SESSION II.
1906.
NEW ZEALAND.

RAILWAYS STATEMENT

(1st August, 1906).

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

MR. SPEAKER,—

The presentation of this my seventh Railways Statement affords me very great pleasure, inasmuch as it imposes the pleasing duty of having to announce that the result of the operations for the year ending the 31st March, 1906, has been most satisfactory; and, notwithstanding the liberality of the forecast made at the end of the previous year, the actual earnings have exceeded the estimate by £109,704. The result may be summarised thus:—

	Year 1906. £	Year 1905. £
Total earnings	2,349,704	2,209,231
Total expenditure	1,621,239	1,492,900
Net profit on working	£728,465	£716,331

GENERAL.

The mileage of line open for traffic on the 31st March, 1906, was 2,406 miles, as against 2,374 miles for the previous year. The average miles operated during the year was 2,391. The following extensions were opened:—

	M.	Ch.
Kaiteratahi - Te Karaka	5	5
Ahuroa - Kaipara Flats	5	46
Scargill–Ethelton	8	52
Paeroa–Waihi	12	24
Total	31	47

The capital cost of lines open for traffic, including plant and steamers on Lake Wakatipu, has increased from £21,701,572 last year to £22,498,972 for the year under review.

The net revenue, £728,465, is equal to a return of 3·24 per cent. on the capital invested on the open lines, and 3·02 per cent. on the total capital of £24,092,085 invested in opened and unopened lines.

The Kawakawa Section is the only section that has failed to pay working-expenses, the deficit being £1,239.

The number of train miles run during the year was 6,413,573, being an increase of 306,494. The increased train mileage represents additional facilities to meet the requirements of the business, and has cost over £75,000. The permanent increase to the train-service represents 30,838 miles per annum.

The following figures, which give the record of the late arrivals of the principal trains during the year, indicate that the train-services have maintained punctuality.

	Average Late Arrival. Mins.	Mins.
For long-distance passenger trains	0·87, against	1·07 last year.
For suburban trains	0·26, ,,	0·3 ,,
For long-distance mixed trains	1·25, ,,	1·15 ,,

The total number of ordinary passengers carried was 8,826,382, an increase of 312,270 over the previous year. Season tickets numbered 147,989, an increase of 7,536. The number of workers' twelve-trip tickets was 38,029, and of workers' weekly tickets available on suburban lines 77,556. These tickets continue to maintain their popularity, and the steady increase in the issue points to the fact that the workers for whose benefit they were introduced are forsaking in greater numbers the overpopulated city areas and making homes in the suburbs where more healthful conditions prevail.

Holiday-excursion tickets issued numbered 737,675, an increase of 44,222 over the previous year. School, factory, and friendly societies' excursion tickets numbered 120,220, an increase of 6,561. The number of school, factory, and friendly societies' excursions run in the principal districts was—Auckland, 24; Wanganui, 54; Wellington–Napier, 50; Christchurch, 161; Dunedin, 90; Invercargill, 39.

The coaching and goods traffic show large increases under each of the various headings under which the traffic is grouped, sheep, firewood, and merchandise excepted.

In coaching traffic the increases have been—parcels, 66,569; horses, 1,357; carriages, 148; dogs, 1,505: and in "Live-stock and goods traffic"—cattle, 8,387 head; pigs, 14,934 head; chaff, lime, &c., 13,170 tons; wool, 8,462 tons; timber, 41,206 tons; grain, 39,778 tons; minerals, 132,188 tons. The decrease in the firewood carried is 2,664 tons, merchandise, 2,230 tons, and sheep, 64,299 head. The decrease in the merchandise traffic is attributable to the increasing number of Home boats which now proceed direct to Dunedin instead of discharging all or part of their cargoes at Port Chalmers, and the consequent diversion of shipping traffic from Port Chalmers to Dunedin.

The decrease in sheep traffic is traceable to the mortality among the flocks in Otago and Canterbury during the severe winter of 1902, and to the depletion of flocks by over-export of ewe lambs during the years 1902 and 1903. There are, however, indications of a return to a more satisfactory condition of affairs in regard to sheep, the high prices of wool acting as an incentive to farmers to increase their flocks instead of selling for freezing.

The average number of men employed was 9,795, against 9,361, an increase of 434.

During the year 166 members of the permanent staff resigned, 70 retired on superannuation, 33 died, 62 were dismissed, and 658 engaged.

Six appeals against decisions of the Department were heard by the Railway Appeal Boards, all of which were disallowed.

Twenty-three members of the Second Division were promoted to the First Division during the year.

The sum of £4,833 has been paid as compensation and compassionate allowance to members retired from the service and to relatives of members deceased. This sum includes £4,603 paid under the Workers' Compensation for Accidents Act.

Steady progress continues to be made in the Railway workshops in the matter of building rolling-stock for the equipment of the lines of the colony, and profitable employment is thus found for a large number of artisans.

During the year 5 new locomotives, 42 47½ ft. bogie cars, 10 bogie brake-vans, and 238 wagons were built in the Railway workshops for the Working Railways in addition to 45 wagons for use by Public Works Department in railway-construction work. The additions thus made to the plant during the year have increased the tractive power by 3·81 per cent., passenger seating accommodation by 7·04 per cent., wagon carrying capacity by 3·54 per cent.

On the 31st March there were 13 locomotives, 91 bogie passenger-carriages, 18 bogie brake-vans, 143 bogie and 508 four-wheeled wagons under construction in the workshops of the colony. Ninety-two miles of main line were relaid with 70 lb. steel rails, and twenty miles of branch line were relaid with second-hand 53 lb. and 56 lb. steel rails taken out of main line.

REVENUE.

The gross revenue for the year amounted to £2,349,704, and exceeded the estimate by £109,704, and the gross revenue for the preceding year by £140,473. The net revenue, £728,465, was £12,134 in excess of that for the preceding year.

