timber consigned to Dargaville for shipment from distances over seventeen miles reduced.

Auckland Section.

Rate for steel from Auckland or Newmarket to Te Aroha or Paeroa reduced.

Rates for through booking with ports on the Kaipara inserted.

Rate for timber from Mamaku to Te Aroha, Paeroa, and intermediate stations reduced.

Rate for haulage of bricks consigned from country stations for shipment from Auckland Railway station to Auckland Railway-wharf reduced. Double-bogie wagons hauled between the Auckland Railway-station and the Auckland Railway-wharf at Auckland, to be charged double haulage rate.

Napier-Taranaki Section.

Rate for firewood consigned from Woodville, &c., to Spit, Napier, &c., reduced. Special rate removed on 30th November, 1896.

Rate for wool from Woodville, Matamau, and intermediate stations to Spit reduced.

Rates for wool consigned from Marton, Woodville, and intermediate stations to Wellington *via* Foxton inserted.

New Plymouth Breakwater Line: Rate for goods of Classes A, B, C, D, between New Plymouth Breakwater and Morley Street Goods Depot removed. Rate for goods of Classes A, B, C, D conveyed between New Plymouth Station and the Taranaki Freezing-works Company's siding at Moturoa reduced.

Wellington Section.

Rate for rimu timber from Newman to Wellington, Lower Hutt, and intermediate stations reduced. Rates for rimu timber from Eketahuna, Opaki, and intermediate stations to Kaiwarra, Lower Hutt, and intermediate stations reduced.

Rate for bark in bags or bundles, Wellington Wharf to Ngahauranga, removed.

Rate for coal hauled from the Railway Wharf at Wellington to the Wellington-Manawatu Railway Company's station in the company's own wagons reduced.

Greymouth-Brunnerton Section.

Regulation *re* timber consigned to Greymouth by rail for export beyond the Colony of New Zealand inserted.

Regulation *re* haulage of timber, previously carried to Greymouth by rail, from timber-drying shed to ship's side at Greymouth inserted.

Greymouth-Hokitika Section.

Regulation *re* timber consigned to Greymouth by rail for export beyond the Colony of New Zealand inserted.

Westport Section.

Rate for contractors' plant and permanent-way material from Westport to Ngakawau removed.

Nelson Section.

Rate for bark from Wai-iti or Wakefield to Nelson removed.

Rate for bark, native birch, reduced.

Picton Section.

Rate for native coals *ex* ship at Picton amended.

Rate for wool consigned to Picton amended.

Rate for timber from Picton to Blenheim *ex* ship removed. Minimum rates for timber on Picton Section removed.

Hurunui-Bluff Section.

Rate for goods of Classes A, B, C, D, E consigned to Dunedin (not to private sidings) reduced. When goods of Class H are consigned to Dunedin the classified or local rates are to be increased by 5d. per bale, except when such goods are consigned to the Railway Wharf for shipment or to private sidings.

Rate for wool from Albury to Washdyke reduced.

Rate for wool from Forsyth to Dunedin and Port Chalmers reduced.

Rates for wool from Clydevale, Greenfield, and Hillend Stations consigned *via* Balclutha to Dunedin and Port Chalmers inserted.

Rates for logs, Glenomaru Tunnel to Glenomaru and Balclutha, removed.

Rate for stone and stone piles, rough, from Weston to Port Chalmers and Dunedin inserted.
 Rates for goods of Classes A, B, C, D, from Port Chalmers to Dunedin (not to private sidings) reduced.
 Rates for goods of Class E, &c., between Dunedin and Burnside or the Cattle-yards (not to private sidings) reduced.
 Rate for whitelead, &c., from Dunedin or Port Chalmers to Benhar reduced.
 Rate for native crude petroleum from Dunedin or Port Chalmers to Balclutha reduced.
 Rate for firewood consigned from Catlin's River Branch to Pelichet Bay, Dunedin, Caversham, &c., reduced.
 Regulation *re* carriage and gig bodies between Dunedin and Invercargill amended.
 Haulage charge for goods of Class H at Bluff Station inserted.
 Rate for road-metal, ships' ballast, and gravel from Greenhills to Invercargill removed.
 District Railways: Provision made for charging goods not otherwise specified, and small lots, a Government scale on continuous mileage.
 Rate for paper-bags consigned from local paper-mills reduced.
 Rate of one penny per ton per mile on goods of Classes A, B, C, D carried on certain specified branches removed.

Ships' Goods on Port Lines.

New Plymouth Breakwater Line included.
 Wickerware, and wire and spring mattresses, carried at half measurement rates.

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

	Class.
Axes, loose	A
Axes, packed	B
Bark, native, loose, or packed in bags or bundles. Owners' risk.. .. .	N
<i>Removed</i> : Bark, native, loose.	
Bicycles accompanying passengers. Owners' risk. Special goods.	See Part II.
<i>Removed</i> : Bodies, shafts, and wheels, dray. Minimum charge as for 1 ton each consignment.	
Bush trollies, under 2 tons	B
Bush trollies, 2 tons and over. Owners to load and unload	D
Carriages, either set up or in pieces. Owners' risk. <i>Special goods</i>	See Part II.
<i>Removed</i> : Carriage and gig bodies; minimum charge as for 15 cwt. Owners' risk.	
Cartridges, packed. Owners' risk. Double rate. <i>Dangerous</i> . (See also Part II.)	A
Carts, either set up or in pieces	See Part III.
Carts, in pieces, unpainted, and in the rough; minimum 1 ton per truck.. .. .	C
Cases, empty, for carriage of fruit	See Part III.
Charcoal, rate and a half (but in no case are total charges to exceed Class D). Owners' risk	N
Coke, rate and a half (but in no case are total charges to exceed Class D). Owners' risk	P
Drays, either set up or in pieces	See Part III.
<i>Removed</i> : Dray bodies, shafts, and wheels; minimum charge as for 1 ton each consignment.	
Earthenware, native, packed, consigned direct from local factories, in lots of not less than 20 cwt., half-rate Class B. Any less quantity will be charged as such minimum or at the classified rates for Class D.	
Empties, cases for carriage of fruit	See Part III.
Express wagons, either set up or in pieces	See Part III.
<i>Removed</i> : Express bodies, shafts, and wheels; minimum charge as for 1 ton each consignment.	
Ferns, cut for decorating purposes. Owners' risk	Reduced to D
Floorcloth	A
Fry, salmon and trout, for Acclimatisation Societies	Free of charge.
Gigs, either set up or in pieces. <i>Special goods</i> . Owners' risk	See Part II.
<i>Removed</i> : Gig bodies. Minimum charge as for 15 cwt. Owners' risk.	
Glass, broken, in truck loads. Owners' risk	Reduced to F
Groats, in bags, colonial manufacture.. .. .	Reduced to E
Hares, dead. Owners' risk. (See also Parts II. and III.)	A
Hares, dead, packed in cases or crates, in consignments of not less than 10 cwt. Owners' risk	Reduced to C
Hay, pressed or unpressed. Owners' risk. (Loose hay will not be accepted for carriage)	F
Jam, packed	A
Library exchanges	See Part II.
Linoleum	A
Luggage, left. Owners' risk. <i>Special goods</i>	See Part II.
Manures, street, stable, and farmyard. Owners' risk	F
Manures, other than street, stable and farmyard. Owners' risk.. .. .	P
Mining props. Owners' risk	F
Mushrooms	A
Myrobolams	Reduced to D
Onions, packed. Owners' risk	Reduced to E
Oysters in bottles, packed. Owners' risk	A
Parcels left. Owners' risk. <i>Special goods</i>	See Part II.
Patent fencing (wire and lathwood). Owners' risk	D
Pelts, green or limed, in bags or casks.. .. .	D
Perambulators accompanying passengers. <i>Special goods</i>	See Part II.
Puppies in crates, baskets, or sacks. Owners' risk	See Part II.
Salmon ova and fry for Acclimatisation Societies	Free of charge.
Shafts and wheels, dray and express	B
Shooks for manufacture of fruit cases.. .. .	See Part III.
Shrubs, cut for decorating purposes. Owners' risk	Reduced to D
Steel, angle, bar, rod, hoop, sheet, and plate, unmanufactured	Reduced to D
Steel, angle, bar, rod, hoop, sheet, and plate, manufactured	C
<i>Removed</i> : Steel, also steel plates, unmanufactured.	
Straw, pressed or unpressed. Owners' risk. (Loose straw will not be accepted for carriage)	F
Sulphide of sodium, packed. Owners' risk	Reduced to C
<i>Removed</i> : Tripon.	
Tricycles accompanying passengers. Owners' risk. <i>Special goods</i>	See Part II.
Trout ova and fry for Acclimatisation Societies	Free of charge.
Velocipedes.. .. .	See Tricycles.
Wagons, either set up or in pieces. <i>Special goods</i>	See Part III.
Wagons, express, either set up or in pieces	See Part III.
Weed-killer, colonial manufacture, consigned direct from makers' factories. Owners' risk	Reduced to D

PART VI.—WHARVES.

Auckland Section.

Onehunga Wharf: Charge for live-stock, shipped for places within the Provincial District of Auckland, reduced.

Paeroa Wharf: Charges amended.

Wellington Section.

Kaiwarra Railway Wharf: Regulation amended.

Nelson Section.

Nelson Wharf: Charge for weighing, receiving, and delivering cigars amended.

Picton Section.

Picton Wharf: Rate on grain or flour, not exceeding 200 lb. per bag, removed. Rate of 3d. on each single bag or parcel to apply only when such packages do not exceed 2 ft. measurement. Rate for cattle amended.

Hurunui-Bluff Section.

Port Chalmers Wharves: Regulation *re* charge on goods and live-stock not carried by rail amended.

T. RONAYNE,
General Manager.

MAP OF NEW ZEALAND

SHEWING
RAILWAYS OPEN FOR TRAFFIC
MARCH 1897.

Designed by Mr. H. H. D. Smith, F.R.S., and Mr. J. H. D. Smith, F.R.S., and Mr. J. H. D. Smith, F.R.S.

C. Maria van Driem North Cape

North Island

Middle Island



S. PERCY SMITH
Surveyor General

Scale of English Miles.



