

1903.
NEW ZEALAND.

RAILWAYS STATEMENT

(21st July, 1903.)

BY THE MINISTER FOR RAILWAYS. THE HON. SIR J. G. WARD, K.C.M.G.

MR. SPEAKER,—

In presenting the Railways Statement for the year ended 31st March, 1903, I am very much gratified to have to announce that the year's operations of our Railways have again been most satisfactory, and show a large increase on the business of the preceding financial year, notwithstanding the fact that the latter was a record one.

The results of working may be summarised thus:—

	Year 1903.	Year 1902.
	£	£
Total earnings	1,974,038	1,874,586
Total expenditure	1,343,415	1,252,237
Net profit on working	630,623	622,349
Net increase over previous year, £8,274.		

GENERAL.

The mileage of track open for traffic at the end of the year was 2,291 miles, as against 2,235 miles open on 31st March, 1902. The average miles operated during the year was 2,262.

The capital cost of lines open for traffic has increased from £18,170,722 last year to £19,081,735 for the year under review.

The net revenue, £630,623, is equal to a return of 3·30 per cent. on the capital invested in the open lines.

The Kawakawa and Nelson Sections have failed to pay working-expenses, the deficit of receipts on the former section being £834, and on the latter £533.

The increase of 376,973 train miles run represents additional facilities afforded to meet the convenience of the travelling public and the demands of the increased business.

The permanent additions made to time-tables represent 246,597 miles, and a cost of £60,622. The system of separating the goods and passenger services inaugurated two years ago has given satisfaction, and is being extended from time to time to meet the requirements of the traffic.

Various alterations and improvements have been made in the train services throughout the colony. The principal of these has been the establishment of a daily express service between Auckland and Rotorua, extension of suburban service on Auckland North line to Henderson, and the acceleration by forty-five minutes of the Christchurch-Dunedin expresses. The latter trains now arrive at their termini at 8.15 p.m. instead of 9 p.m., the north-bound train running right alongside the connecting steamer for Wellington. On the Wellington-New Plymouth line the comfort and convenience of through passengers have been very materially increased by the arrangement entered into with the Wellington and Manawatu Railway Company, which permits of the cars of the Government and Company respectively going through to destination, thus avoiding the necessity which formerly existed for changing cars at Palmerston North. This alteration has been greatly appreciated by through passengers.

The average late arrivals of the principal trains was as follows :—

		Mins.	Mins.
For long-distance passenger trains	...	1·18	against 1·79 last year.
For suburban trains	...	0·57	" 0·78 "
For long-distance mixed trains	...	1·25	" 1·71 "

The record is all the more remarkable by reason of the fact that it includes all delays, from floods, slips, and every other cause arising, throughout the year, and it furnishes a complete and effective answer to the statements that are frequently made anent the late running of the trains.

The traffic continues to maintain that buoyancy for which it has become remarkable during the past few years, and has again very largely exceeded that of any previous year.

Notwithstanding the heavy passenger traffic induced by the festivities occasioned by the visit of their Royal Highnesses the Prince and Princess of Wales (then the Duke and Duchess of York), the departure of two South African contingents, and the occurrence of two Easter holiday periods in the fiscal year 1902, the number of passengers carried last year exceeded that of 1902 by 219,254, and gave an increased revenue of £832. The coaching and goods traffic also show large increases under each of the respective headings, grain alone excepted. This latter item shows a decrease of 94,969 tons.

The increased revenue derived from coaching traffic amounted to £7,712, and from goods traffic to £87,061.

A noticeable feature of the year's business has been the increase in live-stock and mineral traffic; the increase in cattle being 19,003 head; pigs, 6,685 head; sheep, 1,096,473 head; and minerals, 160,633 tons. The increase in sheep is unprecedented in the history of our railways. The rolling-stock has been increased by 10 locomotives, 45 bogie cars, 13 bogie brake-vans, 2 Fell incline brake-vans, 537 wagons, and 391 tarpaulins, all of which have been turned out of the Railway workshops. 221 locomotives, 437 carriages, 137 brake-vans, 3,804 wagons, and 5 travelling cranes have now been supplied with Westinghouse brake, 636 vehicles with Pintsch gas, 373 second-class cars with cushions, and 232 cars with lavatories. The number of lavatory cars now in use represents 40 per cent. of the bogie-car stock, and further cars are being fitted.

With a view to meeting the demands of the traffic for greater tractive power on the Rimutaka Incline, two of the heavy goods-engines, Class B, have been converted to tank-engines, and, together with one Class W engine, have been placed on the run between Cross Creek and Summit. These engines have proved a great success on the incline. There are now nine locomotives available for use on that portion of the line—viz., 6 Fell, 2 WE, and 1 W—which gives ample margin of haulage-power. The highest tonnage yet hauled up the incline in one day was 2,000 tons. This was taken without a hitch, and without calling the full available engine-power into play.

The average number of men employed was 8,875, as against 8,313 for the previous year.

During the year 164 members of the permanent staff resigned, 35 died, 66 were retired, 32 were dismissed, and 509 engaged.

Two appeals against decisions of the Department were heard by the Railway Appeal Boards, one of which was allowed and one dismissed.

The sum of £3,250 has been paid as compensation and compassionate allowances to members retired from the service and the relatives of deceased members of the service during the year.

Eight members of the Second Division were promoted to the First Division during the year.

Extensions of the railway system amounting to 56 miles were opened for traffic during the year. They comprised Mangaonoho—Mangaweka 9½ miles, extension of Main Trunk line to Auckland; Waipara—Scargill 14½ miles, and Riverlands—Seddon 13 miles, extensions of South Island Main Trunk line; Stratford to Toko Branch, 6½ miles; and Gisborne to Kaiteratahi, 13 miles.

The opening of these lines has had a very beneficial effect on the localities served, and there are already indications that considerable traffic will ultimately result therefrom.

REVENUE.

The gross revenue, £1,974,038, exceeded the estimate by £99,038, and the revenue of the previous year by £99,452. The net revenue, £630,623, was £8,274 in excess of that of the previous year. In estimating the revenue for the year under review I had to take into consideration the fact that a considerable portion of the earnings of the year ending 31st March, 1902, resulted from circumstances of a non-recurring character; but, notwithstanding the exceptional circumstances pertaining to that year, and the large reductions made in passenger fares, wool, dairy produce, and artificial-manure rates, in October last, the revenue has fully justified the opinion which I expressed in the concluding paragraph of my Statement last year. The receipts per train mile have been 7s. 3d., as against 7s. 4½d. for the previous year.

Passenger revenue has increased by £832, season ticket revenue by £3,847, coaching traffic (including mails) by £7,712, goods and live-stock by £78,526, rents and commission by £8,877; miscellaneous revenue has decreased by £342: the net increase of revenue over previous year was therefore £99,452.

EXPENDITURE.

The total expenditure has been £1,343,415, an increase of £91,178. The expenditure for working has absorbed 68·05 per cent. of the revenue, an increase of 1·25 per cent. over the rate for the previous year.

The amounts chargeable to working expenses on account of the various branches of the service, and the ratio of expenses to revenue, are shown by the following figures:—

	Expenditure.		Per Cent. of Revenue.	
	1901-1902.	1902-1903.	1901-1902.	1902-1903.
	£	£		
Traffic	333,211	360,061	17·78	18·24
Locomotive	450,694	484,551	24·04	24·55
Maintenance	436,847	460,398	23·30	23·32
Management	56,756	62,997	3·03	3·19
	1,277,508	1,368,007	68·15	69·30
Less Credit Recoveries	25,271	24,592	1·35	1·25
	£1,252,237	£1,343,415	66·80	68·05

The expenditure for maintenance of the lines, buildings, bridges, and other structures has increased from £436,847 last year to £460,398 for the year under review, and represents an average expenditure for maintenance of £204 per mile of railway open. The increased maintenance expenditure has been incurred on Kawakawa Section, £339; Wellington-Napier-New Plymouth Section, £2,545; Hurunui-Bluff, £12,793; Westland, £1,136; Westport, £6,084; Nelson, £1,900; and Picton, £1,055.

The cost of maintenance on Kaihu, Whangarei, and Auckland Sections has decreased by £714, £223, and £1,389 respectively. £15,057 has been expended on additions and improvements to lines and structures, which might fairly have been debited to capital. £63,728 has been spent on bridge repairs and renewals, of which the sum of £10,320 was debited to capital, and the balance, £53,408, to working expenses.

The increased expenditure in the Traffic and Locomotive Branches is due principally to the additional train mileage and increased staff to meet requirements of the business, also to improvement of the wages and salaries under the Classification Act. The sum of £423,167 has been expended under the head of "Additions to Open lines" and charged to Capital Account. £157,877 has been expended in improvements to buildings, water services, respacing sleepers, fencing, relaying, bridge strengthening, sidings, creosote plant for treating sleepers, purchase of land, telegraph and telephone facilities, interlocking and safety appliances, wharves, and crossings; £265,290 on rolling-stock, cranes, tarpaulins, lavatory accommodation in cars, Westinghouse brake, cushioning second-class cars, lighting of cars, lighting workshops by electricity, machinery for workshops, and foot-warmers. The rolling-stock in connection with which the charges are made consist of 12 locomotives, 42 carriages, 17 brake-vans, 21 bogie and 469 four-wheeled wagons, 391 tarpaulins and 3 cranes completed at

end of year; and 18 locomotives, 80 carriages, 8 break-vans, 114 bogie and 411 four-wheeled wagons, and 905 tarpaulins in hand, but incomplete on the 31st March.

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1903, as compared with 1902:—

PARTICULARS.	Year ended 31st March.	
	1903.	1902.
Total miles open for traffic	2,291	2,235
Average miles open for year	2,262	2,227
Capital cost of opened and unopened lines	£20,214,935	£19,496,553
Capital cost of open lines	£19,081,735	£18,170,722
Capital cost per mile of open lines	£8,436	£8,159
Gross earnings	£1,974,038	£1,874,586
Working-expenses	£1,343,415	£1,252,237
NET PROFIT ON WORKING	£630,623	£622,349
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·30	3·43
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	68·05	66·80
Earnings per average mile open	£873	£842
Working-expenses per average mile open	£594	£562
NET EARNINGS PER AVERAGE MILE OPEN	£279	£280
Earnings per train mile	d. 87·00	d. 88·75
Working-expenses per train mile	59·23	59·32
NET EARNINGS PER TRAIN MILE	27·77	29·43
Passengers, ordinary	7,575,390	7,356,136
Season tickets	118,431	100,778
Goods tonnage	3,730,394	3,529,177
Live-stock tonnage	187,867	137,862
Train mileage	5,443,333	5,066,360
Locomotives	372	362
Passenger cars	751	701
Wagons	12,992	12,444

CONCLUDING REMARKS AND FORECAST.

In ascertaining the results of working, the capital cost of the open lines has been taken as £19,081,735, and the net earnings £630,623 gives a return of 3·30 per cent. The capital cost, as represented by the figures quoted, does not however include that portion of the lines now incorporated in the Westland and Nelson Sections, and which originally formed what was known as the Midland Railway Company's line. It has been ascertained that the capital cost to the colony of these lines was £576,413, and adding that amount to the £19,081,735 quoted above, gives a total of £19,658,148. The net earnings for the year—viz., £630,623—give a return of 3·21 per cent. on the capital cost as ascertained in the manner indicated.

Good progress continues to be made in connection with the installation of safety appliances. The electric tablet train-signalling apparatus has been fitted up at stations between Longburn and Turakina, Masterton and Featherston, Addington and Rolleston; and the interlocking of points and signals at Rolleston, Studholme Junction, Cattle-yards, Green Island Sidings, and Mosgiel; and a temporary scheme at the north end of Dunedin Station. The working of the appliances fitted at the stations named, and at other stations fitted during the preceding years, has been eminently satisfactory. The equipment of the lines with proper safety appliances of this nature tends greatly to increase the safety of the travelling public. It is therefore essential that this important work should be proceeded with as rapidly as possible.

I am pleased to be able to record the fact that the employees are giving practical demonstration of their appreciation of the Government Railways Superannuation Fund Act, which was passed during the last session of Parliament, and came into operation on the 1st January last. Participation in the scheme was entirely optional as regards employees in the Railway Service at the time of the passing of the Act, and such persons were given a period of six months from 1st January last within which to determine whether they would become contributors or not; but, notwithstanding this fact, no less than 3,586 of the members of the service, representing 57 per cent. of the total permanent staff, had given their adherence to the scheme up to 31st March. By joining the fund thus early, those members have taken upon themselves a liability for the payment of contributions which they were not necessarily compelled to do. By so doing they, however, not only became entitled to the benefits derivable under the Act, but proved in a practical manner that a very considerable proportion of the staff was ready and willing, even at some personal sacrifice, to avail itself of the undoubted advantages afforded by the Act as a means of providing against want in old age, or compulsory retirement in consequence of infirmity or disablement by injury or sickness. In this connection I would again emphasise what I stated to the House last session, viz.: that as the Government has now placed on the statute-book a measure, "The Government Railways Superannuation Fund Act, 1902," which affords the members of the railway staff an opportunity of making proper provision for themselves, wives, and families, no payment of compassionate or other allowances will in future be made to them. It is therefore desirable that the employees should embrace to its fullest extent the opportunity which has been afforded them of securing themselves from want in case of old age, disablement, or sickness. The balance-sheet submitted to the House by the Board of Administration shows that the amount to the credit of the fund on 31st March was £7,056.

In November last the Government acquired the steamers and plant of the Lake Wakatipu Steamship Company, and since that time the lake service has been run under the supervision of the Railway Department, and in conjunction with the train services. During the summer season, week-end rail and steamer excursions were run. These trips were much appreciated by the public, and will be reinstated next summer. The steamers at present running on the lake are somewhat out of date, and unequal to meet the requirements of the large passenger business which, I am confident, there will be on the lake at no distant date; and, in order that the business may be satisfactorily catered for, it will be necessary to procure a new steamer capable of carrying 1,000 passengers, and of steaming up to eighteen knots per hour.

Collisions occurred at Hindon on the 21st April, at Port Chalmers on the 7th May, at Remuera on the 21st August, and at Mataura on the 13th December. The first resulted from train men disregarding instructions *re* crossing, two others through failure to observe signals, and the last through points being wrongly set by a porter at Mataura. Inquiries were held into each case, and suitable action was taken at the conclusion of same. I am happy to say that these accidents have been attended by no loss of life. Report on several of the accidents was presented to the House during the last session (D.—6, 1902).

The phenomenal expansion of traffic which has taken place during the past eight years will be readily understood by a perusal of the following figures, which give the traffic and percentage of increase under the various headings for the year ended the 31st March last, as compared with the traffic for the year ended 31st March, 1895:—

Comparison of the railway traffic and rolling-stock accommodation in 1895 and 1903:—

	31st March, 1895.	31st March, 1903.	Increase.	Per cent. of Increase.
Passengers (number) ...	3,905,578	7,575,390	3,669,812	93
Season tickets (number) ...	28,623	118,431	89,808	314
Parcels " ...	444,981	731,762	286,781	64
Horses " ...	11,185	12,737	1,552	14
Carriages " ...	750	1,646	896	119
Dogs " ...	23,517	34,202	10,685	45
Drays " ...	705	1,921	1,216	172
Cattle " ...	40,890	102,461	61,571	151
Sheep " ...	1,519,921	3,821,333	2,301,412	151
Pigs " ...	43,292	61,844	18,552	43
Chaff, lime (tons) ...	36,972	121,092	84,120	228
Wool " ...	103,328	116,309	12,981	13
Firewood " ...	85,102	100,498	15,396	18
Timber " ...	198,578	436,008	237,430	120
Grain " ...	388,556	718,376	329,820	85
Merchandise " ...	377,938	633,685	255,747	68
Minerals " ...	857,917	1,604,426	746,509	87
Total tonnage ...	2,048,391	3,730,394	1,682,003	82
Total revenue ...	£1,150,851	£1,974,038	£823,187	72
Locomotives (number) ...	269	372	103	38
" tractive power (lb.) ...	1,756,178	3,499,459	1,743,281	99
Passenger cars (number) ...	498	751	253	51
Passenger cars, seating accommodation ...	17,455	28,844	11,389	65
Brake-vans (number) ...	204	283	79	39
Sheep-trucks " ...	390	719	329	84
Total trucks, all classes (number) ...	8,264	12,709	4,445	54
Truck-carrying capacity (tons) ...	50,861	89,057	38,196	75
Train mileage run ...	3,221,620	5,443,333	2,221,713	69

A study of the foregoing figures must convince even the most sceptical of the healthy and prosperous condition of the colony, and it will be at once apparent that, if our railways are to keep pace with the rapidly increasing demands for quick, safe, and cheap transport of both the people and commerce of the country, ample provision must continue to be made to enable the relaying of the track and strengthening of bridges being pushed on at a greatly increased rate, in order that heavier engines and trains may be run on all the principal lines. Increasing the load of trains means economy and efficiency. These desiderata cannot, however, be secured until the heaviest type of engines can be used on any portion of the main trunk and principal branch lines, and until this can be done the ratio of working expenses to earnings must necessarily be high.

I anticipate that the existing satisfactory commercial condition of the colony will be maintained throughout the financial year, and therefore estimate the revenue for the year ending 31st March, 1904, at £2,000,000, and the expenditure at £1,360,000.

The usual reports and returns are attached hereto.

LIST OF APPENDICES

ACCOMPANYING REPORT ON NEW ZEALAND GOVERNMENT RAILWAYS
FOR 1902-1908.

- A. REPORT ON WORKING RAILWAYS BY GENERAL MANAGER.
- B. REPORT ON THE WORKING OF THE LOCOMOTIVE BRANCH.
- C. REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.
- D. REPORT BY STORES MANAGER.
- E. REPORT ON WORKING OF TRAFFIC BRANCH.

APPENDICES.

APPENDIX A.

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

New Zealand Government Railways, Head Office,
Wellington, 24th June, 1903.

I have the honour to report upon the working of the open railways for the financial year ended 31st March, 1903 :—

The capital cost has increased from £18,170,722 to £19,081,735.
The revenue has been £1,974,038, against £1,874,586, an increase of £99,452.
The net revenue has been £630,623, against £622,349, an increase of £8,274.
The expenditure has been £1,343,415, against £1,252,237, an increase of £91,178.
The expenditure per cent. of revenue was £68·05, as compared with £66·80 last year.
The rate of interest earned on capital was £3 6s. 1d., as compared with £3 8s. 6d. last year.
The revenue per train-mile was 7s. 3d., and the cost per train-mile 4s. 11d., as against 7s. 4½d. and 4s. 11d. respectively last year.

The following extensions have been opened during the year :—

	M.	ch.
Stratford to Toko	6	25
Mangaonoho to Mangaweka	9	20
Gisborne to Kaiteratahi	12	75
Riverlands to Seddon	13	3
Waipara to Scargill	14	40
Total	56	3

The total mileage added to the system during the year under review was thus 56 miles 3 chains, making the total mileage open for traffic on 31st March 2,291 miles, as against 2,235 miles at the close of the previous year.

7,575,390 ordinary passengers, yielding a revenue of £576,529, were carried, and 118,431 season tickets, yielding a revenue of £49,169, were issued during the year, being an increase of 219,254 ordinary passengers and £832 revenue, and 17,653 season tickets and £3,847 revenue over the traffic under these heads in the previous year. In view of the adventitious circumstances which induced an abnormal passenger traffic during the year ending 31st March, 1902, the increased passenger business of the past year is all the more remarkable.

47,588 children and teachers and 41,555 adults travelled by school and factory excursions, yielding a revenue of £6,050, an increase of 3,193 passengers and £584 over the preceding year. 602,014 passengers travelled at holiday-excursion fares, the revenue derived therefrom being £103,279, as against 684,441 excursionists for £136,813 the preceding year. The decrease in the number of holiday-excursion tickets is no doubt due to the fact that the occurrence of two Easters, the visit of Their Royal Highnesses the Prince and Princess of Wales (then Duke and Duchess of Cornwall and York), and the departure of the Eighth and Ninth Contingents for South Africa during the financial year ending 31st March, 1902, caused the issue of holiday-excursion tickets over a very considerably extended period of that year, whereas last year the issues were confined to the normal period and under normal conditions.

The expansion of the traffic has again been very marked, grain alone showing a decrease.

Increases.

Coaching.—Parcels, 53,958; horses, 811; dogs, 3,798; carriages, 140. Revenue, £7,712.

Goods.—Cattle, 19,003; pigs, 6,685; sheep, 1,096,473; chaff and lime, 34,714 tons; wool, 14,431 tons; firewood, 262 tons; timber, 8,855 tons; merchandise, 77,290 tons; minerals, 160,633 tons. Revenue, £87,061. Total increased goods and live-stock tonnage, 251,222 tons.

Decrease.

Grain, 94,969 tons.

During the year there have unfortunately been a number of train accidents of a serious nature, but I am pleased to be able to record the fact that no loss of life has resulted therefrom. Exhaustive investigation was made into these immediately they occurred, and a report of result was printed and laid before Parliament during last session (see D.-6, 1902). These accidents emphasize the necessity for pushing on the equipment of the lines with safety appliances with all convenient speed.

The Lake Wakatipu steamships and plant acquired by the Government in November, 1902, have since been run in conjunction with the railways with satisfactory results.

Ten locomotives built in the New Zealand Railway workshops have been added to the stock during the year.

On 31st March, 1903, there were in the North Island 151 locomotives, 296 carriages, 117 brake-vans, 3,729 wagons, and 5 travelling cranes fitted with the Westinghouse air-brake. In the South Island 70 locomotives, 141 carriages, 20 brake-vans, and 75 wagons were similarly equipped.

The equipment of the stock on the Auckland and Wellington-Napier-New Plymouth Sections is practically completed, and the fitting of the remainder of the rolling-stock on the Hurunui-Bluff Section with the Westinghouse brake will be undertaken at an early date.

Appended are the reports of the Chief Engineer, Chief Mechanical Engineer, Chief Traffic Manager, and Stores Manager.

I have, &c.,

T. RONAYNE,

General Manager.

To the Hon. Minister for Railways.

APPENDIX B.

ANNUAL REPORT UPON THE WORKING OF THE LOCOMOTIVE BRANCH, 1902-3.

SIR,— Chief Mechanical Engineer's Office, Wellington, 16th May, 1903.

I have the honour to furnish the following report on the working of the Locomotive Branch for the year ending 31st March, 1903:—

The engines, rolling-stock, machinery, and plant have been maintained in good and efficient working-order.

The locomotive stock has been increased during the year by ten new engines, built in New Zealand Railway workshops, and comprised two heavy tender engines (Class B type) and eight tank engines; four of Class Fb type, two of Class La (replacing two old engines sold), and two Class Wa passenger engines.

These additional locomotives increased the total tractive power by 123,696 lb., or 3.66 per cent. The new stock and new boilers in hand will still further increase the tractive power by 202,085 lb., or 5.99 per cent.

The replacing of old types of locomotives by those of more suitable design and greater tractive power is being done as expeditiously as practicable.

To cope with the growth of traffic over the Rimutaka Incline two Class B engines were converted to Class Wb, and put into service between Cross Creek and Summit. These engines have done efficient work on the incline.

There has been a large increase in the mileage run as compared with the preceding year, the increase in train-miles being 376,973, equal to 7.44 per cent., and engine-miles 629,863, equal to 9 per cent.

The North Island contract for the equipment of rolling-stock on Auckland and Wellington-Napier-New Plymouth Sections with the Westinghouse automatic air-brake is practically completed. The Westinghouse brake is now in regular use on all trains on both of these sections.

A contract for equipping with the Westinghouse brake engines and rolling-stock on the Hurunui-Bluff Section has been entered into, and the Westinghouse Brake Company will commence the work at an early date.

On 31st March, 1903, there were in the North Island 151 locomotives, 296 carriages, 117 brake-vans, 3,729 wagons, and five travelling cranes fitted with the Westinghouse air-brake. In the South Island 70 locomotives, 141 carriages, 20 brake-vans, and 75 wagons were similarly equipped.

Boiler repairs and renewals are in a satisfactory position, the work being well up to date. The new work in hand at close of year consisted of one D, three F, one J, three K, two T, and one U, or a total of eleven locomotive boilers.

During the year 1,223 car, van, wagon, and crane axles have been renewed.

An electric-lighting plant has been installed at Addington workshops, and a considerable proportion of the buildings are now equipped with arc and incandescent lamps.

During the year twenty-nine cars were fitted with Pintsch gas, making a total of 636 vehicles fitted to date.

The Pintsch gas manufactured at the five separate gasworks totalled 2,598,510 cubic feet, costing 2s. 3½d. per 100 cubic feet, the increased cost of production being due to repairs and renewals to plant and appliances, and the increased price of gas-oil.

Small auxiliary plants are under erection at Christchurch and Dunedin for the purpose of producing acetylene-gas, it being intended to use a suitable admixture of oil and acetylene gas, and thus greatly increase the brilliancy of the light.

The following table gives particulars of repairs, &c., to locomotives for the year:—

Particulars.	Number.	Type of Engine.
Number passed through shops	395	160 tender engines, 187 tank engines, 30 single Fairlies, 2 double Fairlies, 6 Fell engines, 8 engines for Public Works Department, and 2 engines for Castlecliff Railway Company.
Built new	10	2 tender engines, 8 tank engines.
Converted or rebuilt	2	2 tender engines to tank engines.
Thoroughly overhauled	34	8 tender engines, 22 tank engines, 2 single Fairlies, 1 Fell engine, and 1 engine for Public Works Department.
Heavy repairs	138	57 tender engines, 56 tank engines, 13 single Fairlies, 1 double Fairlie, 5 Fell engines, 4 engines for Public Works Department, and 2 for Castlecliff Railway Company.
Light repairs	211	93 tender engines, 99 tank engines, 15 single Fairlies, 1 double Fairlie, and 3 engines for Public Works Department.
Painted and varnished... ..	103	49 tender engines, 49 tank engines, 3 single Fairlies, 1 engine for Public Works Department, and 1 for Castlecliff Railway Company.
Touched up and revarnished	65	27 tender engines, 32 tank engines, 4 single Fairlies, 1 engine for Public Works Department, and 1 for Castlecliff Railway Company.

One Class B tender engine for heavy-goods traffic, one Class U engine, two Class Fb tank engines, ten Class Wf tank engines, one Class L tank engine, and one Class Wa tank engine are under construction in New Zealand Railway workshops.

The conversion of twelve tank engines—Class Fa to Class Fb—is in hand.

The following table gives particulars of repairs, &c., to locomotive boilers for the year :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Smoke-box Tube-plates.	New Fire-boxes complete.	New Fire-box Tube-plates.	New Barrels.	Boilers patched.
Boilers	177	12	65	100	47	16	9	...	6	2	49

Eleven new boilers are in hand.

The following new cars, brake-vans, wagons, and tarpaulins were completed and added to stock during the year—viz., forty-five bogie cars, thirteen bogie brake-vans, two Fell brake-vans, 537 wagons, and 391 tarpaulins.

The passenger-carriage seating accommodation has been further increased 7·71 per cent.

The wagon-stock carrying capacity has been increased by 4,324 tons, or 5·10 per cent.

Carriage repairs and rebuilding: 1,520 carriages passed through shops, including forty-five cars built new, and twelve cars rebuilt or converted.

The following table gives particulars of repairs, &c., to cars for the year :—

Particulars.	Number.	Type of Car.
Number passed through shops	1,520	1,375 bogie cars, 109 six-wheelers, and 36 four-wheelers.
Built new	45	45 bogie cars.
Converted or rebuilt	12	12 bogie cars.
Thoroughly overhauled	63	51 bogie cars, 10 six-wheelers, and 2 four-wheelers.
Heavy repairs	218	212 bogie cars, 5 six-wheelers, and 1 four-wheeler.
Light repairs	1,182	1,055 bogie cars, 94 six-wheelers, and 33 four-wheelers.
Wholly painted and varnished	328	309 bogie cars, 13 six-wheelers, and 6 four-wheelers.
Touched up and revarnished	432	427 bogie cars, 2 six-wheelers, and 3 four-wheelers.

Sixty-eight bogie cars have had cushions fitted in second-class compartment, making a total of 373 cars fitted to end of year.

The lavatory accommodation in cars has been materially augmented, forty-nine cars having been fitted with lavatories during the year. Total number of cars so fitted to end of year was 232, or nearly 40 per cent. of the bogie-car stock.

The following new cars are in hand—viz., fifty-seven Class A 47½ ft. bogie cars and three bogie refreshment cars.

Brake-van repairs and rebuilding: The following table gives particulars of repairs, &c., to brake-vans for the year :—

Description.	Number passed through Shops.	Built new.	Re-built.	Converted from Four-wheel to Bogie.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans	527	15	...	3	19	58	432	103	151

Wagon repairs and rebuilding: The following table gives particulars of the work for the year :—

Description.	Number passed through Shops.	Erected.	Built new.	Rebuilt.	Converted.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	12,117	100	412	57	35	65	2,095	9,353	1,813	4,320

Twenty-five four-wheel wagons were built under contract.

The following table gives particulars of repairs, &c., to tarpaulins for the year:—

Description.	Number passed through Shops.	Manufactured New.	Condemned and replaced.	Repaired.
Tarpaulins	8,278	391	642	7,245

Stationary engines and cranes: The following table gives particulars of repairs, &c., to stationary engines and cranes for the year:—

Type.	Number passed through Shops.	Erected new.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Converted.	Boiler-repairs.					
									New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.	New Boilers.
Hand-cranes ...	26	2	1	4	19	3	1	...	...	...	...	...	...	...
Steam-cranes ...	49	1	1	15	30	6	1	2	...	...	...	1	7	...
Stationary engines ...	8	...	1	1	6	...	...	...	...	...	2	3	8	...
Hoisting-engines ...	3	...	...	1	2	1	1	...	...	...	...	...	4	...
Pile-drivers ...	7	...	2	3	2	1	...	...	...	...	...	...	...	...

The erection of two 10-ton hand and one 7-ton steam cranes was completed.

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

Year.	Train Mileage.	Engine Mileage.	Cost in Pence, Locomotive Branch, per Train Mile.	Cost in Pence, Car and Wagon Branch, per Train Mile.	Total.
1902-3	5,443,333	7,626,628	16.69	4.67	21.36
1901-2	5,066,360	6,996,765	16.64	4.71	21.35

The cost per train-mile is practically the same as it was the previous year.

The usual returns are attached.

I have, &c.,

A. L. BEATTIE,

Chief Mechanical Engineer.

The General Manager, New Zealand Railways, Wellington.

APPENDIX C.

ANNUAL REPORT ON THE MAINTENANCE OF THE NEW ZEALAND RAILWAYS.

SIR,— Chief Engineer's Office, Wellington, 1st April, 1903.

I have the honour to submit the following report on the maintenance of the New Zealand Railways for the year ending 31st March, 1903:—

Permanent-way.—The track has been maintained in good condition. During the year fifty-four miles of track have been relaid, 39½ miles with 70 lb. rails and 14½ miles with 56 lb. rails. The best of the second-hand rails taken up from the main lines have been used to relay lighter classes of track on the branch lines, thirteen miles having been so relaid.

In my previous report I called attention to the necessity for increasing the rate of relaying, but I regret to say that this year, owing to the delay in obtaining rails, there was less done than for some three or four preceding years.

The remarks I made in my last report in connection with relaying still apply. The track now being relaid is not unfit for traffic, but if the relaying be not pushed on faster the expenditure in the near future must be abnormally increased to keep our lines in a safe condition.

The return of sleepers, attached to the Statement, shows that during the year we have relaid 384,469, of which 92,597 were imported hardwoods, and the balance, 291,872, native timbers. The expenditure on sleepers, exclusive of laying, was £76,888.

I regret the decision to cease the use of hardwood sleepers, for the reasons given when I recommended their importation.

Considerable delay has occurred in the delivery of the new creosoting plant for Woodville and repairing the plant at Invercargill, but a large number of sleepers have been procured in readiness for treatment and the work will be commenced early in the forthcoming year.

During the year there has been expended on track-renewals £176,494, as against £170,473 in the previous year, although a less amount of track has been relaid. The difference is accounted for by balances of rails and sleepers carried over, having been received too late to lay during the year, and by relaying with second-hand rails on the branches.

The material now in hand will enable us to continue relaying in the early periods of the ensuing year, which we have been unable to do in the past for lack of either rails or sleepers.

The most serious interruption of traffic by floods occurred on the Foxton Branch, where washouts due to overflow of the Manawatu River blocked the line for some ten days.

Slips on the Otago Central extension continued more or less during the year, but with little interference to the traffic.

The Gates stone-crushing plant erected in the Dunedin District has been fairly well employed, and the quantity of broken metal put through has been most satisfactory. In all districts during the year about 260,000 cubic yards of ballast have been laid, at a cost of £13,815.

Bridges.—The bridges have been maintained in safe condition, and several of the larger structures have been strengthened to carry heavier engines. A new bridge has been built over the Hutt River, at Silverstream, and the Mangatera steel viaduct has been completed. The total expenditure for repairs and renewals amounted to £63,728, as against £55,705 in the previous year.

Signals, Interlocking, and Block-working.—Signal Engineer's report, which is attached, gives details of interlocking and block-working which have been carried out during the year. The working-results have been very satisfactory.

Water-services.—These services have been maintained in efficient order.

Wharves.—These structures have been kept in good repair. The facilities at Foxton have been improved by dredging, and considerable expenditure is being incurred for improvements at George Street Pier, Port Chalmers, by the removal of the central filling and renewal in timber-work.

Buildings.—New station-buildings have been erected at New Plymouth and Tariki, and are in hand at Dannevirke, Kaiapoi, Dunedin, Bluff, and Fairfax.

Considerable additions to meet the traffic requirements have been made at many other stations.

The departmental offices in Wellington are not yet completed, and I anticipate the building will not be ready for occupation for four or five months.

Miscellaneous Works.—A large number of additions and improvements to works have been made during the current year, amounting to £15,057, which has been charged to working-expenses.