Passenger revenue shows an increase of £42,961, season tickets £5,754, coaching traffic £27,591, goods and live-stock £68,062; while miscellaneous and rents have decreased by £3,895. The receipts per train mile amounted to 87·75, as against 86·50 for the previous year.

The earnings of the Lake Wakatipu steamers amounted to £5,986, against £5,896 for last year. The net revenue was equal to a return of 4·62 per cent. on the capital cost.

EXPENDITURE.

The total expenditure amounted to £1,621,239, including £5,227 incurred in connection with the Lake Wakatipu steamers, being an increase of £128,339 over the previous year. The expenditure for working has absorbed 69 per cent. of the revenue, as against 67·58 for the previous year.

	Expenditure.		Per Cent. of Revenue.	
	1905–6.	1904–5.	1905–6.	1904–5.
	£	£		
Traffic	442,063	402,715	18·86	18·28
Locomotive	587,752	535,635	25·08	24·31
Maintenance	546,805	508,735	23·33	23·09
Management	70,539	68,353	3·01	3·10
	1,647,159	1,515,438	70·28	68·78
Less credit recoveries ..	31,147	27,736	1·33	1·26
	1,616,012	1,487,702	68·95	67·52
Lake Wakatipu steamers ..	5,227	5,198	0·05	0·06
	£1,621,239	£1,492,900	69·00	67·58

The expenditure for maintenance of line, buildings, and other structures has increased from £508,735 to £546,805, representing an average expenditure of £228·67 per mile of railway, against £216·64 for last year. The increased expenditure has been incurred on the Kawakawa Section, £762; Whangarei, £336; Auckand, £10,704; Gisborne, £514; Wellington–Napier–New Plymouth, £17,204; Hurunui–Bluff, £6,977; Westland, £1,815; Nelson, £1,158. The cost of maintenance has decreased on the Kaihu Section £172, Westport £348, Picton £879.

Additions and improvements to lines and structures costing £12,235, which might fairly have been debited to capital, have been made during the year and charged to working-expenses.

The increased expenditure in the Traffic Branch is due to the additional train mileage consequent on improved train-services and extra staff to meet requirements of the expanding business and for working interlocking-signalling and electric-tablet systems, cost of catering on the dining-cars previously run by contractors, the increase of wages and allowances to members of the Second Division, and the general increase of traffic.

In the Locomotive Branch the increase is due to extra train mileage, heavy renewals and repairs, increased consumption of coal, and increases in wages and allowances to the members of Division II.

The increase in the cost of management is mainly incidental to the scale increases of salaries of the staff under the Classification Act.

The sum of £353,025 was expended under the head "Additions to Open Lines," and charged to Capital Account. Of this amount £264,230 was expended on rolling-stock, tarpaulins, Westinghouse brake, and workshop machinery; the rolling-stock comprises 8 locomotives, 39 carriages, 9 brake-vans, 238 wagons, and 110 tarpaulins completed on the 31st March last; and 21 locomotives, 130 carriages, 22 brake-vans, 882 wagons, and 610 tarpaulins incomplete, but in hand on that date; and £88,795 on tablet and interlocking extension, signals, telegraph and telephone facilities, wharves, bridges, land, electric lighting, sidings, dwellings, station buildings, fencing, junction for Waihi Railway and reclamation of Mechanics' Bay, Auckland.

DUPLICATION OF LINES.

On duplication-works the following sums were charged to Capital Account under the provisions of the special Acts relating thereto passed in 1903, 1904, and 1905 respectively, viz.:—

	£
Wellington – Hutt duplication-works	44,864
Auckland–Penrose and Dunedin–Mosgiel duplication-works	11,848

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1906, as compared with 1905:—

Particulars.	Year ended 31st March.	
	1905.	1906.
Total miles open for traffic	2,374	2,406
Average miles open for year	2,347	2,391
Capital cost of opened and unopened lines	£23,003,704	£24,092,085
Capital cost of open lines	£21,701,572	£22,498,972
Capital cost per mile of open lines	£9,141	£9,410
Gross earnings	£2,209,231	£2,349,704
Working-expenses	£1,492,900	£1,621,239
NET PROFIT ON WORKING	**£716,331**	**£728,465**
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**3·30**	**3·24**
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	**67·58**	**69·00**
Earnings per average mile open	£938	£980
Working-expenses per average mile open	£634	£676
NET EARNINGS PER AVERAGE MILE OPEN...	**£304**	**£304**
	d.	d.
Earnings per train mile	86·50	87·75
Working-expenses per train mile	58·46	60·47
NET EARNINGS PER TRAIN MILE ...	**28·04**	**27·28**
Passengers, ordinary	8,514,112	8,826,382
Season tickets	140,453	147,989
Goods tonnage	4,011,511	4,241,422
Live-stock tonnage	173,956	173,744
Train mileage	6,107,079	6,413,573
Locomotives	389	395
Passenger-cars	864	906
Wagons and brake-vans	13,885	14,127

CONCLUDING REMARKS AND FORECAST.

In my last year's Statement I alluded to the position of the lower-grade members of the railway staff, and intimated that the question of making some alteration in respect to such members was under consideration. After mature deliberation the Government decided to include in the supplementary estimates placed before Parliament during the session of 1905 an amount sufficient to enable an allowance of 1s. per day being paid to men in receipt of 7s. per day, and 6d. per day to other men. The allowances apply to all members except tradesmen, enginemen, firemen, guards, and signalmen in receipt of 8s. per day and over. It was also decided at the same time to reduce the hours of locomotive enginemen, firemen, guards, and signalmen from fifty-four to forty-eight per week of six days, such alteration to take effect from the 1st April, 1906. The cost of these concessions on the basis of the staff existing on the 1st November, 1905, was approximately £65,000 per annum, and it will, of course, increase proportionately with the growth of the staff. In view, however, of the enhanced cost of living and labour-conditions generally, I feel assured that the concessions made to the Railway staff are fully justified, and are, further, of a character to commend themselves to every one.