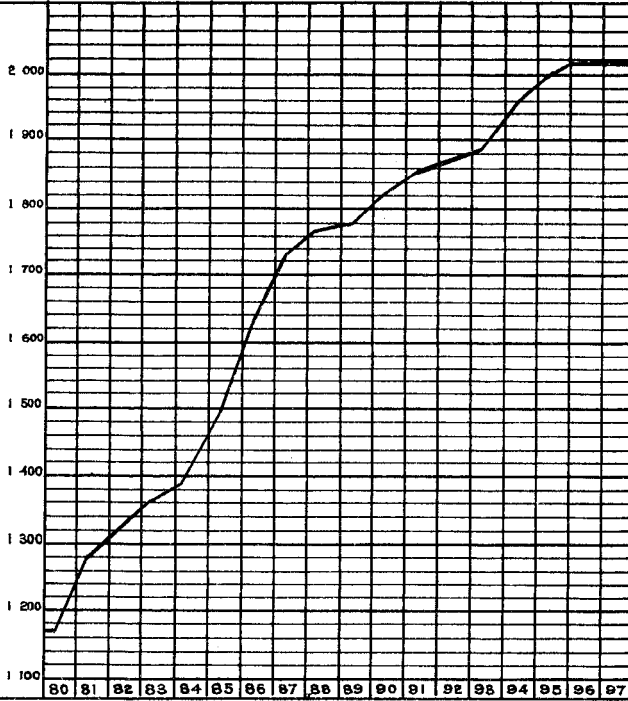
REFERENCE.

Government Railways open for traffic, 2013 miles	
Private Lines	
Coach routes	
Roads and tracks	
Steamer routes	