Additions to Open Lines.—The principal works in hand were as follows:—

Additions to Station-buildings and Station-yards: Mair, Auckland, Ellerslie, Mercer (completion), Frankton, Wharepoa Road, New Plymouth (completion), Tariki (completion), Stratford, Eltham, Hawera, Eastown, Foxton, Summit, Dannevirke, Christchurch, Timaru (completion), Kaiapoi, Methven, Oamaru (land), Ravensbourne, Dunedin (foundations, &c.), Balclutha, Invercargill (land), Bluff, Mandeville, Fairfax, and Wairoa.

Additions to Sidings: Auckland, Onehunga, Ruakura, Morrinsville, four crossing sidings in Auckland District, Hawera, Huntville, Addington, Timaru, Goodwood, Purakanui, Burke's, Cattle-yards, Barewood, Pukerau, Invercargill, Bluff, West Plains, Oporo, Thornbury, and between Waicola and Woodlaw.

Creosoting Plants: Woodville (completion) and Kew (Invercargill).

Bridges: Mangatera Viaduct (completion), Riverton, and Teremakau (footway).

Fencing: North of Palmerston North (completion), near Inchbonnie, and near Poerua (completion).

Additions to Water-services: Wanganui District (completion), Ashburton, and Timaru.

Additions to Workshops: Eastown (locomotive and maintenance), Petone, Hillside, and Invercargill (site, &c.).

Additions to Goods-sheds: Auckland (office), and Westport.

New Dwellings and Additions to Dwellings: Frankton, Wanganui, Wellington, Ngapara, Gore, Greymouth, and Moana.

Engine Turntables: Ngapara, Kurow, and Tokarahi.

Purchase of Land: Petone, Christchurch, and Dunedin.

Purchase of Buildings on Leaseholds: Waterloo Quay, Wellington; and No. 2 shed and plant, Lyttelton.

Miscellaneous: Stockyards at Inglewood; new departmental offices at Wellington; crossing near Shag Point; George Street Pier, Port Chalmers; crane for Port Chalmers; lightening rock slopes on Otago Central Railway; furnaces for heating foot-warmers in Dunedin and Invercargill Districts; building six portable huts in Invercargill District; protective works at Otira; filling in mud-flat at Nelson; signals and interlocking; increased telegraph and telephone facilities; block-working; strengthening track and bridges (proportion); and additional sleepers.

The total cost of works under this heading charged to capital account amounts to £157,877.

Expenditure.—The maintenance expenditure charged to revenue amounts to £457,757, or £202 per mile, as against £433,997, or £195 per mile, in previous year. The increase is due mainly to increases under renewals of track, and repairs and strengthening of bridges. As has been frequently remarked, our expenditure per mile is high compared with that of the other colonial railways, and an examination of the various returns shows that there is an increase under almost all heads, but more especially for renewals of track and bridges.

Comparing our expenditure last year with that of the four principal Australian railways, I find that, on a mileage basis, we spent and charged to revenue for materials for renewals of track some £70,000, and on bridge structures and roads £45,000, more than the average for those railways.

Mileage.—The total mileage open for traffic on 31st March, 1903, was 2,290 miles 64 chains, being an addition of about 56 miles opened during the year.

Private Sidings.—The number of private-siding rights at 31st March last was 273, with a total annual rental of £4,522. Fifteen new grants were issued during the year.

Leases.—At 31st March last there were 2,017 leases current, with a total annual rental of £21,879. Leases issued during the year numbered 362.

Staff.—The working staff was 2,707, and the office staff 91, making a total of 2,798 persons. I append the usual returns.

I have, &c.,

JOHN COOM, M.Inst.C.E.,
Chief Engineer.

The General Manager, New Zealand Railways.

ANNUAL SIGNAL AND ELECTRICAL REPORT.

SIR,—

Wellington, 1st April, 1903.

I have the honour to submit the following report on the signals, interlocking, and block-working, also the telegraph and telephone facilities, of the New Zealand Government Railways for the year ending 31st March, 1903:—

Fixed Signals.

During the past year twenty stations have been fitted with fixed signals, and the whole, with the exception of two or three stations, have now been fitted with interlocking plates.

The expenditure for the year on new work was £854 15s. 11d., and for maintenance £726 15s.

Interlocking of Points and Signals.

The signalling and interlocking has worked with the most satisfactory results.

The following stations have been fully equipped during the year: Rolleston, Studholme, Dunedin (north end, temporary scheme), Cattle-yards, Green Island sidings, and Mosgiel. The work has also been commenced and is well in hand at Summit, Burke's, Kensington, Caversham, Balclutha, Invercargill.

The expenditure for the year on new work was £11,077 9s. 10d., and for maintenance £539 5s. 6d.

Block-working.

The electric train-tablet system of block-working on the sections where installed has worked with every satisfaction.

During the year forty-two tablet instruments and seventy-seven miles of line have been fitted up and brought into operation, embracing the following sections: Turakina to Longburn, Masterton to Featherston, and Addington to Rolleston.

The equipment of the sections from Palmerston North to Woodville, Wingatui to Ida Valley, Invercargill to Winton, Makarewa to Riverton, and Greymouth to Ngahere is in progress.

The staff-and-ticket system of block-working has been adopted on the Hunterville Branch.

Telegraph and Telephone Facilities.

During the year 250 miles of wire has been erected and brought into use, embracing a new through Morse wire from Invercargill to Dunedin; also various alterations and additions have been made to improve existing lines.

Twenty-two additional Morse instruments and eighty-three telephones have been fixed and brought into operation; also twelve additional connections have been made with public telephone exchanges and nine portable telephones brought into use.

Twenty-four old-pattern telephones have been replaced by new and more modern ones.

Greater facilities are still needed in some of the districts to suit the more pressing requirements.

The expenditure on electric block-working, telegraph and telephone facilities for the year was: New work, £11,250 16s. 10d.; and maintenance, £6,949 12s. 10d.

Electric Light.

The signals fitted with electric light, also the electric arc lamps at Wellington, continue to give every satisfaction.

I have, &c.,

H. J. WYNNE, A.M.Inst.C.E.,
Signal and Electrical Engineer.

The Chief Engineer, Wellington.

APPENDIX D.

SIR,—

Stores Manager's Office, Wellington, 12th May, 1903.

I have the honour to report that the value of stores (purchased under the Railway vote, on hand on 31st March, 1903, at the various depots amounted to £190,414 2s. 4d., as against £173,221 19s. 7d. on 31st March, 1902.

The value of stores on hand on account of additions to open lines amounted on 31st March, 1903, to £37,114 5s. 2d., as against £43,151 4s. 4d. on 31st March, 1902.

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

I have, &c.,

GEO. FELTON,
Stores Manager.

The General Manager, New Zealand Railways.

APPENDIX E.

SIR,—

Chief Traffic Manager's Office, Wellington, 15th June, 1903.

I have the honour to report on the working of the Traffic Branch of the New Zealand Railways for the year ending 31st March, 1903.

Hurunui-Bluff Section.

The number of passengers carried during the year has fallen short of last year's traffic by 68,700 passengers, the Invercargill, Dunedin, and Christchurch Districts participating in the decrease.

In goods traffic there were large increases in all classes, excepting grain, in which there was a large deficiency, the yield being considerably under the average, thus reducing the total increase in goods traffic to 11,914 tons, as against an increase of 45,220 tons last year.

The sheep traffic was very heavy, 544,170 sheep being carried in excess of the traffic for last year.

In the Christchurch District there are increases in all classes of traffic excepting grain, the increase in sheep being 316,048.

The traffic in frozen meat has increased by 2,660 tons, 38,010 tons having been carried to Lyttelton and Timaru as against 35,350 tons last year.

In the Dunedin District the traffic in practically all classes excepting grain shows a considerable increase.

There is a large increase in sheep traffic, 147,304 more sheep having been carried than in the previous year.

There is also a considerable increase in frozen meat, 202,416 carcasses having been shipped at Oamaru and Port Chalmers, as against 163,189 carcasses for last year.

The quantity of cream carried to dairy factories amounted to 578,160 gallons, being an increase of 218,848 gallons. This class of traffic has made considerable strides during the past few years, having increased from 37,425 gallons in 1899-1900 to 578,160 gallons in the year under review.

During the year creameries have been established at Kurow, Windsor, Totara, Maheno, Hyde, Balclutha, and Romahapa.

The recently discovered phosphate-rock deposits in the vicinity of Clarendon Station have been worked during the year, the output forwarded from that station being 2,494 tons. This industry should in time become of considerable importance.

In the Invercargill District there are increases in chaff, wool, timber, merchandise, coal and other minerals, there being a decrease in grain and firewood. There is also a large increase in sheep traffic.

The Christchurch-Dunedin express trains have been accelerated, forty-five minutes having been taken off the journey-time, the trains arriving at destination at 8.15 p.m. instead of 9 p.m. as formerly; and arrangements have been made which enable the express train being run alongside the Wellington ferry steamer at Lyttelton, and also for a train for Christchurch to start from the wharf immediately on arrival of the ferry boat from Wellington.

The journey-time of the morning train from Palmerston to Oamaru has been reduced, to give a better connection with the Oamaru markets.

In the Invercargill District the journey-times of several mixed trains have been reduced, notably those between Invercargill and Clinton, Lumsden and Gore, Invercargill-Orepuki, Invercargill-Bluff, and Riverton-Nightcaps.

An extra passenger-train has been provided from Winton to Invercargill and back on Saturdays. The Riverton-Nightcaps time-table has been improved by the running of the 10.5 a.m. Riverton to Nightcaps and the 2 p.m. Nightcaps to Riverton on Mondays in addition to Wednesdays and Fridays.

Various other minor alterations have been made all over the Hurunui-Bluff Section.

Increased mileage per annum: Passengers and mixed, 21,730; goods, 58,136: total, 79,866.

Various alterations and improvements of branch services are contemplated.

Picton Section.

The passenger traffic has increased largely, there being an increase of 14,104 passengers, and in revenue, including season tickets, of £808 2s. 1d.

The principal increases in goods traffic are in chaff, wool, grain, and merchandise.

There is also a large increase in sheep traffic, 71,782 sheep having been carried, as against 38,149 last year.

The total revenue for the section was increased by £2,371 14s. 10d., or over 21 per cent.

Westland Section.

The passenger business has fallen off slightly in this district, there being a decrease in passengers of 5,934; season tickets, 72; and in revenue of £68 9s. 3d.

There has been a moderate increase in goods traffic, the principal increases being in chaff, firewood, and timber.

The Greymouth-Hokitika time-table has been revised and improved.

Increased mileage per annum, 7,488 miles.

Westport Section.

In passenger business there has been a moderate increase on this section.

The goods traffic, however, has increased largely, the principal increase being in coal, close upon 88,000 tons more being carried than the previous year.

Other increases are in chaff, grain, and general goods.

The train service in this district has been entirely revised, and additional mixed trains provided.

Increased mileage per annum, mixed, 23,920; decreased mileage per annum, goods, 9,048; net total increase, 14,872.

Nelson Section.

There is a decrease in the passenger business on this section of 9,808 passengers, and revenue (including season tickets) decreased £271 7s. 1d.

In goods traffic there is a small increase, principally in chaff, timber and grain.

Total revenue has increased by £1,290 6s. 10d.

Wellington-Napier-New Plymouth Section

The passenger business on this section has increased to a large extent, the increase over last year being 149,354 passengers and 5,877 season tickets, and in revenue of £6,012 14s. 8d.

In goods traffic there are large increases in all classes, with the exception of firewood, in which there is a slight falling-off.

The increase on the total goods traffic was close upon 12 per cent.

In the Wellington-Napier District the principal increases are in grain, merchandise, coal and other minerals, there being also a large increase in sheep.

In the Wanganui District there is a large increase in passenger traffic, and in goods traffic there are considerable increases, the principal of which are in chaff, wool, timber, grain, general merchandise, and coal.

The sheep traffic has also increased to a large extent over the previous year.

The large increase in the Sunday traffic has rendered it necessary to put on an additional train between Te Aro and Lower Hutt, and for the greater convenience of settlers the trains previously running between Palmerston and Foxton on Thursdays and Saturdays are now being run on Tuesdays also.

Increased mileage per annum, 2,918 miles.

Auckland Section.

Passenger traffic in this district has increased during the year to a very large extent, there being an increase in ordinary passengers of 87,487 and in season tickets of 6,018, the revenue having increased to the extent of £4,399 1s. 9d. over the previous year's traffic.

In the goods traffic there is also a large increase, the total tonnage for the year being 301,376 tons, as against 261,311 tons for the previous year, an increase of 40,065 tons, or over 15 per cent.

There are increases in all classes of traffic, the principal being in chaff, timber, grain, general merchandise, and minerals.

There was also an increase in sheep amounting to 57 per cent.

The traffic in dairy-products still continues to increase, 400,309 gallons of cream having been forwarded, as against 360,502 for the previous year.

The quantity of butter carried on the section was 4,350 tons, as against 3,550 for the previous year.

There is, however, a slight decrease in cheese, the quantity being less than last year by 104 tons.

The whole time-table has been rearranged, the most important improvements being the extension of the suburban trains to Henderson and the inauguration of a daily express train between Auckland and Rotorua.

The improvements made give a faster and more regular service than formerly, and are greatly appreciated by the travelling public.

During the current year it is proposed to place a refreshment-car on the Auckland-Rotorua express.

Extra train mileage per annum: Passenger, 134,472; goods, 2,756.

Gisborne Section.

The Gisborne Section, 12 miles 65 chains, was opened on the 26th June, 1902.

The total goods tonnage carried up to the 31st March, 1903, was 1,111 tons; number of passengers, 39,183; total revenue, £1,787 19s. 2d.

Kaihu Section.

The traffic, both passenger and goods, has fallen off very considerably, there being a decrease, compared with the previous year, of 3,008 passengers and 16,607 tons of goods; the principal drop is in timber, on which there is a decrease of 16,294 tons.

Whangarei Section.

The passenger business shows considerable development, 12,011 passengers having travelled in excess of the previous year, an increase of close upon 24 per cent.

In goods traffic there is also a great improvement, the tonnage for the year being 95,485, as compared with 83,708 tons for the previous year, an increase of 11,777 tons, or over 14 per cent.

There are increases in all classes of goods traffic, with the exception of grain, the heavier increases being in timber and coal.

The time-table has been improved by extending the running of the 12.35 p.m. train, Hukerenui-Whangarei, two days a week, making it a daily service instead of four days a week as formerly. Increased mileage per annum, 4,225 miles.

Kawakawa Section.

There is a moderate improvement in traffic for the year, both in passengers and goods, there being an increase of 1,741 passengers and 1,282 tons in goods traffic.

The outcome of the year's work is most satisfactory, and, compared with the previous year's, shows a large expansion of business. The total earnings for the year amounted to £1,974,037 15s. 11d., as against £1,874,586 9s. 7d., an increase of £99,451 6s. 4d.

There has been a large increase in the passenger traffic, 7,575,390 passengers having travelled, as against 7,356,136 last year, an increase of 219,254. There has also been a considerable increase in season tickets, 118,431 having been issued, an increase of 17,653 over the previous year.

This advance in passenger business is all the more noticeable in view of the abnormal and exceptional passenger traffic induced by the visit of the Duke and Duchess of Cornwall and York to the colony, the despatch of troops for South Africa, and the occurrence of two Easters in the previous year, ending 31st March, 1902.

Although, however, the growth of passenger business has been so satisfactory, the revenue derived therefrom has not, on account of the large reduction in the fares, increased to any extent, the passenger revenue for the year being £576,529 9s. 7d., as compared with the previous year £575,697 9s. 3d., there being therefore an increase of only £832 0s. 4d. to represent the increased number (219,254) of passengers.

The season tickets issued for the year (118,431), an increase of 17,653, represent an increase in revenue of £3,846 16s. 3d.

The revenue from excursion traffic was £109,329 19s. 9d.

The goods traffic also shows a great improvement over the previous year, the tonnage for the year being 3,730,394 tons, an increase of 201,217 tons. Increases occur in all classes of traffic, except in grain, in which there is a large decrease, due to the deficiency in last year's harvest.

There has been a phenomenal increase in sheep traffic, the number carried for the year being 3,821,333, as against 2,724,860 for last year, an increase of 1,096,473. The equivalent tonnage for the total live-stock traffic for the year shows an increase from 137,862 tons last year to 187,866 tons for the year under review, an increase of 50,004 tons.

The revenue from goods and live-stock traffic amounted to £1,189,100, an increase over last year of £78,526.

Grand total mileage of additional permanent trains per annum: Mixed and passenger, 194,753; goods, 51,844: total, 246,597.

The increase in goods mileage is due to the continued expansion of traffic and the acceleration of mixed trains.

The large increase in passenger- and mixed-train mileage is chiefly due to the great improvement in the Auckland time-table.

Appended is a comparative statement showing the average late arrivals of trains at destination for the year ending 31st March, 1903, and for the previous year. Express and mail train, 1.18, as against 1.79; long-distance and mixed trains, 1.25, as against 1.71; suburban trains, 0.57, as against 0.78.

RETURN SHOWING AVERAGE LATE ARRIVALS OF TRAINS AT DESTINATION.

	Period ending													Average for Year
	Apr 6.	Ma 2	June 21.	July 19.	Aug. 16.	Sept. 13.	Oct. 11.	Nov. 8.	Dec.	an 3.	Jan. 31.	Feb. 28.	Mar. 31.	
<i>Long-distance Fast Passenger Trains.</i>														
Year ending 31st March, 1903	1.08	1.40	1.57	1.09	0.48	0.42	0.57	0.63	0.88	2.44	2.79	0.89	1.14	1.18
Year ending 31st March, 1902	3.01	1.96	3.54	4.22	0.88	0.85	0.47	0.42	0.77	2.10	1.10	0.83	3.07	1.79
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1903	2.73	1.57	2.18	1.07	0.98	0.69	0.71	0.86	0.82	1.10	1.20	1.27	1.12	1.25
Year ending 31st March, 1902	3.06	2.07	2.87	3.12	1.03	0.90	0.79	0.79	1.02	1.27	0.94	1.36	3.04	1.71
<i>Suburban Trains</i>														
Year ending 31st March, 1903	1.17	0.57	0.99	0.74	0.39	0.31	0.31	0.28	0.55	0.52	0.57	0.50	0.51	0.57
Year ending 31st March, 1902	1.13	0.85	1.59	1.60	0.69	0.44	0.42	0.47	0.38	0.56	0.55	0.71	0.70	0.78

During the year a new agreement was entered into with the Wellington and Manawatu Railway Company, in which provision was made for through booking of passengers on continuous mileage and for the interchange of trains, the company's mail-train running through from Welling-

ton to New Plymouth, and the Government trains running through between New Plymouth and Wellington. This arrangement, obviating as it does the necessity for changing carriages at Palmerston North, has been much appreciated, and has given great satisfaction to the travelling public.

The Westinghouse brake, which has now been introduced on the Auckland Section, is working satisfactorily, and has been found of great assistance in controlling trains on the steep grades in that district.

Further extension of the electric tablet system has been completed during the year between Featherston and Masterton, Longburn and Turakina, Waitati-Port Chalmers-Mosgiel, Wingatui and Ida Valley, and Christchurch and Rolleston, adding greatly to the safe and expeditious working of the traffic.

The system should be extended to other portions of the line as soon as possible, notably between Auckland, Newmarket, and Henderson; Newmarket and Frankton; and Addington and Rangiora.

The Lake Wakatipu steamers were purchased by the Government and taken over by the Department on the 1st November last.

The working of the steamers as an adjunct to the railways, at reduced fares and charges, has given general satisfaction throughout the southern districts.

The percentage of traffic expenditure to revenue for the year is 18·24, previous year's percentage being 17·78.

The increase is due to the large addition in the train mileage, caused by increase of traffic and improvements to the train services, increase in passenger business at low fares, and the increased salaries and wages paid to the staff under the Classification Act.

The prospects for the ensuing year are most promising, and it may confidently be anticipated that there will be a considerable increase of business.

The General Manager,
New Zealand Railways, Wellington.

I have, &c.,
W. H. GAW,
Chief Traffic Manager.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1902-1903.

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RETURN NO. 2.

GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1903.

Dr.				Cr.				
£	s.	d.	£	s.	d.	£	s.	d.
To Balance brought forward:—								
Outstanding accounts at 1st April, 1902,—								
Other Government departments, for stores, work done, &c. ... 7,877 3 5								
Personal accounts, for stores, work done, &c. ... 3,513 11 4								
11,390 14 9								
Stock of stores on hand at 1st April, 1902 ... 173,221 19 7								
Payments per Treasury to 31st March, 1903,—								
Vote 68* ... 1,571,629 10 11								
Unauthorised ... 3,233 19 9								
1,574,863 10 8								
Deposit Account—Permanent-way material ... 25,000 0 0								
Payments outstanding on 31st March, 1903, carried forward ... 109,379 3 0								
* NOTE.—Payments per Treasury ... £1,571,629 10 11								
Recoveries ... 217,478 11 9								
Net charge to Vote 68 ... £1,354,150 19 2								
By Payments outstanding on 31st March, 1902, brought forward ... 95,972 4 10								
Classified expenditure, as per Return No. 4 ... 1,343,415 7 1								
Recoveries to credit of Vote 68,—								
Other Government departments, for stores, work done, &c. ... 169,189 12 10								
Personal accounts, for stores, work done, &c. ... 23,607 3 7								
Miscellaneous recoveries ... 24,591 15 4								
217,478 11 9								
Deposit on purchase of Lake Wakatipu Shipping Company's business and effects, &c. ... 750 0 0								
Deposit Account,—								
Cash with Agent-General ... 6,811 10 4								
Cash in Treasury ... 18,188 9 8								
25,000 0 0								
Balance:—								
Outstanding accounts at 31st March, 1903,—								
Other Government departments, for stores, work done, &c. ... 19,201 4 3								
Personal accounts, for stores, work done, &c. ... 1,533 17 9								
20,825 2 0								
Stock of stores in hand at 31st March, 1903 ... 190,414 2 4								
£1,893,855 8 0								

RETURN No. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1903.

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	£ 436 10 10	£ 178 17 11	£ 26 15 9	£ 9 4 6	£ ..	£ 651 9 0	£ 291 12 1	£ Cr. 5 10 6	£ ..	£ Cr. 0 15 7	£ ..	£ 285 6 6	£ 16 15 1	£ 161 14 2	£ 814 5 5	£ 19 3 2	£ 256 16 9	£ 218 0 0	£ 1,987 9 7
Whangarei	1,545 19 1	445 3 9	154 16 3	41 12 11	..	2,187 12 0	1,084 5 6	64 9 4	..	627 0 11	..	1,775 15 9	133 19 3	325 10 10	1,950 3 4	103 16 7	501 4 5	91 11 8	6,976 10 6
Kaihu	1,158 6 5	40 1 8	3 13 10	..	..	1,202 1 11	353 10 2	14 8 3	..	294 17 3	..	662 15 8	8 13 4	214 6 6	957 12 3	58 10 0	291 18 0	102 3 6	3,293 14 2
Auckland	25,339 10 2	7,048 19 3	2,504 8 2	714 5 8	..	35,607 3 3	16,368 15 9	1,271 12 6	..	5,961 15 8	..	23,602 3 11	2,832 0 5	4,491 6 0	33,047 16 8	2,276 13 0	5,392 15 1	1,696 15 5	105,553 2 11
Gisborne-Karaka	13 2 3	1 18 6	1 7 9	..	..	16 8 6	327 8 7	30 19 8	..	Cr. 122 13 9	..	235 14 6	3 3 8	3 17 0	293 7 3	17 9 10	128 2 4	..	698 3 1
Wellington - Napier - New Plymouth	52,593 17 8	19,097 8 5	6,906 11 6	1,763 17 9	..	80,271 15 4	40,888 15 8	2,646 19 4	..	19,110 10 8	..	62,646 5 8	7,515 10 8	9,301 8 9	76,899 17 0	5,009 17 5	11,156 19 4	3,043 13 1	249,758 1 1
Hurunui-Bluff	107,212 4 10	25,164 3 7	11,260 4 7	3,454 8 6	..	147,091 1 6	68,845 16 2	5,217 0 2	..	28,947 16 4	..	103,010 12 8	9,051 12 3	22,128 7 10	173,992 3 5	11,618 8 5	19,438 7 11	6,228 15 4	480,101 18 8
Westland	8,999 3 11	2,955 11 0	806 18 9	548 6 4	..	13,310 0 0	4,052 10 5	150 4 6	..	2,120 17 0	..	6,323 11 11	423 14 4	1,650 14 7	11,673 12 9	713 1 2	2,181 0 8	141 15 11	36,133 19 6
Westport	4,158 4 5	3,129 13 7	317 17 6	940 9 7	..	8,546 5 1	3,252 5 11	235 2 0	..	1,773 16 10	..	5,261 4 9	64 3 9	2,334 19 8	8,258 9 6	748 12 8	1,805 18 2	87 14 6	26,931 19 1
Nelson	2,751 7 11	1,089 10 3	182 17 6	25 15 7	..	4,049 11 3	1,016 14 6	79 5 4	..	717 12 1	..	1,813 11 11	115 9 4	289 19 9	3,398 9 8	137 12 3	519 6 10	213 19 4	10,110 1 8
Picton	2,287 18 10	757 16 11	80 2 4	33 10 6	..	3,159 8 7	1,229 1 7	Cr. 106 5 4	..	657 3 3	..	1,779 19 6	76 16 10	232 8 11	2,157 2 9	126 6 9	405 2 10	23 18 1	7,913 8 1
Totals	206,406 6 4	59,909 4 10	22,245 13 11	7,531 11 4	..	296,092 16 5	137,710 16 4	9,598 5 3	..	60,088 0 8	..	207,397 2 8	20,241 18 11	41,134 14 0	313,443 0 0	20,919 11 3	42,077 12 4	11,848 6 10	929,458 8 4
STORES.																			
Kawakawa	421 7 4	..	27 18 5	18 0 9	..	467 6 6	..	58 1 3	19 9 6	127 9 3	..	205 0 6	6 15 5	55 6 10	42 3 7	..	..	2 17 6	773 14 10
Whangarei	341 19 8	103 8 3	73 11 7	123 11 1	..	642 10 7	..	654 4 3	77 18 0	235 1 7	..	967 3 10	35 0 11	301 2 6	132 6 10	..	..	1 6 3	2,076 18 5
Kaihu	534 12 8	29 12 4	10 19 7	..	..	575 4 7	..	0 14 3	15 7 7	50 17 1	..	66 18 11	5 17 6	160 9 8	62 3 6	..	..	1 5 0	869 9 2
Auckland	12,128 19 6	2,930 11 11	1,946 16 6	494 3 4	..	17,500 11 3	..	11,763 19 2	885 12 9	3,445 7 5	..	16,094 19 4	1,117 15 1	2,402 0 3	2,791 12 11	..	..	2,148 4 6	37,758 14 4
Gisborne-Karaka	2 14 1	0 18 0	2 6 2	..	..	5 18 3	..	229 17 4	17 10 1	52 5 5	..	299 12 10	2 5 0	1 0 5	82 5 7	..	..	..	391 2 1
Wellington - Napier - New Plymouth	31,723 9 9	4,028 14 9	6,098 1 6	1,171 5 7	..	43,021 11 7	..	45,403 3 2	2,960 18 3	7,715 9 6	..	56,079 10 11	2,409 14 2	5,553 1 6	6,931 0 1	..	..	4,867 6 5	109,127 11 10
Hurunui-Bluff	60,255 6 11	12,195 19 5	5,752 18 2	3,767 15 7	..	81,972 0 1	..	60,913 17 0	3,916 6 5	13,647 14 6	..	78,477 17 11	2,313 9 0	14,124 1 10	14,601 7 7	..	..	5,068 7 7	186,420 8 10
Westland	2,311 10 2	1,504 0 1	475 19 9	314 1 4	..	4,605 11 4	..	1,382 10 1	208 2 5	486 10 9	..	2,077 3 8	219 12 10	993 14 6	1,239 18 10	..	..	30 13 6	9,105 7 3
Westport	2,825 13 4	2,176 13 5	178 9 5	1,563 5 6	..	6,744 1 8	..	1,162 18 1	178 12 0	811 16 3	..	2,153 6 4	17 2 11	1,173 12 2	693 13 4	..	..	254 17 8	10,526 18 9
Nelson	2,207 19 5	702 7 7	88 15 8	9 8 6	..	3,008 11 2	..	749 19 8	49 1 3	339 7 1	..	1,138 8 6	94 11 4	146 15 7	337 7 8	..	..	269 5 1	4,456 8 8
Picton	1,385 5 10	324 5 7	27 9 0	9 19 1	..	1,746 19 6	..	704 19 2	66 6 5	326 8 10	..	1,097 14 5	19 14 3	105 0 3	202 8 2	..	..	99 5 0	3,072 11 7
Totals	114,138 18 8	23,996 11 4	14,683 5 9	7,471 10 9	..	160,290 6 6	..	123,024 3 5	8,395 4 8	27,238 7 8	..	158,657 15 9	6,241 18 5	25,016 5 6	27,116 8 1	..	..	12,743 8 6	364,579 5 9
MISCELLANEOUS.																			
Kawakawa	0 8 0	..	..	..	2 13 3	3 1 3	..	0 2 8	..	26 16 8	1 2 11	28 2 3	3 19 7	3 18 7	6 17 11	..	..	..	45 19 7
Whangarei	0 4 1	1 5 5	0 0 6	2 14 10	26 16 9	31 1 7	..	0 16 6	..	44 6 1	11 9 7	56 12 2	5 18 11	54 9 11	99 12 7	..	..	..	247 15 2
Kaihu	0 4 11	..	..	..	8 8 8	8 13 7	..	0 3 4	..	21 3 0	3 11 6	24 17 10	2 1 3	21 5 3	19 10 8	..	..	..	76 8 7
Auckland	132 2 5	87 0 2	7 2 5	5 1 0	317 10 9	548 16 9	..	10 15 7	..	1,003 2 4	135 10 0	1,149 7 11	231 19 8	662 5 1	2,945 15 1	..	..	..	5,538 4 6
Gisborne-Karaka	..	..	..	..	2 6 5	2 6 5	..	..	6 19 4	1 2 1	..	8 1 5	0 17 8	1 1 5	55 17 1	..	..	..	68 4 0
Wellington - Napier - New Plymouth	140 17 3	270 17 1	15 10 7	14 4 1	697 0 4	1,138 9 4	..	17 6 6	..	4,261 15 1	299 4 3	4,578 5 10	2,183 1 3	3,013 8 9	4,505 7 2	..	..	..	15,418 12 4
Hurunui-Bluff	273 11 2	172 4 5	11 11 6	21 16 3	1,346 11 2	1,825 14 6	..	14 11 4	..	5,115 12 1	570 17 9	5,701 1 2	1,246 14 0	5,062 15 11	9,979 15 1	..	..	..	23,816 0 8
Westland	25 13 5	51 13 6	1 2 7	0 7 3	98 14 10	177 11 7	..	11 18 0	..	309 11 5	41 17 3	363 6 8	20 16 10	316 1 9	938 0 10	..	..	..	1,815 17 8
Westport	21 5 5	87 13 4	0 3 1	9 4 0	103 16 11	222 2 9	..	21 11 10	..	323 11 5	44 7 2	389 10 5	Cr. 16 0 10	447 12 4	691 10 11	..	..	..	1,734 15 7
Nelson	0 0 1	18 6 5	..	0 0 8	19 3 5	37 10 7	..	1 11 10	..	106 8 10	8 7 6	116 8 2	14 7 8	32 15 7	135 14 9	..	..	..	336 16 9
Picton	1 1 7	..	..	..	17 17 10	18 19 5	..	..	..	96 18 7	7 10 2	104 8 9	4 3 9	27 16 11	123 9 4	..	..	..	278 18 2
Totals	595 8 4	689 0 4	35 10 8	53 8 1	2,641 0 4	4,014 7 9	..	78 17 7	..	11,316 4 10	1,125 0 2	12,520 2 7	3,697 19 9	9,643 11 6	19,501 11 5	..	..	..	49,377 13 0
Grand totals	321,140 13 4	84,594 16 6	36,964 10 4	15,056 10 2	2,641 0 4	460,397 10 8	137,710 16 4	132,701 6 3	8,395 4 8	98,642 13 2	1,125 0 2	378,575 0 7	30,181 17 1	75,794 11 0	360,060 19 6	20,919 11 3	42,077 12 4	24,591 15 4	1,343,415 7 1

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Twelve Months ending 31st March, 1903.