The duplication of the Auckland–Penrose and the Dunedin–Mosgiel lines has been put in hand. Surveys for the duplication of the Addington–Rolleston line are nearly complete, and the actual construction of the duplication will be gone on with as soon as the data are available.

The Lower Hutt – Wellington line has been duplicated and opened for traffic from Lower Hutt to Rocky Point, a distance of about three miles, and the new station-yards at Lower Hutt and Petone have been completed. Owing, however, to unforeseen circumstances the contractor has up to the present been unable to deliver the stone required for facing fast enough to keep pace with the work, and progress has been very much impeded in consequence. The matter has, however, been receiving attention, and the contractor, having now opened out a second quarry from which suitable stone is obtainable, anticipates being able to deliver regularly the full quantity specified under the contract, and is also hopeful of making up arrears. With a view to further facilitating the progress of the work, the Department has arranged to obtain a quantity of suitable stone from Paekakariki.

The approach to Wanganui Station has been materially improved by the deviation of the Aramoho – Wanganui Branch line for a distance of approximately three-quarters of a mile, which was put in hand and completed during the year.

It has also been decided to make an alteration in the railway approach to New Plymouth. Surveys have been completed, and it is intended to put the actual construction-work in hand as soon as the plans are available.

Good progress continues to be made in the matter of equipping the lines with safety appliances. During the year the signalling and interlocking system was brought into use at Woodville, Lower Hutt, Petone, Petone Junction, Rocky Point, Longburn, Te Aro, Heathcote, Christchurch (south end), and at Lincoln Road and Riccarton Road tramway crossings, and a commencement was made in installing similar appliances at Christchurch (north end), Lyttelton, Dunedin, and Upper Hutt. Tyre's electric train-signalling tablet instruments were installed between Hawera and New Plymouth, Awapuni to Racecourse, Mercer to Frankton, and Frankton to Morrinsville, and also at Kaiwarra, Pitcaithly's, Silverstream, and Trentham Stations. These installations cover a distance of ninety miles, and comprise ninety-two instruments. Considerable extensions of the system in hand are being pushed on as quickly as possible.

New stations were erected and brought into use at Longburn, Temuka, Seacliff, Petone, Lower Hutt, and Gore, the latter to replace the station that had been destroyed by fire. The new Dunedin Station is approaching completion, and will be ready for occupation very shortly. It will supply much-needed facilities for the transaction of public business.

The contract for equipping the rolling-stock of the Hurunui-Bluff Section with the Westinghouse brake was completed in December last, four months before the expiration of the contract time. All the vehicles on the Auckland, Wellington – Napier – New Plymouth and Hurunui–Bluff Sections are now equipped, and by arrangement made with the Westinghouse Brake Company all new rolling-stock built for these sections will be equipped with the brake in the Railway Workshops.

One four-cylinder balanced compound engine, Class A, was built in the Addington Workshops, and one Class E Mallet articulated compound tank-engine at Petone, during the year. The former is for use in working passenger and goods trains on the Hurunui–Bluff Section, and the latter for use on the Rimutaka Incline. Both engines have been undergoing severe practical trials, and have fully demonstrated their entire suitability for the requirements of our railways. The A compound has been tested on the heavy grades of the Dunedin Section against the Baldwin Class Q, the most powerful type of locomotive previously in use on New Zealand railways. Under favourable circumstances and on a dry rail the two engines (A and Q) hauled an equal load, but under adverse conditions and on a wet rail the A easily outclassed the Q, for whereas the load taken by the Q on the wet rail was only about 66 per cent. of that hauled on a dry rail, the A was found to be unaffected by the condition of the rail, and was able to haul the same load as on a dry rail. The A further proved to be most economical in respect to both fuel and water, two very important items in every-day working. The trials have shown that a single A engine will be able to take on the express between Dunedin–Oamaru, a load that would frequently require the use of two Class Q engines.

The E class was tried between Upper Hutt and Summit, and readily hauled a load of forty-five vehicles. Two WF powerful double-ender tank engines would be required to haul a similar load between the same points. The E is now working on the Rimutaka Incline, up which it has hauled a load of 100 tons, which is 35 per cent. greater load than can be taken by a Fell engine.

I allude thus fully to this subject in order to remove any wrong impression that may have been created by the criticisms of the engines by irresponsible writers to the public Press.

The last three of the locomotives due under the contract of Messrs. A. and G. Price, Thames, were delivered during the year well within contract time. These engines as well as the seven previously built and delivered by the same firm have been in every respect satisfactory.

The system of numbering seats in carriages referred to in my last year's Statement has been introduced on the mail and express trains on the Hurunui–Bluff Section. It has not yet been availed of to any extent. I am, however, of opinion that as passengers become acquainted with the system and recognise its advantages it will come greatly into use.

On the 24th June a heavy flood occurred in the Waimakariri River, which overflowed its banks and saturated the railway-embankment at Chaney's, which gave way as a train was passing over it, causing a bad derailment, and, I regret to say, the death of two passengers, and injury to nine others.

As intimated in my last year's Statement, the question of using motor-cars on our lines has been receiving considerable attention, and, as a result of observations made and information obtained by the General Manager of Railways during his visit to America and Europe last year, it has been decided that the most suitable method of working such a service is by a small locomotive with a combination car and van attached. This system has been adopted on several of the principal railways in England, and is found to possess many advantages over the self-propelling motor-car. and is being adopted by lines which at the outset had favoured and even gone to the expense of running self-propelling motor-cars. In order to give the system a trial a car 60 ft. in length, having accommodation for twenty-four first-class and forty-eight second-class passengers, in addition to a compartment for guard, parcels, and luggage, has been built at Petone Workshops. Should the service prove successful it will be extended from time to time as circumstances warrant.