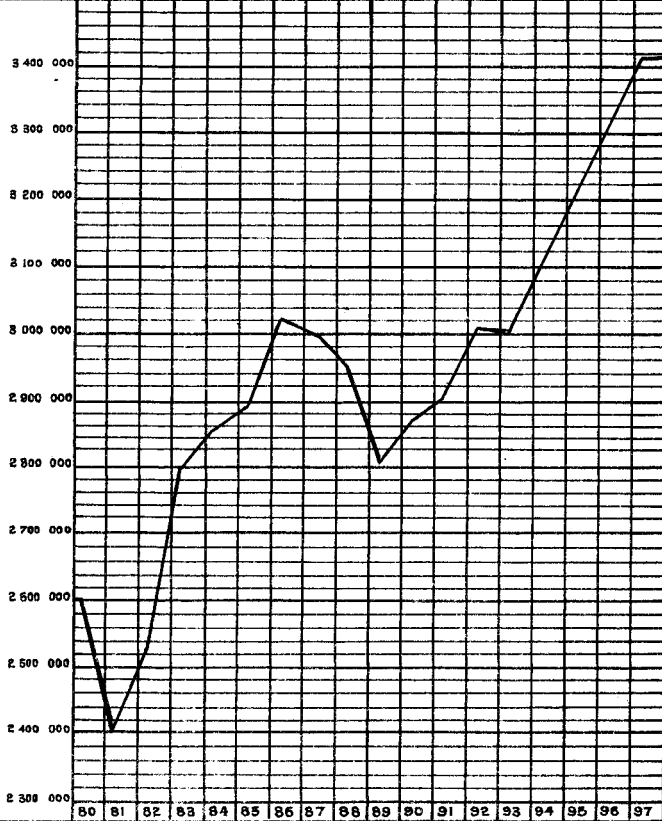
2 1/2 x Taylor 1897

NEW ZEALAND GOVERNMENT RAILWAYS

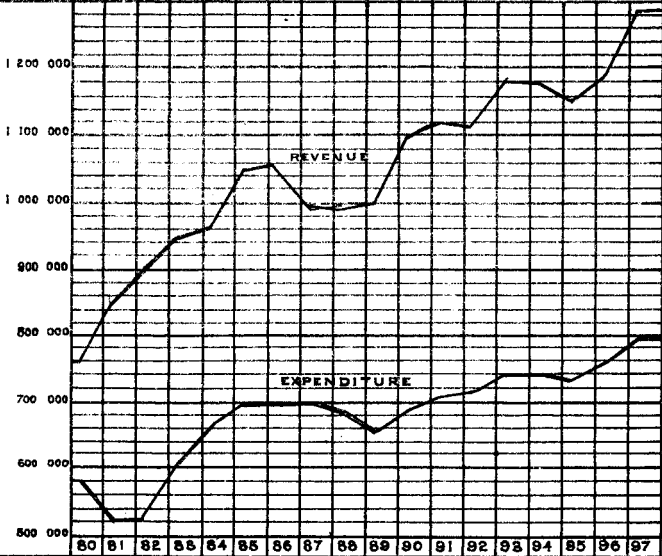
MILES OPEN



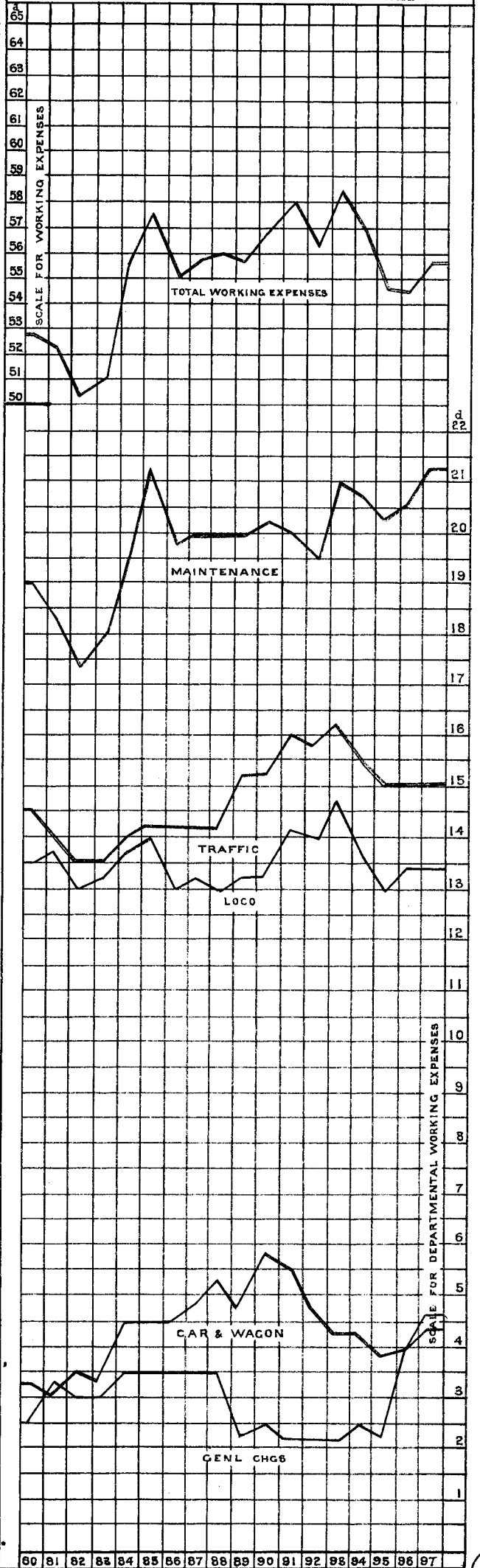
TRAIN MILEAGE

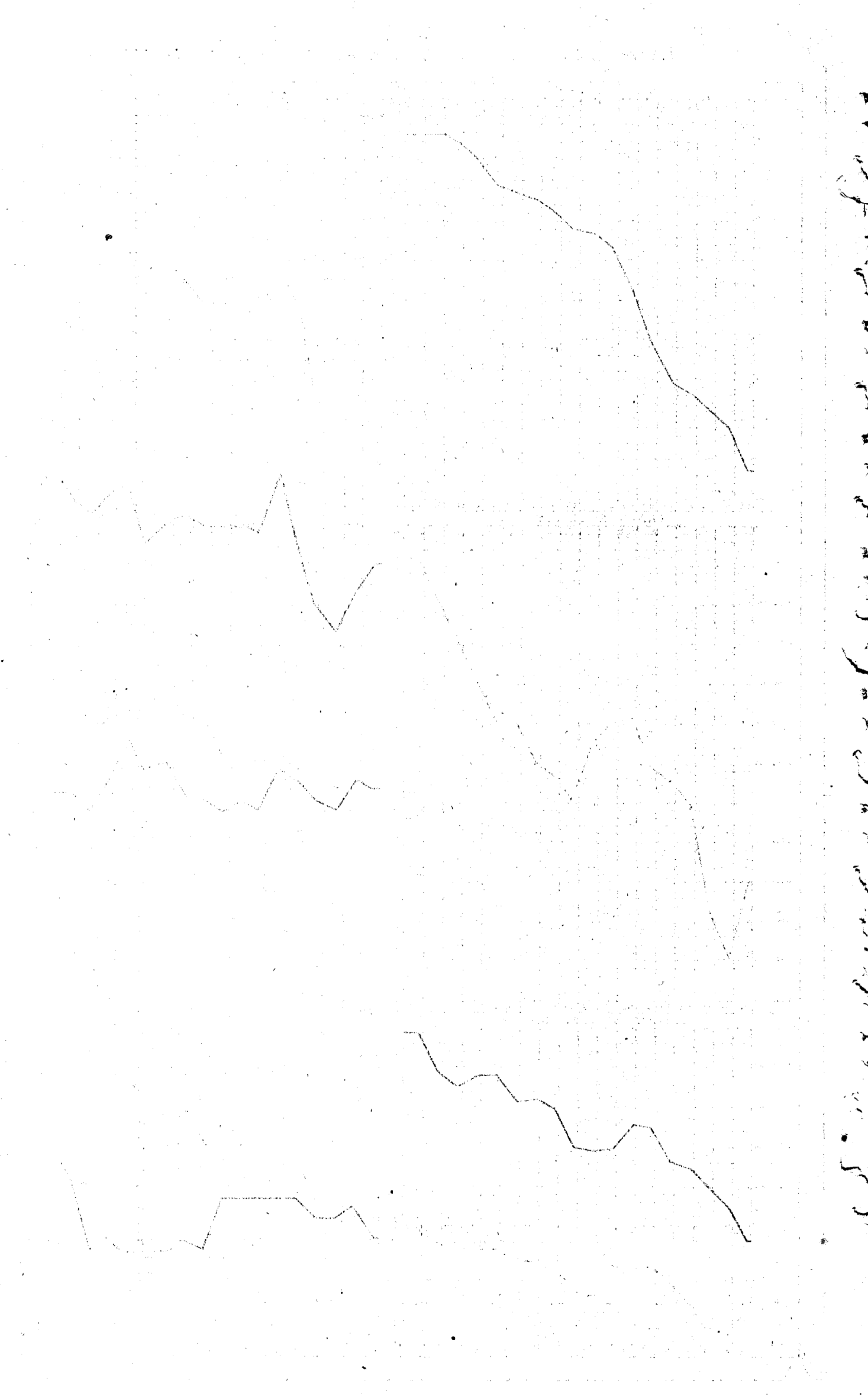


REVENUE & EXPENDITURE



WORKING EXPENSES PER TRAIN MILE

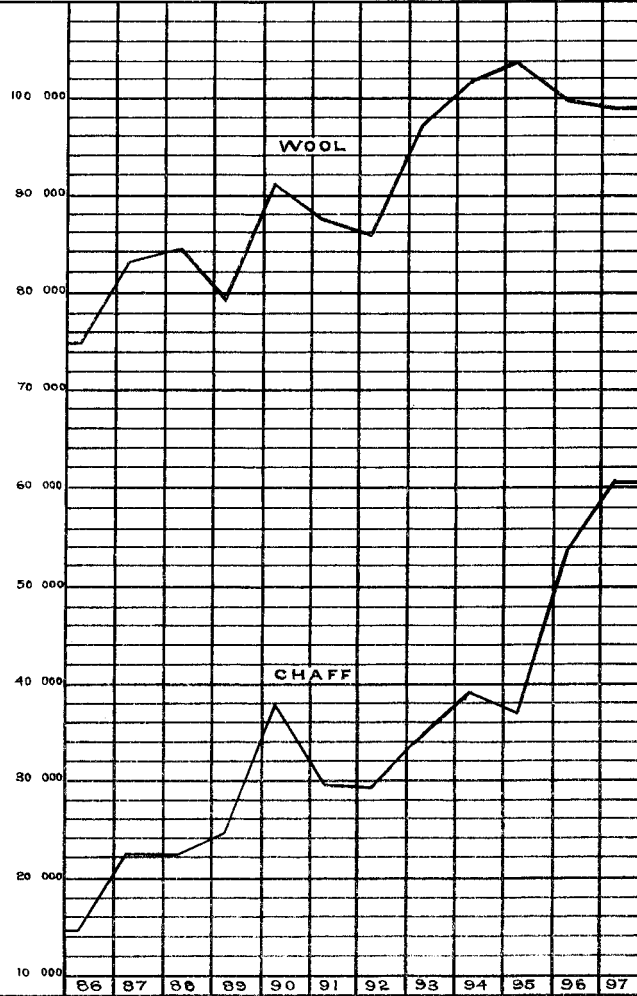




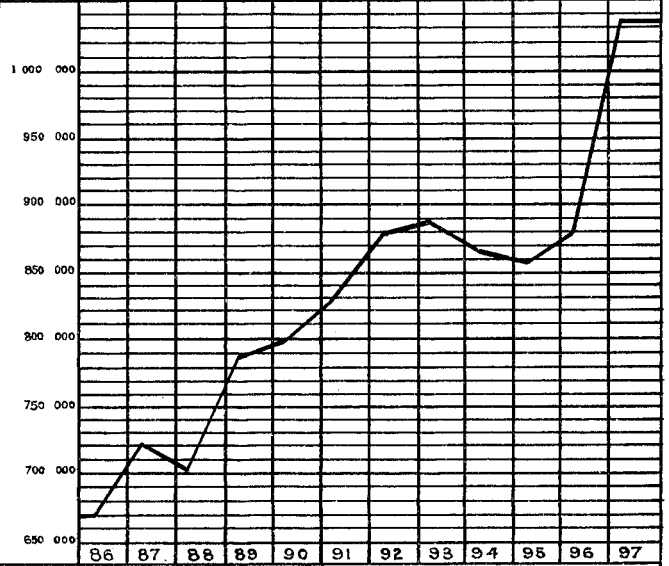
NEW ZEALAND GOVERNMENT RAILWAYS

TONNAGE OF GOODS

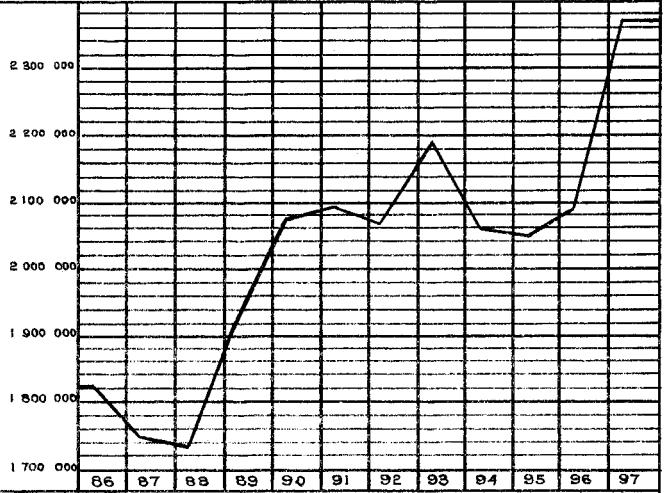
WOOL & CHAFF



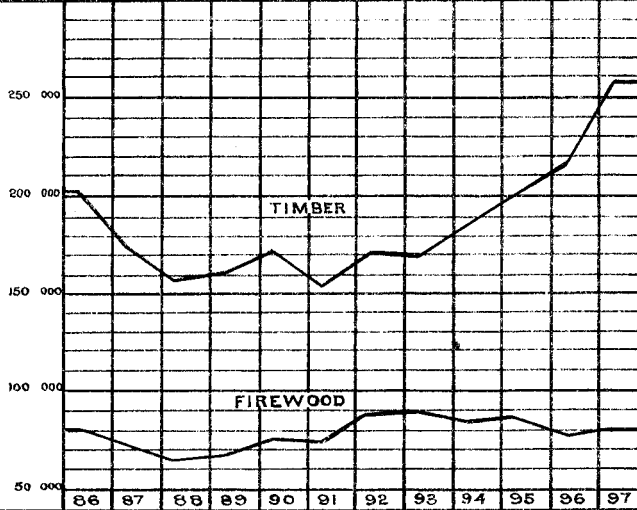