A. C. FIFE, Railway Accountant.

RETURN No. 5.
COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1903

Sections.	Length Open for Traffic.	Passengers.						Total Season Tickets.	Parcels, &c.					Live-Stock, Goods, &c.																		Grand Total Tonnage.																
		First Class.		Second Class.		Total.	Parcels.		Horses.	Carriages.	Dogs.	Total.	Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.			Chaff, Lime, &c.		Wool.		Firewood.		Timber.		Grain.			Merchandise.		Minerals.		Total.											
1902-3.		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.						
Kawakawa	8	389	208	2,609	3,194	6,400	49	324	51	5	59	439	...	26	...	3,636	...	3,662	154	2	0	444	0	0	45	16	0	6	0	0	552	18	0	12	4	0	1,677	7	0	3,500	3	0	6,238	8	0	6,392	10	0
Whangarei	23	6,202	4,154	22,829	29,894	63,079	130	1,914	15	8	120	2,057	29	183	29	1,251	145	1,637	132	16	0	144	0	0	...	582	0	0	27,529	5	0	1,727	19	0	2,809	2	0	62,693	2	0	95,485	8	0	95,618	4	0		
Kaihu	17	358	1,372	7,195	12,640	21,565	109	1,220	17	1	177	1,415	4	...	1	160	60	225	10	17	0	...	7	8	0	132	0	0	20,903	8	0	407	13	0	1,144	11	0	102	15	0	22,697	15	0	22,708	12	0		
Auckland	341	51,888	75,750	342,979	741,580	1,212,197	26,905	76,956	1,287	62	4,557	82,862	385	25,394	3,202	238,947	3,388	271,316	18,510	13	0	22,134	0	0	1,969	8	0	6,076	0	0	36,105	11	0	44,667	7	0	51,536	8	0	138,887	17	0	301,376	11	0	319,887	4	0
Gisborne-Karaka	13	1,062	3,562	8,877	25,682	39,183	56	434	...	1	59	494	...	...	3	36	7	46	1	17	0	108	0	0	51	4	0	180	0	0	73	2	0	352	16	0	253	17	0	1,110	16	0	1,112	13	0			
Wellington-Napier-New Plymouth	466	108,806	288,736	525,110	1,234,782	2,157,440	29,567	223,035	5,227	606	12,888	241,756	363	36,969	3,347	1,583,100	16,258	1,640,037	76,646	3	0	19,934	0	0	24,611	8	0	44,140	0	0	140,947	8	0	78,512	18	0	151,191	4	0	100,854	16	0	560,195	14	0	636,841	17	0
Hurunui-Bluff	1,213	141,233	491,446	735,127	2,203,304	3,571,110	60,202	401,037	5,601	897	14,897	422,432	1,043	30,199	2,441	1,909,735	41,505	1,984,923	88,759	10	0	68,218	0	0	87,305	16	0	33,852	0	0	155,462	8	0	571,542	1	0	400,036	14	0	535,226	13	0	1,851,643	12	0	1,940,403	2	0
Westland	112	8,162	16,060	63,615	152,910	240,747	824	15,486	357	30	675	16,548	58	559	51	9,972	309	10,949	629	3	0	1,554	0	0	100	0	0	2,314	0	0	48,554	9	0	5,964	19	0	15,000	12	0	212,113	8	0	285,601	8	0	286,230	11	0
Westport	31	271	972	21,651	66,284	89,178	89	4,846	9	2	168	5,025	4	7	3	160	...	174	10	18	0	1,194	0	0	...	4,692	0	0	2,432	13	0	1,950	12	0	3,964	9	0	542,645	13	0	556,879	7	0	556,890	5	0		
Nelson	33	1,676	4,862	24,623	57,142	88,303	385	4,573	47	30	311	4,961	10	18	8	2,554	107	2,697	117	16	0	1,980	0	0	442	8	0	3,276	0	0	2,932	2	0	5,212	11	0	3,539	13	0	20,033	17	0	20,151	13	0			
Pieton	34	4,037	13,396	18,897	49,858	86,188	115	1,937	126	4	291	2,358	25	20	1	71,782	65	71,893	2,893	2	0	5,382	0	0	1,775	12	0	5,244	0	0	515	2	0	8,024	16	0	3,419	11	0	4,770	2	0	29,131	3	0	32,024	5	0
Totals	2,291	324,084	900,518	1,773,518	4,577,270	7,575,390	118,431	731,762	12,737	1,646	34,202	780,347	1,921	93,375	9,086	3,821,333	61,844	3,987,559	187,866	17	0	121,092	0	0	116,309	0	0	100,498	0	0	436,008	6	0	718,375	16	0	633,684	18	0	1,604,425	19	0	3,730,393	19	0	3,918,260	16	0
1901-2.																																																
Kawakawa	8	259	216	1,854	2,330	4,659	25	250	45	5	48	348	2	11	...	3,924	...	3,937	161	12	0	48	0	0	43	16	0	...	...	226	8	0	...	...	1,385	16	0	3,252	13	0	4,956	13	0	5,118	5	0		
Whangarei	23	4,953	3,214	19,141	23,760	51,068	83	1,954	...	...	81	2,035	46	266	24	948	92	1,376	154	9	0	54	0	0	...	444	0	0	22,808	18	0	2,093	11	0	2,692	4	0	55,615	15	0	83,708	8	0	83,862	17	0		
Kaihu	17	91	1,306	2,972	20,204	24,573	103	1,261	23	4	171	1,459	6	...	...	262	...	268	13	10	0	24	0	0	...	270	0	0	37,197	15	0	98	17	0	1,626	3	0	87	15	0	39,304	10	0	39,318	0	0		
Auckland	341	44,832	72,568	282,930	724,380	1,124,710	20,887	72,378	1,189	68	4,045	77,680	322	20,474	3,206	151,934	3,219	179,155	13,352	1	0	16,142	0	0	1,771	0	0	4,952	0	0	31,625	6	0	38,065	10	0	43,566	16	0	125,188	17	0	261,311	9	0	274,663	10	0
Wellington-Napier-New Plymouth	451	95,385	268,932	433,667	1,210,102	2,008,086	23,690	207,456	4,964	463	11,259	224,142	339	28,408	1,952	1,154,211	15,755	1,200,665	56,535	2	0	18,360	0	0	23,773	0	0	46,298	0	0	137,460	4	0	69,694	1	0	124,117	4	0	82,286	7	0	501,988	16	0	558,523	18	0
Hurunui-Bluff	1,198	130,488	486,970	664,572	2,357,780	3,639,810	54,457	370,852	5,243	897	13,388	390,380	773	26,778	1,581	1,365,565	35,287	1,429,984	65,425	13	0	44,010	0	0	74,581	0	0	33,358	0	0	149,463	8	0	685,216	1	0	358,009	13	0	495,091	5	0	1,839,729	7	0	1,905,155	0	0
Westland	112	7,456	16,068	62,483	160,074	246,681	896	14,356	362	30	657	15,405	52	634	77	7,986	608	9,357	584	19	0	1,122	0	0	54	4	0	1,504	0	0	42,767	15	0	5,569	7	0	16,472	3	0	219,684	14	0	287,174	3	0	287,759	2	0
Westport	31	213	1,068	19,453	65,620	86,354	116	4,001	16	2	146	4,165	4	6	1	103	...	114	8	4	0	528	0	0	...	4,062	0	0	2,715	1	0	1,620	4	0	3,333	17	0	454,737	12	0	466,096	14	0	467,004	18	0		
Nelson	33	1,592	5,546	23,889	67,084	98,111	392	4,096	14	30	382	4,522	16	25	3	1,778	114	1,936	92	3	0	1,008	0	0	381	4	0	3,876	0	0	2,534	1	0	4,710	8	0	3,002	19	0	3,932	2	0	19,444	14	0	19,536	17	0
Pieton	21	3,053	11,376	13,799	43,856	72,084	129	1,200	70	7	227	1,504	4	9	3	38,149	84	38,249	1,534	9	0	5,082	0	0	1,273	16	0	5,472	0	0	354	7	0	6,276	13	0	2,187	16	0	3,915	9	0	24,562	1	0	26,096	10	0
Totals	2,235	288,322	867,864	1,524,760	4,675,190	7,356,136	100,778	677,804	11,926	1,506	30,404	721,640	1,564	76,611	6,847	2,724,860	55,159	2,865,041	137,862	2	0	86,378	0	0	101,878	0	0	100,236	0	0	427,153	3	0	813,344	12	0	556,394	11	0	1,443,792	9	0	3,529,176	15	0	3,667,038	17	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.	
1902-3.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.	
Kawakawa ...	352 11 5	29 4 0	57 16 1	439 11 6	1,424 11 0	68 13 5	40 3 0	1,533 7 5	1,972 18 11	5,084	3,358	8,442	
Whangarei ...	2,705 1 10	160 18 11	171 19 7	3,038 0 4	16,592 7 7	158 13 3	220 0 6	16,971 1 4	20,009 1 8	46,666	15,253	61,919	
Kaihu ...	1,027 1 8	103 0 6	103 18 11	1,234 1 1	4,627 17 10	174 18 5	106 8 4	4,909 4 7	6,143 5 8	13,901	6,367	20,268	
Auckland ...	85,495 7 9	7,504 8 8	10,774 12 10	103,774 9 3	127,648 18 8	985 17 0	3,933 4 10	132,568 0 6	236,342 9 9	741,589	226,945	968,534	
Gisborne-Karaka ...	1,434 19 1	71 17 9	57 7 6	1,564 4 4	184 3 1	7 1 8	32 10 1	223 14 10	1,787 19 2	12,728	4,089	16,817	
Wellington-Napier-New Plymouth	180,165 1 9	13,308 1 8	27,913 4 4	221,386 7 9	280,588 7 4	6,829 11 11	13,497 14 6	300,915 13 9	522,302 1 6	1,611,738	645,069	2,256,807	
Hurunui-Bluff ...	276,492 11 4	26,686 10 8	45,438 0 7	348,617 2 7	621,194 18 8	15,247 17 6	21,795 11 5	658,238 7 7	1,006,855 10 2	2,701,401	1,091,755	3,793,156	
Westland ...	15,531 16 9	696 1 2	1,659 16 4	17,887 14 3	53,073 1 2	2,151 3 11	712 12 8	55,936 17 9	73,824 12 0	142,734	76,799	219,533	
Westport ...	4,397 9 5	126 8 9	324 5 2	4,848 3 4	68,834 13 7	3,025 1 1	373 6 3	72,233 0 11	77,081 4 3	80,944	86,094	167,038	
Nelson ...	4,363 9 10	324 7 8	486 10 6	5,174 8 0	7,553 4 0	660 17 11	981 11 9	9,195 13 8	14,370 1 8	44,467	10,135	54,602	
Pieton ...	4,563 18 9	157 10 10	284 18 11	5,006 8 6	7,378 10 10	650 9 11	313 1 11	8,342 2 8	13,348 11 2	42,081	17,431	59,512	
Totals ...	576,529 9 7	49,168 10 7	87,272 10 9	712,970 10 11	1,189,100 13 9	29,960 6 0	42,006 5 3	1,261,067 5 0	1,974,037 15 11	5,443,333	2,183,295	7,626,628	
1901-2.													
Kawakawa ...	333 3 2	24 6 4	52 17 6	410 7 0	1,362 1 3	17 9 5	26 1 0	1,405 11 8	1,815 18 8	3,888	2,491	6,379	
Whangarei ...	2,156 0 10	146 19 6	133 1 6	2,436 1 10	14,501 18 2	164 1 8	189 13 10	14,855 13 8	17,291 15 6	42,829	12,625	55,454	
Kaihu ...	1,324 8 4	102 15 8	110 8 10	1,537 12 10	7,886 5 4	340 9 8	114 8 0	8,341 3 0	9,878 15 10	16,755	9,046	25,801	
Auckland ...	82,145 3 7	6,455 11 1	8,935 9 2	97,536 3 10	112,778 3 8	806 0 0	3,232 16 2	116,816 19 10	214,353 3 8	693,589	193,651	887,240	
Wellington-Napier-New Plymouth	175,603 15 8	11,856 13 1	25,155 6 5	212,615 15 2	253,598 14 5	5,693 14 3	9,742 6 7	269,034 15 3	481,650 10 5	1,445,690	543,932	1,989,622	
Hurunui-Bluff ...	286,135 15 0	25,311 11 6	42,419 13 5	353,866 19 11	597,419 8 8	17,015 6 6	18,369 2 2	632,803 17 4	986,670 17 3	2,573,191	995,906	3,569,097	
Westland ...	15,539 0 5	757 6 9	1,814 10 0	18,110 17 2	58,250 18 8	2,137 12 9	552 19 6	54,941 10 11	73,052 8 1	136,983	75,312	212,295	
Westport ...	4,113 2 4	140 18 3	275 1 10	4,529 2 5	52,232 9 2	2,178 18 11	335 18 6	61,287 6 7	65,816 9 0	74,375	74,470	148,845	
Nelson ...	4,584 5 1	374 19 6	445 16 0	5,405 0 7	6,797 16 4	641 6 3	235 11 8	7,674 14 3	13,079 14 10	47,022	9,806	56,828	
Pieton ...	3,762 14 10	150 12 8	218 6 5	4,131 13 11	5,746 17 8	768 3 5	330 1 4	6,845 2 5	10,976 16 4	32,038	13,166	45,204	
Totals ...	575,697 9 3	45,321 14 4	79,560 11 1	700,579 14 8	1,110,574 13 4	30,303 2 10	33,128 18 9	1,174,006 14 11	1,874,586 9 7	5,066,360	1,930,405	6,996,765	

RETURN No. 6.

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

Section.	State of Line.	1902-3.		
		Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.
Kawakawa	Opened	94,106	- 834	..
"	Unopened	29,594	..	..
Whangarei	Opened	175,932	10,708	6 1 9
"	Unopened	10,022	..	..
Kaibu	Opened	69,634	1,904	2 14 8
Auckland	"	2,677,615	87,492	3 5 4
"	Unopened	388,660	..	..
Gisborne-Karaka	Opened	75,110	630	0 16 9
"	Unopened	3,412	..	..
Wellington-Napier-New Plymouth	Opened	4,649,346	147,998	3 3 8
"	Unopened	248,813	..	..
Wellington-Foxton (private line)	..	42,116	..	..
Surveys, North Island	..	24,760	..	..
Miscellaneous	..	5,169	..	..
Hurunui-Bluff	Opened	9,986,178	316,517	3 3 5
"	Unopened	253,882	..	..
Greymouth Harbour Works	Opened	127,234	26,769	4 19 1
Westland	"	413,166		
"	Unopened	23,559	..	..
Ngahere-Blackball	"	1,090	..	..
Westport	Opened	220,773	37,887	16 2 7
" Harbour Works	"	14,111		
Nelson	"	170,737	- 533	..
"	Unopened	12,537	..	..
Picton	Opened	345,679	2,084	0 12 0
"	Unopened	..	..	..
Stock, permanent-way	..	45,193	..	..
Stock, A.O.L. stores	Opened	37,114	..	..
Surveys, Middle Island	..	39,225	..	..
Miscellaneous	..	5,168	..	..
Stock in suspense	Opened	25,000	..	..
Total opened	..	19,081,735	630,622	3 6 1
Total unopened	..	1,133,200	..	..
Gross total	..	20,214,935	630,622	3 2 5

NOTE.—The amount stated as cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It does not include cost of Midland Railway nor expenditure by the Greymouth and Westport Harbour Boards on harbour works, &c.

A. C. FIFE,
Railway Accountant.

RETURN No. 7.

EXPENDITURE under VOTE for ADDITIONS to OPEN LINES, charged to Capital Account, for the Twelve Months ending 31st March, 1903.

						Total Expenditure.
						£ s. d.
Material on hand at 31st March, 1902	..	..	..	..	..	43,151 4 4
Expenditure charged to Vote 85 by Treasury	..	..	..	..	..	417,129 17 3
						460,281 1 7
Less material on hand at 31st March, 1903	..	..	..	..	..	37,114 5 2
Expenditure on Works, &c. —						
Way and Works Department	..	..	..	..	£157,877 0 7	
Locomotive Department	..	..	..	..	265,289 15 10	
						£423,166 16 5

WAY AND WORKS DEPARTMENT: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Additions and improvements to station buildings, plat-forms, and signals	130 19 5	405 6 5
	Respacing sleepers	245 8 0	
	Bridge-strengthening	28 19 0	
Auckland	Additional works, water-services, &c., for Locomotive Department	261 12 4	8,869 4 2
	Additions and improvements to station buildings, plat-forms, and signals	3,815 6 0	
	Sidings, loading-banks, stockyards, approaches, and crossings	1,361 8 3	
	Additions to dwellings	173 1 10	
	Fencing	40 0 0	
	Reclamation-works	10 18 6	
	Relaying	1,181 17 6	
	Respacing sleepers	1,189 4 0	
	Bridge-strengthening	809 15 8	
	Telegraph and telephone facilities	26 0 1	
Wellington—Napier—New Plymouth	Additional works, water-services, &c., for Locomotive Department	490 2 6	
	Additions and improvements to station buildings, plat-forms, and signals	16,638 1 5	
	Sidings, loading-banks, stockyards, approaches, and crossings	1,799 17 2	
	Additions to dwellings	560 7 10	
	Departmental offices, Wellington	16,516 11 8	
	Viaducts	1,051 3 5	
	Creosoting plant	4,763 0 7	
	Purchase of buildings, Wellington	3,012 0 0	
	Land	1,100 0 0	
	Additions to Eastown Workshops	260 10 2	
	Fencing	201 6 11	
	Relaying	6,941 17 6	
	Respacing sleepers	3,765 18 0	
	Bridge-strengthening	4,669 12 2	
	Telegraph and telephone facilities	81 14 7	
	Interlocking appliances	928 14 11	
	Blockworking	2,063 8 6	
			64,844 7 4
Hurunui—Bluff— (Christchurch District)	Additional works, water-services, &c., for Locomotive Department	591 8 3	20,490 15 2
	Additions and improvements to station buildings, plat-forms, and signals	6,221 15 4	
	Sidings, loading-banks, stockyards, approaches, and crossings	544 13 9	
	Land	1,650 0 0	
	Relaying	5,520 12 6	
	Respacing sleepers	1,929 12 0	
	Bridge-strengthening	453 0 0	
	Interlocking appliances	1,926 19 9	
	Blockworking	1,652 13 7	
(Dunedin District) ..	Additional works, water-services, &c., for Locomotive Department	1,567 4 8	
	Additions and improvements to station buildings, plat-forms, and signals	13,983 3 11	
	Sidings, loading-banks, stockyards, approaches, and crossings	1,611 10 3	
	Additions to dwellings	248 5 3	
	Land	2,500 0 0	
	Additions to Workshops, Hillside	379 16 10	
	Pier-works and crane, Port Chalmers	2,446 18 10	
	Lightening rock slopes, &c., Otago Central Railway	511 3 1	
	Weighbridges	57 3 6	
	Furnaces for heating foot-warmers	308 8 6	
	Relaying	2,997 10 0	
	Carried forward	26,611 4 10	94,609 13 1

RETURN No. 7—continued.

WAY AND WORKS DEPARTMENT, ETC.—continued.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Hurunui-Bluff— <i>ctd.</i>	Brought forward	26,611 4 10	94,609 13 1
Dunedin District— <i>ctd.</i>	Respacing sleepers	1,084 10 0	
	Bridge-strengthening	2,019 0 0	
	Telegraph and telephone facilities	687 6 7	
	Interlocking appliances	5,954 14 6	
	Blockworking	3,165 14 9	39,522 10 8
(Invercargill District)	Additional works, water-services, &c., for Locomotive Department	143 3 10	
	Additions and improvements to station buildings, platforms, and signals	1,666 1 11	
	Sidings, loading-banks, stockyards, approaches, and crossings	2,886 4 1	
	Additions to dwellings	567 6 11	
	Land	129 16 3	
	Furnaces for heating foot-warmers	357 4 5	
	Fencing, &c.	25 3 4	
	Creosoting plant	283 13 9	
	Workshops, &c., Invercargill	3,888 12 8	
	New bridge, Riverton	998 5 1	
	Relaying	1,784 7 6	
	Respacing sleepers	677 2 0	
	Bridge-strengthening	78 0 1	
	Telegraph and telephone facilities	1,358 6 0	
	Interlocking appliances	2,140 5 3	
	Blockworking	2,003 0 7	18,986 13 4
Westland	Additions and improvements to station buildings, platforms, and signals	139 7 9	
	Sidings, loading-banks, stockyards, approaches, and crossings	249 15 3	
	Additions to dwellings	463 19 9	
	Stop-bank above Otira	428 12 3	
	Footbridge, Teremakau	210 16 11	
	Fencing	303 6 9	
	Respacing sleepers	1,219 15 0	
	Telegraph and telephone facilities	7 14 4	
	Interlocking appliances	40 19 4	
	Blockworking	204 17 11	3,269 5 3
Nelson	Sidings, loading-banks, stockyards, approaches, and crossings	33 17 8	
	Filling-in mud-flat	533 6 0	
	Respacing sleepers	336 18 0	
	Bridge-strengthening	433 18 3	1,337 19 11
Picton	Respacing sleepers	..	150 18 0
			<u>£157,877 0 7</u>

RETURN No. 7—continued.

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number incomplete on March 31, 1902.	Number Completed on 31st March, 1903.	Number Incomplete on 31st March, 1903.	Expenditure in Year ended 31st March, 1903.
Locomotives, Class B	M	3	2	1	£ 3,835 19 0
Carriages, conversion to bogie, Class A	O	20	..	20	*2,051 11 7
Wagons, four-wheel, Class L, highside	S—2	20	20	..	238 9 7
Carriages, bogie, Class A	A—3	28	28	..	12,609 12 8
Wagons, four-wheel, Class G, horse-boxes	C—3	10	10	..	911 18 8
" " Class H, cattle-trucks	D—3	15	15	..	1,332 19 8
" " Class J, sheep-trucks	E—3	..	..	..	†486 15 2
" " Class K, covered goods	F—3	68	68	..	4,255 19 1
" " Class L, high-side	G—3	326	149	177	9,858 19 0
" " Class M, low-side	H—3	87	21	66	2,048 2 2
" " Class N, timber-trucks	I—3	5	5	..	98 15 2
" bogie, Class T, cattle-trucks	K—3	6	6	..	626 6 6
" four-wheel, Class W, frozen-meat	M—3	10	10	..	1,090 7 9
" bogie, Class Z, covered goods	O—3	..	..	..	†176 13 8
Locomotives, Class Fb	T—3	6	4	2	8,459 9 0
" Class Wa	U—3	3	2	1	1,614 11 9
" conversion from L to La	V—3	3	2	1	3,546 17 9
Carriages, conversion to bogie, Class A	Y—3	3	..	3	102 16 2
Cranes, steam, 7-ton	G—4	1	1	..	340 9 7
" breakdown, 10-ton	J—4	2	2	..	..
Brake-vans, conversions to bogie, Class F	K—4	4	2	2	120 10 0
Wagons, four-wheel, Class W, frozen-meat	M—4	15	15	..	647 5 11
Locomotives from Baldwin Co., U.S.A.: 4 Class N, 13 Class Q, and 6 Class Wa	N—4	..	..	..	†13,125 9 1
Locomotives from Brooks Co., U.S.A., Class U	O—4	..	..	..	§265 18 9
" Richmond Co., U.S.A., Class U	P—4	..	..	..	†721 7 9
Wagons, 12-ton (balance of), from Great Britain, Class La	Q—4	100	100	..	1,248 17 10
Carriages, bogie, Class A	R—4	1	1	..	292 3 8
Refreshment-cars, Class A	T—4	..	..	..	†402 4 8
Wagons, bogie, Class U, platform	W—4	11	11	..	1,824 13 7
Wagons, four-wheel, Class La, from contractor	Z—4	25	25	..	3,129 4 1
" " Class M, low-side	A—5	..	..	..	†75 0 7
Locomotives, conversion, Class B to Class We	B—5	2	2	..	1,990 19 7
" " Class Fa to Class Fb	C—5	12	..	12	379 14 7
Carriages, bogie, Class A	D—5	3	3	..	2,028 7 5
" " Class A	E—5	67	10	57	22,760 0 4
Brake-vans, " Class F	F—5	19	13	6	6,572 14 2
" four-wheel, Class F	G—5	2	2	..	631 14 5
Wagons, four-wheel, 1902-1903 programme	H—5	137	25	112	8,389 17 3
Wagons, bogie, "	J—5	118	4	114	9,595 2 1
Tarpaulins	K—5	1,296	391	905	1,235 14 3
Wagons, Class G	L—5	12	6	6	505 8 7
Wagons, four-wheel, Class Q, coal-hoppers	M—5	50	..	50	464 4 2
Locomotive, Class U	N—5	1	..	1	733 14 0
Fitting additional lavatory accommodation in carriages	..	..	..	..	2,456 11 8
Fitting rolling-stock with Westinghouse brake	..	..	..	..	127,764 4 11
" wagons for passenger traffic	..	..	..	..	17 1 7
" second-class compartments of bogie-carriages with cushions	..	..	..	..	446 6 0
Fitting gangways on carriages	..	..	..	..	76 0 8
Compressed-gas lighting for carriages	..	..	..	..	604 12 8
Lighting Addington shops electrically	..	..	..	..	1,696 9 0
Machinery for workshops	..	..	..	..	400 8 8
Foot-warmers for carriages	..	..	..	..	1,000 0 0
Total	..	..	..	..	£265,289 15 10

Particulars.	Number under Order.	Additional Stock.		Conversions.	
		Completed on 31st March, 1903.	Incomplete on 31st March, 1903.	Completed on 31st March, 1903.	Incomplete on 31st March, 1903.
Total locomotives	30	8	5	4	13
" carriages	122	42	57	..	23
" brake-vans	25	15	6	2	2
" wagons, bogie	135	21	114	..	..
" " four-wheel	880	463	405	6	6
" tarpaulins	1,296	391	905	..	..
" cranes	3	3	..	..	..

* Proportion of cost. † Additional expenditure on orders E—3, O—3, T—4, and A—5 brought into stock year ending 31st March, 1902. ‡ Represents 25 per cent. of cost. § Represents 10 per cent. of cost.

RETURN NO. 8.

RETURN of REVENUE received by Railway Department from other Departments of the Public Service during the Financial Year ended 31st March, 1903.

Department.	Passengers.	Season Tickets.	Mails.	Goods.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Defence	4,716 10 11	559 6 0	..	1,791 2 10	7,066 19 9
Police	2,159 1 8	224 0 0	..	233 5 3	2,616 6 11
Public Works	1,027 4 7	463 9 4	..	8,990 4 9	10,480 18 8
Mines	0 9 9	175 0 0	..	122 15 3	298 5 0
Agricultural	75 5 5	881 19 2	..	1,561 18 7	2,519 3 2
Lands and Survey, Roads, &c. ..	255 8 2	1,070 3 7	..	321 17 6	1,647 9 3
Customs	46 17 8	44 0 0	..	3 19 10	94 17 6
Colonial Secretary	692 9 1	..	..	2 10 3	694 19 4
Lunatic Asylums, &c.	5 10 11	41 12 0	..	640 17 5	688 0 4
Marine and Machinery	32 2 10	345 2 7	..	40 13 10	417 19 3
Prisons	192 15 0	30 0 0	..	128 16 4	351 11 4
Audit	..	163 5 0	..	..	163 5 0
Education	3,795 5 0	5,251 5 8	..	94 5 4	9,140 16 0
Labour	525 6 8	30 0 0	..	6 13 4	562 0 0
Land and Income Tax, &c.	..	278 14 0	..	0 1 0	278 15 0
Native and Justice	214 14 8	541 9 0	..	18 12 10	774 16 6
Tourist and Health Resorts, &c. ..	56 11 11	11 10 0	..	347 2 10	415 4 9
Public Trustee	..	21 17 6	..	..	21 17 6
Government Insurance	..	30 12 0	..	..	30 12 0
Government Printer	..	..	..	42 6 1	42 6 1
Legislative	5 18 5	..	..	..	5 18 5
Registrar-General	..	..	..	0 3 11	0 3 11
Stamps and Deeds	1 19 8	7 10 0	..	1 10 7	11 0 3
Public Health	11 7 3	311 11 0	..	27 17 7	350 15 10
Meteorological	4 12 2	..	..	..	4 12 2
Postal and Telegraph	1,325 11 10	283 9 0	12,527 14 9	1,817 15 1	15,954 10 8
Treasury	..	..	..	0 2 0	0 2 0
Totals	15,145 3 7	10,765 15 10	12,527 14 9	16,194 12 5	54,633 6 7

A. C. FIFE,
Railway Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1903.

Description.	Number.	Amount.		
		£	s.	d.
Travellers' tickets, all lines...	6	382	0	0
Travellers' tickets, North Island	84	3,049	0	0
Travellers' tickets, Middle Island	64	3,297	0	0
Reporters' tickets	60	597	12	0
Sectional tickets	197	5,318	10	0
Tourists' tickets, North Island	67	341	0	0
Tourists' tickets, Middle Island	50	303	0	0
Tourists' tickets, all lines...	127	1,031	0	0
Fifty-trip commutation ordinary tickets	2,396	1,645	6	0
Fifty-trip commutation family tickets	1,281	1,884	5	7
School tickets	11,339	6,121	7	7
Teachers' Saturday tickets	54	66	10	0
Twenty-trip commutation tickets	577	418	19	4
Twelve-trip workmen's tickets	31,360	4,284	18	6
Weekly workmen's tickets	60,924	6,102	13	3
All other season tickets	9,845	14,325	8	4
Totals	118,431	49,168	10	7

A. C. FIFE,
Railway Accountant.

RETURN NO. 10.
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Twelve Months ending 31st March, 1903.

Classification of Work.	SECTIONS.																Total.
	Kawakawa.	Whanga- rei.	Kaihu.	Auckland.	Gisborne- Karaka.	Wellington- Napier- New Plymouth	Christchurch.	Dunedin.	Invercargill.	Westland.	Westport.	Nelson.	Picton.				
	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
Track-surfacing ..	294 18 11	1,049 10 4	876 16	318,564 7 6	15 16	4 34,972 14	629,295 2 11	28,796 12 9	20,450 15 7	6,258 7 0	2,912 2 5	1,978 3 3	1,513 8 6	146,978 16 3			
Track-renewals ..	495 4 6	669 11 3	745 19	114,642 8 7	..	41,354 7 5	32,764 11 1	124,717 14 4	15,306 5 1	4,037 17 3	3,754 9 0	2,759 13 10	2,051 6 8	143,299 8 1			
Ballasting ..	27 16 3	68 9 6	39 15 8	1,831 17 10	..	3,622 3 11	2,335 2 0	3,014 7 10	2,091 12 9	350 1 3	180 17 8	166 11 1	86 1 6	13,814 17 3			
Banks, cuttings, ditches, tunnels ..	40 6 6	100 11 9	30 13 0	2,561 18 2	..	4,418 18 10	2,211 2 6	5,071 19 8	1,685 16 5	690 2 0	157 14 1	54 19 3	23 9 7	17,047 11 9			
Bridges, culverts, drains ..	152 12 11	378 12 5	22 3 10	5,496 6 11	1 12	015,385 1 5	12,976 15 10	5,847 9 4	5,405 19 6	3,934 6 6	2,623 2 4	401 5 11	782 14 5	53,408 3 4			
Fences, gates, cattle-stops, hedges ..	25 2 9	43 14 0	4 8 7	1,655 4 8	0 19 0	3,911 1 2	1,502 12 5	2,529 12 5	1,440 2 10	231 7 8	57 7 10	218 11 6	71 11 2	11,691 16 0			
Roads, approaches, &c. ..	0 14 0	37 11 5	..	836 4 5	..	615 11 10	327 11 1	901 3 8	261 3 5	153 19 5	64 12 10	72 6 10	2 4 6	3,273 3 5			
Water-services, signals, cranes, appliances ..	0 8 3	33 5 11	4 10 3	1,075 7 5	0 5 6	2,394 14 9	2,037 15 3	2,734 13 2	1,262 19 3	94 9 0	131 10 2	80 16 5	55 1 8	9,905 17 0			
Wharves ..	..	56 13 8	38 11 4	1,003 7 11	..	1,090 11 1	16 14 8	257 17 9	29 16 10	97 2 0	2,517 7 2	1,037 3 7	170 10 9	6,315 16 9			
Buildings ..	54 14 2	228 8 4	14 13 5	4,458 7 1	3 13 11	13,020 3 7	7,530 15 0	5,263 14 0	4,230 5 3	1,284 1 1	496 10 0	271 13 2	107 11 4	36,964 10 4			
Miscellaneous ..	27 5 3	167 18 10	..	1,213 10 0	..	2,949 7 5	2,227 8 2	1,909 15 8	3,106 16 6	862 14 11	2,512 19 1	35 4 9	43 9 7	15,056 10 2			
General charges ..	2 13 3	26 16 9	8 8 8	317 10 9	2 6 5	697 0 4	520 13 8	442 4 7	383 12 11	98 14 10	103 16 11	19 3 5	17 17 10	2,641 0 4			
Totals ..	1,121 16 9	2,861 4 2	1,786 0	153,656 11 3	24 13 2	124,431 16 3	393,746 4 7	81,487 5 2	255,655 6 4	18,093 2 11	15,512 9 6	7,095 13 0	4,925 7 6	460,397 10 8			
Rate per mile opened ..	140 4 7	124 8 0	105 1 2	157 7 0	2 14 8	271 8 5	201 17 11	206 5 11	162 5 2	161 10 11	500 8 0	215 0 5	182 8 5	203 11 1			

A. C. FIFE, Railway Accountant.

RETURN NO. 11.

STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1903.

Section.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.			GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.		
	Schools, Factories, 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, and Friendly Societies. Adults.	Total.	Revenue. £ s. d.	1st Class. No.	2nd Class. No.	Total. No.	Revenue. £ s. d.	Number of Tickets.	Revenue. £ s. d.
Kawakawa	116	...	323	439	14 0 11	31	626	657	40 14 1	1,096	54 15 0
Whangarei	126	3	67	196	3 6 3	26	496	522	53 10 0	718	56 16 3
Kaihu	79	29	...	108	2 8 1	46	501	547	58 12 6	655	61 0 7
Auckland	1,971	454	969	3,394	145 9 8	2,543	98,234	100,777	13,511 9 2	104,171	13,656 18 10
Gisborne	1,240	82	1,424	2,746	172 6 8	654	2,654	3,308	327 3 6	6,054	499 10 2
Wanganui	3,880	697	2,055	6,632	444 0 3	7,113	56,638	63,751	13,167 18 1	70,383	13,611 18 4
Wellington-Napier	6,650	1,172	2,816	10,638	460 1 6	14,538	63,213	77,751	13,919 19 7	88,389	14,380 1 1
Pictou	437	52	255	744	34 19 6	2,876	10,860	13,736	732 8 11	14,480	767 8 5
Nelson	1,675	269	557	2,501	97 13 10	880	5,564	6,444	539 19 8	8,945	637 13 6
Westport	72	7	49	128	5 4 10	19	3,323	3,342	273 4 1	3,470	278 8 11
Westland	2,539	223	3,373	6,135	470 15 7	1,742	22,166	23,908	2,533 16 0	30,043	3,004 11 7
Christchurch	9,959	1,486	12,753	24,198	1,903 0 10	32,790	136,176	168,966	27,519 18 6	193,164	29,422 19 4
Dunedin	7,631	958	12,899	21,488	1,392 0 5	17,304	79,310	96,614	20,359 15 10	118,102	21,751 16 3
Invercargill	5,165	616	4,015	9,796	905 2 11	3,886	37,805	41,691	10,240 18 7	51,487	11,146 1 6
Totals 1903	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	691,157	109,329 19 9
Totals 1902	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10
Increase	...	312	3,847	3,193	583 14 6	...	...	...	...	...	...
Decrease	966	...	...	...	...	11,180	71,247	82,427	33,533 11 7	79,234	32,949 17 1
Total, year ending—											
31st March, 1896	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8
31st March, 1897	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
31st March, 1898	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	83,820 8 1	530,006	86,392 6 2
31st March, 1899	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2
31st March, 1900	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3
31st March, 1901	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5
31st March, 1902	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10
31st March, 1903	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	691,157	109,329 19 9

[illegible]

RETURN No. 12.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1903.

