

TABLE XIV.—ANNUAL COST OF REPAIRS OF CARRIAGES AND WAGONS IN POUNDS.

Line.	500 Trains per Annum.		700 Trains per Annum.		1,000 Trains per Annum.	
	Train Miles.	Cost.	Train Miles.	Cost.	Train Miles.	Cost.
A	8,540	181	11,950	253	17,080	362
B	9,800	220	13,710	308	19,600	440
C	10,560	247	14,790	346	21,120	494
C1	10,850	262	15,200	367	21,700	525
E	10,600	250	14,840	350	21,200	500
F	10,575	254	14,800	356	21,150	508

For 340, 477, and 681 trains per annum, moving the same traffic as 500, 700, and 1,000 trains per annum, the same annual costs for maintenance of way and carriages and wagons can be used, because the number of car miles will be the same; and because the total gross ton mileage will be nearly the same, the cost of maintenance of way and carriages and wagons should also be the same.

Combining the results of Tables IX., XII., and XIV., the total working-cost of these lines is obtained. This is given in Table XV., which includes £800 per annum for ventilating the long tunnels of lines A and B.

TABLE XV.—COST OF WORKING, OTIRA TO BEALEY, IN POUNDS.

Line.	Number of Trains per Annum.					
	500.	700.	1,000.	340.	477.	681.
A	3,668	4,596	5,983	3,563	4,443	5,762
B	4,090	5,189	6,825	4,032	5,080	6,649
C	3,900	5,208	7,165	4,496	5,818	7,796
C1	4,017	5,374	7,412	4,614	5,985	8,045
E	5,002	6,527	8,821	...	...	...
E*	4,209	5,647	7,793	...	...	...
F	5,335	6,973	9,418	...	...	...

* Alternate arrangement of motive power, two 90-ton engines.

Adding interest on cost of construction at 3½ per cent. to the total working-costs of Table XV., the total annual charges, which form the true basis for the economic comparison of these lines, is the final result given in Table XVI.

TABLE XVI.—TOTAL ANNUAL CHARGES IN POUNDS.

Line.	Interest on Cost of Construction.	Trains of 278 Tons : Number each Way per Annum.			Trains of 408 Tons : Number each Way per Annum.		
		500.	700.	1,000.	340.	477.	681.
A	19,810	23,478	24,406	25,793	23,373	24,253	25,572
B	16,800	20,890	21,989	23,625	20,832	21,880	23,449
C	16,800	20,700	22,008	23,965	21,296	22,618	24,596
C1	17,255	21,272	22,629	24,667	21,869	23,240	25,300
E	15,225	20,227	21,752	24,046	...	...	...
E*	15,225	19,434	20,872	23,018	...	...	...
F	14,000	19,335	20,973	23,418	...	...	...

* Alternate arrangement of motive power, two 90-ton engines.

It will be seen, by comparing the above table with that contained in my report of February last, that the differences between the one and the other are not very material, and that in any event they are not such as would warrant any change of the recommendations made in the report mentioned.

I have, &c.,
V. G. BOGUE

The Hon. W. Hall-Jones, Minister for Public Works, Wellington, N.Z.