MINERALS



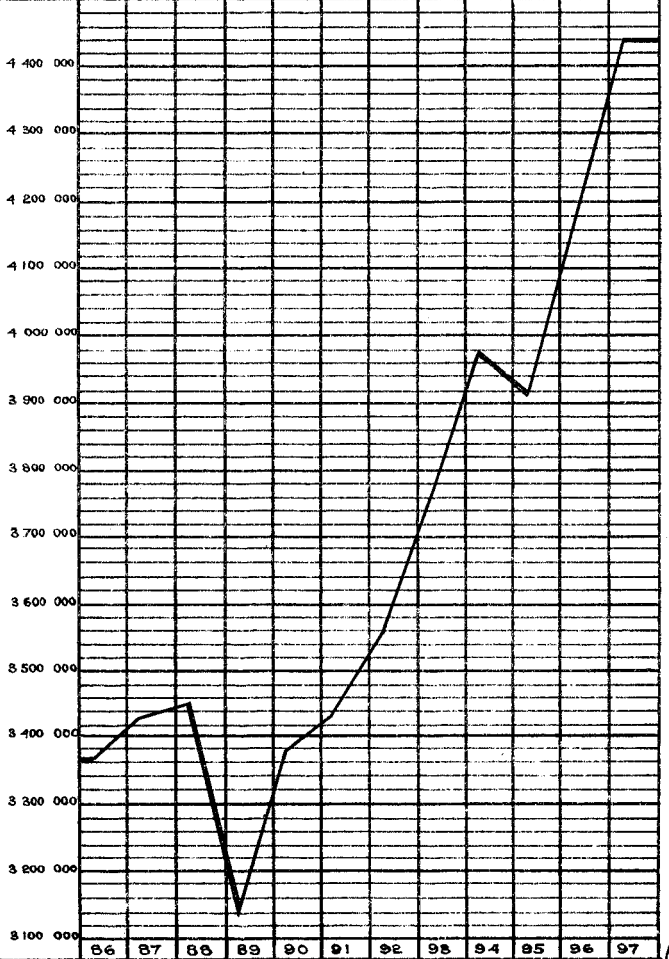
TOTAL



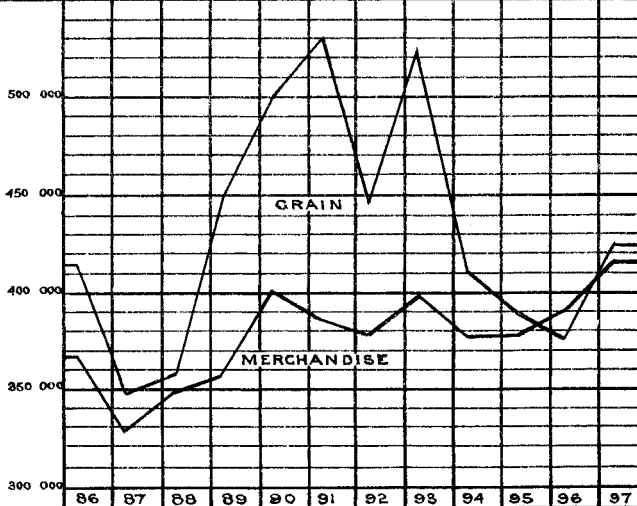
TIMBER & FIREWOOD

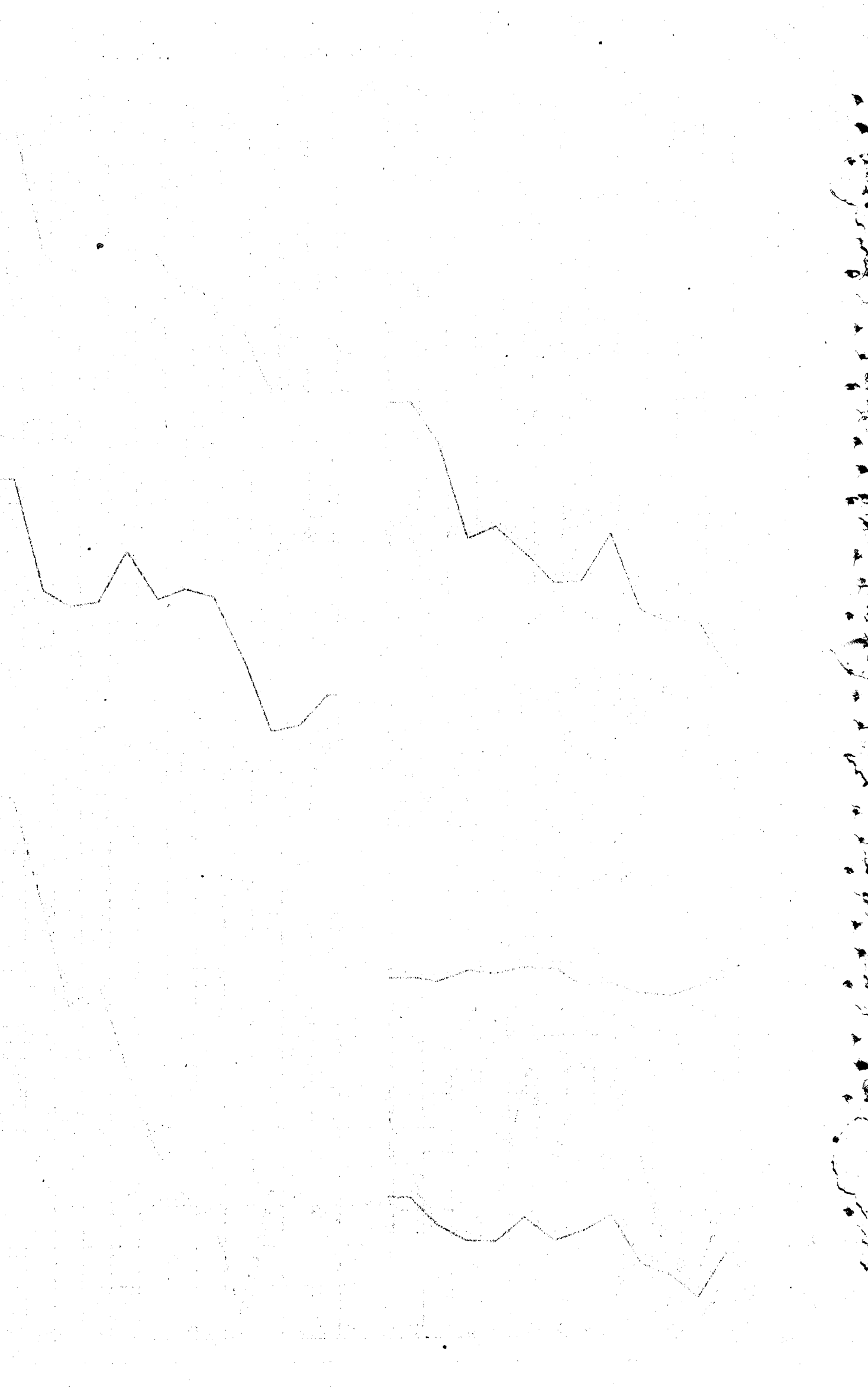


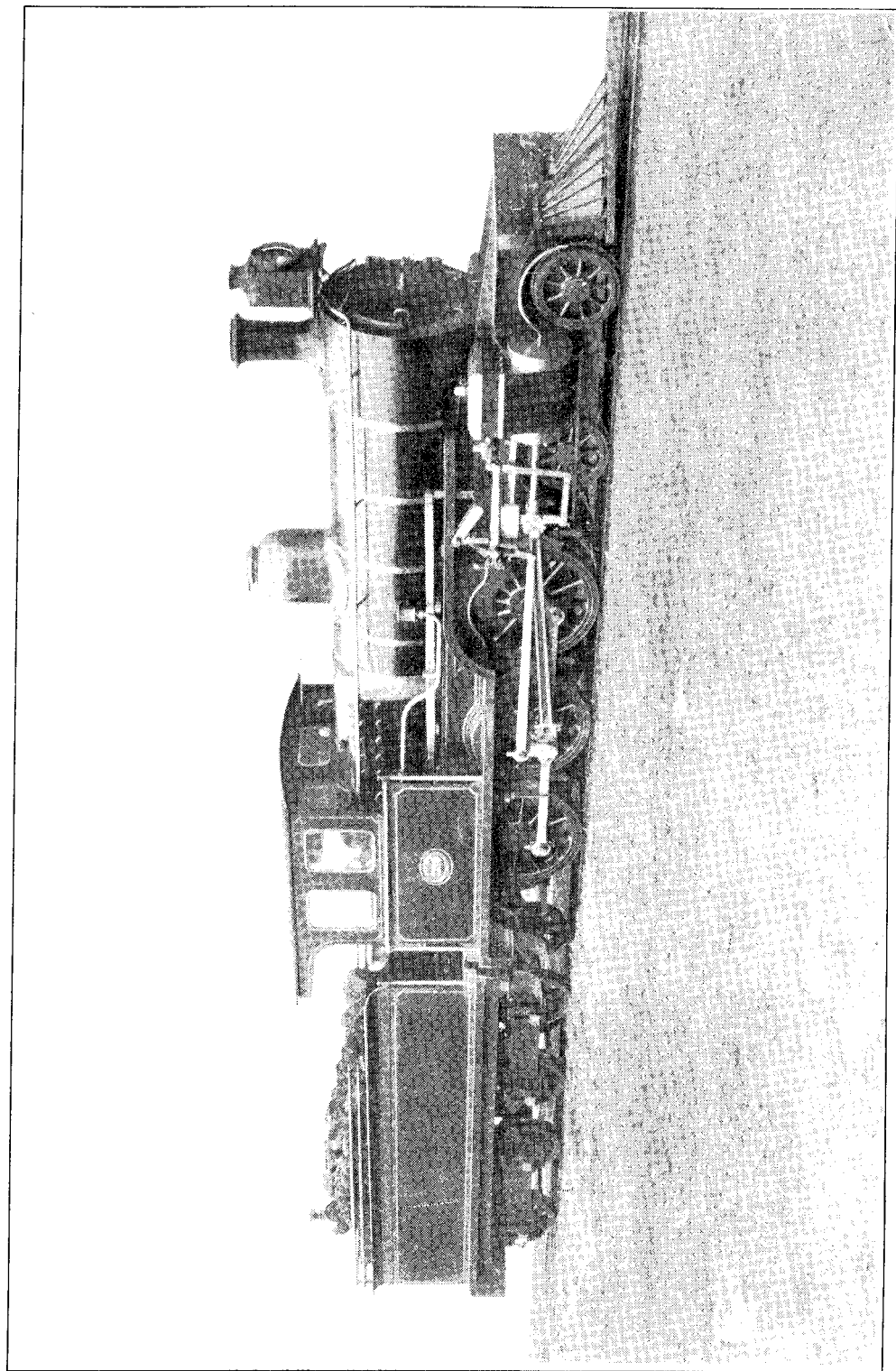
NUMBER OF PASSENGERS



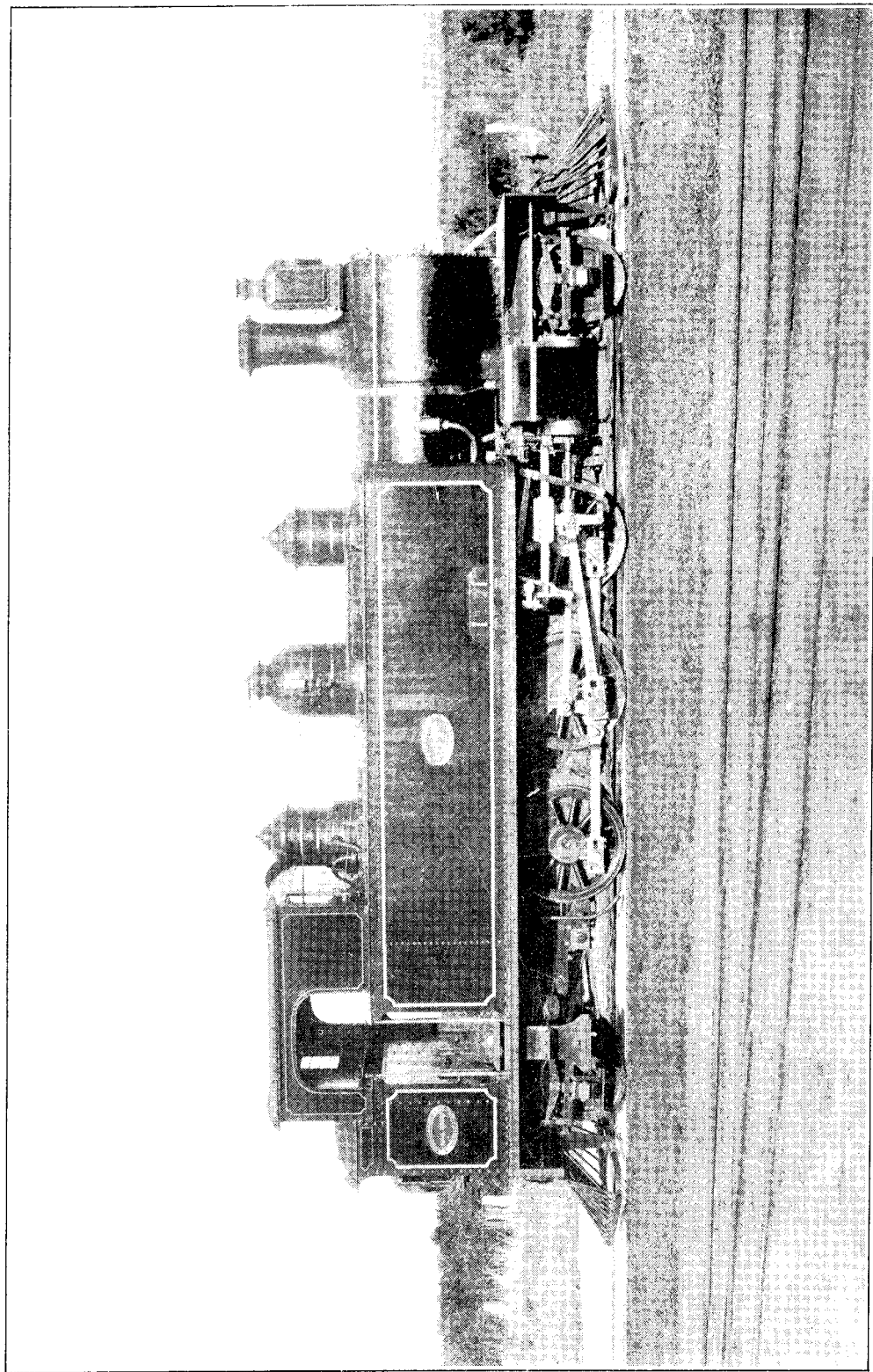
GRAIN & MERCHANDISE



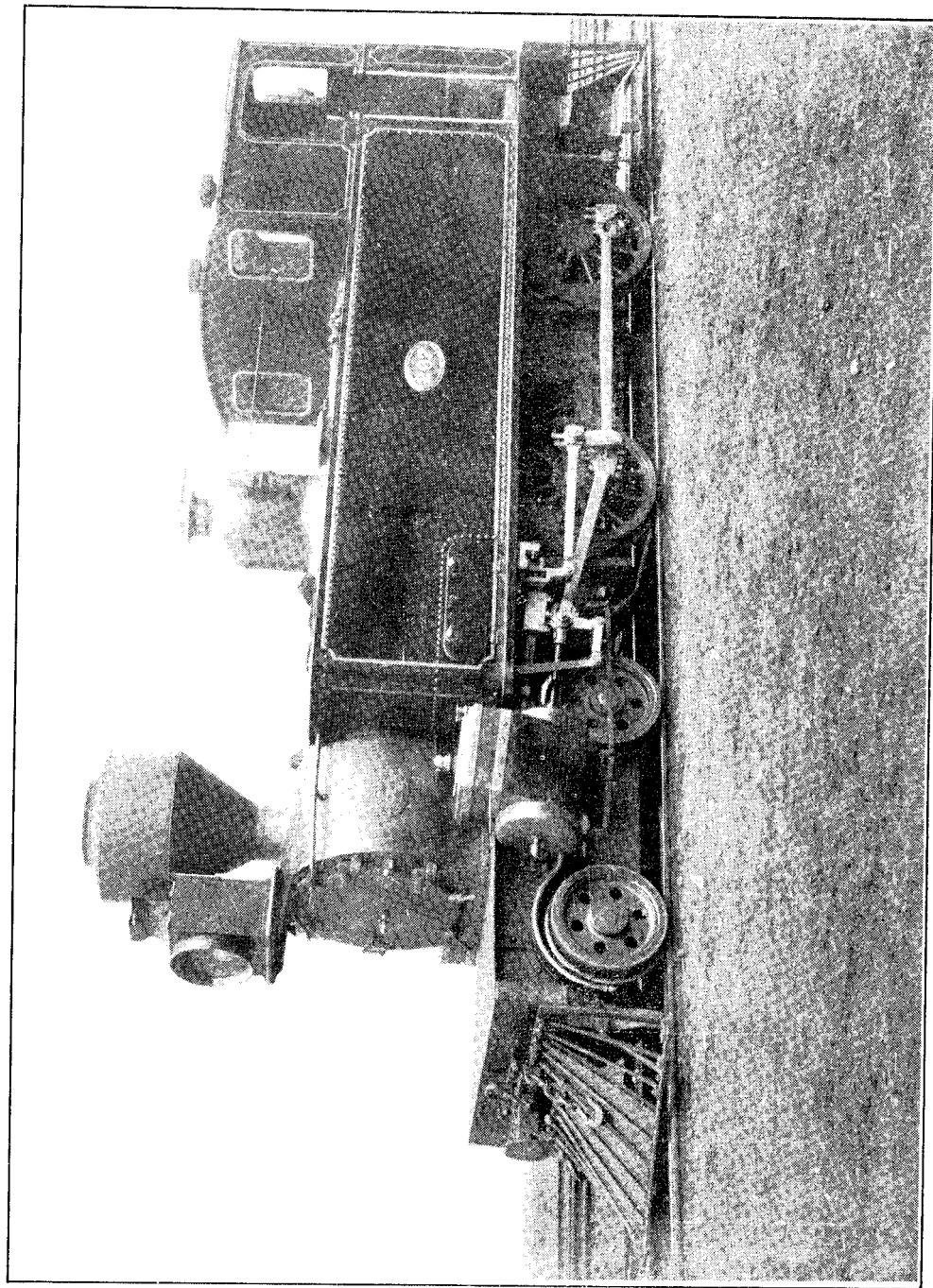




Express Passenger Locomotive, Class U. Built in N.Z. Railway Workshops.
Cylinders, 16"; Stroke, 20". Diameter of Driving-wheels, 4' 6". Diameter of Bogie-wheels, 30".