Stations.			Hours open.	No. of Horse employed.	Traffic Expenditure.	OUTWARD.																			INWARD.																			Stations.					
						NUMBER OF TICKETS.					Number of Season Tickets.	Parcels.	Horses.	Car- riages.	Dogs.	Drays, &c.	Trucks of Lime, &c.	Cattle.	Calves.	Sheep.	Pigs.	Hales of Wool.	Trucks of Fire- wood.	Timber Special Fees.	Grain.	Mer- chandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mail, &c.	Goods.	Mis- cellaneous.	Hunts and Commission.	Total Value Forwarded.	Parcels.	Horses.	Car- riages.	Dogs.	Drays, &c.	Trucks of Lime, &c.	Cattle.	Calves.		Sheep.	Pigs.	Hales of Wool.	Trucks of Fire- wood.	Timber Special Fees.
First- class Single.	First- class Return.	Second- class Single.	Second- class Return.	Total.	First- class Single.	First- class Return.	Second- class Single.	Second- class Return.	Total.	First- class Single.																																		First- class Return.					
KAWAKAWA SECTION—																																												KAWAKAWA SECTION—					
Kawakawa																																												Kawakawa					
Opua																																												Opua					
Head Office																																												Head Office					
General																																												General					
Totals																																												Totals					
WHANGAREI SECTION—																																												WHANGAREI SECTION—					
Whangarei																																												Whangarei					
Hikurangi																																												Hikurangi					
Head Office																																												Head Office					
General																																												General					
Totals																																												Totals					
KAIRU SECTION—																																												KAIRU SECTION—					
Dargaville																																												Dargaville					
Kaibu																																												Kaibu					
Head Office																																												Head Office					
General																																												General					
Totals																																												Totals					
GISBORNE-KARAKA SEC.																																												GISBORNE-KARAKA SEC.					
Gisborne																																												Gisborne					
Head Office																																												Head Office					
General																																												General					
Totals																																												Totals					
AUCKLAND SECTION—																																												AUCKLAND SECTION—					
Holsenville																																												Holsenville					
Avondale																																												Avondale					
Mount Eden																																												Mount Eden					
Newmarket																																												Newmarket					
Auckland (Goods)																																												Auckland (Goods)					
Head Office																																												Head Office					
General																																												General					
Totals																																												Totals					
Remuera																																												Remuera					
Ellerslie																																												Ellerslie					
Penrose Junction																																												Penrose Junction					
Oneshu Wharf																																												Oneshu Wharf					
Otahuhu																																												Otahuhu					
Papakura																																												Papakura					
Drury																																												Drury					
Dunedin																																												Dunedin					
Tukaua																																												Tukaua					
Pokeno																																												Pokeno					
Mercer																																												Mercer					
Huntly																																												Huntly					
Ngauruhia																																												Ngauruhia					
Frankton Junction																																												Frankton Junction					
Hamilton																																												Hamilton					
Morrisville																																												Morrisville					
Te Aroha																																												Te Aroha					
Paeroa																																												Paeroa					
Shortland																																												Shortland					
Thames																																												Thames					
Cambridge																																												Cambridge					
Putaruru																																												Putaruru					
Rotorua																																												Rotorua					
Ohapua																																												Ohapua					
Tairāhema																																												Tairāhema					
General																																												General					
Totals																																												Totals					
WELLINGTON-NAPIER																																												WELLINGTON-NAPIER					
New Plymouth SECTION—																																												New Plymouth SECTION—					
Te Aro																																												Te Aro					
Wellington (Pass.)																																												Wellington (Pass.)					
Wellington (Goods)																																												Wellington (Goods)					
Wharf																																												Wharf					
Ngahauranga																																												Ngahauranga					
Petone																																												Petone					
Through																																												Through					
Lower Hutt																																												Lower Hutt					
Through																																												Through					
Hayward's																																												Hayward's					
Upper Hutt																																												Upper Hutt					
Through																																												Through					
Kaitake																																												Kaitake					
Through																																												Through					
Summit																																												Summit					
Crose Creek																																												Crose Creek					
Pigeon Bush																																												Pigeon Bush					
Featherston																																												Featherston					
Through																																												Through					
Woodside																																												Woodside					
Greytown																																												Greytown					
Through																																												Through					
Carterton																																												Carterton					
Through																																												Through					
Masterton																																												Masterton					
Through																																												Through					
Mauriceville																																												Mauriceville					
Through																																												Through					
Eketauna																																												Eketauna					
Through																																												Through					
Taharua																																												Taharua					
Through																																												Through					
Carried forward																																												Carried forward					

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1903—continued

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RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1903.

Description.	Class.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.													
Royal saloon, bogie, 44 feet	A	...	...	...	1	...	1	1	...	...	...	...	3
Gallery-cars, " 44 feet	A	...	...	...	...	...	...	5	...	...	...	...	5
Saloon, bogie, 44 feet	A	...	...	...	...	...	...	1	...	...	...	...	1
" " 41 feet	A	...	...	...	3	...	2	4	...	...	...	...	9
" " 39½ feet	A	...	...	...	1	...	6	7	...	...	...	...	14
" " 37½ feet	A	...	...	...	...	...	2	...	...	...	...	...	2
" " 35 feet	A	...	...	...	...	...	3	...	...	...	...	...	3
Refreshment-cars, bogie, 44 feet	A	...	...	...	...	...	3	4	...	...	...	...	7
Corridor, bogie, first class, 47½ feet	A	...	...	...	4	...	6	7	...	...	...	...	17
First class, bogie, 47½ feet	A	...	...	...	...	...	2	...	...	...	...	...	2
" " 44 feet	A	...	...	...	1	...	1	6	...	...	...	...	8
" " 42½ feet	A	...	...	...	...	...	...	8	...	...	...	...	8
" " 30 feet	B	...	...	...	...	...	1	4	...	...	...	...	5
" 6-wheel	C	...	...	...	...	...	...	5	...	...	...	...	5
" 4-wheel	D	...	2	...	...	...	3	4	...	...	...	1	10
Corridor, bogie, composite, 47½ feet	A	...	...	...	4	...	6	18	...	...	...	...	28
Composite, bogie, 47½ feet	A	...	...	...	3	...	...	2	...	...	...	...	5
" " 46 feet	A	...	...	...	...	...	...	12	...	...	...	...	12
" " 44 feet	A	...	...	...	48	...	66	106	9	2	2	5	238
" " 42½ feet	A	...	...	...	...	...	13	30	...	...	...	...	43
" " 39½ feet	A	...	...	...	2	...	4	4	2	1	1	...	14
" " 30 feet	B	...	...	...	5	...	15	20	...	...	...	...	40
" 6-wheel	C	...	4	2	...	2	1	7	...	...	2	...	18
" 4-wheel	D	2	...	...	...	...	...	5	...	...	...	...	7
Corridor, bogie, second class, 47½ feet	A	...	...	...	4	...	6	8	...	...	...	...	18
Second class, bogie, 47½ feet	A	...	...	...	...	...	5	...	...	...	...	...	5
" " 44 feet	A	...	...	...	23	...	27	72	7	3	2	...	134
" " 42½ feet	A	...	...	...	...	...	1	6	...	...	...	...	7
" " 39½ feet	A	...	...	...	...	...	3	...	1	...	1	...	5
" " 35 feet	A	...	...	...	...	...	3	...	...	...	...	...	3
" " 30 feet	B	...	...	...	...	...	3	5	...	...	...	...	8
" " 30 feet	E	...	...	...	8	...	...	...	...	...	...	...	8
" 6-wheel	C	...	3	2	...	2	6	17	...	...	2	...	32
" 4-wheel	D	1	3	1	...	...	...	4	...	...	...	1	10
Postal, bogie, 44 feet	A	...	...	...	...	...	5	1	...	...	...	...	1
" " 39½ feet	A	...	...	...	...	...	...	...	...	...	...	...	5
" " 30 feet	B	...	...	...	...	...	...	6	...	...	...	...	6
" composite, 44 feet	A	...	...	...	3	...	1	...	...	...	...	...	4
" " 39½ feet	A	...	...	...	...	...	1	...	...	...	...	...	1
Totals	...	3	12	5	110	4	196	379	19	6	10	7	751
WAGONS, ETC.													
Brake-vans, 4-wheel	F	2	4	2	14	1	22	62	5	3	4	3	122
" bogie	F	...	...	...	23	...	53	69	5	3	...	1	154
" Fell	F	...	...	...	...	...	7	...	...	...	...	...	7
Horse-boxes	G	...	...	...	20	...	66	71	4	...	1	1	163
Cattle-trucks	H	2	2	...	65	...	71	171	3	1	2	2	319
Sheep-trucks	J	...	...	...	64	...	247	306	3	...	...	18	638
Covered goods	K	1	6	1	63	...	87	315	15	3	6	3	500
Sleeping-vans	K	...	...	...	6	...	15	48	3	1	...	...	73
High-sides	L	4	12	4	633	6	1,210	3,999	112	12	47	64	6,103
"	LA	...	...	...	125	...	...	1,100	...	...	...	...	1,225
Low-sides	M	4	18	12	63	10	213	724	64	24	12	21	1,105
Timber	N	10	72	62	70	...	99	167	36	33	8	...	557
Iron hopper	O	...	...	...	...	...	...	...	243	160	...	...	493
Platform coal	P	22	83	...	...	...	...	...	...	...	...	...	105
Movable iron hopper	Q	...	...	...	...	...	...	...	...	313	...	...	313
Frozen meat	W	...	...	...	27	...	30	70	...	...	...	...	127
Cool	X	...	1	...	55	...	100	59	...	...	...	7	222
Ballast hopper	Y	...	...	...	40	...	50	25	...	...	...	...	115
High-side, bogie	R	...	...	2	53	...	84	51	9	...	...	...	199
Sheep-trucks, "	S	...	...	...	8	...	37	36	...	...	...	...	81
Cattle-trucks, "	T	...	...	...	8	...	19	15	...	...	...	...	42
Platform-trucks, bogie	U	...	2	...	25	...	139	42	42	...	...	...	250
Gas storeholders, "	UA	...	...	...	...	...	3	5	...	...	...	...	8
Horse-boxes, "	UG	...	...	...	...	...	...	6	...	...	...	...	6
Frozen meat, "	V	...	...	...	...	...	28	39	...	...	...	...	67
Covered goods, "	Z	...	...	...	...	...	11	17	...	...	...	...	28
Totals	...	45	200	83	1,362	17	2,591	7,397	544	553	80	120	12,992
TARPAULINS													
	...	8	22	14	925	10	1,670	6,347	120	20	66	120	9,322

RETURN No. 14.
STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1903.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington- Napier-New Plymouth.	Huronui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total Engines.
		Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.												
A	Tank	In. 8	In. 15	4	Ft. in. 2 6 $\frac{1}{2}$	...	In. ...	I	...	...	I	...	I	I	...	...	...	...	4
B	Tender	16	22	8	3 6 $\frac{1}{2}$	4	30	...	...	...	...	...	...	7	...	...	...	...	7
C	Tank	9 $\frac{1}{2}$	18	4	2 6 $\frac{1}{2}$	2	18	I	I	...	...	...	2	...	...	2	...	...	6
D	"	9 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	18	I	...	...	...	2	8	15	I	...	I	I	29
E	"	9 $\frac{1}{2}$	18	6	3 0 $\frac{1}{2}$	...	...	...	2	13	...	11	37	5	3	1	...	...	72
F	"	12	18	6	3 0 $\frac{1}{2}$	...	...	2	...	4	...	2	4	...	...	2	2	...	12
F _A	"	12	18	6	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	2	...	...	...	...	...	6
F _B	"	12	18	6	3 0 $\frac{1}{2}$	4	21	...	...	...	...	...	...	2	...	...	...	4	4
G	"	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	4	21	...	...	...	...	...	...	...	...	...	...	4	4
H	" Fell	14	16	4	2 8	2	30	...	...	...	...	...	6	...	...	...	...	...	6
J	Tender	14	20	6	3 6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	9	...	8	15	...	...	...	...	32
K	"	12	20	4	4 0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	2	...	...	6	...	...	...	...	8
L	Tank	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	I	...	...	...	...	...	I
LA	" Midland	12	18	4	3 9	4	26 $\frac{1}{2}$	...	...	...	...	...	...	...	5	...	...	...	5
LA	" N.Z.R.	12	18	4	3 6 $\frac{1}{2}$	6	26 $\frac{1}{2}$	...	...	...	4	...	4	I	...	...	...	...	9
M	"	13	20	4	3 6 $\frac{1}{2}$	6	28 $\frac{1}{2}$	...	...	...	...	...	4	...	...	...	...	...	4
N	Tender	15	20	6	4 1 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	...	...	6	...	...	...	...	...	6
N	"	15	20	6	4 I	4	28 $\frac{1}{2}$	...	...	...	4	...	...	...	...	...	...	...	4
O	"	15	18	8	3 0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	...	...	...	6	...	...	...	...	...	6
P	"	15	20	8	3 5	2	26 $\frac{1}{2}$	...	...	...	4	...	...	6	...	...	...	...	10
Q	"	16	22	6	4 I	2	30	...	...	...	3	...	...	10	...	...	...	...	13
R	"	...	...	4	2 6	4	26	...	...	...	...	...	...	...	...	...	...	...	...
R	Single Fairlie	12 $\frac{1}{2}$	16	6	3 0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	...	I	...	9	8	...	...	...	...	18
S	"	13	16	6	3 0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	...	...	4	...	...	...	...	...	4
T	Tender	15	18	8	3 0 $\frac{1}{2}$	2	25 $\frac{1}{2}$	...	...	...	...	...	...	6	...	...	...	...	6
U	" N.Z.R.	16	20	6	4 6	4	30	...	...	...	...	...	...	8	...	...	...	...	8
U _A	" English	16	20	6	4 I	4	30	...	...	...	...	...	...	6	...	...	...	...	6
U _B	" American	16	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	...	20	...	...	...	...	20
U _B	"	16	22	6	4 I	4	30	...	...	...	...	...	...	2	...	...	...	...	2
U _C	" English	16	22	6	4 I	4	30	...	...	...	...	...	...	10	...	...	...	...	10
V	"	15	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	...	10	...	...	...	...	10
W	Tank, N.Z.R.	14	20	6	3 0 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	I	...	I	...	...	...	2
W _A	"	14	20	6	3 3 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	I	...	7	2	...	...	...	...	10
W _B	" American	14	20	6	3 3 $\frac{1}{2}$	4	25	...	2	...	...	...	7	...	...	3	...	...	12
W _D	"	14	20	6	3 3 $\frac{1}{2}$	6	25	...	...	...	2	...	12	4	...	...	...	...	18
W _E	"	16	22	6	3 6 $\frac{1}{2}$	8	30	...	...	...	...	...	2	...	...	...	...	...	2
Totals		...	...	...	...	...	...	3	5	2	48	2	101	180	12	10	4	5	372

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 expenses.		Working expenses per Train Mile.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working expenses to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Barnings per Average Mile open.	Working expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending										
											£	d.	£	d.												£	s.	d.	£					s.	d.	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.				
Victoria	87,884	1,206,749	3,265	5 3	40,613,794	12,298,369	33 13	211	284,944	3,367,843	71	62	2,072,374	44	07	1,295,469	27	55	3	19	857,465	3,433,627	1,031	635	396	154	18	19	19	02	2	21	542	1,189	10,101	1902.							
New South Wales	310,700	1,395,600	2,953	4 8½	40,565,073	13,407,473	29 1	411	649,059	3,668,686	75	58	2,267,369	46	71	1,401,317	28	87	3	48	885,214	6,467,552	1,259	778	481	179	21	23	16	05	2	64	518	794	12,514	"							
Cape of Good Hope	221,311	458,000	2,018	3 6	22,125,085	10,524,227	48 6	210	388,468	3,852,871	89	00	2,875,571	66	40	977,300	22	60	4	42	433,715	1,702,868	1,909	1,425	484	289	33	95	16	71	4	62	535	757	8,445	31 Dec. 1902.							
Queensland	668,224	510,515	2,801	3 6	20,119,143	7,184,182	39 8	2	5,666,058	1,382,179	58	50	992,751	42	00	389,428	16	50	1	94	636,174	1,725,520	494	354	140	124	16	30	16	16	2	64	362	419	7,058	30 June. 1902.							
South Australia	903,690	364,795	1,882	3 6	14,435,784	7,670,194	39 11	6	4,226,413	1,097,697	62	09	724,166	41	12	373,531	20	97	2	59	65	97	3	0	2	9,500	977	1,394	693	583	385	198	104	19	69	15	01	1	54	351	438	6,525	"
Natal	20,461	63,821	635	3 6	9,271,691	14,601,101	145 5	6	4,450,557	2,046,116	110	34	1,434,023	77	33	612,093	33	01	6	60	70	08	32	1	2	2,805	392	1,744	713	3,222	2,258	964	277	38	30	17	65	9	10	238	468	3,205	31 Dec. 1902.
Western Australia	975,876	208,325	1,356	3 6	7,410,426	5,465,154	35 11	5	4,507,919	1,521,429	81	00	1,256,370	66	89	265,059	14	11	3	58	82	58	7	6	1	8,158	299	2,040	092	1,132	927	195	159	35	70	20	14	2	14	274	260	5,285	30 June. 1901.
Tasmania	26,215	174,233	459	3 6	3,799,098	8,304,380	21 16	1	895,682	205,791	55	14	173,400	46	46	32,391	8	70	0	85	84	26	1	3	7	777	445	14,628	448	377	71	130	17	04	19	99	4	27	71	171	1,439	31 Dec. 1901.	
New Zealand	104,471	746,673	2,090	3 6	16,404,076	7,849,357	21 19	5	3,968,708	1,469,665	89	00	929,737	56	22	539,928	32	78	3	29	63	26	1	19	4	4,955	553	2,624	059	712	450	262	173	18	46	16	67	3	0	293	550	9,792	31 Mar. 1900.
"	104,471	758,616	2,099	3 6	16,703,887	7,958,361	22 0	5	4,187,893	1,623,891	93	00	1,052,358	60	31	571,533	32	69	3	42	64	80	2	2	10	5,468	284	3,127	824	774	501	273	188	21	32	16	17	2	93	304	577	10,295	31 Mar. 1901.
"	104,471	815,349	2,174	3 6	17,207,328	7,915,375	21 2	1	4,620,971	1,727,236	89	75	1,127,848	58	58	599,388	31	17	3	47	65	30	2	2	4	6,243	593	3,339	687	794	519	275	196	19	99	17	15	2	09	306	603	10,868	31 Mar. 1902.
"	104,471	833,137	2,227	3 6	18,170,722	8,159,374	21 16	2	5,066,360	1,874,586	88	75	1,252,237	59	32	622,349	29	43	3	43	66	80	2	5	0	7,356	136	3,529	177	842	562	280	196	21	35	17	78	3	03	362	701	12,444	31 Mar. 1903.
"	104,471	857,985	2,262	3 6	19,081,735	8,436,379	22 4	10	5,443,333	1,974,038	87	00	1,343,415	59	23	630,623	27	77	3	30	68	05	2	6	0	7,575	390	3,730	394	873	594	279	204	21	36	18	24	3	19	372	751	12,992	31 Mar. 1903.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1903.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.					Drays.	Cattle.	Sheep.	Pigs.	Lime Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
				No.	Revenue.	No.	Revenue.	Parcels.	Horses.	Carriages.	Dogs.	Revenue.																	
1882-83 ..	1,358	£ 10,478,998	2,785,685	3,283,378	£ 362,106	8,621	£ ..	308,620	9,850	975	22,716	£ 34,658	928	27,605	421,671	27,799	11,810	51,703	75,740	197,231	367,428	350,823	510,088	1,564,823	£ 518,330	£ 29,496	£ 8,757	£ 953,847	d. 82-00
1883-84 ..	1,396	11,078,500	2,841,745	3,272,644	321,615	9,036	14,763	325,675	9,555	906	24,666	35,143	939	29,675	627,090	29,522	16,470	62,067	81,255	183,449	432,223	350,263	574,313	1,700,040	548,918	31,644	9,221	961,304	81-00
1884-85 ..	1,477	11,810,194	2,882,422	3,232,886	348,628	8,999	16,406	313,047	10,358	793	24,020	35,592	756	32,738	666,522	30,268	17,030	68,523	86,670	178,909	414,590	365,623	618,511	1,749,856	611,504	23,160	10,422	1,045,712	87-00
1885-86 ..	1,613	12,472,814	3,020,550	3,362,266	346,895	10,717	16,482	317,242	9,518	653	22,668	33,271	660	36,634	781,470	40,558	14,985	74,778	80,280	202,571	413,847	368,225	669,081	1,823,767	622,810	16,732	11,229	1,047,419	83-00
1886-87 ..	1,727	13,017,567	3,008,949	3,426,403	339,255	11,821	16,998	341,634	9,165	689	21,598	33,749	597	37,435	856,431	48,151	22,110	82,963	73,040	175,581	345,254	329,227	719,579	1,747,754	581,350	14,893	12,523	998,768	79-50
1887-88 ..	1,758	13,352,978	2,944,786	3,451,850	334,926	11,518	17,800	368,680	9,301	619	21,128	34,727	592	32,766	857,397	50,046	22,190	84,147	65,860	158,024	358,022	347,379	700,140	1,735,762	579,359	14,611	13,420	994,843	81-00
1888-89 ..	1,777	13,472,837	2,796,007	3,132,803	305,632	11,817	17,816	370,707	8,978	650	19,971	34,101	547	29,426	842,840	47,126	24,335	78,203	67,045	160,399	447,027	356,732	786,690	1,920,431	610,488	15,663	13,915	997,615	85-50
1889-90 ..	1,809	13,899,955	2,868,203	3,376,459	347,844	12,311	21,504	375,271	9,358	708	21,209	37,097	678	31,700	985,336	51,539	37,900	91,214	77,454	172,814	498,198	399,258	797,117	2,073,955	655,007	18,091	16,027	1,095,570	91-50
1890-91 ..	1,842	14,278,586	2,894,776	3,433,629	333,122	13,881	20,471	380,319	9,790	757	22,965	38,997	582	35,209	1,258,471	54,684	29,800	87,701	73,650	153,078	528,683	385,020	828,079	2,086,011	690,779	20,718	17,615	1,121,701	93-00
1891-92 ..	1,869	14,656,691	3,010,489	3,555,764	342,563	16,341	22,054	393,407	11,370	819	25,439	41,795	653	36,248	1,067,614	49,639	26,605	85,888	87,834	170,520	442,277	379,768	873,899	2,066,791	671,469	19,388	18,163	1,115,432	88-75
1892-93 ..	1,886	14,733,120	3,002,174	3,759,044	367,594	16,504	23,025	420,610	12,993	921	26,780	44,801	796	33,597	1,321,046	38,814	34,314	96,841	88,186	168,910	523,637	397,411	884,031	2,193,330	707,786	18,830	19,486	1,181,522	94-50
1893-94 ..	1,948	15,137,036	3,113,231	3,972,701	378,480	17,226	23,540	448,770	12,350	793	25,667	45,206	831	39,223	1,356,434	38,022	38,610	101,340	84,658	183,192	411,191	377,116	864,538	2,060,645	686,469	18,563	20,535	1,172,793	90-25
1894-95 ..	1,993	15,352,613	3,221,620	3,905,578	360,243	28,623	24,906	444,981	11,185	750	23,517	43,270	705	40,890	1,519,921	43,292	36,972	103,328	85,102	193,578	388,556	377,938	857,917	2,048,391	683,726	17,265	21,441	1,150,851	85-75
1895-96 ..	2,014	15,425,532	3,307,226	4,162,426	359,822	36,233	29,412	455,511	11,115	716	22,551	54,736	693	39,651	1,839,712	53,346	53,260	99,363	78,804	213,132	374,699	389,881	878,659	2,087,798	698,115	18,466	22,490	1,183,041	85-75
1896-97 ..	2,018	15,577,392	3,409,218	4,439,387	378,684	43,069	31,476	489,825	11,347	778	22,891	58,084	841	35,909	1,964,110	52,327	60,542	98,958	80,014	237,825	423,888	415,448	1,032,252	2,368,927	774,163	20,225	23,526	1,286,158	90-50
1897-98 ..	2,055	15,993,903	3,666,483	4,672,264	399,262	48,660	34,168	530,993	9,936	862	23,069	60,872	926	44,935	2,356,595	42,784	77,226	103,055	83,656	313,073	427,448	465,041	1,048,868	2,518,367	837,590	19,631	24,485	1,376,008	90-00
1898-99 ..	2,090	16,404,076	3,968,708	4,955,553	438,367	55,027	37,186	589,372	10,348	998	24,963	66,418	1106	55,878	2,518,233	34,512	83,084	97,396	87,038	310,266	420,071	478,851	1,147,353	2,624,059	882,077	20,328	25,289	1,469,665	89-00
1899-1900 ..	2,104	16,703,887	4,187,893	5,468,284	474,793	63,335	40,228	624,115	11,474	1159	27,066	68,488	1345	65,063	2,523,787	36,049	77,292	104,621	92,126	334,677	764,033	536,428	1,218,698	3,127,874	985,723	25,135	29,524	1,623,891	93-00
1900-1901 ..	2,212	17,207,328	4,620,971	6,243,593	503,051	82,921	41,925	633,770	11,421	1336	30,658	72,712	1566	72,868	2,412,191	51,059	78,844	96,519	92,830	380,803	772,571	551,879	1,366,241	3,339,687	1,051,695	28,601	29,253	1,727,236	89-75
1901-1902 ..	2,235	18,170,722	5,066,860	7,356,136	575,697	100,778	45,322	677,804	11,926	1506	30,404	79,561	1564	83,458	2,724,860	55,159	86,378	101,878	100,236	427,153	813,345	556,395	1,443,792	3,529,177	1,110,575	30,303	33,129	1,874,586	88-75
1902-1903 ..	2,291	19,081,735	5,443,333	7,575,390	576,529	118,431	49,169	781,762	12,797	1646	34,202	87,273	1921	102,461	3,821,333	61,844	121,092	116,309	100,498	436,068	718,376	633,685	1,604,426	3,730,394	1,189,101	29,960	42,006	1,974,038	87-00

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.				Locomotive Power.			Carriages and Wagons.			Traffic.			Head and Departmental Offices.			General Charges and Sundries.			Less Credit Recoveries.			Total Expenditure.
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	
1882-83 ..	d. 51-07	£ 62-18	£ 209,823	£ 22-01	£ 155-54	d. 18-08	£ 153,607	£ 16-11	d. 13-23	£ 38,887	£ 4-08	d. 3-35	£ 156,334	£ 16-40	d. 13-47	£ ..	£ ..	£ ..	£ 34,170	£ 3-58	d. 2-94	£ ..	£ ..	£ ..	£ 592,821
1883-84 ..	55-40	68-24	233,936	24-34	169-29	19-76	162,558	16-91	13-73	51,304	5-34	4-33	166,848	17-36	14-09	..	..	..	41,345	4-30	3-49	..	..	..	655,990
1884-85 ..	57-45	65-99	254,329	24-32	176-87	21-18	166,576	15-93	13-87	56,245	5-38	4-68	171,822	16-43	14-30	..	..	..	41,055	3-93	3-42	..	..	..	690,026
1885-86 ..	54-85	65-91	247,566	23-64	160-32	19-67	162,860	15-55	12-94	55,303	5-28	4-40	180,352	17-22	14-33	..	..	..	44,259	4-22	3-51	..	..	..	690,340
1886-87 ..	55-76	69-99	252,530	25-28	149-85	20-14	166,407	16-66	13-27	59,107	5-92	4-72	177,825	17-80	14-18	..	..	..	43,203	4-33	3-45	..	..	..	699,072
1887-88 ..	56-02	69-09	246,340	24-76	141-35	20-08	159,757	16-06	13-02	65,018	6-54	5-30	173,991	17-49	14-18	..	..	..	42,222	4-24	3-44	..	..	..	687,328
1888-89 ..	55-54	64-86	232,915	23-35	131-31	19-99	153,807	15-42	13-20	55,422	5-55	4-76	176,995	17-74	15-19	..	..	..	27,906	2-80	2-40	..	..	..	647,045
1889-90 ..	57-13	62-32	242,075	22-10	134-70	20-26	159,180	14-53	13-32	67,211	6-13	5-62	182,427	16-65	15-27	..	..	..	31,894	2-91	2-66	..	..	..	682,787
1890-91 ..	58-09	62-47	241,330	21-51	132-27	20-01	172,064	15-34	14-26	66,228	5-91	5-49	193,461	17-25	16-04	..	..	..	27,622	2-46	2-29	..	..	..	700,703
1891-92 ..	56-32	63-34	245,163	21-98	131-41	19-54	177,156	15-88	14-12	57,723	5-17	4-60	198,654	17-81	15-84	..	..	..	27,822	2-50	2-22	..	..	..	706,517
1892-93 ..	58-53	61-97	262,600	22-23	140-18	20-99	183,774	15-55	14-69	53,962	4-57	4-32	202,153	17-11	16-16	..	..	..	29,653	2-51	2-37	..	..	..	732,142
1893-94 ..	56-69	62-70	268,451	22-89	140-35	20-70	177,833	15-16	13-71	56,470	4-82	4-35	201,166	17-15	15-51	..	..	..	31,440	2-68	2-42	..	..	..	735,359
1894-95 ..	54-54	63-62	272,718	23-70	138-57	20-32	175,758	15-27	13-09	50,949	4-43	3-79	201,641	17-52	15-02	..	..	..	31,095	2-70	2-32	..	..	..	732,160
1895-96 ..	54-53	63-51	282,593	23-89	141-45	20-51	185,669	15-69	13-47	54,692	4-62	3-97	207,253	17-52	15-04	37,979	3-21	2-76	..	..	..	16,818	1-42	1-22	751,368
1896-97 ..	55-55	61-35	301,981	23-48	149-77	21-26	190,543	14-82	13-41	65,825	5-12	4-64	213,914	16-63	15-06	39,072	3-03	2-75	..	..	..	22,280	1-73	1-57	789,054
1897-98 ..	56-11	62-30	327,987	23-84	160-53	21-47	209,289	15-21	13-70	65,344	4-75	4-27	232,646	16-91	15-23	41,062	2-98	2-69	..	..	..	19,137	1-39	1-25	857,191
1898-99 ..	56-22	63-26	357,189	24-30	172-92	21-60	231,532	15-75	14-00	73,680	5-01	4-46	244,932	16-67	14-81	44,319	3-02	2-68	..	..	..	21,914	1-49	1-33	929,738
1899-1900 ..	60-31	64-80	394,619	24-30	187-99	22-61	295,542	13-20	16-93	76,555	4-71	4-39	262,552	16-17	15-05	47,717	2-93	2-74	..	..	..	24,627	1-51	1-41	1,052,858
1900-1901 ..	58-58	65-30	426,405	24-69	196-14	22-15	293,383	16-98	15-24	91,532	5-30	4-75	236,159	17-15	15-38	51,590	2-99	2-68	..	..	..	31,221	1-81	1-62	1,127,848
1901-1902 ..	59-32	66-80	436,847	23-30	196-17	20-69	351,172	18-73	16-64	99,522	5-31	4-71	333,211	17-78	15-79	56,756	3-03	2-69	..	..	..	25,271	1-35	1-20	1,252,237
1902-1903 ..	59-23	68-05	460,398	23-32	203-55	20-30	378,575	19-18	16-69	105,976	5-37	4-67	360,061	18-24	15-83	62,997	3-19	2-77	..	..	..	24,592	1-25	1-08	1,343,415

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1903.