In view of the complaints that are made regarding shortage of rolling-stock, and the statements that the lines are not so well equipped in this respect as they were in 1890, I have had the matter looked into, and append a statement showing the position in 1890 and to-day, from which it will be seen that a very material improvement has taken place.

COMPARISON OF TONNAGE AND WAGONS, 1890–1906.

Year.	Goods Tonnage.	Goods Wagons.	Wagon-capacity.	Average Tonnage carried per Wagon.	
				Per Annum.	Per Day.
	Tons.	Number.	Tons.	Tons cwt. qr.	Tons cwt. qr.
1890	2,073,955	7,198	44,576	288 2 2	0 18 2
1906	4,241,422	12,292	94,047	345 1 0½	1 2 0
Increase	105 per cent.	71 per cent.	111 per cent.	...	...

This statement shows that the average load per truck is exceedingly small, due to the length of time the bulk of the trucks are allowed by consignees to remain under load; it also shows that the rolling-stock has increased at a greater rate than the traffic, the figures being—traffic increase, 105 per cent.; rolling-stock capacity increase, 111 per cent.: difference in favour of rolling-stock, 6 per cent.

The report and balance-sheet of the Government Railways Superannuation Fund for the year just ended shows that the fund is making satisfactory progress. On the 31st March, 1903, the accumulated fund amounted to £7,056 11s. 9d. In 1904 it was £40,357 17s. 3d. In 1905, £68,670 7s. 8d., and at the 31st March, 1906, it stood at £90,984 11s. 10d. The allowances paid during the year amounted to £21,521 10s. 1d., representing grants to 525 persons. £422 4s. 3d. was paid to legal representatives of deceased members, and £1,830 18s. 6d. refunded to contributors who left the service voluntarily or otherwise. The annual liability of the fund at the 31st March last was £25,462 1s. 10d.

The following statement shows in a concise form the progress of the railways during the period 1900 to 1906:—

COMPARISON OF THE RAILWAY TRAFFIC AND ROLLING-STOCK ACCOMMODATION IN 1900–1906.

	31st March, 1900.	31st March, 1906.	Increase.	Per Cent. of Increase.
Passengers (number)	5,468,284	8,826,382	3,358,098	61
Season tickets ,, ...	63,335	147,989	84,654	134
Parcels ,, ...	624,115	892,037	267,922	43
Horses ,, ...	11,474	17,008	5,534	48
Carriages ,, ...	1,159	2,376	1,217	105
Dogs ,, ...	27,066	40,097	13,031	47
Drays ,, ...	1,345	2,350	1,005	74
Cattle ,, ...	65,063	119,311	54,248	83
Sheep ,, ...	2,523,787	3,348,685	824,898	32
Pigs ,, ...	36,049	92,702	56,653	157
Chaff, lime (tons)	77,292	144,884	67,592	87
Wool ,, ...	104,621	116,086	11,465	11
Firewood ,, ...	92,126	106,510	14,384	15
Timber ,, ...	334,677	534,533	199,856	59
Grain ,, ...	764,033	772,258	8,225	1·07
Merchandise ,, ...	536,428	628,603	92,175	17
Minerals ,, ...	1,218,698	1,938,548	719,850	59
Total tonnage	3,127,874	4,241,422	1,113,548	35
Total revenue	1,623,891	2,349,704	725,813	44
Locomotives (number)	304	395	91	30
,, tractive power (lb.) ..	2,407,279	3,920,993	1,513,714	63
Passenger-cars (number)	577	906	329	57
Passenger-cars, seating accommodation	22,090	37,083	14,993	68
Brake-vans	220	315	95	43
Sheep-trucks	609	846	237	39
Total trucks, all classes	10,075	13,812	3,737	37
Truck carrying-capacity (tons) ..	63,778	101,005	37,227	58
Train mileage run	4,187,893	6,413,573	2,225,680	53

In view of the increased settlement going on in our midst, the commercial activity and general prosperity of the community, I am confident that the traffic during the financial year now entered upon will be equally as satisfactory as in previous years, and therefore estimate the revenue for the year ending the 31st March, 1907, at £2,450,000 and the expenditure at £1,750,000.

Owing to the lamentable death of the Right Hon. R. J. Seddon, Premier of the colony, and the assumption by me of the office held by him, necessitating my relinquishing the portfolio of Minister for Railways, this will be the last Railway Statement I shall have the honour of placing before the House. I look back with much pleasure to the seven years I have held the responsible position of Ministerial head of this great Department of State. Few people, if indeed any, will take exception to my saying that within that period great development and improvements in the service, both to the public and the staff, have been effected.

I take this opportunity of putting on record my appreciation of the loyal and capable assistance I have at all times received at the hands of the General Manager, Mr. T. Ronayne, and his responsible officers. I desire also to thank the members of all grades of the railway service for the assiduity displayed in the discharge of their onerous duties and for their uniformly good conduct.

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

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

New Zealand Government Railways, Head Office,
Wellington, July, 1906.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1906:—

The capital cost has increased from £21,701,572 to £22,498,972. The revenue was £2,349,704, against £2,209,231—an increase of £140,473. The net revenue was £728,465, as against £716,331 last year—an increase of £12,134. The expenditure for the year under review has been £1,621,239, against £1,492,900—an increase of £128,339. The expenditure per cent. of revenue was 69·00, as compared with 67·58 last year. The rate of interest on capital was £3 4s. 9d., as compared with £3 6s. last year. The revenue per train-mile was 7s. 3¾d., and the cost per train-mile 5s. 0½d., as compared with 7s. 2½d. and 4s. 10½d. respectively last year.

The following extensions have been opened during the year:—

	M.	ch.
Kaiteratahi–Te Karaka	5	5
Ahuroa–Kaipara Flats	5	46
Scargill–Ethelton	8	52
Paeroa–Waihi	12	24
	31	47

The total mileage added to the system during the year under review was thus 31 miles 47 chains, making the total mileage open for traffic on the 31st March 2,406 miles, as against 2,374 miles at the close of the previous year.