Tractive-power, 11,377 lbs. Total weight in working trim, 61 tons 10 cwt.



Goods Tank Locomotive for heavy gradients, Class Wa. Built in N.Z. Railway Workshops. Cylinders, 14"; Stroke, 20". Diameter of Wheels, 3' 3 $\frac{3}{4}$ ".
Tractive-power, 11,833 lbs. Total weight in working trim, 37 tons 5 cwt.

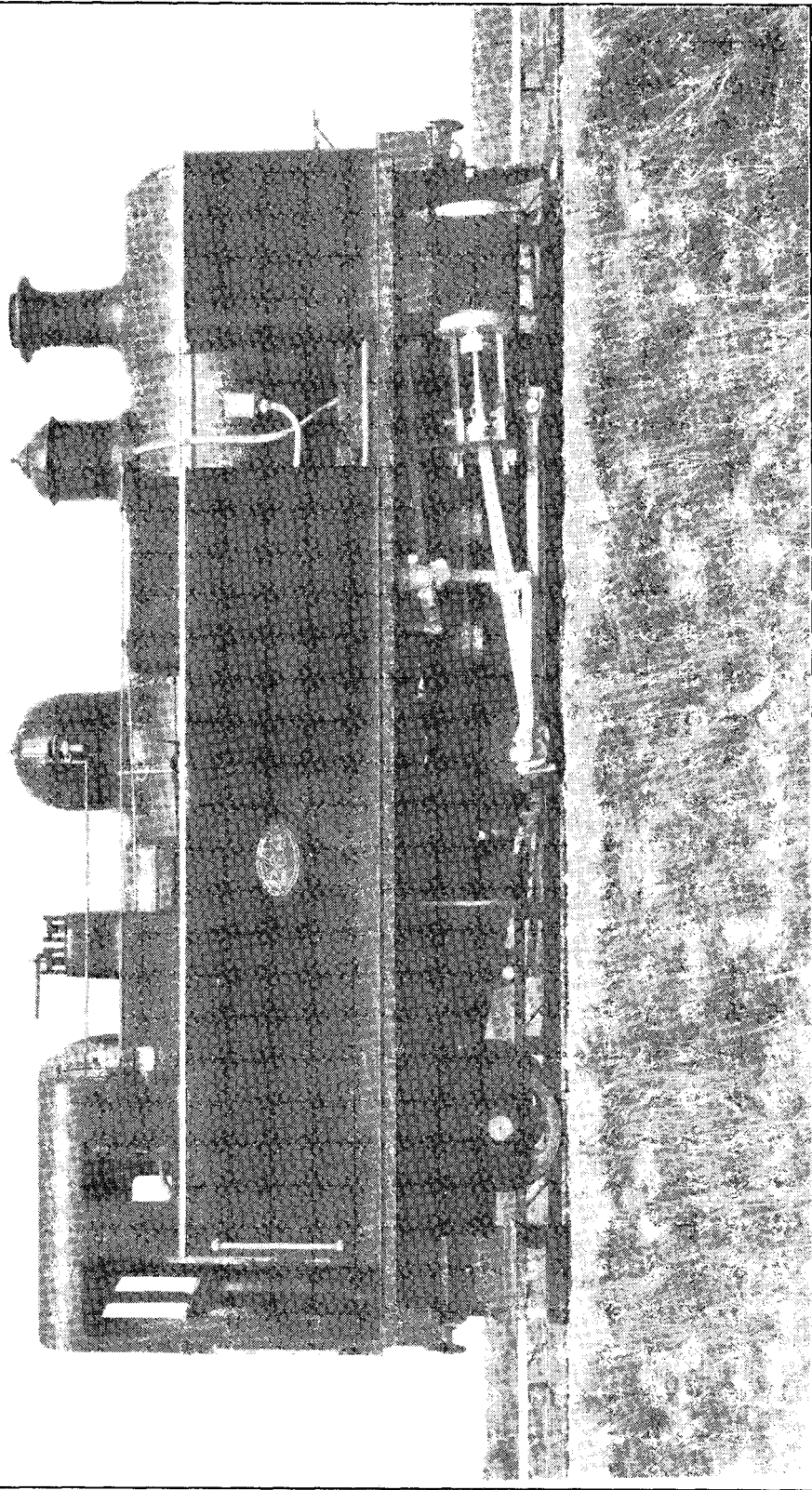


Tank Locomotive, Class La. Built in N.Z. Railway Workshops.

Cylinders, 12" diameter; Stroke, 18". Diameter of Driving-wheels, 3' 6 $\frac{1}{4}$ ".

Diameter of Bogie-wheels, 2' 2 $\frac{1}{2}$ ".