Service.	Period.	Name of Contractor.	Rate.
18,000 gallons castor-oil	1/3/1903	New Zealand Hardware Company ..	2/4 ³ / ₈ per gallon.
18,000 " " " "	"	Dalgety and Co.	2/2 ¹ / ₂ "
100 tablet-slings	23/5/1902	H. M. Stephens	3/6 each.
Horse-forage, at Christchurch ..	31/3/1903	Geo. Treleven and Co.	As per tender.
" Auckland	"	J. J. Craig	"
Steel castings, Auckland	"	Wilkinson, Callon, and Co.	4 ³ / ₈ d. lb.
" Wellington	"	"	4 ³ / ₈ d. "
" Christchurch	"	"	4 ³ / ₈ d. "
" Dunedin	"	"	4 ³ / ₈ d. "
Iron, Auckland	31/5/1903	C. and A. Collings	13/, 15/ per cwt
Coal-supply—			
Kaihu Valley, at Greymouth ..	31/3/1903	Greymouth-Point Elizabeth Coal Co. ..	14/ per ton.
Auckland	"	Taupiri Coal-mines (Limited) ..	7/ "
" at Westport	"	Westport Coal Company	17/6 "
Wellington-Napier-New Plymouth	"	Greymouth-Point Elizabeth Coal Co. ..	24/6 "
" " " " " " " " " " " "	"	Blackball Coal Company	24/6 "
" " " " " " " " " " " "	"	Westport Coal Company	25/6 "
" " " " " " " " " " " "	"	Greymouth-Point Elizabeth Coal Co. ..	27/6 "
" " " " " " " " " " " "	"	Westport Coal Company	24/6 "
" " " " " " " " " " " "	"	Greymouth-Point Elizabeth Coal Co. ..	26/6 "
" " " " " " " " " " " "	"	Blackball Coal Company	24/6 "
" " " " " " " " " " " "	"	Westport Coal Company	23/ "
" " " " " " " " " " " "	"	Greymouth-Point Elizabeth Coal Co. ..	22/6 "
" " " " " " " " " " " "	"	Westport Coal Company	23/ "
" " " " " " " " " " " "	"	"	19/ "
Picton	"	Anchor Shipping and Foundry Company	22/6 "
Nelson	"	"	21/6 "
Westland	"	Greymouth-Point Elizabeth Coal Co. ..	12/ "
"	"	Blackball Coal Company	14/ "
Lyttelton	"	Greymouth-Point Elizabeth Coal Co. ..	23/6 "
"	"	"	21/ "
"	"	John Deans	11/ "
"	"	Harry Levick	11/ "
"	"	Blackball Coal Company	23/6 "
"	"	Westport Coal Company	20/ "
Timaru	"	Greymouth-Point Elizabeth Coal Co. ..	22/6 "
"	"	Blackball Coal Company	23/6 "
Oamaru	"	Greymouth-Point Elizabeth Coal Co. ..	25/6 "
"	"	Blackball Coal Company	23/9 "
Dunedin-Gore	"	Greymouth-Point Elizabeth Coal Co. ..	24/6 "
"	"	Fortification Railway and Coal Co. ..	8/ "
"	"	Blackball Coal Company	24/6 "
"	"	New Zealand Coal and Oil Company ..	8/ "
"	"	Westport Coal Company	21/ "
South of Gore	"	Greymouth-Point Elizabeth Coal Co. ..	23/ "
"	"	Blackball Coal Company	24/6 "
"	"	"	21/6 "
Workshops, Auckland	"	Nightcaps Coal Company	7/6 "
" Wanganui	"	J. J. Craig	23/ "
" Wellington	"	Greymouth-Point Elizabeth Coal Co. ..	25/ "
" Lyttelton	"	"	20/ "
" Dunedin	"	"	21/ "
"	"	"	22/ "
General stores—			
Auckland—			
General ironmongery	31/3/1905	John Burns and Co.	As per tender.
Oils, colours, &c.	"	"	"
Indiarubber goods	"	"	"
Furnishing ironmongery	"	Briscoe and Co.	"
Iron and steel	"	"	"
Ship-chandlery	"	"	"
Brushware	"	"	"
Drain-pipes	"	J. J. Craig	"
Lime	"	"	"
Cement	"	J Wilson and Co.	"
Leather, &c.	"	Brace, Windle, Blyth, and Co. ..	"
Iron, sheet, galvanised	"	Southern Cross Galvanised-iron Manu- facturing Company	"
Wellington—			
General ironmongery	"	Briscoe and Co.	"
Furnishing ironmongery	"	"	"
Ship-chandlery	"	"	"
Drain-pipes	"	"	"
Brushware	"	"	"
Leather, &c.	"	"	"
Iron and steel	"	John Duthie and Co.	"
Oils, colours, &c.	"	Smith and Smith	"
Cement	"	Peter Hutson and Co.	"
Lime	"	Milburn Lime and Cement Company ..	"
Indiarubber goods	"	A. R. Hislop	"

RETURN No. 17—*continued.*
STATEMENT of STORES CONTRACTS CURRENT, ETC.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
<i>General stores—continued.</i>			
Christchurch—			
General ironmongery	31/3/1905	Ashby, Bergh, and Co.	As per tender.
Furnishing ironmongery	"	"	"
Drain-pipes	"	"	"
Cement	"	"	"
Brushware	"	"	"
Leather, &c.	"	"	"
Iron and steel	"	John Anderson	"
Oils, colours, &c.	"	Edward Reece and Sons	"
Ship-chandlery	"	"	"
Lime	"	Luke Adams	"
Indiarubber goods	"	W. J. Crawford	"
Dunedin—			
General ironmongery	"	John Edmond	"
Furnishing ironmongery	"	"	"
Oils, colours, &c.	"	"	"
Ship-chandlery	"	"	"
Drain-pipes	"	"	"
Leather, &c.	"	"	"
Iron and steel	"	Briscoe and Co.	"
Brushware	"	"	"
Cement	"	Milburn Lime and Cement Company	"
Lime	"	"	"
Indiarubber	"	W. J. Crawford	"
Uniform suits—			
Guards and porters	"	A. Levy	"
Stationmasters	"	Jones and Ashdown	"
Uniform caps—			
Stationmasters	31/3/1904	Charles Hill and Sons	15/ each.
Guards and porters	"	"	4/ "
"	"	Hallenstein Bros. and Co.	4/ "
Drivers and firemen	"	"	4/6 "
Native-timber supply—			
Christchurch Section	31/3/1903	William White and Co.	As per tender.
Dunedin and Invercargill Sections ..	"	Massey and Co.	"
Ironbark timber and piles	16/1/1903	E. D. Pike and Co.	"
"	"	Murray, Arnold, and Co.	"
"	"	Justin McSweeney	"
"	"	Fraser and Co.	"
Tallow-wood timber	16/6/1902	E. D. Pike and Co.	26/ per 100 sup. ft.
"	"	Murray, Arnold, and Co.	23/3 "
"	"	Joseph Reid	25/ "
Freight on 60,000 birch sleepers, Marlborough Sounds to Lyttelton	30/4/1905	Thomas Eckford	1/ each.
28,000 gallons dark axle-oil	31/3/1903	James Service and Co.	10½d. per gallon.
10,500 gallons filtered valve-oil	"	"	2/3 "
1,700 gallons pale machine-oil	"	"	1/ "
37,585 gallons oil for gas-making	"	New Zealand Coal and Oil Company	7½d. "
Auckland District—			
5,200 fire-lumps	"	J. J. Craig	4/ each.
19,000 puriri sleepers	"	Settlers	2/6 to 4/3 each.
5,000 totara sleepers	"	"	3/ to 3/6 "
495,000 sup. ft. kauri timber	"	Mills in district	5/ to 29/ per 100 s. ft.
7,300 sup. ft. kauri moulding	"	"	6/ to 21/ per 100 ft.
52,000 sup. ft. red-pine timber	"	"	5/ to 13/6 "
74,000 sup. ft. totara timber	"	"	16/ to 17/ "
3,000 sup. ft. matai timber	"	"	14/ "
Wellington—Napier—New Plymouth District—			
36,000 totara sleepers	"	Mills and settlers in district	3/6 each.
33,500 sleepers for creosoting	"	"	1/4 to 1/6 each.
108 birch piles	"	Greenwood and Whiteman	5/ to 25/ "
1,130 lin. ft. house blocks	"	W. G. Bassett	5d. per ft.
175,000 sup. ft. matai timber	"	Mills in district	13/6 to 19/ per 100 s. ft.
186,000 sup. ft. kauri timber	"	Merchants and mills in Auckland district	7/ to 35/ "
28,000 lin. ft. red-pine moulding	"	Mills in district	6/6 to 40/ per 100 lin. ft.
757,000 sup. ft. red-pine timber	"	"	6/ to 26/ per 100 s. ft.
265,000 sup. ft. totara timber	"	"	16/6 to 26/ "
63,000 sup. ft. white-pine timber	"	"	6/ to 11/6 "
1,000 sup. ft. clear-pine timber	"	Stewart Timber Company	50/ to 55/ "
Christchurch District—			
14,000 ft. mouldings	"	Merchants in district	5/ to 20/ per 100 t.
2,300 sup. ft. Baltic timber	"	"	38/ "
6,700 sup. ft. blue-gum timber	"	"	18/ to 20/ "
3,300 sup. ft. clear-pine timber	"	"	52/ to 62/6 "
148,000 sup. ft. kauri timber	"	Merchants in district and merchants in Auckland district	11/5 to 25/3 "
9,000 sup. ft. totara timber	"	Merchants in district	22/ to 22/6 "

RETURN No. 17—*continued.*
STATEMENT OF STORES CONTRACTS CURRENT, ETC.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Dunedin and Invercargill Districts—			
75,000 sleepers for creosoting ..	31/3/1903	Settlers in district	1/6 to 1/7 each.
14,000 sup. ft. V.D.L. timber ..	"	Merchants in district	17/ to 17/6 per 100 ft.
8,000 sup. ft. droppers ..	"	"	17/7 "
1,300 sup. ft. clear-pine timber ..	"	"	50/ "
4,000 sup. ft. deal timber ..	"	"	37/6 to 42/6 "
92,000 sup. ft. kauri timber ..	"	Merchants in district and merchants in Auckland district	20/ to 23/ "
30,000 ft. red-pine moulding ..	"	Merchants in district	7/ to 9/6 "
Westland District—			
500 totara sleepers ..	"	Settlers	3/3 each.
127,000 silver-pine sleepers ..	"	"	3/3 to 4/ each.
108,000 sup. ft. silver-pine timber ..	"	Mills in district	10/ to 20/ per 100 ft.
99,000 sup. ft. red-pine timber ..	"	"	5/6 to 15/6 "
2,000 sup. ft. white-pine timber ..	"	"	7/ to 17/6 "
5,000 sup. ft. totara timber ..	"	"	15/ "
45,000 yellow-pine sleepers ..	"	Settlers	3/3 to 3/11 each.
161,000 sup. ft. red-pine timber ..	"	Mills in district	5/ to 14/ per 100 ft.
36,000 sup. ft. silver-pine timber ..	"	"	14/ to 29/ "
2,300 sup. ft. white-pine timber ..	"	"	8/6 to 15/ "
Nelson District—			
8,000 sup. ft. red-pine timber ..	"	"	7/6 to 15/6 "
3,000 sup. ft. white-pine timber ..	"	"	9/ "
1,000 sup. ft. totara timber ..	"	"	12/ to 20/ "
2,200 lin. ft. birch piles ..	"	"	8d. per foot.
4,700 lin. ft. birch saplings ..	"	"	4d. "
Picton District—			
17,000 birch sleepers ..	"	Settlers in district	2/9 to 3/ each.
1,400 sup. ft. birch timber ..	"	Merchants in district	16/ per 100 ft.
4,500 sup. ft. red-pine timber ..	"	"	11/ to 14/ per 100 ft.

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1903.

Description.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Gisborne.	Wellington— Napier—New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES :—												
1 cwt.	..	..	..	I ..	..	..	3 ..	4 ..	..	..	..	8
2 " "	..	..	..	..	..	7 ..	4 ..	..	I ..	..	..	12
2½ " "	..	I ..	3 ..	..	..	I ..	25 ..	..	..	..	..	30
3 " "	..	..	..	5 ..	..	2 ..	6 ..	6 ..	..	2 ..	..	21
3½ " "	..	..	..	..	..	..	I ..	..	..	..	..	I ..
4 " "	I ..	..	..	20 ..	..	23 ..	27 ..	2 ..	I ..	..	..	74
5 " "	..	I ..	..	7 ..	..	11 ..	35 ..	..	..	6 ..	..	60
5½ " "	..	..	..	..	..	..	3 ..	..	..	..	..	3 ..
6 " "	..	..	I ..	15 ..	2 ..	14 ..	35 ..	..	I ..	..	..	68
7 " "	..	I ..	..	5 ..	..	5 ..	8 ..	..	..	..	..	19
8 " "	..	..	..	..	..	6 ..	5 ..	..	I ..	..	..	12
9 " "	..	..	..	I ..	..	..	3 ..	..	..	..	..	4 ..
10 " "	..	2 ..	..	2 ..	..	9 ..	40 ..	10 ..	..	..	..	66
11 " "	I ..	..	I ..	..	..	15 ..	29 ..	..	..	2 ..	3 ..	48
12 " "	..	..	..	I ..	..	I ..	7 ..	..	..	..	..	9 ..
13 " "	..	..	..	..	..	5 ..	7 ..	..	..	..	..	12
14 " "	..	..	..	..	..	..	3 ..	..	..	..	..	3 ..
15 " "	..	..	..	2 ..	..	4 ..	5 ..	..	..	..	..	11
16 " "	..	..	..	I ..	..	9 ..	23 ..	..	I ..	2 ..	..	36
20 " "	..	..	..	..	..	3 ..	3 ..	..	..	..	I ..	7 ..
21 " "	..	..	..	..	..	2 ..	..	..	..	..	..	2 ..
22 " "	..	..	..	..	..	..	2 ..	..	..	..	..	2 ..
23 " "	..	..	..	..	..	..	I ..	..	..	..	..	I ..
27 " "	..	..	..	..	..	..	2 ..	..	..	..	..	2 ..
50 " "	..	..	..	I ..	..	..	..	..	..	..	..	I ..
60 " "	..	..	..	2 ..	..	..	..	..	..	..	..	2 ..
Total	2	5	5	63	2	117	278	22	5	12	4	515
WEIGH-BRIDGES :—												
3 tons (cart) ...	..	..	..	I ..	..	..	I ..	..	..	..	..	2 ..
6 " " "	..	..	..	..	..	..	I ..	..	..	..	..	I ..
7 " " "	..	..	..	..	..	..	2 ..	..	..	..	..	2 ..
8 " " "	..	..	..	..	..	..	2 ..	..	..	..	..	2 ..
10 " " (wagon)	..	..	..	..	..	..	3 ..	..	..	..	..	3 ..
12 " " "	..	..	..	4 ..	..	5 ..	2 ..	..	..	I ..	I ..	13
14 " " "	..	..	..	..	..	I ..	I ..	..	..	..	..	2 ..
20 " " "	I ..	I ..	..	4 ..	..	4 ..	17 ..	I ..	4 ..	..	I ..	33
30 " " "	..	..	..	..	..	..	2 ..	..	..	..	..	2 ..
Total	I	I	..	9	..	10	31	I	4	I	2	60
TRAVERSERS												
... ..	..	..	..	2	..	..	16	..	..	I	I	20
TURNTABLES :—												
40-feet (engine) ...	..	..	..	..	..	..	I ..	..	..	..	..	I ..
50 " " "	..	..	..	8 ..	..	8 ..	31 ..	..	..	..	..	47
55 " " "	..	..	..	..	..	..	I ..	..	..	..	..	I ..
12 " " (wagon) ...	..	..	..	..	..	..	4 ..	..	..	..	..	4 ..
13 " " "	..	..	..	3 ..	..	..	31 ..	..	..	I ..	..	41
14 " " "	..	..	..	..	..	6 ..	8 ..	I ..	..	I ..	..	16

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1903.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Gisborne.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—												
55lb. steel ...	...	...	...	...	...	...	254	...	...	...	...	254
56lb. steel ...	88	...	...	14	11	...	4,038	292	...	...	...	4,443
70lb. steel ...	...	...	...	922	5,688	...	4,668	...	396	...	...	11,674
Total ...	88	...	...	936	5,699	...	8,960	292	396	...	...	16,371

RETURN No. 20.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1903.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Gisborne.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—												
Black-pine ...	...	...	...	...	548	...	25,479	...	...	...	...	26,027
Totara ...	165	294	1,322	4,102	32,672	...	18,184	...	...	157	...	56,896
Birch ...	...	...	...	...	328	...	6,313	...	14	...	4,563	11,218
Jarrah ...	...	...	...	3,069	1,323	...	5,363	...	...	...	...	9,755
Silver-pine ...	...	...	...	...	33,905	...	96,707	17,607	5,313	6,167	29	159,788
Puriri ...	642	2,448	998	10,897	687	...	2,078	...	...	...	...	17,750
Kauri ...	3	...	...	141	288	...	...	...	...	...	...	432
Rimu ...	...	...	...	...	398	...	...	...	...	...	...	398
Creosoted ...	...	...	...	...	...	...	18,611	...	...	...	...	18,611
Yellow-pine ...	...	...	...	...	165	...	212	...	375	...	...	752
Karri ...	...	...	...	...	134	...	...	...	...	...	...	134
Ironbark ...	...	...	...	283	4,731	...	3,860	1,132	624	...	159	10,789
Mixed hardwoods ...	...	...	...	...	23,751	...	345	...	...	...	...	24,096
Grey-gum ...	...	...	...	17,598	1,099	...	26,124	...	...	...	...	44,821
Blue-gum ...	...	...	...	...	285	...	2,717	...	...	...	...	3,002
Total ...	810	2,742	2,320	36,090	100,374	...	205,993	18,739	6,326	6,324	4,751	384,469
SLEEPERS REMOVED :—												
Black-pine ...	...	...	...	48	1,018	...	44,920	...	...	105	2	46,093
Totara ...	84	242	16	1,137	55,624	...	28,234	1	...	494	12	85,844
Birch ...	...	...	...	...	12,657	...	48,030	12,200	3,619	3,076	4,040	83,622
Jarrah ...	...	...	...	...	545	...	8,812	...	...	...	...	9,358
Silver-pine ...	...	77	...	475	993	...	24,034	1,305	2,253	...	204	29,341
Puriri ...	310	1,092	107	13,009	3,500	...	5,748	...	...	...	...	23,766
Kauri ...	225	327	2,197	10,581	84	...	3,276	...	...	...	...	22,690
Karri ...	...	...	...	...	763	...	...	...	...	...	...	763
Maire ...	...	...	...	...	2,996	...	...	...	...	...	...	2,996
Blue-gum ...	...	...	...	...	1,096	...	5,231	...	...	...	...	6,327
Rata ...	...	...	...	107	46	...	139	...	...	...	...	292
Rimu ...	...	...	...	...	726	...	164	17	...	180	...	1,087
Kamai ...	...	...	...	...	178	...	8,658	...	...	...	...	8,836
Ironbark ...	...	25	...	...	119	...	7	...	...	...	...	151
Mixed hardwoods ...	...	...	...	...	1,301	...	17	...	...	...	...	1,318
Yellow-pine ...	...	...	...	...	4	...	...	...	...	1,222	...	1,226
Creosoted ...	...	...	...	...	...	...	4,827	...	...	...	...	4,827
Grey-gum ...	...	...	...	...	709	...	783	...	...	...	...	1,492
Total ...	619	1,763	2,320	31,357	82,360	...	182,880	13,523	5,872	5,077	4,258	330,029

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1903.

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	...	1	1
Whangarei ...	23	12	2	6	8
Kaihu ...	17	10	1	3	4
Auckland ...	341	128	10	4	14
Gisborne ...	13	6	...	...	...
Wellington-Napier-New Plymouth	466	163	41	13	54
Hurunui-Bluff	1,213	447	114	23	137
Westland ...	112	54	14	8	22
Westport ...	31	15	1	...	1
Nelson ...	33	14	2	...	2
Picton ...	34	15	3	1	4
Total ...	2,291	868	188	59	247

RETURN NO. 22.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1903.

Section.	Mileage open for Traffic on 31st March, 1902.	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, 1903.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1903.
		Line opened.	Date of Opening.		Line.	Length.				
Kawakawa	M. ch. 7 39	...	...	M. ch. ...	...	M. ch. ...	M. ch. ...	M. ch. ...	M. ch. 7 39	M. ch. 7 39
Whangarei	...	...	...	...	...	...	...	...	22 44	22 44
Kaihu	...	...	...	...	...	...	...	...	17 15	17 15
Auckland	...	...	...	...	...	...	...	...	341 67	341 67
Wellington-Napier-New Plymouth	451 14	Stratford-Toko ... Mangonoho-Mangaweka ...	9th Aug., 1902 ... 3rd Nov., 1902 ...	6 25 9 20	...	...	15 45	7 67	466 59	459 1
Gisborne	...	Gisborne-Ormond Ormond-Kaiteratahi	26th June, 1902 ... 10th Nov., 1902 ...	10 60 2 15	...	...	12 75	9 5	12 75	9 5
Hurunui-Bluff	1,195 11	Waipara-Seagill	16th Dec., 1902 ...	14 40	...	...	14 40	4 17	1,209 51	1,199 28
Ditto, Private Lines—										
Shag Point Branch	2 10	...	...	...	...	...	...	...	2 10	2 10
Nightcaps Branch	2 24	...	...	...	...	...	...	...	2 24	2 24
Westland	112 6	...	...	...	...	...	...	...	112 6	112 6
Westport	30 17	...	...	...	...	...	...	...	30 17	30 17
Nelson	32 12	...	...	...	...	...	...	...	32 12	32 12
Pictou	20 42	Riverlands-Seddon	10th Oct., 1902 ...	13 3	...	...	13 3	6 14	33 45	26 56
Total	2,234 61	...	...	56 3	...	...	56 3	27 23	2,290 64	2,262 4

RETURN NO. 23.
STATEMENT showing Weights of Rails in various LINES on 31st March, 1903.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	64 lb. Iron.	70 lb. Iron.	70 lb. Steel.	72 lb. Iron.	Total.
Kawakawa Section—															
Opua-Kawakawa	..	0 2	..	..	..	..	5 67	..	1 13	0 38	..	..	..	..	7 39
Whangarei Section—															
Opau Wharf-Hukerenui	..	..	..	..	..	..	18 3	..	..	4 41	..	..	..	..	22 44
Kaihu Section—															
Dargaville-Kaihu	..	..	..	..	..	..	17 15	..	..	..	..	..	..	..	17 15
Auckland Section—															
Auckland-Poro-o-tarao	..	14 27	..	..	..	..	109 21	..	..	15 2	..	..	7 17	..	145 67
Auckland-Tahereroa	..	..	..	..	..	..	38 17	..	..	8 26	..	..	3 3	..	49 46
Penrose-Onchunga	..	..	0 10	..	..	..	2 49	..	..	..	..	..	..	..	2 59
Frankton-Thames	..	..	17 73	..	..	..	26 5	..	..	18 77	..	..	..	..	62 75
Cambridge Branch	..	..	9 32	..	..	..	2 48	..	..	..	..	..	..	..	12 0
Morrinsville-Rotorua	..	..	0 21	..	..	..	68 39	..	..	..	..	..	..	..	68 60
Wellington-Napier-New Plymouth Section—															
Longburn-Waitara	..	0 42	2 63	..	5 2	..	80 76	..	..	51 49	..	..	22 14	..	163 6
Foxton Branch	..	7 59	..	..	7 21	..	4 34	..	..	7 26	..	..	..	..	19 34
Hunterville Branch	..	..	..	..	..	..	24 39	..	..	2 9	..	..	..	..	31 65
Aramoho-Wanganui	..	..	..	..	0 37	..	0 44	..	..	0 22	..	..	..	..	3 10
Stratford-Toko	..	..	6 3	..	..	..	3 6	..	..	..	..	..	1 26	..	6 25
Sentry Hill-New Plymouth	..	0 59	5 16	..	..	..	69 36	..	..	35 72	..	..	2 57	..	10 27
Palmerston-Spit	..	2 15	3 52	..	..	..	77 8	..	..	18 50	..	..	11 43	..	113 72
Wellington-Woodville	..	..	..	..	8 32	..	..	..	..	..	..	..	..	..	115 53
Greytown Branch	..	..	..	..	3 7	..	..	..	..	..	..	..	..	..	3 7
Gisborne Section—															
Gisborne-Kaiterahi	..	0 20	..	..	..	..	..	..	..	12 55	..	..	..	..	12 75
Hurunui-Bluff Section—															
Lyttelton-Bluff	..	0 9	..	..	0 17	2 50	303 13	..	0 52	37 53	0 19	12 2	35 26	0 3	392 1
Addington-Culverden	..	..	..	..	..	..	37 9	..	11 1	0 38	..	19 1	0 5	..	67 57
Oxford Branch	16 73	4 20	12 24	0 6	..	..	0 2	..	..	..	..	..	..	..	33 45
Eyreton Branch	13 28	6 19	0 44	..	..	..	..	..	..	..	..	..	..	..	20 11
Waipara-Scargill	..	..	..	..	..	..	..	..	..	14 40	..	..	..	..	14 40
Southbridge Branch	..	8 42	5 13	1 26	..	..	8 38	1 0	..	1 0	..	..	..	..	25 39
Little River Branch	..	1 34	14 33	5 2	1 59	..	..	..	..	..	..	..	..	..	22 48
Springfield Branch	..	1 4	..	..	..	..	4 57	4 60	..	24 43	..	..	..	..	35 38
Whiteliffs Branch	0 34	..	..	..	..	..	..	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch	11 3	..	0 15	0 28	..	22 20	..	..	..	..	..	..	..	..	23 20
Mount Somers Branch	..	..	23 28	..	..	..	..	..	..	..	..	..	..	..	27 36
Albury Branch	..	4 8	9 38	..	..	..	..	..	..	..	..	..	..	..	36 13
Waimate Branch	..	26 55	..	..	..	..	..	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch..	..	4 46	..	..	..	..	..	..	..	..	..	..	..	..	8 21
Duntroon Branch	..	..	..	..	8 21	..	16 75	..	..	..	..	..	..	..	37 41
Oamaru Breakwater Branch	..	15 38	0 33	..	4 55	..	0 40	..	..	..	..	..	..	..	0 63
Carried forward	41 58	98 42	111 18	6 62	35 11	24 70	919 21	5 60	12 65	254 1	0 19	31 3	83 31	0 3	1,628 64

RETURN NO. 23—continued.
STATEMENT showing Weights of Rails in Various LINES on 31st March, 1903—continued.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	53 lb. Iron.	53 lb. Steel.	53 lb. Steel.	53 lb. Steel.	53 lb. Steel.	56 lb. Steel.	64 lb. Iron.	70 lb. Iron.	70 lb. Steel.	72 lb. Iron.	Total.
Brought forward	M. ch. 41 58	M. ch. 98 42	M. ch. 111 18	M. ch. 6 62	M. ch. 39 11	M. ch. 24 70	M. ch. 919 21	M. ch. 5 60	M. ch. 12 65	M. ch. 254 1	M. ch. 0 19	M. ch. 31 3	M. ch. 83 31	M. ch. 0 3	M. ch. 1,628 64
Hurunui-Bluff Section—continued.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ngapara Branch	..	4 60	6 64	..	..	..	..	..	..	3 45	..	..	..	..	15 9
Livingston Branch	..	11 75	1 41	..	..	..	0 27	..	..	..	..	..	..	..	11 75
Shag Point Branch	..	0 22	7 5	..	..	..	0 1	..	..	1 0	..	..	..	..	2 10
Waitema Branch	..	..	..	..	0 59	..	0 1	..	..	..	..	..	..	..	8 65
Port Chalmers Branch	..	..	..	..	0 12	..	0 1	..	..	..	..	..	0 10	..	1 26
Walton Park Branch	..	2 48	..	..	..	..	..	..	..	..	..	..	..	..	2 49
Fernhill Branch	..	..	1 57	..	..	..	..	..	..	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	..	65 73	..	..	31 79	..	..	..	..	97 72
Outram Branch	..	5 58	1 19	..	..	..	0 26	..	..	1 57	..	..	..	..	9 0
Lawrence Branch	..	0 18	..	..	..	..	1 31	5 36	..	14 76	..	..	..	..	22 1
Catlin's River Branch	..	..	..	..	0 25	..	19 2	..	..	..	..	..	..	..	19 27
Tapanui Branch	..	11 65	7 6	..	..	..	0 51	..	..	0 42	..	..	..	..	20 4
Wyndham Branch	..	..	..	..	..	..	9 35	..	..	..	..	..	..	..	9 35
Seaward Bush Branch	..	58 19	16 62	..	..	..	1 66	..	..	6 71	..	..	..	..	25 39
Invercargill-Kingston	..	..	..	..	0 20	..	0 44	..	..	9 54	..	18 23	..	..	87 0
Makarewa-Orepuki	..	..	14 33	..	..	..	15 50	..	..	5 47	..	0 2	..	..	35 52
Thornbury-Nightcaps	..	0 79	22 49	..	..	..	1 3	..	..	..	..	..	..	..	24 51
Forest Hill Branch	..	12 86	..	..	..	..	..	..	..	..	..	..	..	..	12 66
Mararoa Branch	..	..	10 41	..	..	..	..	..	..	..	..	..	..	..	10 41
Waimea Plains Railway	..	..	..	..	34 55	..	0 74	..	..	0 72	..	..	..	..	36 41
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greymouth-Otira	..	..	..	..	..	..	39 16	..	..	11 32	..	..	..	..	50 48
Greymouth-Hokitika	..	..	..	..	..	..	21 17	..	..	3 8	..	..	..	..	24 25
Stillwater-Reefton	..	..	..	..	..	..	37 13	..	..	..	..	..	..	..	37 13
Westport-Mokihinui	..	0 70	..	..	..	..	23 72	..	..	4 47	..	..	1 32	..	30 17
Nelson-Motupiko	..	13 9	3 6	..	0 36	..	8 30	..	..	6 47	..	..	..	..	32 12
Pieton-Seddon	..	10 24	3 18	..	1 28	..	2 35	..	..	16 20	..	..	..	..	33 45
Total	41 58	232 15	207 19	6 62	78 6	24 70	1,168 52	11 16	12 65	372 58	0 19	49 28	84 73	0 3	2,290 64

RETURN NO. 24.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1903.

Reg. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1903.				
										In.	Out.	£	s. d.	
														£
KAWAKAWA SECTION.														
823	R. 02/2358 ..	Jan. 1, 1902	John Culley ..	M. ch. 6 79	Kawakawa ..	Govt. and grantees	5 years* ..	†	£ ..	£ ..	360 4 7	360 4 7	£ s. d. 360 4 7	
WHANGAREI SECTION.														
660	R. 97/4385 ..	Oct. 26, 1897	F. and W. G. Foote ..	18 15	Whakapara ..	Govt. and grantees	10 years* ..	Premium ..	248 0 0	5 18 6	1,633 3 4	1,639 1 10	2,106 19 2	
726	R. 00/241 ..	April 1, 1900	Mander and Bradley ..	18 32	" Mangahuru ..	Grantees	5 " ..	" ..	296 0 0	4 13 0	2,102 6 2	2,106 19 2	2,106 19 2	
793	R. 97/3107 ..	Jan. 1, 1902	Kauri Timber Company (Limited) ..	..	" Waro ..	Govt. ..	5 " ..	†	..	0 15 0	646 8 3	647 3 3	647 3 3	
798	R. 02/550 ..	Jan. 1, 1902	Mennie and Brown ..	..	" ..	" ..	5 " ..	†	..	2 10 5	1,053 1 9	1,055 12 2	1,055 12 2	
799	R. 02/551 ..	Jan. 1, 1902	Hikurangi Coal Company (Limited) ..	..	" ..	" ..	5 " ..	†	..	13 3 1	4,943 3 8	4,956 6 9	4,956 6 9	
824	R. 02/2569 ..	July 1, 1902	Northern Coal Company..	14 71	" ..	Govt. and grantees	5 " ..	†	..	3 14 9	1,703 16 8	1,707 11 5	1,707 11 5	
KAIHU SECTION.														
755	R. 00/2111 ..	Nov. 1, 1900	Kauri Timber Company (Limited) ..	13 62	Ahihiwi ..	Govt. and grantees	(5 years* ..)	..	..	10 4 10	1,450 2 6	1,460 7 4	1,460 7 4	
756	R. 00/2111 ..	Nov. 1, 1900	Mitchelson Timber Company (Limited) ..	14 2	" ..	Grantees	5 " ..	†	..	..	278 15 10	278 15 10	278 15 10	
762	R. 00/2598 ..	Jan. 1, 1901	James Trousoun ..	16 79	Kaihu Booms ..	Govt. ..	5 " ..	†	..	..	..	..	..	
814	R. 96/2155 ..	Jan. 1, 1902	Mitchelson Timber Company (Limited) and James Trousoun ..	15 63	Kaihu ..	Grantees	5 " ..	†	..	3 2 10	199 1 8	202 4 6	202 4 6	
833	R. 96/1763 ..	Jan. 1, 1902	John Harrison ..	..	..	..	..	..	..	..	..	..	..	
AUCKLAND SECTION.														
521	R. 93/3515 ..	Oct. 1, 1893	Bank of New Zealand Estates Company (Limited) ..	18 5	Morrinsville ..	Grantees	10 years* ..	Premium ..	138 0 0	371 15 2	72 14 10	444 10 0	444 10 0	
527	R. 94/1533 ..	Feb. 1, 1894	Union Oil, Soap, and Candle Company (Limited) ..	7 35	Westfield ..	" ..	10 " ..	†	Rental, £25	909 10 0	623 11 3	1,533 1 3	1,533 1 3	
572	R. 95/4728 ..	Oct. 1, 1895	J. Wilson and Co. ..	124 39	Te Kuiti ..	Govt. ..	10 " ..	..	Rental, £12	27 7 3	77 9 9	104 17 0	104 17 0	
598	R. 96/3698 ..	July 1, 1896	W. T. and E. T. Firth ..	59 11	Ohinewai ..	Govt. and grantees	8 " ..	†	Extension, £118	101 3 5	296 0 10	397 4 3	397 4 3	
641	R. 98/1868 ..	May 1, 1898	Taupiri Coal-mines (Limited) ..	64 52	Huntly ..	Grantees	5 " ..	†	Rental, £25	138 14 11	13,037 17 10	13,176 12 9	13,176 12 9	
706	R. 98/3564 ..	Aug. 1, 1899	Auckland Freezing Company ..	..	" Auckland ..	" ..	5 " ..	..	Rental, £50	1,449 5 0	614 4 6	2,063 9 6	2,063 9 6	
713	R. 99/1294 ..	Dec. 1, 1899	J. J. Craig ..	..	" ..	" ..	5 " ..	..	Rental, £50	199 15 6	205 14 0	405 9 6	405 9 6	
717	R. 99/3007 ..	June 1, 1899	Taupiri Coal-mines (Limited) ..	64 45	Huntly ..	" ..	5 " ..	Premium ..	236 0 0	10 19 9	1,305 18 0	1,316 17 9	1,316 17 9	
720	R. 00/107 ..	Jan. 1, 1900	Kempthorne, Frosser, and Co.'s New Zealand Drug Company (Limited) ..	7 48	Westfield ..	" ..	10 " ..	" ..	160 0 0	1,165 14 11	1,114 3 5	2,279 18 4	2,279 18 4	
721	R. 99/1601 ..	Jan. 1, 1900	Auckland Freezing Company ..	7 52	" ..	Govt. ..	10 " ..	† Alter'ns..	Rental, £25	3,039 12 11	1,163 16 2	4,203 9 1	4,203 9 1	
744	R. 00/668 ..	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited) ..	1 5	Hamilton ..	Grantees	10 " ..	Premium ..	175 0 0	559 5 9	124 16 6	684 2 3	684 2 3	
796	R. 00/2203 ..	Nov. 1, 1901	Harrison's Taupiri Coal Company (Limited) ..	64 51	Huntly ..	" ..	5 " ..	" ..	220 0 0	..	189 19 6	189 19 6	189 19 6	
829	R. 02/670 ..	Oct. 1, 1902	Union Collieries (Limited) ..	44 33	Mercer..	" ..	5 " ..	" ..	565 0 0	..	70 8 5	70 8 5	70 8 5	
838	R. 00/613 ..	Nov. 1, 1902	Avondale Brick and Pottery Company (Limited) ..	6 29	New Lynn ..	" ..	5 " ..	" ..	..	411 6 3	2,345 12 3	2,756 18 6	2,756 18 6	

* Three months' notice. † Siding originally laid under old agreement.

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1903—continued.