During the year 8,826,382 ordinary passengers were carried, yielding a revenue of £723,867, and 147,989 season tickets were issued, the revenue derived therefrom being £63,006, being an increase of 312,270 ordinary passengers and £42,961 revenue, and 7,536 season tickets and £5,753 revenue over the traffic under these heads in the previous year.

63,193 children and teachers and 57,027 adults travelled by school and factory excursions during the year, the revenue derived therefrom being £7,883—an increase of 3,092 children and teachers, 3,469 adults, and £392 revenue over the preceding year. 737,675 passengers travelled at holiday excursion fares, yielding a revenue of £140,940—an increase of 44,222 excursionists and £10,871 revenue, as compared with last year. The coaching and goods traffic has been well maintained during the year, the aggregate of both classes of business showing substantial increases on the previous year's traffic, notwithstanding the falling-off recorded in firewood, merchandise, and sheep.

Increases.

Coaching.—Parcels, 66,569; horses, 1,357; carriages, 148; dogs, 1,505. Revenue, £27,592.

Goods.—Cattle, 4,665; calves, 3,722; pigs, 14,934 head; chaff, lime, &c., 13,170 tons; wool, 8,462 tons; timber, 41,206 tons; grain, 39,778 tons; minerals, 132,188 tons. Revenue, £64,167.

Total increase in goods and live-stock tonnage, 229,698 tons.

Decreases.

Firewood, 2,664 tons; merchandise, 2,230 tons; and 64,299 sheep.

Several additions were made to the train service during the year, the most important of which was the provision of an extra train between Woodville and Masterton to give an improved connection between the Wairarapa, Palmerston North, and Dannevirke; an extra train was also run during the summer months between Hastings and Waipukurau.

A tri-weekly passenger service in lieu of the previous mixed-train service has been inaugurated between Frankton Junction and Taumarunui, at which places the Wanganui River steamers connect, and with a view to facilitating through travel the journey-time on the days this service runs has been considerably reduced.

The experiment of running a Sunday service between Auckland and Otahuhu and a daily service between Waimate and Waiho Downs was made during the year. Both services, however, proved unremunerative and were consequently discontinued. The permanent increase to the train service represents 30,838 miles per annum, at a cost of over £7,700.

The contract for fitting the rolling-stock on the Hurunui–Bluff Section with the Westinghouse brake has been completed, and all engines and rolling-stock on the Auckland, Wellington–Napier–New Plymouth and Hurunui–Bluff Sections are now equipped with this brake.

Messrs. A. and G. Price, of Thames, completed their contract to build ten Class WF tank locomotives. The engines have been exhaustively tried, and have given general satisfaction.

The following rolling-stock was built in the Railway Workshops during the year:—

For the Working Railways, 5 engines, 42 bogie carriages, 10 bogie brake-vans, 238 wagons.

For the Public Works Department, 45 wagons for railway-construction purposes.

On the 31st March 13 engines, 91 bogie cars, 18 bogie brake-vans, 143 bogie and 508 four-wheeled wagons were under construction in the Railway Workshops of the colony.

The Government having done me the honour of appointing me as its representative at the International Railway Congress, I left Auckland for Washington, D.C., United States of America, on the 22nd March, 1905, joining the Vancouver boat at Suva. During my journey through Canada and the United States I received every courtesy, and was afforded exceptional facilities for

inspecting all the important workshops, depots, and stations connected with the leading railway systems, and obtained much valuable information as to the methods adopted in dealing with all branches of railway-work. The International Conference opened on the 4th May and concluded its labours on the 13th May. The Conference was strikingly international in character. It was attended by the representatives of every important railway system in the world, and is an invaluable means by which railway experts can personally exchange views and acquire first-hand and reliable information on the many subjects connected with every-day railway-working.

After the conclusion of the Conference I visited the United Kingdom and the Continent, observing closely the methods adoped in the different countries and by various railway systems in dealing with every-day railway business. I arrived back in Wellington on the 31st August, 1905.

As a result of my observations, I am satisfied that, having regard to the circumstances and conditions of the colony, the New Zealand railways compare most favourably with the systems in operation in any of the countries I visited.

A full report concerning the deliberations of the International Railway Congress and the results of my observations of various railway methods has already been submitted to you.

Maintenance.

Mr. J. Coom, Chief Engineer, reports as follows:—

Permanent-way.—The track has been well maintained, and at present is in thoroughly good condition.

Ninety-two miles of the main line have been relaid with 70 lb. steel rails, and the second-hand rails, mostly 53 lb. steel, taken out of the main line have been used in relaying 30 lb. and 40 lb. track on the branches. The rate of relaying for the year forms a record for the colony.

336,424 new sleepers have been laid: 26,732 were imported hardwood sleepers used mainly on curves, turnouts, and crossings; the balance, 309,692, were of native timber, of which 90,342 were creosoted.

The cost of track renewals this year is high, due to the length relaid, the higher cost of rails, and increase in wages.

Slips and Floods.—During the year some slips have occurred on the Otago Central and on the North Island Main Trunk lines, but there has been nothing of serious moment.

Ballasting.—A considerable quantity of ballast, amounting to 19,960 cubic yards of broken metal and 242,283 cubic yards of shingle and gravel ballast, has been used during the year.

Bridges.—Bridges have been maintained in a safe condition; a large amount of strengthening and renewal has been done. The principal works in hand or completed under this head are as follows: In the Wellington-Napier district, Ormondville Viaduct; in the Christchurch district, the Hurunui, Rakaia, and Rangitata South bridges; in the Invercargill district, the Riverton bridges and deviation.

Water Services.—These have been maintained in good order.

Wharves.—These have been efficiently maintained.