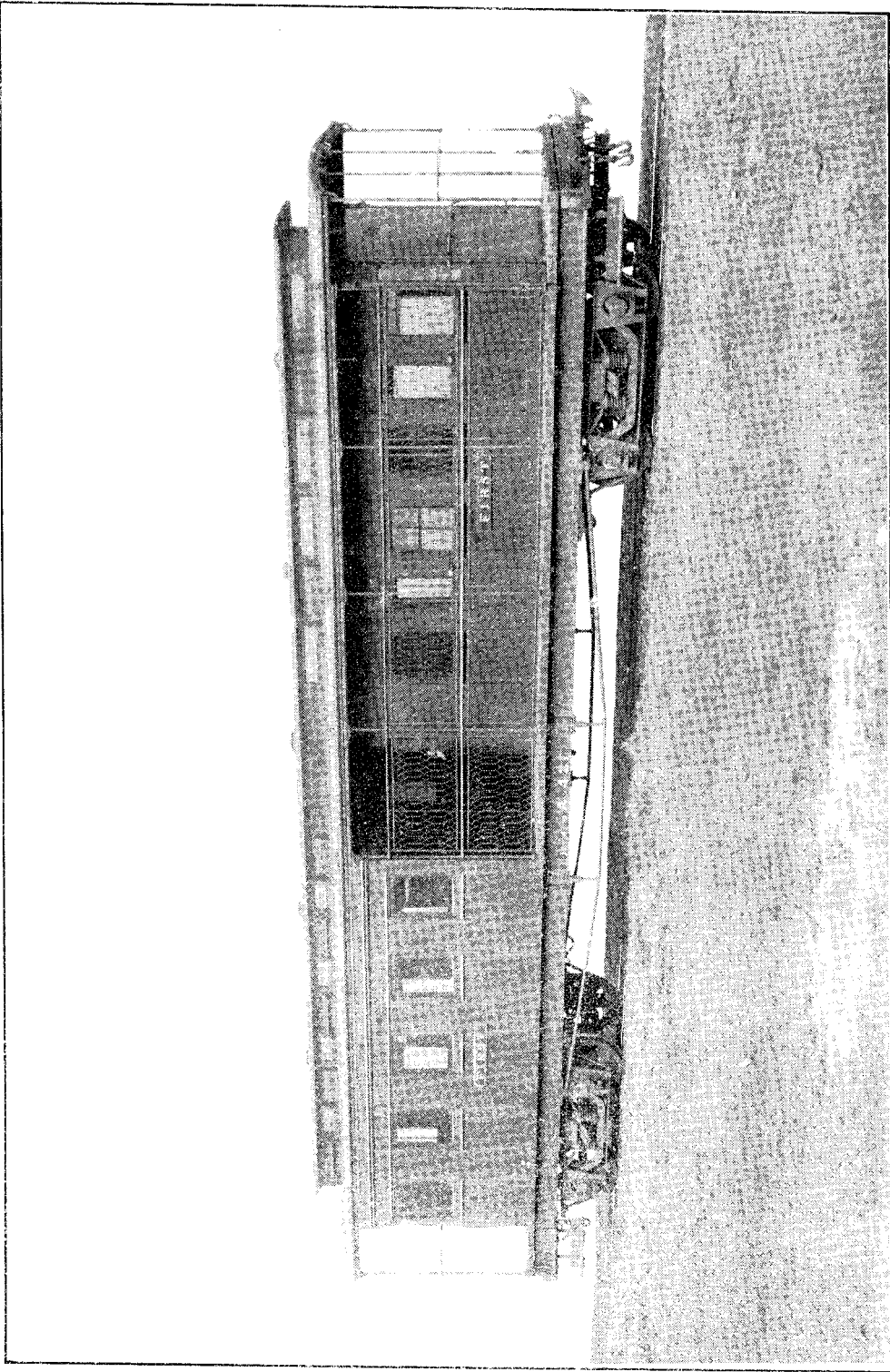
Tractive-power, 6,134 lbs. Total weight in working trim, 26 $\frac{1}{2}$ tons.



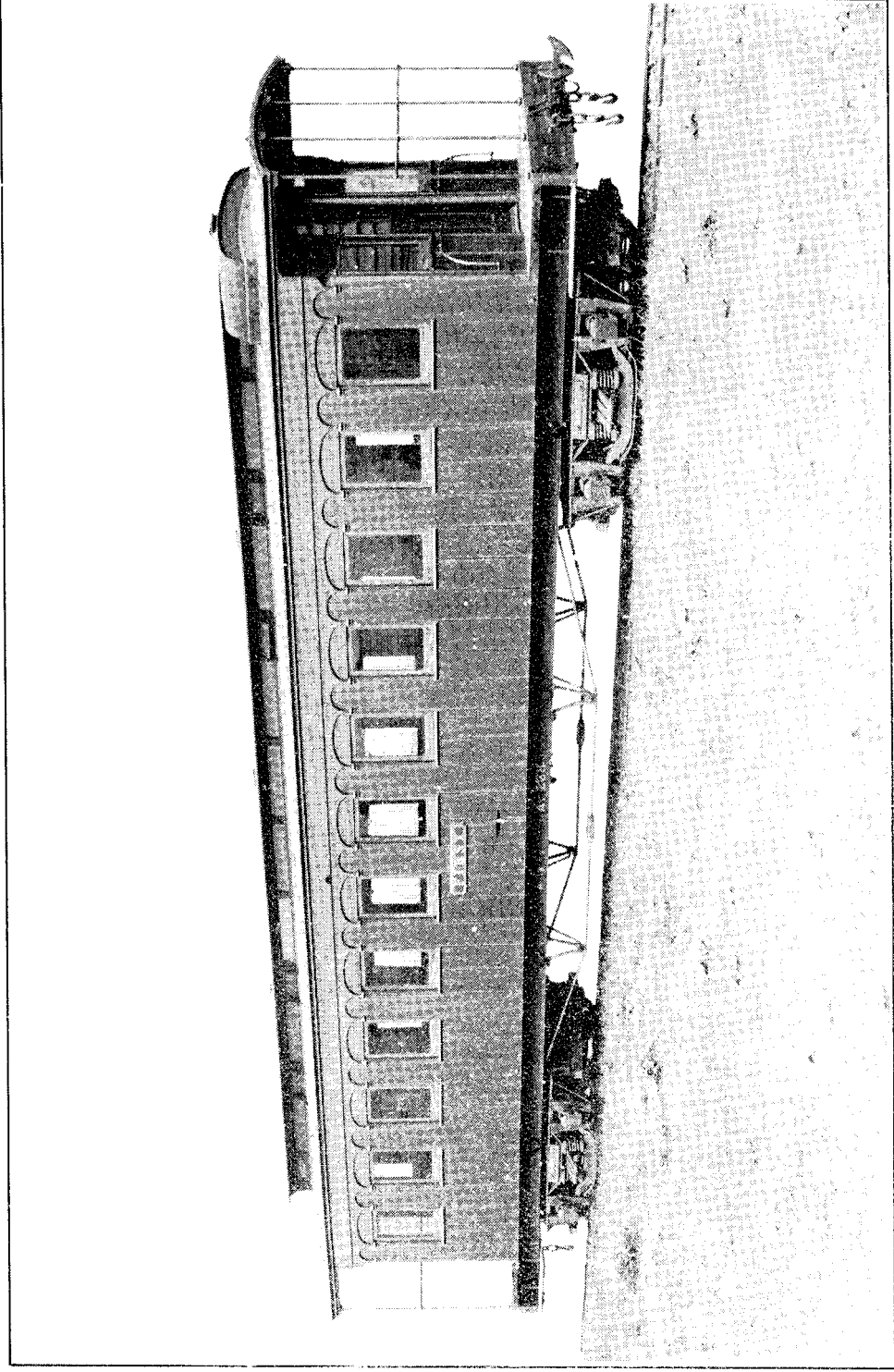
Fell Engine, Class H, for Rimutaka Incline. Grade, 1 in 15; curves, 5 chains radius. Cylinders (outside), 14" diameter x 16" stroke. Cylinders (inside), 12" diameter x 14" stroke.

Diameter of coupled wheels, 2' 8" Diameter of trailing wheels (radial), 2' 6".

Tractive-power, 16,540 lbs. Total weight in working trim, 39 tons.