In. 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, 1903.				
										In.	Out.	Total.		
WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.														
24	C.R. 75/845..	—	Napier Gas Company	M. ch.	Napier	Govt. ..	Undefined	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
221	R. 80/1588 ..	Dec. 13, 1880	Gear Meat-preserving and Freezing Company (Limited)	2 30	Petone	Grantees	"	Premium ..	117 19 11	421 3 11	41 15 8	462 19 7	5,233 1 8	
522	R. 93/8008 ..	Nov. 1, 1893	Nelson Brothers (Limited)	6 37		"	10 years*	+	Rental, £25	902 13 6	4,330 8 2			
526	R. 94/504 ..	April 18, 1894	Price and Co. ..	101 57	Tomoana	"	10 "	Premium ..	Rental, £25	1,649 1 7	4,051 10 10	5,700 12 5		
531	R. 94/2089 ..	June 1, 1894	Wellington Meat Export Company (Limited)	36 73	Piripiri	"	10 "	+	539 0 0	90 15 6	3,230 1 5	3,320 16 11		
575	R. 95/5462 ..	Nov. 15, 1895	Taranaki Freezing-works Company (Limited)	3 9	Ngahauranga	"	10 "	Premium ..	Rental, £25	1,207 7 3	3,001 17 5	4,209 4 8		
580	R. 96/1114 ..	Jan. 1, 1896	Robert Holt ..	9 40	Moturoa	"	10 "	Premium ..	275 0 0	1,596 3 1	932 13 1	2,528 16 2		
614	R. 97/2632 ..	May 1, 1897	N. King ..	111 79	Napier	"	10 "	+	Rental, £25	1,938 15 11	1 7 11	1,940 3 10		
617	R. 97/2654 ..	Mar. 26, 1897	Wellington Meat Export Company (Limited)	7 53	New Plymouth	"	10 "	+	Rental, £50	526 17 11	82 11 0	609 8 11		
626	R. 97/1942 ..	Aug. 1, 1897	Henry and Co. ..	62 10	Waingawa	"	10 "	+	Rental, £25	2 0 11	1,056 2 9	1,058 3 8		
627	R. 97/4085 ..	Nov. 1, 1897	Murray, Roberts, and Co. ..	93 35	Hukanui	Govt. ..	6 "	+	Rental, £25	..	179 14 7	179 14 7		
633	R. 97/4854 ..	Dec. 1, 1897	Mitchell and Co. ..	113 72	Spit	"	10 "	Premium ..	70 0 0	860 2 9	99 6 2	959 8 11		
637	R. 97/3534 ..	Mar. 1, 1898	Levin and Co. (Limited) ..	147 45	Aramoho	"	10 "	"	Rental, £25	367 15 0	796 19 5	1,164 14 5		
640	R. 98/1598 ..	April 1, 1898	Kendrick Brothers ..	65 45	Masterton	Govt. and grantees	10 "	"	Rental, £25	557 15 1	1,407 19 10	1,965 14 11		
643	R. 97/4652 ..	April 1, 1898	W. F. Knight ..	147 56	Aramoho	Grantees	5 "	+	330 0 0	29 17 1	77 13 8	107 10 9		
645	R. 98/3766 ..	Jan. 1, 1899	Dalgely and Co. (Limited)	35 32	Mangatera	"	5 "	Premium ..	Rental, £25	64 2 10	3,237 18 1	3,302 0 11		
647	R. 98/3331 ..	Oct. 1, 1898	W. G. Bassett ..	113 64	Spit	"	5 "	+	Rental, £25	490 5 4	15 6 9	505 12 1		
656	R. 98/2734 ..	Feb. 1, 1899	G. A. Gamman and Co. ..	2 14	Wanganui	"	10 "	Premium ..	188 0 0	2,226 13 3	5 10 8	2,232 3 11		
657	R. 99/1050 ..	April 1, 1899	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	87 39	Palmerston North	"	10 "	"	Rental, £25	1,905 7 9	225 5 7	2,130 13 4		
667	R. 98/4419 ..	June 1, 1899	G. and T. Prescott ..	217 64	Ngairi	Govt. and grantees	5 "	+	Rental, £25	..	95 15 10	95 15 10		
672	R. 99/1984 ..	May 1, 1899	Wanganui Sash and Door Factory and Timber Company (Limited)	51 39	Kopua	Grantees	5 "	Premium ..	112 6 0	7 5 0	403 13 11	410 18 11		
705	R. 97/2271 ..	Aug. 1, 1899	Bartholomew Brothers ..	2 52	Wanganui	Govt. ..	5 "	+	Rental, £25	5,999 12 10	171 6 5	6,170 19 3		
707	R. 98/3870 ..	Oct. 1, 1899	Manawatu County Council	99 30	Feilding	"	10 "	+	Repairs, £2	1,152 11 2	..	1,152 11 2		
718	R. 99/3054 ..	Dec. 1, 1899	W. Nelson ..	13 34	Himatangi	Grantees	5 "	+	Rental, £25	97 17 3	130 4 7	228 1 10		
725	R. 99/854 ..	Jan. 1, 1900	Waitara Freezing and Cool Storage Company (Limited)	44 36	Makotuku	"	5 years*	+	Repairs, £8	..	56 8 5	56 8 5		
730	R. 99/2616 ..	Mar. 1, 1900	Gamman and Co. ..	246 53	Waitara	"	10 "	Premium ..	80 10 0	..	15 13 11	15 13 11		
734	R. 00/1286 ..	May 1, 1900	Hawke's Bay Timber Company (Ltd.)	36 71	Piripiri	"	5 "	+	Rental, £25	104 6 11	4,641 19 1	4,746 6 0		
735	R. 00/1180 ..	Jan. 1, 1900	Williams and Kettle (Limited)	42 62	Makotuku	"	5 "	Premium ..	190 0 0	32 10 3	1,148 7 3	1,180 17 6		
736	R. 00/1192 ..	May 1, 1900	R. Holt. ..	113 55	Spit	"	10 "	+	Rental, £25	1,903 2 9	64 3 2	1,967 5 11		
741	R. 99/3059 ..	Aug. 1, 1900	Anderson and Jacobsen ..	99 72	Hastings	"	10 "	+	Repairs, £12	683 4 7	7 2 6	690 7 1		
				40 12	Matamau	"	5 "	+		13 9 2	512 6 11	525 16 1		

	R. 00/1403 ..	Aug. 1, 1900	Palmerston North Sash, Door, and Timber Company (Lim)	40 73	Maramau	Grantees	5 years* ..	Premium..	260 0 0	35 16 3	1,425 3 9	1,461 0 0
746	R. 00/2961 ..	Aug. 1, 1900	William Booth and Co. ..	57 30	Carterton	Govt. ..	5 " ..	†	58 0 0	30 7 1	855 16 10	886 3 11
748	R. 99/699 ..	Sept. 1, 1900	T. Price ..	6 66	Petone	Grantees ..	10 " ..	Premium..	Rental, £25	1,081 9 2	42 8 1	1,123 17 3
752	R. 99/2453 ..	Oct. 1, 1900	Union Timber Company ..	214 76	Eltham	" ..	10 " ..	"	Rental, £25	218 3 4	192 6 7	410 9 11
753	R. 98/9997 ..	Oct. 1, 1900	J. Garnett ..	99 71	Hastings	" ..	10 " ..	†	Repairs, £1 5s.	372 2 1	3 5 10	375 7 11
758	R. 99/2633 ..	April 1, 1901	Henry Brown and Co. ..	235 43	Inglewood	" ..	10 " ..	Premium..	Rental, £25	794 16	648 4 9	1,443 1 0
759	R. 01/299 ..	April 1, 1901	Nelson Brothers (Limited)	96 17	Woodville	" ..	10 " ..	†	Repairs, £42	233 6	277 0 7	510 6 8
760	R. 01/1231 ..	June 1, 1901	Ellis Brothers ..	50 66	Kopua	" ..	5 " ..	†	Rental, £25	5 16 5	476 13 7	482 10 0
771	R. 01/182 ..	June 1, 1901	W. A. Chote and J. Wright	..	Silverstream	" ..	5 " ..	Premium..	380 0 0	123 16 3	470 0 5	593 16 8
777	R. 01/1659 ..	Aug. 1, 1901	Totara Sawmill Company	..	Oriangi	" ..	5 " ..	"	90 0 0	2,268 16 2	2,258 16 2	2,268 14 9
780	R. 01/2230 ..	Sept. 1, 1901	H. Carlson ..	..	Tamaki	" ..	5 " ..	†	Repairs, £4 10s.	910 3 0	910 3 0	910 3 0
781	R. 00/2262 ..	Oct. 1, 1901	H. Judd ..	50 68	Matara	" ..	2 " ..	†	..	0 11 9	83 13 7	84 5 4
786	R. 96/5010 ..	Oct. 1, 1901	Napier Gas Company (Limited)	..	Hastings	" ..	5 " ..	†	Repairs, £3 6s.	170 3 8	10 1 8	180 5 4
788	R. 01/386 ..	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea	" ..	10 " ..	Premium..	200 0 0	753 13 8	92 19 6	846 13 2
789	R. 01/2396 ..	Nov. 1, 1901	H. Brown and Co. ..	..	Morley Street	" ..	5 " ..	"	Rental, £25	696 5 6	..	696 5 6
792	R. 02/384 ..	Jan. 1, 1902	Nelson Brothers (Limited)	68 3	Waipukurau	Govt. ..	10 " ..	†	Rental, £25	..	..	..
811	R. 02/231 ..	April 1, 1902	Palmerston North Sash, Door, and Timber Company (Limited)	..	Oriangi ..	Grantees ..	5 " ..	Premium..	179 0 0	7 18 1	4 6 8	12 4 9
825	R. 02/1544 ..	Aug. 1, 1902	Wilding and Co. ..	42 63	Makotuku	" ..	5 " ..	†	..	1 18 7	263 2 7	265 1 2
828	R. 02/2624 ..	July 1, 1902	B. L. Knight ..	91 52	Newman	Grantee ..	5 " ..	†	..	14 4 9	986 9 4	1,000 14 1
890	R. 02/2178 ..	Sept. 1, 1902	Waverley Co-operative Dairy Factory Company (Limited)	..	Aramoho	Grantees ..	10 " ..	Premium..	192 0 0	107 8 10	148 2 6	255 11 4
831	R. 92/1948 ..	Sept. 1, 1902	Williams and Kettle ..	..	Hastings	" ..	10 " ..	†	Rental, £25	352 14 5	182 2 6	534 16 11
837	R. 03/478 ..	Dec. 1, 1902	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Tariki ..	" ..	5 " ..	†	..	119 10 11	966 11 0	1,086 1 11
839	R. 02/2734 ..	Nov. 1, 1902	G. Syme ..	..	Ngaire	" ..	5 " ..	†	..	..	379 11 0	379 11 0

HURUNUI-BLUFF SECTION.

1	R. 81/1026 ..	April 28, 1866	J. T. Brown ..	7 39	Addington	Grantees	For ever ..	..	..	628 10 0	535 15 0	1,164 5 0
3	R. 88/1107 ..	Dec. 28, 1870	Richard Allen ..	1 17	Riccarton	"	"	..	..	364 14 2	..	364 14 2
12	P.W. 74/5224	June 2, 1875	Bank of New South Wales (used by White and Co.)	21 29	Leeston	Govt. ..	"	..	..	..	..	..
13	P.W. 76/3501	Dec. 18, 1874	Oamaru Harbour Board ..	157 77	Oamaru	"	Undefined	..	..	1,989 3 8	1,721 12 7	3,710 16 3
20	P.W. 76/2946	Dec. 11, 1875	Richard Evans ..	1 52	Wilson's Siding	Grantees	For ever ..	..	..	227 18 4	452 4 7	680 2 11
32	R. 82/432 ..	April 7, 1876	D. C. Turnbull and Co. ..	105 54	Timaru	Govt. ..	"	..	..	812 1 3	501 11 11	1,313 13 2
33	P.W. 76/823	April 22, 1876	J. Deans ..	8 75	Glentunnel	"	"	..	..	34 11 1	1,748 12 6	1,783 3 7
37	P.W. 76/3721	July 18, 1876	Clark Bros. ..	166 27	Maheno	"	Undefined	..	..	159 8 11	261 15 11	421 4 10
120	P.W. 77/4412	Jan. 23, 1878	Oamaru Harbour Board ..	157 65	Oamaru (1st sidg.)	"	"	300 0 0	50 0 0	2,046 15 6	1,249 11 3	3,296 6 9
178	—	1878	Mosgiel Woollen Factory Company	157 65	" (2nd sidg.)	"	"	..	..	37 14 7	73 8 1	111 2 8
258	R. 82/379 ..	Jan. 10, 1882	Wigram Brothers ..	0 73	Mosgiel Township	"	For ever ..	..	..	244 1 8	216 7 2	460 8 10
266	R. 82/554 ..	Mar. 24, 1882	S. Bailey ..	10 71	South Malvern	"	10 years* ..	Premium..	15 0 0	2 7 2	126 5 2	128 12 4
				15 0	Templeton	Grantees						

* Three months' notice.

† Siding originally laid under old agreement.

‡ One week's notice.

RETURN NO. 24—continued.

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, 1908.			
									In.	Out.	Total.	
HURUNUI-BLUFF SECTION—continued.												
R. 93/1824 ..	May 1, 1893	Lytelton Borough Council (Shaw-Savill and Albion Co., and Kaye and Carter, tenants)	M. ch. 0 0	Lytelton	Grantees	10 years* ..	+	£ s. d. Rental, £50	£ s. d. 4,921 19 3	£ s. d. 1,406 8 3	£ s. d. 6,328 7 6	
R. 93/2140 ..	May 1, 1893	Nichol Brothers..	391 64	Bluff	"	10 " *	+	Rental, £50	6,727 16 7	2,045 6 1	8,773 2 8	
R. 94/2207 ..	May 6, 1894	John Murdoch and Co. . .	235 52	Dunedin	grantees	10 " *	+	Rental, £50	3,611 4 10	160 13 5	3,771 18 3	
R. 94/3026 ..	Feb. 1, 1894	J. G. Ward	391 43	Bluff	Grantees	10 " *	+	Rental, £50	4,771 10 5	1,266 16 1	6,038 6 6	
R. 94/3672 ..	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Company (Limited)	236 10	Dunedin	Govt. and grantees	10 " *	+	Rental, £50	2,318 1 0	361 17 4	2,679 18 4	
R. 94/3949 ..	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Company (Limited)	374 55	Invercargill	Grantees	10 " *	+	Rental, £50	318 12 3	181 5 6	499 17 9	
R. 94/4311 ..	Jan. 1, 1895	Tohill, Watson, and Co. . .	391 65	Bluff	"	10 " *	+	Rental, £50	1,757 12 4	661 3 11	2,418 16 3	
R. 95/2127 ..	May 1, 1895	G. McClatchie and Co. . .	6 9	Christchurch	Govt. . .	10 " *	+	Rental, £50	2,960 1 2	101 4 8	3,061 5 10	
R. 96/383 ..	Jan. 1, 1896	Broad, Small, and Co. . .	374 46	Invercargill	"	10 " *	+	Rental, £50	155 10 3	61 7 5	216 17 8	
R. 96/418 ..	Jan. 1, 1896	T. D. Ward (Mrs.) and M. Carr and Co. (J. G. Ward and Co., Henderson and Batger, and the Southland Farmers' Co-operative Assn. may also use siding)	374 39	"	Grantees	10 " *	+	Rental, £50	1,321 15 8	466 19 6	1,788 15 2	
R. 99/2472 ..	Nov. 1, 1902	T. Teschemaker . . .	165 26	Teschemaker's	Govt. . .	1 " *	+	..	..	..	..	
R. 96/3013 ..	July 1, 1896	James Macfie and Co. (Limited)	235 44	Dunedin	Grantees	10 " *	+	Rental, £50	1,689 6 1	54 12 8	1,743 18 9	
R. 96/2443 ..	July 1, 1896	Nelson Brothers (Limited)	12 0	Hornby	"	10 " *	+	350 0 0	..	..	..	
R. 95/2198 ..	Dec. 1, 1896	Christchurch Meat Co. (Limited) . .	103 70	Smithfield	"	10 " *	+	Rental, £25	7,633 2 5	5,445 16 5	13,078 18 10	
R. 97/1122 ..	Mar. 1, 1897	D. N. Inwood . . .	90 75	Winchester	"	10 " *	+	Rental, £25	..	..	..	
R. 97/671 ..	Mar. 1, 1897	Bruce Woollen Manufacturing Com-pany (Limited)	271 41	Milton	"	10 " *	Premium..	45 0 0	179 0 0	13 0 0	192 0 3	
R. 97/4426 ..	Nov. 1, 1897	Timaru Milling Company (Limited)	106 25	Timaru	Govt. . .	10 " *	+	Rental, £25	1,469 11 4	496 6 2	1,965 17 6	
R. 97/4377 ..	Oct. 1, 1897	P. McGill . . .	271 42	Milton	"	10 " *	+	Rental, £25	714 14 5	1,261 5 0	1,975 19 5	
R. 97/2966 ..	Jan. 1, 1898	Evans and Co. (Limited)	105 75	Timaru	Grantees	10 " *	+	Rental, £50	1,111 0 0	890 12 2	2,001 12 2	
R. 97/3139 ..	Feb. 1, 1898	A. Moritzson and Co. . .	236 48	Dunedin	"	10 " *	Premium..	336 0 0	1,317 4 10	174 5 7	1,491 10 5	
R. 98/1147 ..	Jan. 1, 1898	John Deans . . .	6 10	Christchurch	Govt. . .	10 " *	+	Rental, £50	657 12 5	356 5 11	1,013 18 4	
R. 98/2079 ..	May 1, 1898	J. Anderson . . .	0 16	Lytelton	"	5 " *	+	Rental, £50	206 9 4	764 3 2	970 12 6	
R. 98/2669 ..	Sept. 1, 1898	J. H. Lambert . . .	237 2	Kensington	"	10 " *	+	Rental, £25	152 11 2	6 15 8	159 6 10	
R. 98/4050 ..	Sept. 1, 1898	Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.)	55 3	Fairfield	Grantees	10 " *	Premium..	680 0 0	2,619 17 7	9,203 11 4	11,823 8 11	
R. 98/4223 ..	Oct. 1, 1898	Oamaru Totara Tree Stone Company	163 13	Whitecraig	"	5 " *	+	Rental, £50	..	..	..	
R. 98/4318 ..	Oct. 1, 1898	J. Gore . . .	244 13	Wingatui	"	5 " *	+	..	209 7 9	1,237 16 4	1,457 4 1	
R. 98/4319 ..	Dec. 1, 1898	J. Palmer . . .	234 53	Pelichet Bay	Govt. . .	5 " *	+	..	6 2 8	1,330 12 7	1,336 15 3	
R. 99/263 ..	Feb. 1, 1899	J. Borgfeldt . . .	3 31	Papanui	Grantees	5 " *	+	Rental, £25	196 3 3	23 3 1	219 6 4	
R. 99/490 ..	Jan. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	0 21	Lytelton	Grantees	10 " *	+	Rental, £50	787 11 7	391 15 7	1,179 7 2	

	R. 98/3247 ..	April 1, 1899	Friedlander Brothers (Limited)	16 40	Lyndhurst	..	Grantees	10 years*	+	Rental, £25	71 7 9	1,103 6 3	1,174 14 0
658	R. 98/3247 ..	April 1, 1899	New Zealand Collieries, Railways, and Oil Syndicate (Limited)	35 29	Orepuki	..	Govt. and grantees	5 "	+	Repairs, £38 10/	132 17 6	391 9 2	524 6 8
661	R. 99/1727 ..	May 1, 1899	J. Goss ..	6 62	Christchurch	..	Govt. ..	10 "	+	Rental, £50	1,844 7 5	32 8 7	1,876 16 0
662	R. 99/1727 ..	May 1, 1899	Wigram Brothers ..	2 4	Heathcote	..	"	10 "	+	Repairs, £6;	313 14 0	273 13 4	587 7 4
663	R. 99/1728 ..	May 1, 1899	Dalgaty and Co. (Limited)	6 45	Christchurch	..	"	10 "	+	Rental, £25	2,896 7 9	406 4 9	3,302 12 6
665	R. 99/1832 ..	May 1, 1899	Belford Mills Company ..	106 8	Timaru	..	"	10 "	+	Repairs, £22;	801 4 4	632 11 7	1,433 15 11
666	R. 99/1832 ..	May 1, 1899	Friedlander Brothers (Limited)	60 68	Tinwald	..	"	10 "	+	Rental, £25	85 12 2	981 9 8	1,067 1 10
668	R. 99/1922 ..	May 1, 1899	Friedlander Brothers (Limited)	58 73	Ashburton	..	"	10 "	+	Rental, £25	566 9 2	3,056 7 10	3,622 17 0
669	R. 99/1936 ..	May 1, 1899	Friedlander Brothers (Limited)	335 5	Gore	..	"	10 "	+	Repairs, £6;	1,001 10 8	1,186 11 0	2,188 1 8
670	R. 99/1934 ..	May 1, 1899	Fleming and Gikison ..	6 19	Christchurch	..	Govt. and grantees	10 "	+	Rental, £50	1,046 17 0	306 12 1	1,353 9 1
671	R. 99/1935 ..	May 1, 1899	J. B. Hobart ..	236 32	Dunedin	..	Grantees	10 "	+	Rental, £50	679 3 4	120 15 6	799 18 10
673	R. 99/2066 ..	June 1, 1899	Farmers' Agency Company (Limited)	7 2	Belfast	..	"	10 "	+	Rental, £25	556 9 8	451 13 6	1,008 3 2
674	R. 99/2065 ..	Aug. 1, 1899	New Zealand Provision and Produce Company	374 56	Invercargill	..	Govt. ..	10 "	+	Rental, £50	707 8 6	659 2 2	1,366 10 8
675	R. 99/2092 ..	May 1, 1899	National Mortgage and Agency Com- pany of New Zealand (Limited)	2 65	Heathcote	..	"	5 "	+	Repairs, £5	36 10 11	0 6 0	36 16 11
676	R. 99/2096 ..	Aug. 1, 1899	Lyttelton Borough Council	374 5	Elles Road	..	"	10 "	+	Rental, £50	21 7 2	240 10 6	261 17 8
677	R. 99/2174 ..	May 1, 1899	Fleming and Gikison ..	6 44	Lind's Bridge	..	"	5 "	+	..	21 0 11	122 2 10	143 3 9
679	R. 99/2218 ..	Aug. 1, 1899	T. Hodgkinson ..	375 11	Invercargill	..	Grantees	10 "	+	49 0 0	954 18 9	924 1 0	1,878 19 9
680	R. 99/1120 ..	July 1, 1899	Wright, Stephenson, and Co.	0 1	"	..	Govt. ..	5 "	+	Rental, £50	583 5 2	44 18 3	628 3 5
682	R. 99/2313 ..	Aug. 1, 1899	Invercargill Corporation ..	236 21	Dunedin	..	Grantees	10 "	+	Rental, £50	3,439 18 11	490 11 7	3,930 10 6
683	R. 97/2821 ..	Aug. 1, 1899	Dalgaty and Co. (Limited)	12 11	Hornby	..	Govt. ..	5 "	+	..	8 11 6	450 10 4	459 1 10
684	R. 99/2343 ..	Aug. 1, 1899	Smart and Son ..	58 72	Ashburton	..	"	10 "	+	Rental, £25	(Included with No. 669.)	765 19 3	776 6 3
686	R. 99/2422 ..	May 1, 1899	Friedlander Brothers (Limited)	241 71	Abbotsford	..	"	5 "	+	..	10 7 0	237 14 3	237 14 3
687	R. 99/2392 ..	Aug. 1, 1899	J. Freeman ..	241 70	"	..	"	5 "	+	..	..	7,610 11 3	17,054 16 5
690	R. 99/2394 ..	Aug. 1, 1899	B. C. Calverley ..	13 10	Islington (1st sdg.)	..	Govt. and grantees	10 "	+	Rental, £25	9,444 5 2	877 1 6	1,252 19 10
691	R. 99/2406 ..	Aug. 1, 1899	Christchurch Meat Company (Limited)	58 3	" (2nd ")	..	Grantees	10 "	+	Rental, £25	375 18 4	877 1 6	1,252 19 10
92	R. 99/2427 ..	May 1, 1899	Canterbury Roller Flour-mills Com- pany	157 41	Oamaru	..	"	5 "	+	..	65 12 5	..	65 12 5
93	R. 99/2017 ..	Aug. 1, 1899	Oamaru Borough Council	25 39	Southbridge	..	Govt. ..	10 "	+	Rental, £25	303 11 8	379 10 3	683 1 11
695	R. 99/1968 ..	Aug. 1, 1899	W. Scott and Co. ..	2 33	Walton Park	..	"	5 "	+	..	29 2 1	1,094 16 9	1,123 18 10
696	R. 99/2207 ..	Aug. 1, 1899	Walton Park Coal Company	6 41	Lind's Bridge	..	"	5 "	+	Repairs, £9 12s. 9d.	25 8 2	148 0 7	173 8 9
697	R. 99/2523 ..	Aug. 1, 1899	T. W. and A. Buxton ..	155 23	Eveline	..	Grantees	10 "	+	Rental, £50	54 3 7	25 7 9	79 11 4
698	R. 99/2537 ..	June 1, 1899	New Zealand Refrigerating Com- pany (Limited)	391 47	Bluff	..	"	10 "	+	67 11 0	1,769 8 9	194 3 9	1,963 12 6
699	R. 99/2042 ..	Oct. 1, 1899	New Zealand Shipping Company (Limited)	7 46	Addington	..	Govt. ..	10 "	+	Rental, £50	2,433 16 1	397 3 4	2,830 19 5
700	R. 99/2653 ..	May 1, 1899	W. White and Co. ..	236 26	Dunedin	..	"	10 "	+	Rental, £25	1,073 13 9	11 14 4	1,085 8 1
702	R. 99/1967 ..	June 1, 1899	Evans and Co. (Limited) ..	121 76	Otaio	..	Govt. and grantees	4 "	+	Rental, £50	102 18 10	243 10 10	346 9 8
703	R. 99/2225 ..	Aug. 1, 1899	W. Quinn ..	2 20	Waikiki	..	Grantees	5 "	+	190 9 0	55 13 11	33 0 6	88 14 5
704	R. 98/4221 ..	Nov. 1, 1899	Invercargill Corporation ..	351 64	Edendale	..	Grantees	5 "	+	..	394 16 0	496 8 2	891 4 2
708	R. 99/2801 ..	Sept. 1, 1899	N.Z. and Australian Land Com- pany (Limited)			..	Govt. ..						

* Three months' notice.

+ Siding originally laid under old agreement.

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1903.—continued.

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, 1903.		
										In.	Out.	Total.
HURUNUI-BLUFF SECTION—continued.												
709	R. 99/2416 ..	Nov. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	M. ch. 391 48	Bluff	..	..	10 years* ..	£ s. d. Repairs, £3; Rental, £50	£ s. d. 2,702 14 7	£ s. d. 828 9 11	£ s. d. 3,531 4 6
711	R. 99/2813 ..	Nov. 1, 1899	Lytelton Harbour Board	..	Lytelton	..	..	5 " ..	..	2,727 4 10	1,434 7 1	4,161 11 11
715	R. 99/1719 ..	Aug. 1, 1899	Bowron Bros. ..	..	Woolston	..	Grantees	10 " ..	Premium..	666 2 6	162 9 2	828 11 8
716	R. 99/2905 ..	Oct. 1, 1899	Milburn Lime and Cement Company (Limited)	235 25	Dunedin	..	..	10 " ..	Rental, £50	967 7 9	268 19 7	1,236 7 4
719	R. 99/2731 ..	Aug. 1, 1899	Milburn Lime and Cement Company (Limited)	267 44	Milburn	..	Govt. ..	5 " ..	..	839 0 7	1,024 13 10	1,863 14 5
722	R. 00/141 ..	Jan. 1, 1900	H. Haraway ..	..	Burnside	..	Govt. and grantees	10 " ..	Rental, £25	755 11 8	201 11 2	957 2 10
723	R. 99/2309 ..	Jan. 1, 1900	D. McGregor ..	25 31	Centre Bush	..	Grantees	5 " ..	80 0 0	..	283 6 11	283 6 11
727	R. 00/992 ..	Jan. 1, 1900	Milburn Lime and Cement Company (Limited)	23 2	Limehills	..	Govt. ..	5 " ..	Repairs, £7 5s.	11 14 7	48 2 10	59 17 5
729	R. 00/991 ..	April 1, 1900	G. G. Stead and Co. ..	7 59	Addington	..	Grantees	10 " ..	Rental, £25	582 4 4	319 2 5	901 6 9
731	R. 99/3088 ..	May 1, 1900	Wright, Stephenson, and Co. ..	26 50	Balfour	..	..	10 " ..	Rental, £25	347 2 1	1,434 6 10	1,831 8 11
732	R. 00/1193 ..	May 1, 1900	J. and T. Meek ..	158 18	Oamaru	..	Govt. ..	10 " ..	Rental, £50	315 17 2	278 11 7	594 8 9
739	R. 99/367 ..	Feb. 1, 1900	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton	..	Grantees	10 " ..	Rental, £50	798 3 11	1,087 17 10	1,886 1 9
740	R. 99/2357 ..	May 1, 1900	J. Craig and Co. ..	157 45	Oamaru	..	Govt. ..	10 " ..	Rental, £50	1,744 16 1	183 4 0	1,928 0 1
742	R. 00/568 ..	July 1, 1900	Christchurch City Council	9 22	Chaney's	..	Grantees	5 " ..	485 0 0	669 18 0	..	669 18 0
743	R. 00/1774 ..	May 1, 1900	Lytelton Harbour Board	..	Lytelton	..	Govt. and grantees	5 " ..	..	(Included with No. 711.)	..	..
745	R. 99/2303 ..	July 1, 1900	C. P. Sleeman ..	342 70	Mataura	..	Grantees	5 " ..	195 0 0	..	926 10 10	926 10 10
749	R. 00/2042 ..	Oct. 1, 1900	D. Thomas ..	58 76	Ashburton	..	..	10 " ..	Rental, £25	184 3 0	1,030 0 11	1,214 3 11
751	R. 00/1147 ..	Aug. 1, 1900	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch	..	Govt. and grantees	10 " ..	Rental, £50	1,791 14 1	32 8 7	1,824 2 8
754	R. 00/634 ..	Oct. 1, 1900	Timaru Harbour Board (National Mortgage and Agency Company, Ltd., and Mill and Co., tenants)	105 74	Timaru	..	Grantees	10 " ..	95 0 0	1,018 4 5	396 18 0	1,415 2 5
757	R. 00/1040 ..	Dec. 1, 1900	(Otago Farmers' Co-operative Association of New Zealand (Ltd.) Wright, Stephenson, and Co. ..)	236 35	Dunedin	..	..	10 " ..	550 0 0	{ 1,180 13 10	110 1 1	1,290 14 11
763	R. 00/2041 ..	Feb. 1, 1901	A. and D. McPherson and Co., and R. Meek and Co. ..	7 22	Fairfax	..	..	5 " ..	Rental, each £50	{ 3,331 4 9	563 12 2	3,894 16 11
766	R. 01/1037 ..	Mar. 1, 1901	Lytelton Harbour Board	..	Lytelton	..	..	5 " ..	267 0 0	166 13 5	129 13 3	296 6 8
767	R. 00/478 ..	Feb. 1, 1901	Canterbury (N.Z.) Seed Company (Limited), and H. Matson and Co. ..	7 60	Addington	..	..	8 " ..	..	(Included with No. 711.) 1,287 8 3	888 5 6	2,175 13 9
768	R. 01/1045 ..	April 1, 1901	Timpany Brothers ..	14 72	Kapuka	..	..	5 " ..	Rental, £25	15 7 7	1,834 18 10	1,850 6 5
769	R. 01/776 ..	May 1, 1901	Tothill, Watson, and Co. ..	..	Gore	..	..	5 " ..	25 0 0	149 3 5	147 16 9	297 0 2
772	R. 01/1375 ..	May 1, 1901	McCallum and Co. ..	15 0	Kapuka	..	..	5 " ..	Rental, £25	1,023 19 7	87 12 1	1,111 11 8

774	R. 01/1837	Sept. 1, 1901	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	Addington	..	10 years*	†	Rental, £25	391 1 6	389 12 10	780 14 4
775	R. 01/1661	July 1, 1901	Kemphorne, Prosser, and Co.'s N.Z. (Limited)	239 24	Cattle-yards	..	10 "	†	Rental, £25	604 18 11	819 19 9	1,424 18 8
776	R. 01/1660	Aug. 1, 1901	N.Z. Drug Company (Limited)	16 69	Southbrook	Govt. ..	10 "	†	Rental, £25	562 12 4	513 5 8	1,075 18 0
778	R. 01/1604	July 1, 1901	Moir and Co. ..	228 62	Sawyers' Bay	Grantees	5 "	†	..	..	63 15 0	63 15 0
779	R. 00/1489	Sept. 14, 1901	Birt and Co. (Limited)	390 12	Ocean Beach	..	10 "	†	Rental, £25	3,057 19 6	900 12 5	3,958 11 11
782	R. 95/1853	{Oct. 1, 1901	N.Z. Provision and Produce Co. ..	..	Belfast	"	10 "	†	Rental, £25	307 7 10	189 1 4	496 9 2
784	R. 01/2438	Oct. 1, 1901	Wood Brothers (Limited)	..	Addington	"	10 "	†	Rental, £25	1,385 6 10	892 7 1	2,277 13 11
785	R. 99/2623	Oct. 1, 1901	Otago Iron-rolling Mills Company (Limited)	..	Burnside	"	5 "	†	..	985 10 9	69 2 7	1,054 13 4
790	R. 99/2990	Jan. 1, 1902	Corporation of Invercargill	..	Greenhills	Govt. ..	5 "	†	..	0 3 9	453 9 6	453 13 3
791	R. 01/2857	Dec. 1, 1901	D. H. Brown and Son ..	7 29	Addington	Govt. and grantees	10 "	†	Rental, £25	864 12 9	417 10 3	1,282 3 0
795	R. 00/1690	Jan. 1, 1902	N.Z. Refrigerating Co. (Limited)	239 27	Cattle-yards	Grantees	10 "	†	Rental, £25	5,535 19 7	2,081 8 0	7,617 7 7
801	R. 02/805	Mar. 1, 1903	William Booth and Co. ..	..	Christchurch	Govt. ..	2 "	†	Rental, £50	318 2 7	2 0 0	320 2 7
809	R. 99/2224	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Timaru	Grantees	10 "	†	Rental, £50	2,285 2 0	1,652 9 0	3,937 11 0
812	R. 01/862	Feb. 9, 1902	McCallum and Co. ..	365 37	Longbush	"	6 months*	†	Rental, £1 per month	..	..	..
813	R. 98/3339	April 1, 1902	Otago Dock Trust ..	..	Port Chalmers	Govt. ..	5 years*	†	..	1,997 9 10	404 1 9	2,401 11 7
815	R. 96/1963	Feb. 1, 1902	W. Quinn ..	..	Studholme	Grantees	10 "	†	Rental, £25	30 14 10	170 2 8	200 17 6
816	R. 92/806	Mar. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Christchurch	"	10 "	†	Rental, £50	1,056 10 3	503 11 8	1,560 1 11
817	R. 97/2053	April 1, 1902	N.Z. Trust and Loan Co. (Limited)	257 62	Henley	"	5 "	†	Rental, £25	26 7 9	43 9 11	69 17 8
818	R. 01/2143	April 1, 1902	Wright, Stephenson, and Co.	..	Kelso ..	"	10 "	Premium..	Rental, £25	220 11 2	912 19 9	1,133 10 11
819	R. 92/1000	April 1, 1902	Southland Frozen Meat and Produce Export Company (Limited)	..	Mataura	"	10 "	†	Repairs, £48; Rental, £25	747 19 10	2,288 10 3	3,036 10 1
820	R. 01/1860	July 1, 1902	Christchurch City Council	..	Sockburn	"	5 "	Premium..	Rental, £25	(Included with No. 669.)	..	..
821	R. 01/1450	Dec. 18, 1901	Friedlander Bros. (Limited)	..	Ashburton	"	7 "	†	Rental, £25	44 19 6	251 9 8	296 9 2
822	R. 96/1963	Feb. 1, 1902	Mrs. E. M. L. Studholme	..	Studholme	"	10 "	†	Rental, £25	642 7 8	24 3 3	666 10 11
826	R. 92/672	Aug. 1, 1902	William White and Co. ...	..	Christchurch	Govt. ..	1 "	†	Rental, £50	219 11 1	3,000 6 0	3,219 17 1
832	R. 00/1544	Sept. 1, 1902	Lovell's Flat Coal Company	..	Lovell's Flat	Grantees	1 "	†	..	659 1 7	302 0 6	961 2 1
834	R. 02/3673	Nov. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru	"	10 "	†	Rental, £50	..	..	..
835	R. 03/477	Dec. 1, 1902	Donald Reid and Co. (Limited)	..	Dunedin	"	10 "	†	Rental, £50	3,311 10 6	427 3 7	3,738 14 1
840	R. 02/3422	Jan. 1, 1903	William H. Martyn ..	..	Wetheral	"	10 "	†	Rental, £25	62 5 8	135 18 0	198 3 8
841	R. 02/754	Mar. 1, 1902	Lyttelton Harbour Board	..	Lyttelton	Govt. ..	5 "	"	..	(Included with No. 711.)	..	..
842	R. 00/1107	Jan. 1, 1903	Lieschner and Drummond	4 72	Conical Hill	Grantees	5 "	†	Repairs, £7/6¼ Rental, £25	2 18 4	352 9 9	355 8 1
843	R. 00/2781	Jan. 1, 1903	Canterbury Central Co-operative Dairy Company (Limited)	..	Addington	"	10 "	†	..	118 8 2	58 9 2	176 17 4
844	R. 93/1075	Feb. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	..	Gore ..	"	10 "	†	Repairs, £2 15s. Rental, £25	261 11 6	291 18 7	553 10 1
846	R. 92/3855	Oct. 1, 1902	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	..	Belfast	"	10 "	†	Rental, £25	5,816 15 0	6,075 1 8	11,891 16 8
847	R. 02/3211	Jan. 1, 1903	T. D. Warci ..	..	Bluff ..	"	10 "	Premium..	112 0 0 Rental, £50	..	..	..