Additions to the Nelson and Picton wharves are the most pressing works of the future.

Buildings.—The new station building at Dunedin is well on towards completion, and new stations at Petone and Lower Hutt have been completed. Station buildings at Gore, which were burnt down, have been rebuilt. New station buildings have been erected at Longburn, Temuka, and Seacliff, and a new building is in hand at Blenheim.

The expenditure under this head during the year amounts to £47,522, which is in excess of any previous year.

Miscellaneous Works.—Additions and improvements have been made during the year amounting to £12,235, which has been charged to working-expenses. The principal works are as follows: Additions and alterations to sidings—Marton, Woodville, Pigeon Bush, Kaiwarra, Lyttelton, Timaru, Barewood, Crichton, Waiwera, Palmerston, Invercargill, Riverton, Westport, Seddon. Additions to water services—Carterton, Palmerston, Omakau, Moana. Erection of new houses—Helensville, Te Kuiti (part), Cross Creek (part), Wellington, Gisborne Section (4) (part). Miscellaneous—Level crossing, Matamata; fencing, Mechanics Bay; drainage, Eltham; goods-shed, Longburn; purchase of land, Lower Hutt; library, Petone; overbridge, Petone; acetylene gas, Featherston; cattle-yards, Willowbridge; removal central filling George Street Pier, Port Chalmers (part); reclamation, Pelichet Bay; lining Mansford Tunnel; baths for trainmen, Christchurch, Dunedin, Invercargill (part); shifting locomotive depot, Bluff; verandah, Clifton; bracing piers Bridge No. 1, Arnold River; purchase of 7-ton crane for quarry, Aicken's; additions to twenty-seven dwellings; building twenty-eight portable huts; providing washing-coppers for twelve dwellings and bathrooms for twenty-six dwellings.

Additions to Open Lines.—The principal works carried out during the year are as follows:—

Additions to Station Buildings, Station-yards, and Sidings: Dunedin (part), Feilding (completion), Te Aro, Longburn, Palmerston North (completion), Seacliff, Rangiora, Invercargill, Mataura, Christchurch (part), Onehunga Wharf, Whangamarino, Temuka, Pareora, Paeroa, Hamilton, Utiku, Waipawa, Gore, Waipahi, Blenheim (part), Lovell's Flat (part), Upper Hutt (part), Trentham (part), Kumara (part), Huntly, Takapau (part), Hawarden (part), Woodville (part).

Purchase of Land: Christchurch, Seacliff.

Erection of New Houses: Mitcham, Balclutha, Middlemarch, New Plymouth.

Erection of Weighbridges: Huntly, Frankton, and Rangiora.

Miscellaneous: Pile-driving engines and boilers, Wellington and Invercargill; additions engine-shed, Invercargill (completion); electric lighting, Port Chalmers (completion); additions Kaiwarra Wharf; oil-engines and pumps, Gore and Balclutha; lining Mansford Tunnel; fencing, Terrace End; Departmental Offices, Wellington; additions goods-sheds, Auckland and Wellington; filling-in, Mechanics Bay; viaduct, Mangarangiora (part); raising Manukau Road Bridge.

The cost, which has been charged to capital, amounts to £88,795.

Doubling and Improvement of Lines.—A commencement has been made with the doubling of the Auckland–Penrose and Dunedin–Mosgiel lines, and surveys are practically completed for the doubling of the Addington–Rolleston line.

Hutt Road and Railway Improvement: The line has now been opened between Lower Hutt and Rocky Point, a distance of about three miles. A contract has been entered into for quarrying and delivering stone from Pencarrow, but there has been considerable delay on the part of the contractor in supplying the material, whereby the progress of the work has been much hindered.

Railway Deviations, Wanganui and New Plymouth: A short deviation of the Wanganui–Aramoho Branch for a distance of about three-quarters of a mile was completed. This has considerably improved the approach to the station by the flattening of a very sharp curve and reducing a grade. Surveys to determine the proper location of the New Plymouth new approach-line have been put in hand.

Expenditure.—The expenditure on maintenance amounts to £543,039, equal to £227 per mile; of the increase nearly 50 per cent. is due to the increase in wages and extra allowances for the staff, the balance to additional lines and higher charges for materials.

Mileage.—The mileage open for traffic at the 31st March was 2,405 miles 74 chains, the length opened during the year being 31 miles 57 chains.

Private Sidings.—On the 31st March there were 307 private sidings, at an annual rental of £5,237. Fourteen new rights were issued during the year.

Leases.—2,506 leases were current on the 31st March, at an annual rental of £17,814. 365 new leases were issued.

Staff.—The working staff consisted of 3,105 men; office staff, 107: total, 3,212.

I attach the usual returns.

Signal and Electrical.

Fixed Signals.—During the past year four stations have been fitted with fixed signals—viz., Paeroa, Taihape, Hunterville, and Oporo.

The expenditure for the year on new work was £236 3s. 6d., and for maintenance £1,273 3s. 3d.

Interlocking of Points and Signals.—The signalling and interlocking at stations has worked with the most satisfactory results.

The following stations have been fully equipped with signalling and interlocking, and brought into operation during the year: Woodville, Lower Hutt, Petone, Petone Junction, Longburn, Te Aro, Heathcote, Christchurch (south end), Lincoln Road tram-crossing, Riccarton Road tram-crossing, and Rocky Point.

The work has also been commenced at Christchurch (north end), Lyttelton, Dunedin, and Upper Hutt.

The expenditure for the year on new work was £14,269 16s., and for maintenance £1,150 16s. 9d.

Block-working.—The electric train-tablet system of block-working has worked with every satisfaction.

During the year ninety-two tablet instruments and ninety miles of line have been fitted up and brought into operation, embracing the following sections: Hawera to New Plymouth, Awapuni to Racecourse, Mercer to Frankton, Frankton to Morrinsville. Tablet instruments have been installed at Kaiwarra, Pithcaithly's, Silverstream, and Trentham Stations.