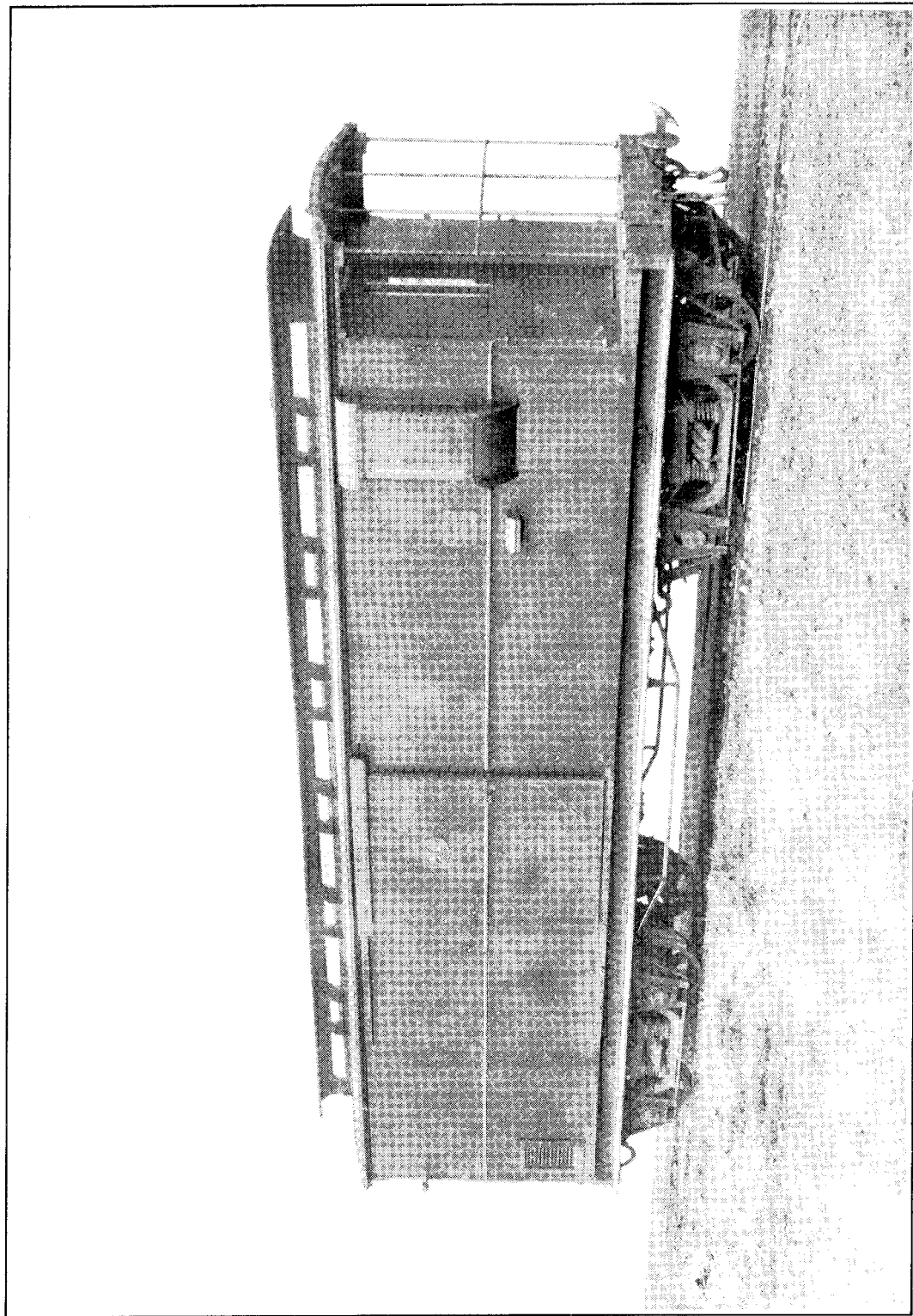


Saloon Balcony Carriage, Double-bogie, Class A. Built in N.Z. Railway Workshops.
Length over Headstocks, 41'. Provided with lavatory accommodation. Number of passenger-seats, 32.

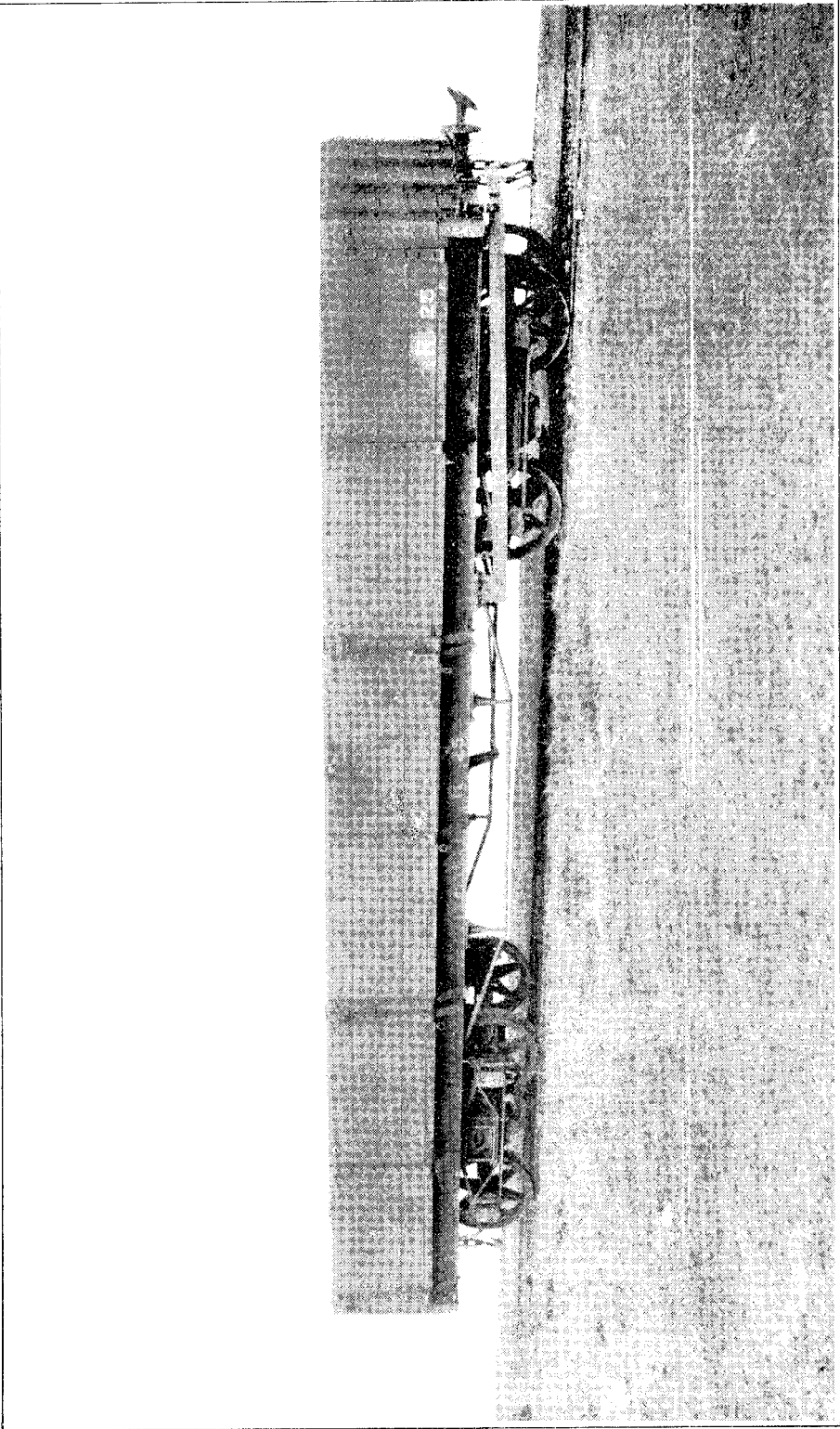


First-class Carriage, Double-bogie, Class A. Built in N.Z. Railway Workshops.

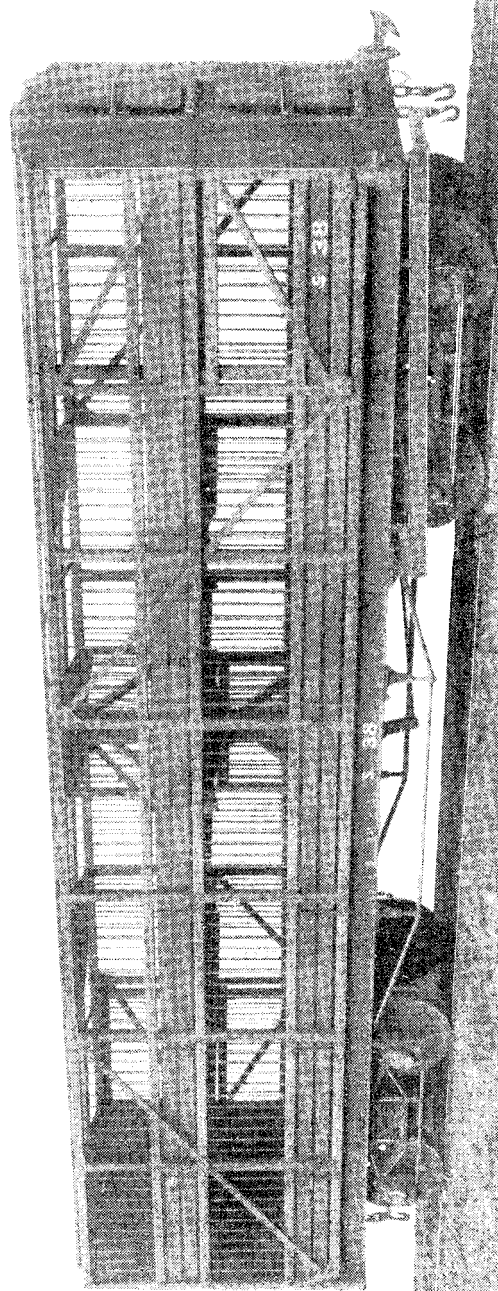
Length over Headstocks, 44'. Number of passenger-seats, 38.



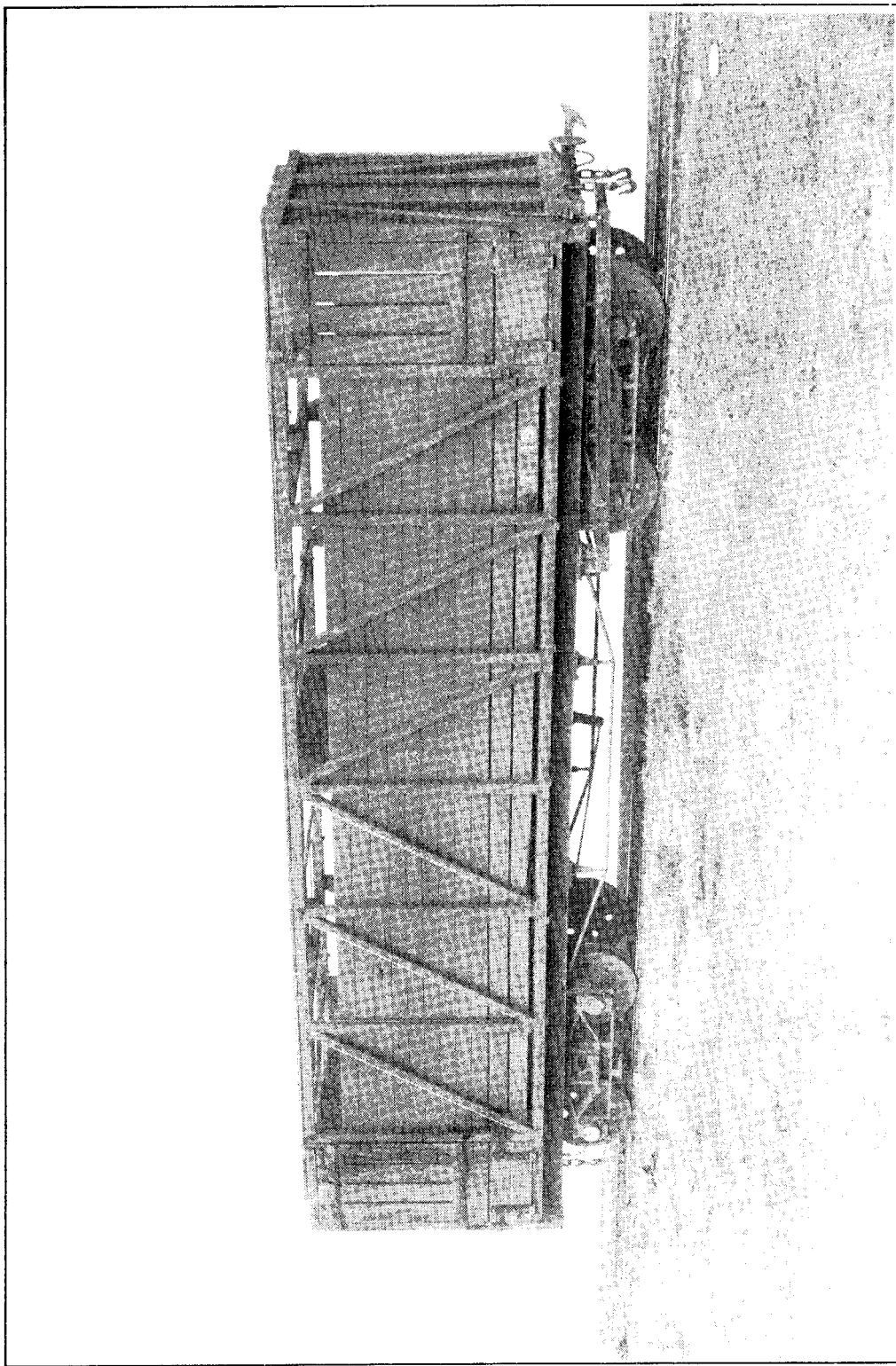
Double-bogie Brake-van, Class F. Built in N.Z. Railway Workshops.
Length over Headstocks, 30'. Tare, 10 tons.