WESTLAND SECTION.

* Three months' notice.
† Siding originally laid under old agreement.

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1903—continued.

No.	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1903.		
										In.	Out.	Total.
WESTLAND SECTION—continued.												
689	R. 99/2393 ..	Aug. 1, 1899	Westland Sawmilling Company (Limited)	M. ch. 16 9	Awatuna	Govt. ..	5 years* ..	†	£ ..	s. d. 5 11 8	£ s. d. 275 15 7	281 7 3
710	R. 99/2778 ..	Nov. 1, 1899	G. Perotti ..	3 21	Nelson Creek	" ..	5 " *	†	..	2 2 3	50 4 7	52 6 10
712	R. 94/2445 ..	Aug. 1, 1899	T. W. Wilson (Stratford, Blair, and Co., tenants)	2 52	Kaiaia	" ..	5 " *	†	..	10 14 2	101 1 10	111 16 0
714	R. 99/2900 ..	Nov. 1, 1899	Malfroy and Co. ..	21 63	Ho Ho	Govt. and grantees	5 " *	†	..	32 7 6	332 19 11	365 7 5
724	R. 00/197 ..	Jan. 1, 1900	G. D. Wilson and Co. ..	10 77	Kumara	Ditto ..	5 " *	†	..	19 2 1	315 7 0	334 9 1
728	R. 99/1729 ..	Mar. 1, 1900	Stratford, Blair, and Co. ..	4 38	Dobson	Grantees	5 " *	†	..	4 17 8	0 15 0	5 12 8
764	R. 01/356 ..	April 1, 1901	Teravera Sawmill Company (Ltd.)	..	Inchbonnie	" ..	5 " *	Premium..	163 0 6	56 17 7	737 17 11	794 15 6
773	R. 00/2624 ..	Aug. 1, 1901	Despatch Foundry Company (Ltd.)	..	Greymouth	" ..	5 " *	"	185 0 0	37 17 2	132 13 2	160 10 4
787	R. 01/456 ..	Oct. 1, 1901	Jack Brothers ..	..	Kotuku	Taken over with Mid-land Rly.	5 " *	"	Rental, £25	65 3 9	739 11 7	804 15 4
802	R. 02/552 ..	Oct. 1, 1900	Blackball Coal Company (Limited)	..	Ngahere	" ..	5 " *	"	230 0 0	..	11,393 0 8	11,393 0 8
803	R. 02/557 ..	Oct. 1, 1900	Stratford, Blair, and Co. ..	..	Kokiri	Ditto ..	5 " *	..	..	34 19 0	629 6 10	664 5 10
804	R. 02/555 ..	Oct. 1, 1900	Andrew Matheson ..	..	Ahaura	" ..	5 " *	..	..	..	138 13 9	138 13 9
805	R. 02/556 ..	Oct. 1, 1900	Lake Brunner Sawmill Company ..	..	Moana	" ..	5 " *	..	..	54 11 5	1,756 7 6	1,810 18 11
806	R. 02/553 ..	Oct. 1, 1900	Kotuku Sawmill Company ..	..	Kotuku	" ..	5 " *	..	..	54 9 8	950 16 2	1,005 5 10
807	R. 02/558 ..	Oct. 1, 1900	Baxter Brothers ..	..	Kokiri	" ..	5 " *	..	..	37 2 1	676 19 8	714 1 9
808	R. 02/554 ..	Oct. 1, 1900	Trustees of James Goss's Estate ..	..	Moana	" ..	5 " *	..	..	8 8 2	1,190 4 1	1,198 12 3
827	R. 01/1152 ..	June 1, 1902	D. H. Roberts ..	..	Baxter's	Grantees	5 " *	Premium..	161 12 0	13 11 11	308 2 0	321 13 11
836	R. 02/2451 ..	Dec. 1, 1902	Tyneside Colliery Company ..	..	Brunner	" ..	5 " *	"	93 10 0	9 9 9	51 4 2	60 13 11
WESTPORT SECTION.												
810	R. 00/2091 ..	Mar. 1, 1902	W. and J. Marris ..	26 72	Mokihini	Govt. ..	5 years* ..	†	..	9 9 9	158 5 5	167 15 2
NELSON SECTION.												
238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow ..	1 0	Nelson	Grantees	Undefined	Premium..	150 0 0	180 10 9	4 10 8	185 5
PICTON SECTION.												
519	R. 93/3737 ..	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim	Grantees	10 years* ..	†	Rental, £25	90 12 4	340 1 0	430 13
794	R. 99/2880 ..	Dec. 1, 1901	Christchurch Meat Company (Ltd.)	13 35	Spring Creek	" ..	10 " *	†	Repairs, £15; Rental, £25	15 12 10	36 12 5	5 5 3
797	R. 01/2132 ..	Feb. 1, 1902	Levin and Co. (Limited) ..	17 69	Blenheim	" ..	10 " *	†	Repairs, £9; Rental, £25	245 1 3	325 2 6	570 9
800	R. 91/3490 ..	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton	" ..	10 " *	†	Repairs, £5; Rental, £25	175 14 1	62 9 5	238 3 6

* Three months' notice. † Siding originally laid under old agreement.

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1903.

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
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
1899-1900	..	19 26	19 26	40,582	302,354
1900-1901	4 30	103 38	107 68	226,485	345,433
1901-1902	11 20	12 32	23 52	49,665	369,339
1902-1903	28 40	27 43	56 3	117,679	330,029
Totals	..	..	..	4,745,711	4,171,094

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1902. and March, 1903.

Département.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
1902-3.												
General	...	...	...	...	...	...	...	...	...	...	...	222
Traffic	7	17	9	295	3	658	1,392	84	58	27	17	2,567
Maintenance	7	20	8	335	7	836	1,559	121	71	34	35	3,033
Locomotive	5	15	4	337	3	895	1,596	82	93	12	11	3,053
Totals	19	52	21	967	13	2,389	4,547	287	222	73	63	8,875
1901-2.												
General	...	...	...	...	...	...	...	...	...	...	...	207
Traffic	6	17	9	260	...	620	1,353	76	54	24	15	2,434
Maintenance	6	18	11	336	...	768	1,369	124	72	35	26	2,765
Locomotive	3	14	5	319	...	854	1,529	75	84	15	9	2,907
Totals	15	49	25	915	...	2,242	4,251	275	210	74	50	8,313

RETURN No. 27.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1903.

Section.	Passengers Killed or Injured.				Servants of the Department Killed or Injured.				Persons Killed or Injured while crossing at Level Crossings.		Trespassers.		Workshops.		Miscellaneous.		Total Killed.	Total Injured.	
	From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.												
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Kawakawa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whangarei ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kaihu ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland ...	...	1	1	1	...	32	...	20	1	1	1	2	...	25	1	6	4	88	
Gisborne ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wellington- Napier-New Plymouth ...	...	...	...	2	2	96	3	46	1	1	2	3	...	73	...	2	8	223	
Hurunui-Bluff ...	...	6	3	6	...	222	3	24	3	1	3	5	...	58	...	1	12	323	
Westland ...	...	...	...	1	...	17	...	...	...	...	...	...	...	...	...	...	...	18	
Westport ...	...	...	...	...	...	20	...	...	...	...	...	...	...	9	...	...	...	29	
Nelson ...	...	...	...	1	...	6	...	...	...	...	...	...	...	...	...	...	...	7	
Pictou ...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	2	
Totals ...	...	7	4	11	2	395	6	90	5	3	6	10	...	165	1	9	24	690	

RETURN NO. 28. LOCOMOTIVE RETURNS for the Year ending 31st March, 1903.

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

KAWAKAWA SECTION.

A	1	12	3,188	1,280	1,780	6,248	Cwt.	Qr.	lb.	lb.	lb.	£	£	£	£	£	£	£	£	120
D	1	12	1,896	801	4,224	6,921	930	99	30	35	57	2	21	23	207	.08	.80	.684	7.95	127
							1,155	138	18			.203	26	.24	395	7.04	.90	5.51	13.69	
Total	2	...	5,084	2,081	6,004	13,169	2,085	237	48	92	...	205	47	.24	602	3.73	.86	6.14	10.97	247
Less recoverable, mileage and expenditure					4,727	4,727	...	...	...	...	...	...	...	...	290	...	...	...	2.10	...
General charges					1,277	8,442	...	...	...	...	...	...	...	...	312	...	...	8.87	5.85	...
Total					...	...	...	...	...	...	...	...	...	...	518	...	...	...	14.72	...

WHANGAREI SECTION.

FA	2	17	16,836	5,317	610	22,763	8,332	536	46	426	470	30	220	.32	369	4.96	2.32	3.88	11.48	369
WB	2	17	29,830	9,123	203	39,156	19,365	888	46	521	438	48	407	.29	716	2.68	3.06	4.38	10.41	450
Total	4	...	46,666	14,440	813	61,919	27,697	1,424	92	947	908	78	717	.30	1,085	3.52	2.78	4.20	10.80	819
General charges					...	...	...	...	...	...	...	...	...	...	12	...	...	...	.05	...
Total					...	...	...	...	...	...	...	...	...	...	2,800	...	...	...	10.85	...

KAIHU SECTION.

C	1	15	1,377	547	18	1,942	354	46	1	12	14	1	22	.13	36	1.73	2.71	4.45	9.02	24
F	2	15	12,524	4,856	946	18,326	3,340	293	9	88	123	13	197	.17	310	1.61	2.58	4.06	8.42	270
Total	3	...	13,901	5,403	964	20,268	3,694	339	10	100	137	14	219	.16	346	1.63	2.59	4.09	8.47	294
General charges					...	...	...	...	...	...	...	...	...	...	39	...	...	...	.47	...
Total					...	...	...	...	...	...	...	...	...	...	755	...	...	...	8.94	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1903—continued.

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

AUCKLAND SECTION.

A	1	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
F	13	20	99,573	100,246	23,238	57,776	4,677	404	1,886	71	1,567	89	178	1,406	3,989	714	1,69	19	151	...	...
FA	4	20	90,882	11,588	435	34,502	2,340	146	889	699	...	...	...	834	1,452	3,074	1,63	20	1,04	3,39	7,16
J	9	25	202,359	26,931	1,678	89,583	4,952	364	2,552	2,735	2,961	197	197	2,699	2,961	8,592	2,84	20	2,80	3,08	8,92
K	2	25	4,256	1,292	...	1,640	133	7	66	215	...	...	...	99	67	386	9,30	22	4,28	2,89	16,69
LA	4	25	81,854	15,336	5,563	31,102	2,448	131	812	895	...	...	...	842	1,374	3,201	2,09	21	1,97	3,20	7,47
N	4	25	107,861	4,134	...	41,995	2,234	130	923	947	...	...	...	2,489	998	4,520	2,03	18	5,34	2,14	9,69
P	4	18	70,913	6,240	...	43,014	1,968	134	852	773	...	...	...	1,044	1,080	2,973	2,40	24	3,24	3,36	9,24
Q	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31
R	3	25	28,592	2,725	...	18,136	1,235	44	418	310	...	...	...	641	484	1,476	2,38	31	4,91	3,71	11,31

GISBORNE SECTION.

D	2	12	12,728	4,089	4,009	2,562	478	24	207	79	...	...	16	219	299	613	91	18	2,52	3,45	7,06	306
Less recoverable, mileage and expenditure			...	4,009	4,009	...	...	...	...	...	...	...	...	...	...	189	...	...	...	...	1,01	...
General charges			...	...	16,817	...	...	...	...	...	...	...	...	...	...	424	...	...	...	...	6,05	...
Total			...	...	...	...	...	...	...	...	...	...	...	...	...	119	...	...	...	...	1,69	...
Total			...	...	...	...	...	...	...	...	...	...	...	...	...	543	...	...	...	...	7,74	...

RETURN NO. 28—*continued*.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1903—*continued*.

Type.	Engine-Mileage.			Quantity of Stores.			Cost.			Cost per Engine-Mile in Pence.										
	Detail.			Running.			Repairs.			Running.			Total.							
	Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Stores.		Fuel.	Wages.	Total.						
										Wages and Material.	Stores.									
Average Speed—Mile per Hour.																				
No. of Engines.																				
A	1	6	12,005	...	12,005	1,280	387	13	164	£ 63	£ 14	£ 75	£ 151	£ 303	1.26	.27	1.50	3.02	6.05	
B	7	20	100,412	...	10,179	61,591	3,862	141	1,689	2,521	142	3,406	2,042	8,171	5.46	.31	7.52	4.43	17.72	
D	15	18	20,806	249,904	6,731	27,531	46,294	287	2,658	737	204	2,046	5,938	8,925	.63	.17	1.77	5.13	7.70	
F	36	20	316,811	339,403	70,286	726,500	15,952	584	5,758	6,027	595	6,589	13,443	27,224	2.18	.19	2.18	4.44	8.99	
Fa	4	20	28,713	17,170	13,833	59,722	19,463	64	649	1,431	61	868	1,156	3,516	5.75	.25	3.49	4.34	14.13	
FB	2	20	18,720	3,502	102	22,324	6,145	630	27	180	72	20	363	404	.77	.21	3.91	4.34	9.23	
G	*	...	237	8,848	...	9,085	1,702	4	57	287	6	89	189	571	7.58	.16	2.35	4.99	15.08	
I	15	25	335,772	44,581	803	381,156	163,533	7,851	427	4,284	3,244	5,232	5,338	14,132	2.04	.20	3.29	3.36	8.89	
J	6	25	77,975	8,243	196	86,414	27,404	1,793	97	963	778	718	1,397	3,257	2.16	.20	3.63	3.05	9.04	
K	15	25	12,145	3,893	237	15,945	2,579	335	21	333	32	15	150	292	.48	.23	2.26	4.39	7.36	
La	1	25	1,477	86	...	1,563	545	24	19	775	1	31	22	489	...	.15	4.76	3.38	8.29	
O	6	18	80,203	24,959	68	104,330	44,622	332	93	1,233	2,350	113	2,040	6,159	5.41	.26	4.66	3.81	14.17	
P	10	20	243,289	18,788	156	262,233	106,966	6,293	267	2,502	1,282	228	4,195	8,548	1.17	.20	3.84	2.61	7.82	
Q	8	20	83,381	56,993	8,703	148,987	32,410	4,058	153	1,476	2,160	139	1,437	6,521	3.47	.22	2.32	4.49	10.50	
R	6	18	89,130	13,597	48	102,775	40,907	3,994	106	1,329	3,582	113	2,282	7,598	8.36	.26	5.33	3.79	17.74	
T	8	30	199,456	23,922	152	223,543	87,605	5,804	211	2,549	2,594	280	4,950	18,901	2.79	.24	5.31	3.15	11.49	
U	16	30	336,549	55,960	112	322,621	170,585	9,887	435	4,855	3,428	383	9,602	5,548	2.10	.23	5.87	3.39	11.59	
UE	12	30	241,451	28,399	215	270,065	113,873	7,425	296	3,221	4,203	285	6,553	14,134	3.74	.25	5.82	2.75	12.56	
UC	10	30	248,472	31,344	155	279,971	127,704	7,921	284	3,207	2,226	283	7,254	13,334	1.91	.24	6.21	3.07	11.43	
V	10	25	178,922	26,132	275	205,320	89,584	4,628	212	2,164	2,456	179	2,987	8,436	2.87	.26	3.49	3.29	9.86	
WA	2	20	11,553	7,902	23	19,478	5,661	580	33	303	293	21	320	385	3.61	.26	3.94	4.74	12.55	
WD	4	20	75,824	21,165	8,061	105,050	43,959	3,510	98	1,380	766	126	2,410	1,621	1.75	.29	5.50	3.70	11.24	
Total 179	...	...	2,701,401	1,005,661	110,192	3,817,254	1,436,770	94,774	3,844	40,973	41,907	3,599	64,246	58,949	2.63	.22	4.04	3.71	10.60	
Less recoverable, mileage and expenditure	...	...	...	209	23,889	24,098	...	...	...	...	...	...	...	...	...	...	...	...	.02	...
General charges	...	...	1,005,452	...	86,303	3,793,156	...	...	...	...	...	...	...	167,184	...	...	...	...	10.58	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	20,006	...	...	...	...	1.26	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	187,100	...	...	...	...	11.84	...

* Shown on Picton section. † Shown on Wellington-Napier-New Plymouth section.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1903—continued.

Type.	No. of Engines.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.							
	Average Speed—Miles per Hour.		Detail.			Running.				Repairs.		Running.		Repairs.		Total.									
			Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.											
															Wages and Material.		Stores.		Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.	
WESTLAND SECTION.																									
D	1	20	115	21,376	144	21,635	3,583	496	71	263	£	113	£	16	£	106	£	464	699	1'25	1'17	1'18	5'15	775	262
F	5	20	52,330	21,147	11,409	84,886	16,512	2,542	337	1,201	632	76	500	1,516	404	775	1,113	1'79	1'79	1'21	1'41	4'29	770	1,113	
LA	5	10	74,973	15,556	342	90,871	19,121	2,317	352	1,041	1,672	70	562	1,424	3,728	770	952	4'42	1'88	1'48	3'76	9'84	984	952	
W	1	15	15,316	6,825	...	22,141	5,453	620	96	318	127	20	162	410	719	779	262	1'38	1'38	2'22	1'75	4'44	779	262	
Total	12	...	142,734	64,904	11,895	219,533	44,669	5,975	800	2,823	2,544	182	1,330	3,814	7,870	860	2,583	2'78	2'78	2'20	1'45	4'17	8'60	2,583	
General charges			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	958	
WESTPORT SECTION.																									
C	2	12	743	37,027	3,349	41,119	7,501	963	96	449	247	31	166	840	1,284	749	485	1'44	1'44	1'18	1'97	4'90	749	485	
F	3	15	25,092	13,282	9,854	48,228	10,511	1,017	150	798	955	38	226	818	2,037	10,13	519	4'76	4'76	1'18	1'12	4'07	10,13	519	
FB	2	15	27,277	10,946	220	38,443	11,959	856	150	821	289	36	260	706	1,291	805	448	1'80	1'80	2'22	1'62	4'41	8'05	448	
WB	3	20	27,832	11,376	40	39,248	20,117	1,205	148	902	880	45	444	693	2,062	12,60	483	5'38	5'38	2'27	2'71	4'24	12,60	483	
Total	10	...	80,944	72,631	13,463	167,038	50,088	4,051	544	3,030	2,371	150	1,096	3,057	6,674	958	1,935	3'40	3'40	2'22	1'57	4'39	9'58	1,935	
General charges			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11'21	
NELSON SECTION.																									
D	1	20	2,753	638	1,660	5,051	1,187	123	8	56	81	5	65	124	275	86	...	3'85	3'85	2'23	3'09	5'89	13'06	86	
F	2	20	30,575	5,228	376	36,179	8,232	786	58	450	970	31	551	662	2,214	424	...	6'44	6'44	2'20	3'65	4'39	14'08	424	
FB	2	20	11,139	2,221	12	13,372	3,350	416	15	130	112	13	215	239	579	156	...	2'01	2'01	2'23	3'86	4'29	10'39	156	
Total	5	...	44,467	8,087	2,048	54,602	12,769	1,325	81	636	1,163	49	831	1,025	3,068	666	...	5'11	5'11	2'22	3'65	4'50	13'48	666	
PICTON SECTION.																									
C	1	15	459	293	1,669	2,421	615	99	4	46	251	3	35	77	366	40	...	...	...	3'30	3'47	7'63	11'40	40	
D	1	15	1,712	1,417	4,949	8,078	1,831	280	12	92	80	8	104	216	408	136	...	2'38	2'38	2'24	3'65	6'42	12'12	136	
G	4	15	39,910	13,085	3,463	56,458	10,852	1,664	49	482	641	45	613	1,062	2,361	611	...	2'73	2'73	1'19	2'60	4'51	10'93	611	
Total	6	...	42,081	14,795	10,081	66,957	13,298	2,043	65	620	972	56	752	1,355	3,135	787	...	3'48	3'48	2'20	2'69	4'85	11'22	787	
Less recoverable, mileage and expenditure			...	...	7,445	7,445	...	...	...	...	...	...	...	...	425	...	...	...	...	...	...	...	2'29	...	
General charges			...	...	2,636	59,512	...	...	...	...	...	...	...	...	2,710	...	...	...	...	...	...	...	10'93	...	
Total			...	...	...	...	...	...	...	...	...	...	...	...	272	...	...	...	...	...	...	...	1'09	...	
			...	...	...	...	...	...	...	...	...	...	...	...	2,082	...	...	...	...	...	...	...	12'02	...	

RETURN No. 29. HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1903.

Mine.	1902-3.	1901-2.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Campbell's Mine, Springfield ...	25	...	25	...
Springfield Coal Company, Springfield ...	330	438	...	108
Clondesley, Springfield ...	170	9	161	...
Brockley, Glentunnel ...	84	58	26	...
St. Helen's, Whitecliffs ...	1,188	1,261	...	73
Deans, J., Glentunnel ...	7,161	4,124	3,037	...
Harris Brothers, Mount Somers ...	3,953	3,578	375	...
Albury ...	449	455	...	6
Waimate ...	16	98	...	82
Kurow ...	4	20	...	16
Gibson's ...	97	63	34	...
Ngapara ...	18	53	...	35
Shag Point ...	55	7,777	...	7,722
Allandale Coal Company ...	23,697	19,197	4,500	...
Walton Park ...	11,475	10,664	811	...
Saddle Hill ...	14,723	14,580	143	...
Fernhill ...	2,649	2,794	...	145
Freeman's ...	8,295	8,094	201	...
Mosgiel ...	3,889	6,931	...	3,042
Taratu Mine, Lovell's Flat ...	5,232	...	5,232	...
Burnweil Mine, Lovell's Flat ...	13,466	14,764	...	1,298
Nelson's, Benhar ...	150	760	...	610
Kaitangata ...	110,632	104,432	6,200	...
Milton ...	14,103	6,084	8,019	...
Anderson's, Stirling ...	43	81	...	38
Conical Hills ...	3,288	3,026	262	...
O'Hagan, C., Pukerau ...	258	313	...	55
Orchard, E. C., Pukerau ...	...	60	...	60
Smith, J., Gore ...	107	262	...	155
McGibbon and Sons, Gore ...	...	10	...	10
Sleeman, C. P., Mataura ...	6,295	5,048	1,247	...
Beattie, J., Mataura ...	2,207	1,677	530	...
Brown's, Mataura ...	...	834	...	834
Mutch and Hurst, Mataura ...	78	...	78	...
Reed, W., Nightcaps ...	752	308	444	...
Nightcaps Coal Company, Nightcaps ...	39,381	31,197	8,184	...
Quested, J., Nightcaps ...	...	4	...	4
Tinker and Alley, Nightcaps ...	9	17	...	8
Kelly, Nightcaps ...	...	65	...	65
Beadle, Nightcaps ...	...	507	...	507
Clark, Nightcaps ...	8	...	8	...
McBride, A., Nightcaps ...	6	...	6	...
Smith A., Kingston Crossing ...	...	26	...	26
New Zealand Coal and Oil Syndicate, Orepuhi ...	95	310	...	215
Totals ...	274,388	249,979	39,523	15,114

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, 1903.

Port.	1902-3.	1901-2.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton ...	1,564	1,616	...	52
Timaru ...	261	290	...	29
Oamaru ...	149	160	...	11
Port Chalmers ...	208	93	115	...
Dunedin ...	62	65	...	3
Bluff ...	237	248	...	11
Totals ...	2,481	2,472	115	106
LOADED :—				
Lyttelton ...	1,727	1,746	...	19
Timaru ...	261	292	...	31
Oamaru ...	134	135	...	1
Port Chalmers ...	150	114	36	...
Dunedin ...	7	2	5	...
Bluff ...	236	245	...	9
Totals ...	2,515	2,534	41	60

RETURN No. 31.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1903,
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	72 60	...	72 60	290 65
Rangiora-Sheffield and Eyre- ton Junction-Bennett's	...	...	53 56	262 3	...	4 40	25 64	58 16
Waipara-Seagill ...	...	...	14 40			1 2		15 42
Southbridge and Little River Branches	...	...	48 7			5 49		53 56
Springfield and Whitecliffs Branches [Branch	...	...	47 4			5 0		52 4
Rakaia and Ashburton Forks	...	...	22 20			2 70		25 10
Mount Somers Branch ...	...	...	27 36			1 70		29 26
Albury Branch ...	...	...	36 13			2 57		38 70
Waimate Branch ...	...	...	12 67			2 16		15 3
Totals, Christchurch Division	211 57	6 28	262 3	480 8	72 60	25 64	98 44	578 52
DUNEDIN DIVISION :—								
Main Line ...	165 40	...	...	165 40	56 55	...	56 55	222 15
Duntroon Branch ...	...	...	37 41	230 15	...	2 75	21 48	40 36
Oamaru-Breakwater Branch	...	...	0 63			0 25		1 8
Ngapara & Livingston Branches	...	...	27 4			2 5		29 9
Shag Point Branch ...	...	...	2 10			0 14		2 24
Waihemo Branch ...	...	...	8 65			0 63		9 48
Port Chalmers Branch	...	...	1 26			3 65		5 11
Walton Park Branch ...	...	...	2 49			0 52		3 21
Fernhill Branch ...	...	...	1 57	...	...	0 23	...	2 0
Otago Central Railway	...	...	97 72			6 17		104 9
Outram Branch ...	...	...	9 0			0 65		9 65
Lawrence Branch ...	...	...	22 1			1 67		23 68
Catlin's River Branch	...	...	19 27			1 57		21 4
Totals, Dunedin Division ...	165 40	...	230 15	395 55	56 55	21 48	78 23	473 78
INVERCARGILL DIVISION :—								
Main Line ...	82 41	...	...	82 41	20 65	...	20 65	103 26
Tapanui Branch ...	...	...	20 4	262 9	...	2 4	25 78	22 8
Waimea Plains Branch	...	...	36 41			2 73		39 34
Wyndham Branch ...	...	...	9 35			0 45		10 0
Seaward Bush Branch	...	...	25 39			2 0		27 39
Kingston Branch ...	...	...	87 0			8 35		95 35
Makarewa-Orepuki Branch	...	...	35 52			5 5		40 57
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51			2 76		27 47
Forest Hill Railway ...	...	...	12 66	...	...	0 77	...	13 63
Lumsden-Mararoa Branch ...	...	...	10 41			1 3		11 44
Totals, Invercargill Division	82 41	...	262 9	344 50	20 65	25 78	46 63	391 33
Grand Totals—Whole Line	459 58	6 28	754 27	1,220 33	150 20	73 30	223 50	1,444 3

RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended
31st March, 1903.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

General reduction in ordinary tickets over fifty miles.

Holiday-excursion tickets: Regulation extended, *re* issue to jockeys and trainers accompanying race-horses, and to exhibitors or attendants in charge of show exhibits, a week before general issue in connection with respective events.

Workers' commutation tickets: Regulation inserted—" Holders to be charged full ordinary fare if travelling first class."

Newspaper reporters' tickets: Regulation inserted *re* newspapers furnishing signatures of those authorised to issue certificates.

Newsboys' tickets: Regulation inserted—" Maximum weight of books, periodicals, and news papers carried free, 56 lb."

School season-tickets: Free issue extended to pupils not exceeding nineteen years of age attending district, high, or secondary schools, as defined by "The Manual and Technical Instruction Act, 1900," that have passed the Sixth Standard, or are holders of scholarships, exhibitions, or free places at such schools.

School, factory, and friendly societies' fares: Reduced fares inserted for distances thirteen to twenty miles.

Maoris special tickets to Native gatherings: Regulation extended to include Maori Councils.

Theatrical, concert, and circus parties: Regulation slightly amended.

LOCAL FARES AND REGULATIONS.

Kawakawa Section.

Local passenger-fares reduced.

Kaihu Section.

Special local fares abolished.

Auckland Section.

Round-trip tickets reduced; fares and workers' weekly tickets between Newmarket, Auckland, and Mount Eden and New Lynn, Waikumete, and Henderson inserted on extension of suburban area.

Wellington-Napier-New Plymouth Section.

Fares between Goods Depot and Moturoa and Breakwater removed.

Westport Section.

Rates for season and school season tickets between stations, and those on Wainangaroa Branch inserted.

Picton Section.

Single fare reduced for through booking between Wellington and Blenheim.

Hurunui-Bluff Section.

Through booking between Dunedin and Portobello inserted, fares to Hanmer Springs and Mount Cook reduced, Tuesday and Friday Oamaru-Dunedin fares inserted, Invercargill to Bluff and Ocean Beach Wednesday fares removed.

The through tickets to Queenstown, Cold Lakes, and Otago Central round-trip tickets have twice been reduced—once at general reduction, and once on reduction of Lake Wakatipu steamer fares when steamers first came into hands of the Government.

PART II.—PARCELS, HORSES, ETC.

Bicycles, tricycles, &c.: Regulation inserted saving Department from liability for delay or loss unless fully and legibly addressed, and handed in ten minutes before advertised time of train's departure.

Bicycle crates: Rate reduced from 6d. to 3d.

Horses: Rates inserted for horses carried by double-bogie trucks on mail and express trains. Free carriage of Volunteers' horses returning from military sports, and half-rates for ponies up to 14 hands inserted.

Motor cars: Rates inserted.

Mushrooms and New-Zealand-grown nuts classed as New Zealand fresh fruit.

Stud stock for breeding purposes: Time of return extended to three months for all stock, and regulation inserted excluding stallions on circuit from free travel.

Milk-cans, empty returns: Regulation inserted *re* free carriage solely at owners' risk, who must do all loading and unloading.

PART III.—GOODS: CLASSIFIED RATES.

Wool, sheepskins, &c., in bales: General reductions in Class H rates.

GOODS: REGULATIONS.

Cartage rate, 3d., for perishable parcels instituted at Wellington, and afterwards abolished.

Manures: Minimum at Class E reduced.

Mushrooms and New-Zealand-grown nuts in small lots classed as New Zealand fruit.

Vegetable-marrows in truck-loads charged Class F.

Furniture in furniture-vans: Regulation inserted.

Mails, rates for trucks of, by express train inserted.