The equipment of the sections from Waitati to Oamaru and Invercargill to Bluff is in progress.

Telegraph and Telephone Facilities.—During the year 252 miles of wire have been erected and brought into use, also various alterations and additions have been made to improve existing lines.

The construction of new telephone-lines between Te Awamutu and Otorohanga, Waitati and Oamaru, and Invercargill and Bluff is in progress; eighty-seven telephones have been fixed and brought into operation; also eight additional connections have been made with the public telephone exchanges, and six portable telephones brought into use.

Eight old-pattern telephones have been replaced by new and modern ones.

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

The expenditure on the electric block working, telegraph and telephone facilities, for the year was: New work, £10,097 16s. 1d.; maintenance, £7,661 3s. 8d.; public telephone exchange connections, £1,696.

Electric Light.—The electric light at Wellington, Bluff, and Port Chalmers Stations is giving every satisfaction.

The Hawera Station has been fitted up with electric light, and the fitting-up of Dunedin New Station and Inglewood Station is in progress.

Locomotive.

Mr. A. L. Beattie, Chief Mechanical Engineer, reports as follows:—

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

Locomotives.—The number of engines in service on the 1st April, 1905, was 389, and the number on the 31st March, 1906, was 395. Two small tank engines were sold and 8 new engines were built, 5 of these being built in Government Railway Workshops and 3 by Messrs. A. and G. Price, of Thames. The engines sold are being replaced with 2 larger engines.

The new locomotives, together with boiler renewals, increased the total tractive power by 144,079 lb., equal to 3·81 per cent.; the new engines building and boilers under construction will, when completed, still further augment the tractive power.

In the New Zealand Government Railway Workshops to date 50 locomotive engines have been built, and, in addition, 24 old locomotives have been rebuilt to more powerful types.

Four hundred and fifty-three locomotives passed through the workshops during the year, details as follows:—

Particulars.	Number and Type.							Total.
	Four-cylinder "*balanced compound*" Tender Engines.	Tender Engines.	"*Articulated compound*" Tank Engines.	Tank Engines.	Fell Engines.	Fairlies.		
						Single.	Double.	
Number passed through shops	1	195	2	224	5	24	2	453
Built new	1	...	1	3	...	...	...	5
Re-erected after shipment ...	...	...	...	3	...	...	...	3
Thoroughly overhauled ...	...	19	...	20	...	1	...	40
Heavy repairs	...	88	...	87	5	12	1	193
Light repairs	...	88	1	111	...	11	1	212
Painted and varnished ...	1	41	1	26	3	4	...	76
Touched up and revarnished	...	72	...	46	1	9	...	128

Included in above return are 4 engines for Public Works Department.

The following locomotives are under construction in Government Railway Workshops—viz., 6 large tender engines of the four-cylinder "*balanced compound*" type, 1 large tender engine, and 6 Class WF tank engines, making a total of 13 engines.

During the year Messrs. A. and G. Price, of Thames, completed their contract to build 10 Class WF locomotives. This contract was completed well within the specified time, the engines being in every respect up to specification.

Boilers.—The work on boiler repairs, renewals, and new boilers has made satisfactory progress. Thirteen new boilers were made. The following statement shows the details of the work done during the year:—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Fire-box Tube-plates.	Boilers patched.
Boilers	194	13	91	90	53	27	7	53

Twenty new locomotive boilers are under construction, comprising 7 Class A, 1 Class D, 1 Class J, 5 Class R, and 6 Class WF.

Carriages.—The car-stock on the 1st April, 1905, comprised 864 cars; the stock on the 31st March, 1906, was 906 cars. Forty-two new 47½ ft. bogie cars were built and added to stock. The additional cars have increased the seating-accommodation by 7·04 per cent.

During the year good progress has been made in equipping cars with lavatory-accommodation, cushion seats in second-class compartments, platform gates, and gangways.

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

Particulars.	Number and Type of Cars.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	1,393	62	17	1,472
Built new	42	...	...	42
Thoroughly overhauled	34	...	4	38
Heavy repairs	275	6	4	285
Light repairs..	1,042	56	9	1,107
Painted and varnished...	279	12	4	295
Touched up and revarnished	443	9	4	456

Ninety-one new bogie cars are under construction.

Brake-vans.—The number of brake-vans on the 1st April, 1905, was 307, and the number on the line on the 31st March, 1906, was 315. One old four-wheel brake-van was sold and one written off, and are being replaced with standard bogie brake-vans. Ten new bogie brake-vans were built and put into service.

The repairs, &c., to brake-vans during the year were as follows:—

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans	528	10	2	90	426	85	196

Eighteen new bogie brake-vans are under construction.

Wagons.—The wagon-stock on the 1st April, 1905, comprised 13,578 wagons, and on 31st March, 1906, the number was 13,812 vehicles. Five old wagons were sold and are being replaced with 5 new wagons. One old obsolete brake-van was converted to Class K sleeping-van. Two hundred and thirty-eight new wagons were built and put into traffic. There were also built in the Government Railway Workshops 45 work-train wagons for Public Works Department.

The carrying-capacity of wagon-stock has been increased by 3,456 tons, equal to 3·54 per cent., being an equivalent of 576 ordinary wagons.

The following table gives particulars of repairs, &c., to wagon-stock:—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Converted.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	12,191	283	30	17	1,952	9,909	1,613	5,155

There were under construction at close of year in Government Railway Workshops 651 wagons, consisting of 143 bogie and 508 four-wheel wagons.

Tarpaulins.—The stock of tarpaulins on the 1st April, 1905, was 10,252 tarpaulins, and on the 31st March, 1906, the stock consisted of 10,362 tarpaulins. One hundred and ten tarpaulins were made and added to stock, and 1,375 old worn-out tarpaulins were written off the stock and replaced with a similar number of new tarpaulins manufactured in the Government Railway Workshops and charged to working-expenses.