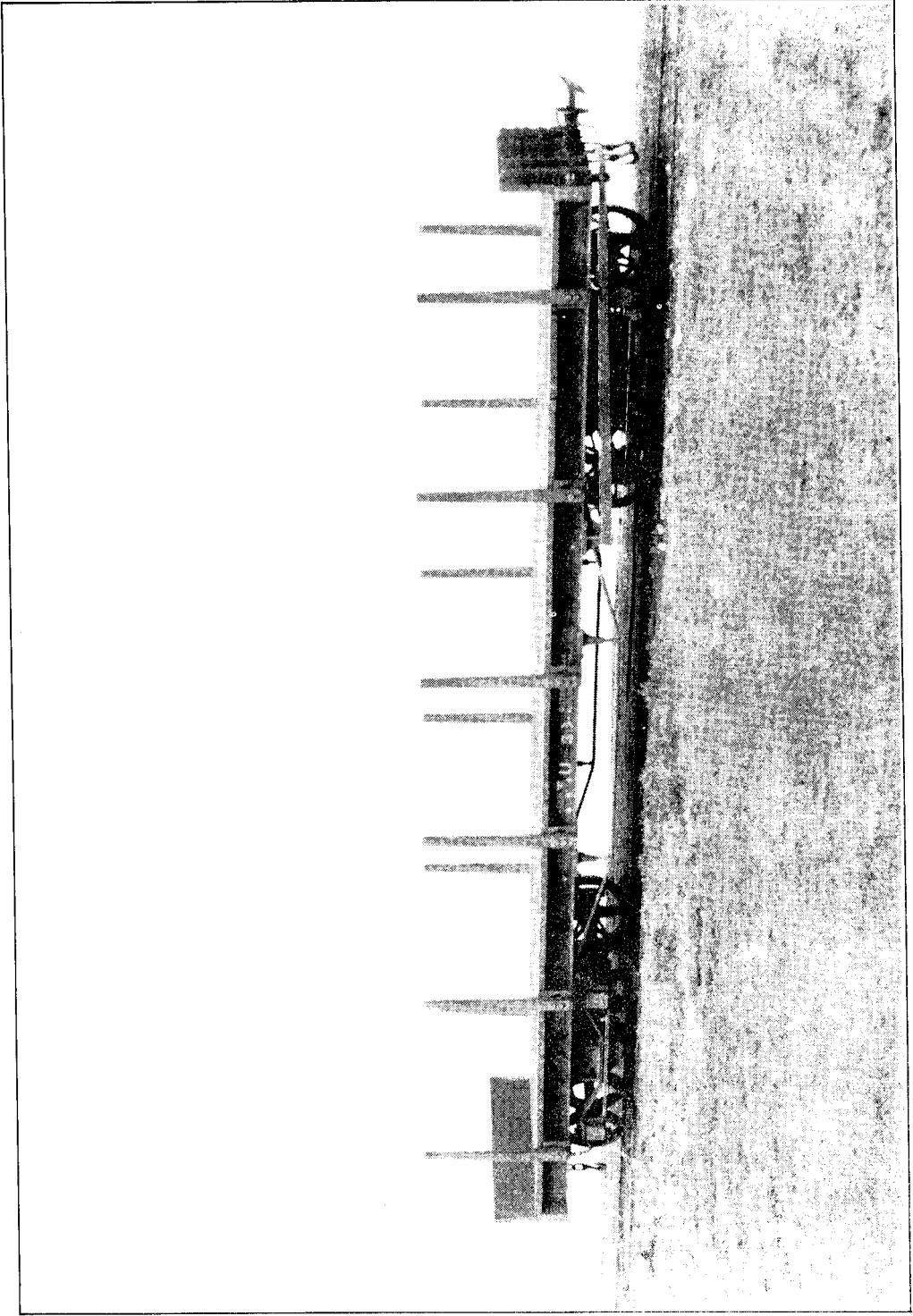
Double-bogie High-side Wagon, Class R. Built in N.Z. Railway Workshops.
Length over Headstocks, 30'. Distributed load, 16 tons. Tare, 7 tons 7 cwt. 1 qr.



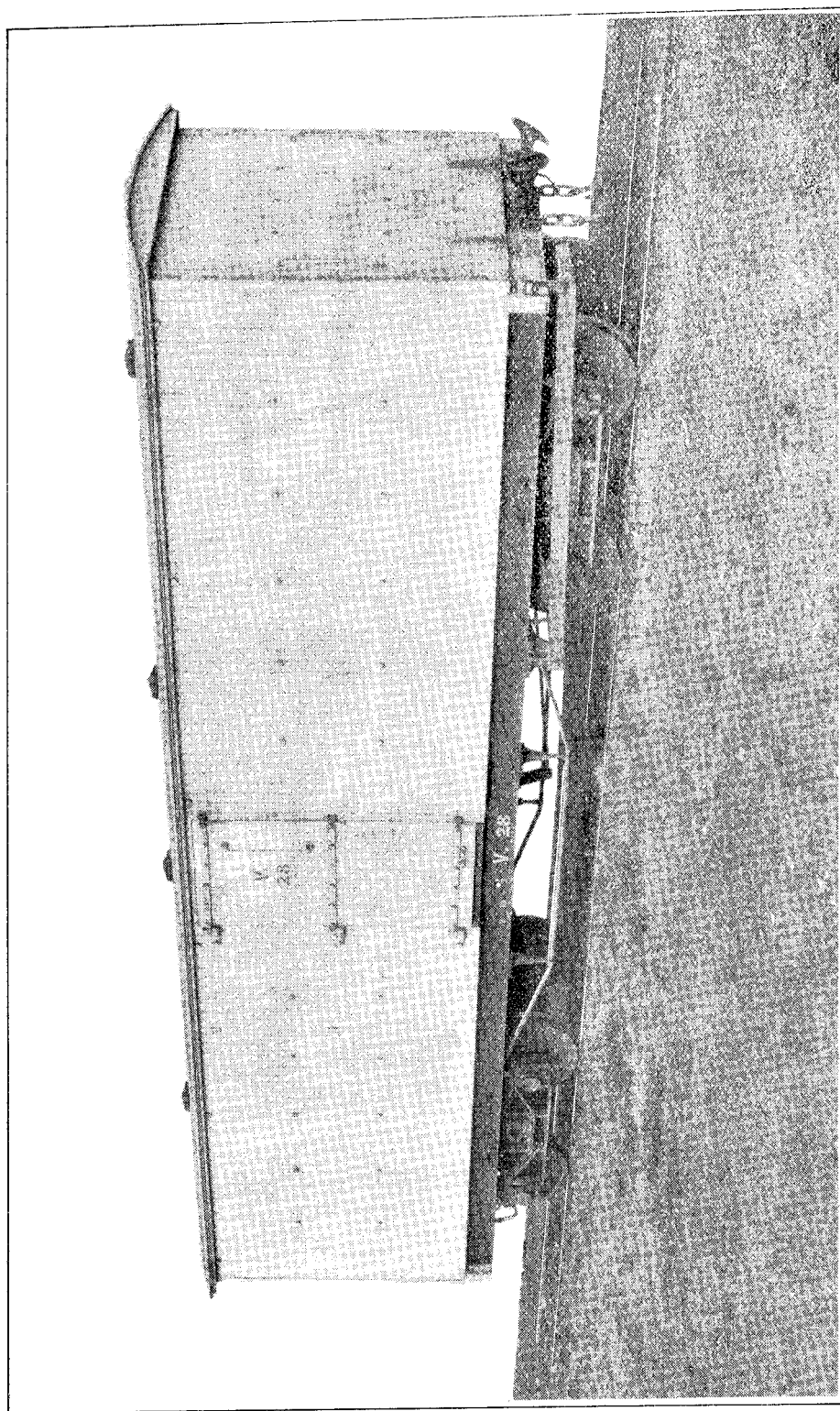
Double-bogie Sheep-wagon, Class S. Built in N.Z. Railway Workshops.
Length over Headstocks, 30'. To carry 120 live sheep. Tare, 8 tons 13 cwt. 3 qr.



Double-bogie Cattle-wagon, Class T. Built in N.Z. Railway Workshops.
Length over Headstocks, 30'. To carry 17 cattle. Tare, 8 tons.



Double-bogie Platform Wagon, Class U, built in N.Z. Railway Workshops.
Length over headstocks, 30 ft. ; distributed load, 16 tons ; tare, 6 tons 5 cwt. 1 qr.



Double-bogie Refrigerating-van, Class V. Built in N.Z. Railway Workshops.
Length over Headstocks, 30'. To carry 350 carcasses of sheep. Tare, 9 tons 19 cwt. 3 qr.