Tarpaulins not to be provided for Class M goods, and regulation inserted for free return of private tarpaulins.

Stud and Show stock: Rates for valuable stock inserted. Time for free return for stud stock extended to three months.

Cement imported: Reduced rates for lots of 2 tons and over.

Tar for local bodies, Class N: Minimum, 5 tons inserted.

Drovers travelling by goods train to sign indemnity.

Circuses: Mileage rate per truck for material reduced.

LA wagons: Minimums provided for Classes F and Q, and general regulation inserted.

Exhibitions: Regulations *re* Canterbury Jubilee Exhibition and Western Australian Exhibition removed. Regulation *re* free carriage of exhibits to Feilding Industrial Exhibition inserted.

PART IV.—GOODS: LOCAL RATES.

Kawakawa Section.

General reduction of goods rates.

Timber, regulations *re* unloading of, at Opua inserted.

Whangarei Section.

Log timber, Whakapara to Opau: 1s. 1d. per 100 superficial feet inserted.

Kaihu Section.

Local rates abolished *re* goods of Classes A, B, C, D, E, and H, and *re* Class P being charged as Class N.

Auckland Section.

Cartage terminal rate, Auckland, increased from 1s. 6d. to 2s. 2d. per ton (contract price increase).

Coal-slack (native) for lime-burning, from Huntly or Kimihia to Te Aroha and Paeroa: Special rate removed.

Coal-slack (native), Huntly or Kimihia to Komata, Thames, and intermediate stations: Special rate removed.

Tinned fish, Tuakau to Auckland: Rate, 15s. a ton, inserted.

Timber: Special rates inserted from Mangapehi and Otorohanga to Auckland, Newmarket, and Mt. Eden; from Ngatira to Tirohia, Thames, and intermediate stations; from Mamaku to Mt. Eden; from Ngatira to Mt. Eden, Newmarket, and Auckland; and from Kanohi to Mt. Eden.

Gisborne Section.

Special rate, 8d., inserted for white-pine, Kaiteratahi to Gisborne.

Wellington-Napier-New Plymouth Section.

Cartage contract, 1s. 6d. per ton, delivery instituted at Wellington, and subsequently abolished.

Wool, &c.: Special Class H rates abolished on account of general reduction.

Timber: Special rate, Greytown to Wellington, removed.

Meats (cased), tallow, &c., Petone and Ngahauranga to Wellington: Regulation inserted. Owners to load and unload.

Westland Section.

Timber: Special levy, 1d. per 100 ft. timber to drying-shed at Greymouth, abolished.

Nelson Section.

Wool &c.: Local rates removed on general reduction, Class H.

Firewood: Local rates, Motupiko to Nelson and Port Nelson, removed.

Cement: Local rates, Port Nelson to Belgrove, removed.

Native bark: Rates reduced.

Picton Section.

Lime (gas-refuse): Rate, 15s. per truck, inserted, Picton to Blenheim.

Through booking Wellington and Port Nelson, rates reduced for produce—flour, wheat, chaff, &c.

Hurunui-Bluff Section.

Cartage rates for delivery at Dunedin on goods of Classes A, B, C, D, E, and H abolished.

Burnside-Dunedin: Special rate, Class E, oil, soap, &c., reduced from 3s. 7d. to 3s. per ton.

Nightsoil: Rate inserted, Christchurch to Chaney's.

Cranes: Rate inserted for use of 15-ton crane at Lyttelton.

Wool, &c.: Local rate amended, and mostly removed on account of general reduction.

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

	Class.
Asbestos	C
Bacon, loose. Reduced from Class B	C
Bacon, packed. Reduced from Class C	D
Barley-meal, from New Zealand products. Owners' risk	E
Baskets, coal, supplejack, locally manufactured	A
Baskets, commercial travellers'. Empty, not returned empty	A
Bean-meal, from New Zealand products. Owners' risk	E
Benzine, not otherwise specified. Dangerous. Owners' risk. Double rate. Special goods	A
Bicycles, motor, packed in cases. Owners' risk. Special goods (if through parcels). Rate and a half	A
Butter, packed. Reduced from C	D
Butter, packed. Minimum, 5 cwt. Rate and a half	E
Calf-meal, from New Zealand products. Owners' risk	E
Carriages, set up or in pieces, unpacked. Owners' risk. Special goods	Part II.
Carriages and gigs, in pieces, packed. Minimum, 15 cwt. per truck. Owners' risk	A
Removed: Previous rates re carriages and gigs.	
Cars, motor	Part II.
Carts, daisy, in pieces, packed, total weight not exceeding 2½ cwt. Double rate. Owners' risk. (Or as carriages and gigs if cheaper; if set up, to be charged as carriages, Part II.)	A
Carts, either set up or in pieces, unpacked	Part III.
Carts, either set up or in pieces, packed. Minimum, 1 ton per truck	C
Removed: Previous rates re carts.	
Cement, not otherwise specified. Rate and a half. Minimum, 2 tons. Charges not to exceed Class D	N
Cheese, packed. Reduced from C	D
Cheese. Minimum, 5 cwt., from factories. Rate and a half	E
Cheese-boxes, in shooks, packed, not returned empty. Half-rate	B
Daisy-carts, in pieces, packed, total weight of each cart not to exceed 2½ cwt. Double rate. Owners' risk. (Or as carriages and gigs if cheaper; if set up, charge as a carriage, Part II.)	A
Removed: Previous classification of daisy-carts.	
Deer, dead. Owners' risk	C
Drays, either set up or in pieces, unpacked	See Part III.
Drays, either set up or in pieces, packed. Minimum, 1 ton per truck	C
Removed: Previous classification of drays.	
Removed: Previous classification of express-wagons.	
Eggs. Reduced from B. Owners' risk	C

	Class.
Empties. Clause <i>re</i> "full cases being conveyed between same stations as empties" inserted.	
Express-wagons, either set up or in pieces, unpacked	See Part III.
Express-wagons, either set up or in pieces, packed. Minimum, 1 ton per truck	C
Furniture, in furniture-vans. (See also Part III.)	B
Gas-water, in tanks. Owners' risk. Reduced from C	D
Gigs, either set up or in pieces, unpacked. Owners' risk. Special goods	Part II.
Gigs, either set up or in pieces, packed. Minimum, 15 cwt. per truck. Owners' risk	A
Removed: Previous rates for gigs.	
Glue and glue-pieces, packed. Reduced from C	D
Grates, packed	A
Hams, loose. Reduced from B	C
Hams, packed. Reduced from C	D
Honey, extracted, packed, locally produced. Reduced from C	D
Removed: Honey, in 10-cwt. lots, D.	
Maize-meal, from New Zealand products. Owners' risk	E
Milk, preserved, packed, consigned direct from local factories, in lots of 10 cwt. and over.	
Reduced from B. Rate and a half	E.
Milk, preserved, New Zealand manufacture, packed	C
Mushrooms, packed. Rate and a half. (See also Parts II. and III.)	E
Removed: Mushrooms, A.	
Nuts, New-Zealand-grown, fresh, packed. Rate and a half. (See also Parts II. and III.)	E
Ostriches, living	M
Pea-meal, from New Zealand produce	E
Pig-meal, from New Zealand produce	E.
Phosphate rock. Owners' risk	Q
Poultry, dead. Owners' risk. Reduced from B	C
Poultry, living, in crates or cases. Owners' risk. Reduced from B	C
Poultry-meal, from New Zealand produce	E
Ranges, loose. Owners' risk. Special goods	A
Ranges, packed	A
Rye-meal, from New Zealand produce.	E
Salt-pans, earthenware, New Zealand manufacture. Owners' risk	N
Shale, not otherwise specified	N
Shale, in 2-ton lots. Owners' risk	D
Shale-oil, New Zealand manufacture, not otherwise specified	D
Shale-oil, New Zealand manufacture, in 4-ton lots. Owners' risk. Half-rate	B
Shale-oil, in 2-ton lots, not otherwise specified. Owners' risk	D
Removed: Previous rates for shale and shale-oil.	
Shavings, leather, for manufacture of manure	E
Sheep-dip, colonial manufacture. Owners' risk	D
Removed: Clause <i>re</i> sheep-dip being consigned from factory.	
Sheepskins, green or salted, in bundles not exceeding 1 cwt. each	B
Sheepskins, green or salted, loose, or in bundles exceeding 1 cwt. each. Owners to load and unload. (If loaded or unloaded by Railway Department, rate and a quarter.)	
Owners' risk	B
Stoves and stovepipes, loose. Owners' risk. Special goods	A
Stoves and stovepipes, packed	A
Removed: Old regulation <i>re</i> stoves and stovepipes.	
Strawboard, packed	B
Sulkies to seat one person, with wheels removed, and not exceeding 1 cwt. per vehicle.	
Double rate. Owners' risk. (If wheels are not removed, to be charged as carriages, Part II.)	A
Sulkies, in pieces, packed, not exceeding 2½ cwt. per vehicle. Double rate. Owners' risk.	
(Or as carriage and gigs if cheaper; if set up, charge as a carriage as per Part II.)	A
Removed: Previous regulations <i>re</i> sulkies.	
Supplejacks for basket-making. Owners' risk	F
Surveyors' pegs and trig.-pipes	D
Tar for local bodies. 5-ton minimum. (See Part III.)	N
Tricycles, motor, packed in cases. Owners' risk. Special goods. (See also Part II.)	A
Tricycles, motor, unpacked. Owners' risk. Special goods as parcels	See Part II.
Venison	C
Wagons, express, either set up or in pieces, unpacked	See Part III.
Wagons, express, either set up or in pieces, packed. Minimum, 1 ton per truck	C
Removed: Old regulation <i>re</i> wagons.	

PART VI.—WHARVES.

Helensville Wharf.

Rates on all goods not otherwise specified and transhipping charge reduced.

Wanganui Wharf.

Regulation allowing four days' free storage on goods waiting Customs examination inserted.

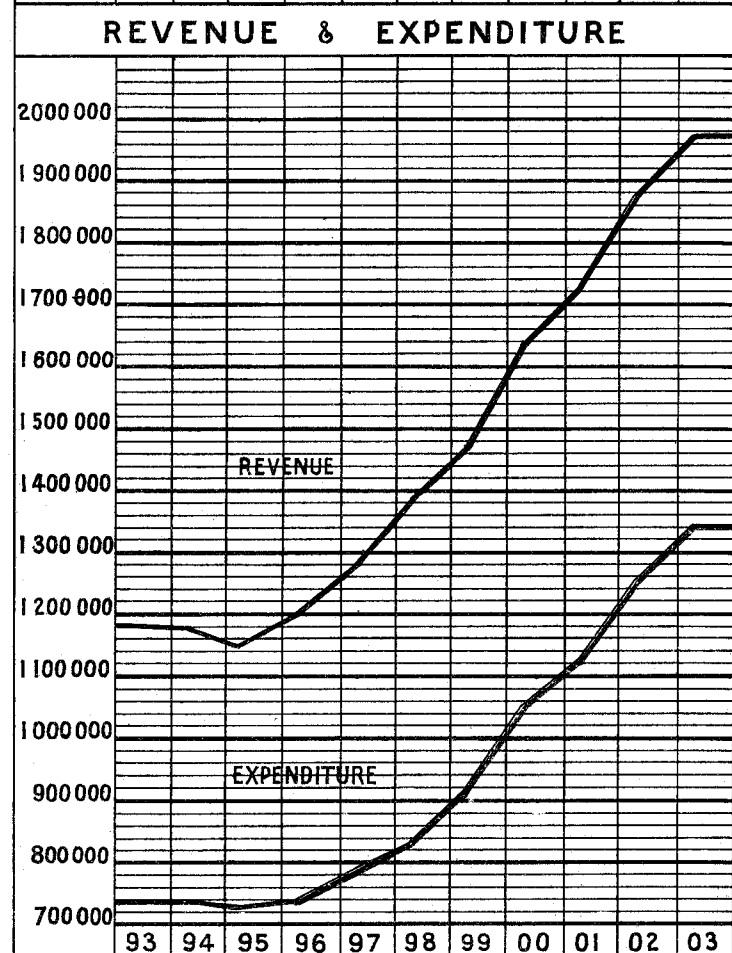
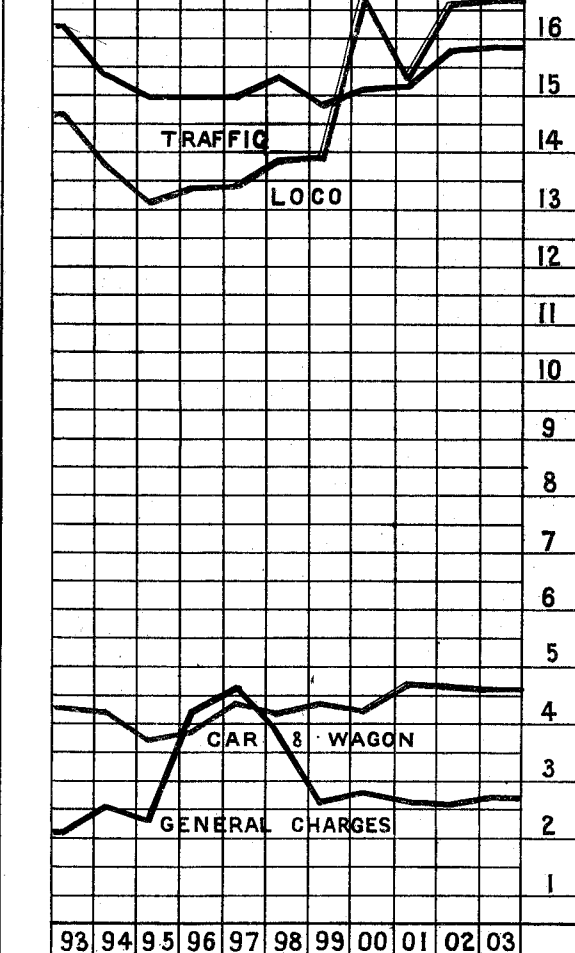
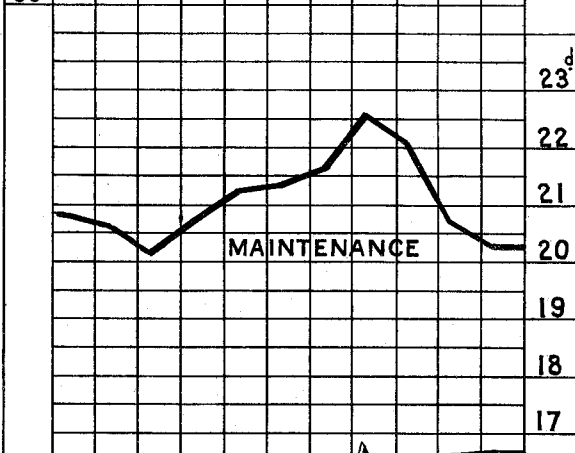
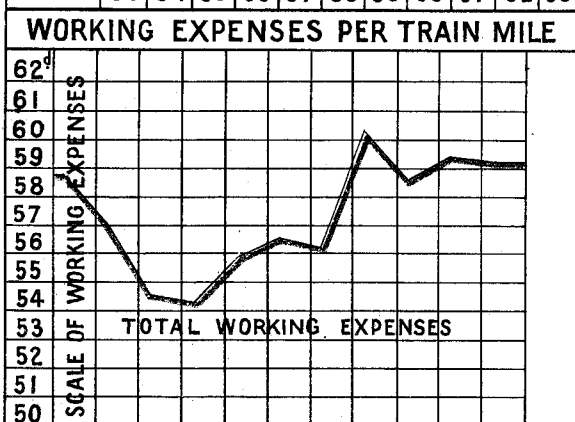
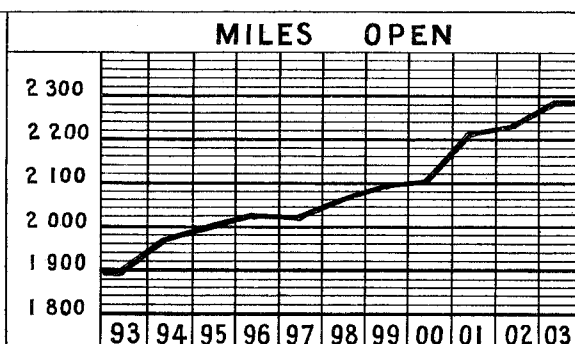
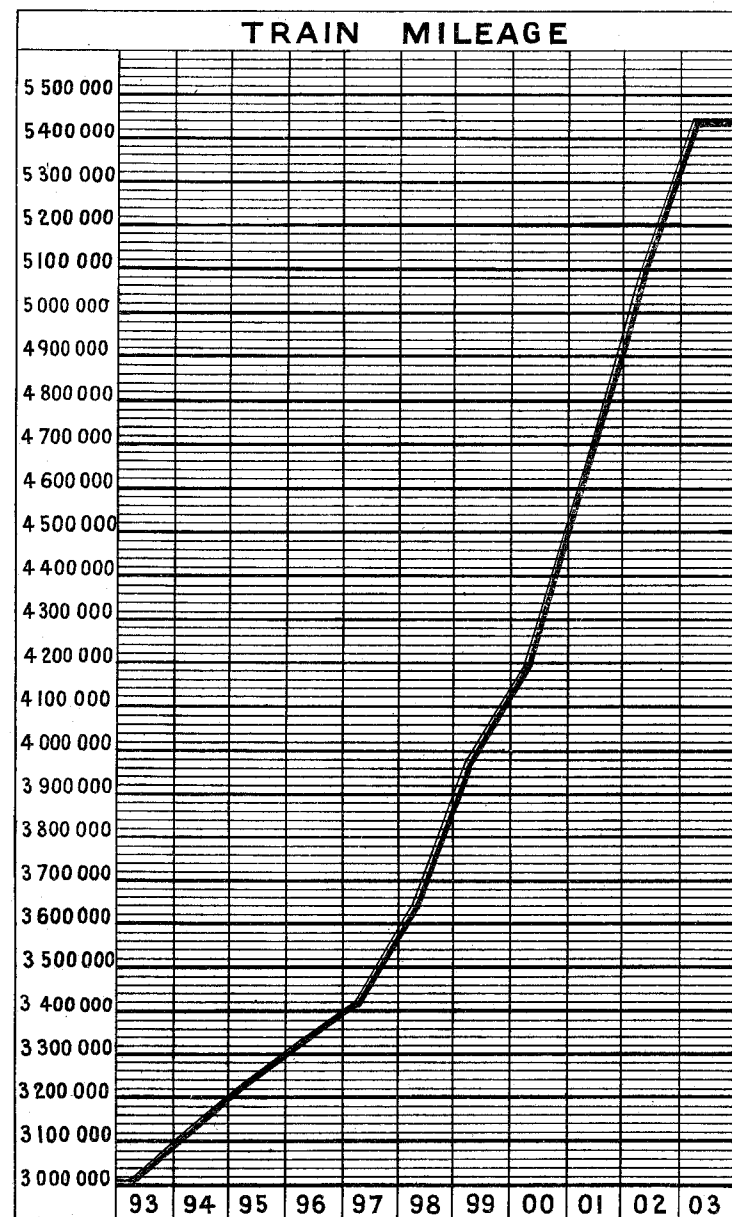
Westport Wharf.

Berthage charges increased. Coal for export free inserted.

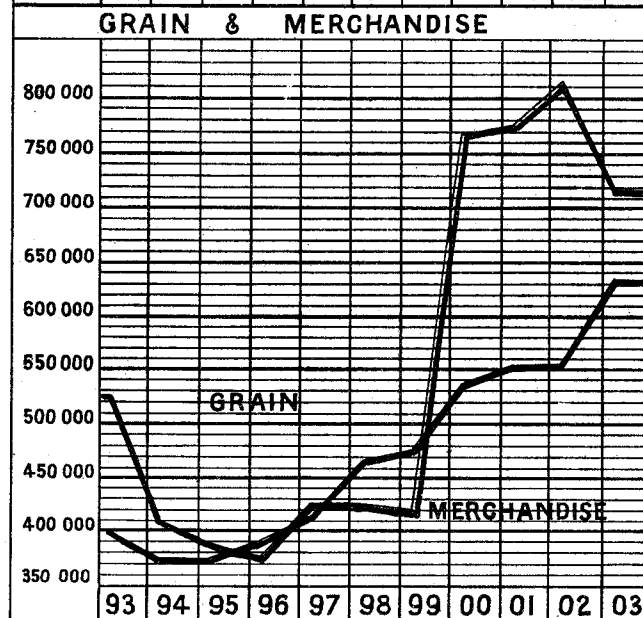
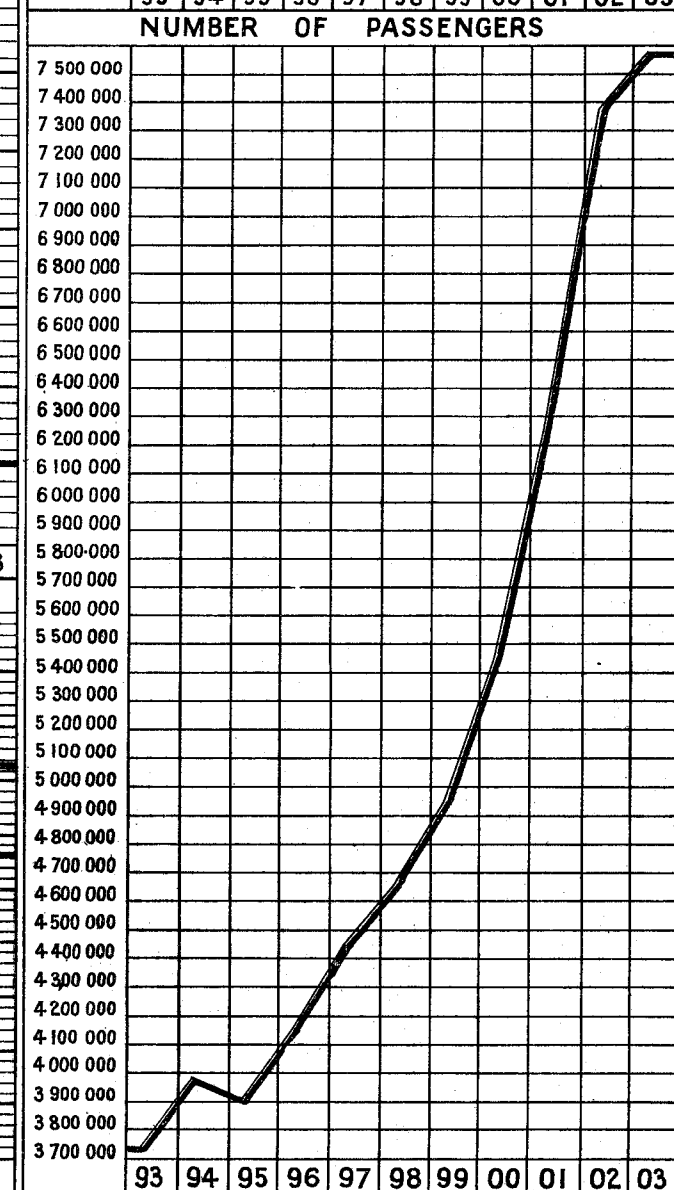
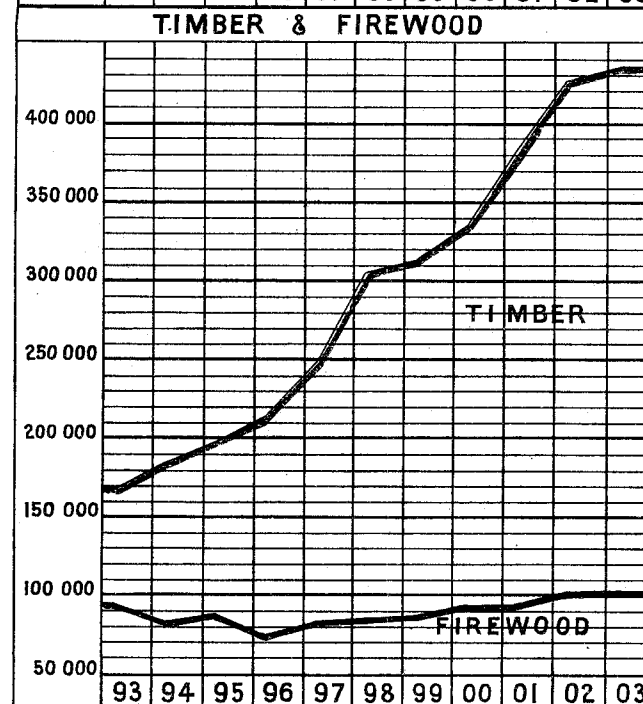
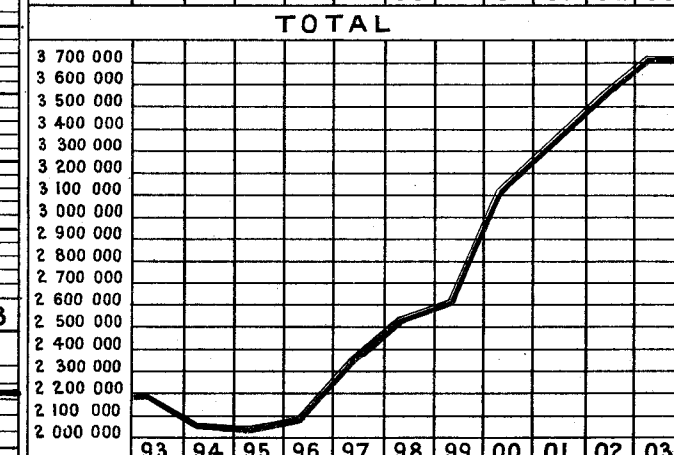
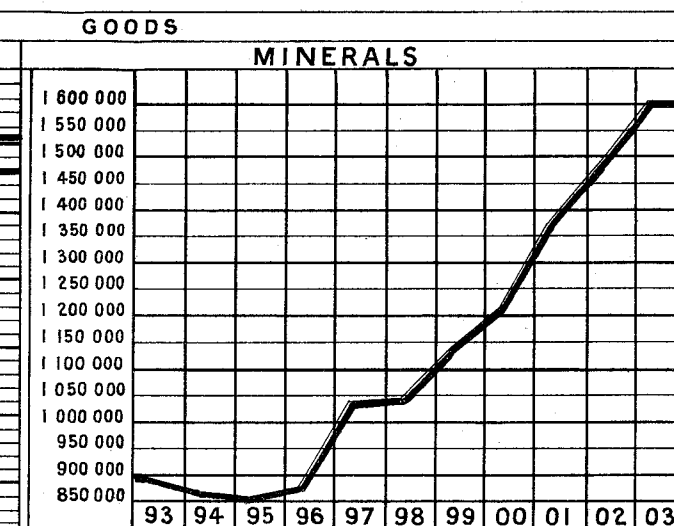
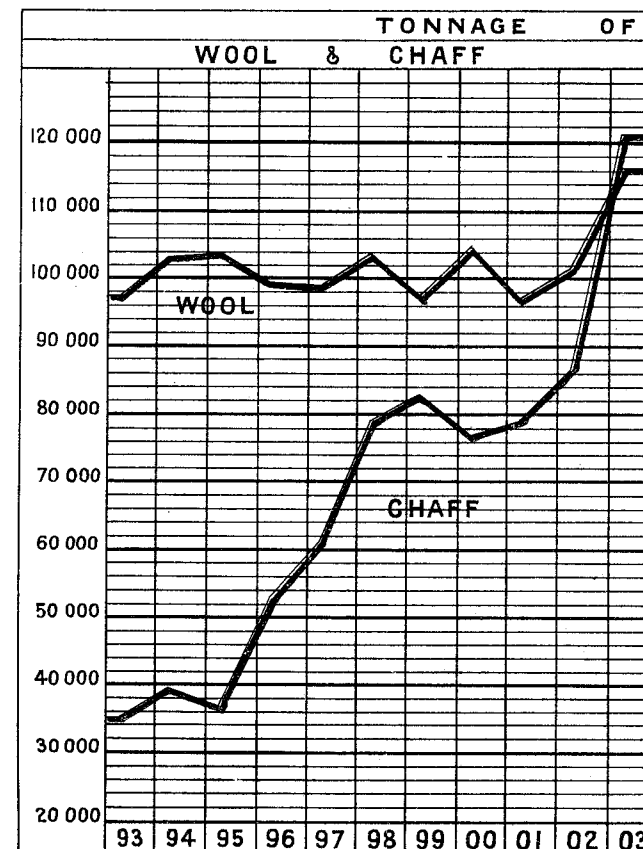
Nelson Wharf.

Rate sheep reduced.

NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



MAP OF NEW ZEALAND

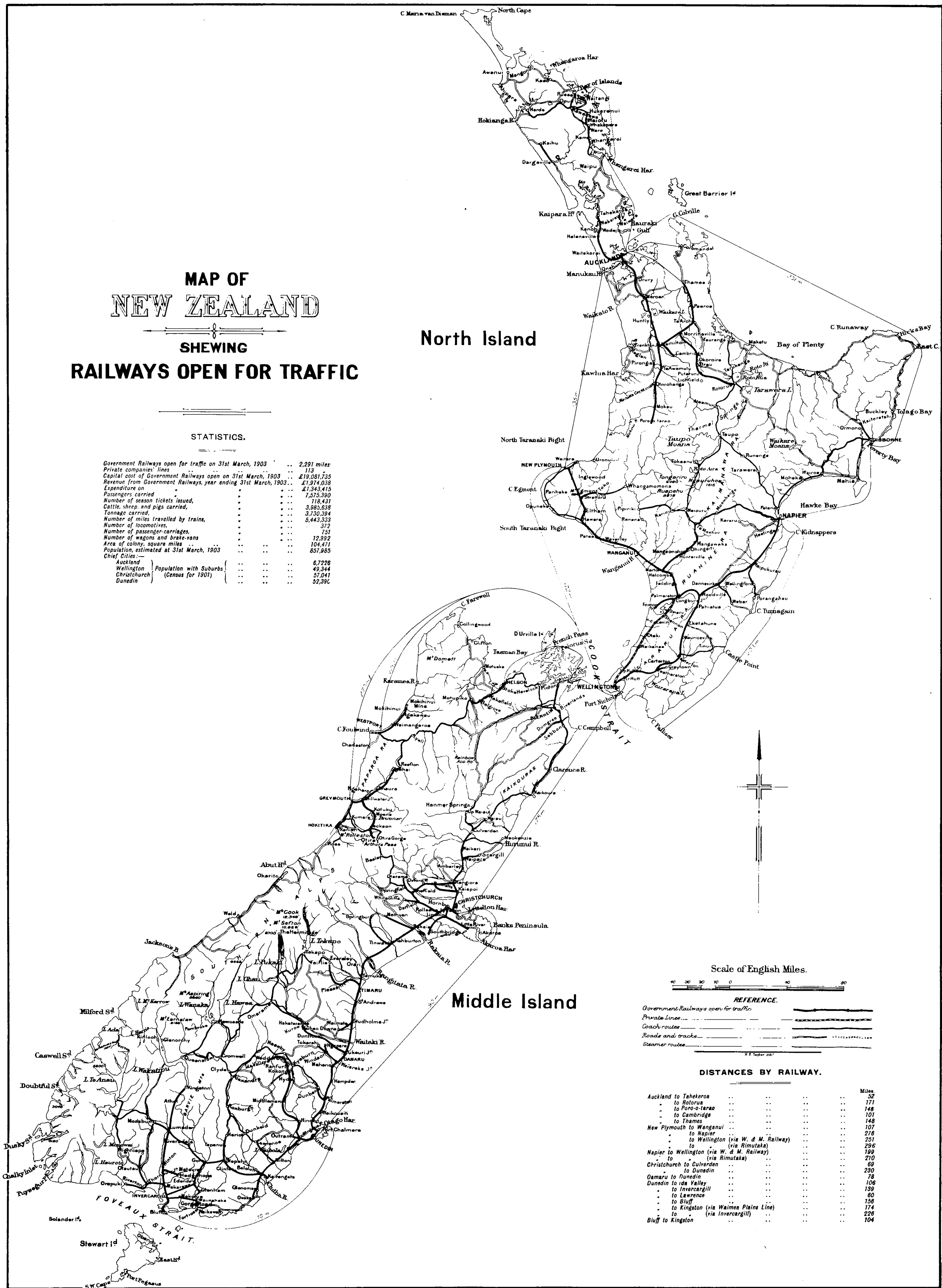
SHEWING RAILWAYS OPEN FOR TRAFFIC

STATISTICS.

Government Railways open for traffic on 31st March, 1903	..	2,291 miles
Private companies' lines	..	113
Capital cost of Government Railways open on 31st March, 1903	..	£19,081,735
Revenue from Government Railways, year ending 31st March, 1903	..	£1,974,038
Expenditure on	..	£1,343,415
Passengers carried	..	7,575,390
Number of season tickets issued	..	119,431
Cattle, sheep, and pigs carried	..	3,985,638
Tonnage carried	..	3,730,394
Number of miles travelled by trains	..	5,443,333
Number of locomotives	..	372
Number of passenger-carriages	..	751
Number of wagons and brake-vans	..	12,992
Area of colony, square miles	..	104,471
Population, estimated at 31st March, 1903	..	857,985
Chief Cities:—		
Auckland	..	6,7226
Wellington	..	49,344
Christchurch	..	57,041
Dunedin	..	52,396

North Island

Middle Island



Scale of English Miles.



REFERENCE.

Government Railways open for traffic	—————
Private Lines	—————
Coach routes	—————
Roads and tracks	—————
Steamer routes	—————

DISTANCES BY RAILWAY.

	Miles.
Auckland to Taharua	 52
.. to Rotorua	 171
.. to Poroporo	 148
.. to Cambridge	 107
.. to Thames	 148
New Plymouth to Wanganui	 107
.. to Napier	 276
.. to Wellington (via W. & M. Railway)	 251
.. to .. (via Rimutaka)	 296
Napier to Wellington (via W. & M. Railway)	 199
.. to .. (via Rimutaka)	 210
Christchurch to Culverden	 69
.. to Dunedin	 230
Oamaru to Dunedin	 78
Dunedin to Ida Valley	 106
.. to Invercargill	 139
.. to Lawrence	 80
.. to Bluff	 158
.. to Kingston (via Waimea Plains Line)	 174
.. to .. (via Invercargill)	 228
Bluff to Kingston	 104