Sixteen tarpaulins were also made for other Departments.

The following table shows the work on tarpaulins for the year:—

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Sheets.	Repaired.
Tarpaulins	11,978	126	1,375	10,477

Five hundred new tarpaulins were under manufacture at close of year.

Stationary Engines and Cranes.—The repairs and renewals to stationary engines and cranes were as follows for the year:—

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.			
								Heavy Repairs.	Light Repairs.	Boilers patched	New Boilers.
Hand cranes	24	...	2	5	17	2	9	...	...	...	...
Steam cranes	49	...	...	9	40	3	6	...	2	1	...
Stationary engines	3	...	...	...	3	...	1	2	5	1	...
Pile-drivers	7	2	...	...	5	...	...	...	...	...	2

Axles.—During the year 1,311 car, van, and wagon axles were replaced with modern steel axles: this number is exclusive of the new stock built.

Westinghouse Brake.—The South Island contract for equipping with Westinghouse brake engines and rolling-stock on Hurunui–Bluff Section was completed in December, 1905, well ahead of contract time. All engines and rolling-stock used for traffic purposes on Auckland, Wellington–Napier–New Plymouth, and Hurunui–Bluff Sections are now equipped with quick-acting Westinghouse brake. As new engines and rolling-stock are built for these sections they are equipped in the Government Railway Workshops with the Westinghouse brake.

Car-lighting.—The oil and acetylene gas manufactured during the year for car-lighting at the five separate Pintsch gasworks amounted to 3,777,702 cubic feet, costing 2s. 8½d. per 100 cubic feet. During the year it was found necessary to increase the storage-capacity at Christchurch Gasworks by adding one high pressure storeholder.

Workshops.—The plant and appliances in workshops have been augmented during the year by additional tools and machinery.

Steamers.—The Railway Department's steamers on Lake Wakatipu have been maintained in good and efficient condition. Each steamer was thoroughly overhauled during the slack season, and many improvements effected for the comfort and convenience of the travelling public.

Train Running and Mileage.—There has again been a large increase in train-mileage. Compared with 1904-5 the increase for 1905-6 is 306,494 train-miles, equal to 5·02 per cent., and 491,976 engine-miles, equal to 5·98 per cent.

The increased cost per train-mile has been mainly caused by extra cost of fuel, wages, and generally enhanced cost of materials and stores.

The following statement shows particulars of the expenditure per train-mile:—

Year.	Train-mileage.	Engine-mileage.	Cost in Pence per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1905–6	6,413,573	8,713,762	17·52	4·47	21·99
1904–5	6,107,079	8,221,786	16·73	4·32	21·05

The usual returns are attached.

Traffic.

Mr. H. Buxton, Chief Traffic Manager, reports as follows:—

Hurunui–Bluff Section.

Revenue, £1,107,351, an increase of £44,726.

	No.	Amount. £	Increase. £
Passengers	3,995,922	332,894	13,779
Season tickets	65,899	30,607	2,173
Parcels, luggage, and mails ...	...	70,703	12,570
Goods	Tons. 1,931,678	673,147	16,204
Live-stock	Head. 1,825,388		

The Canterbury District contributed £514,500, about £37,000 in excess of last year. The passenger business increased by nearly 65,000 passengers, both ordinary and excursion bookings showing considerable expansion.

The parcels traffic also shows a steady growth, the number of parcels carried having increased by 12,328.

The sheep traffic in Canterbury shows an increase of 189,957 head, and is exceptional in this respect, similar traffic in the other districts having declined.

The coal, timber, and general goods traffic was largely in excess of last year.

The Otago District contributed £367,300, an increase of over £7,000.

The returns show large increases in both ordinary and excursion passengers.

The parcels and other coaching traffic was also heavier than last year.

There was a falling-off of 53,764 sheep and 11,000 tons of merchandise, the latter due to the diversion of shipping from Port Chalmers to Dunedin, and to a decline in the exports of frozen meat.

The goods business was otherwise satisfactory.

The dairy industry continues to expand, the returns under this head being well in advance of last year.

The Southland District contributed £225,551, which is slightly below last year's figures.

The passenger and coaching business has improved, and shows an increase of over £4,000.

The goods traffic shows a decline in timber, agricultural produce, and merchandise.

In timber the falling-off is due to mills ceasing operations after exhausting supplies.

The decline in agricultural tonnage is chiefly on account of an exceptionally late season due to unfavourable weather conditions.

The closing of flax-mills and a decline in frozen-meat exports account for a decrease in the tonnage of merchandise.

Lake Wakatipu Steamer Service.

Revenue, £5,986; an increase of £89.

The passenger and parcels business has improved, but there is a slight falling-off in the goods traffic.

Picton–Nelson and West Coast Sections.

Picton.—Revenue, £21,279; an increase of £4,773. Both passenger and goods traffic show satisfactory increases.

Nelson.—Revenue, £18,448; an increase of £910. Excepting timber and live-stock, which have slightly fallen off, the business generally shows an all-round increase.

Westport.—Revenue, £81,074; a decrease of £2,496. The business has declined owing to a slackness at the coal-mines. The coal traffic was 20,842 tons less, and the passenger traffic over 5,000 passengers less than last year.

Westland.—Revenue, £92,775; an increase of £9,418. The coal tonnage increased by 67,611 tons and the timber export by 8,000,000 ft., as compared with last year.

Wellington–Napier–New Plymouth Section.

Revenue, £648,120; an increase of £44,869.

	No.	Amount. £	Increase. £
Passengers	2,802,174	234,008	16,543
Season tickets	45,618	19,336	2,161
Parcels, luggage, and mails	...	46,288	11,548
Goods	Tons. 682,421	348,486	14,617
Live-stock	Head. 1,403,784		

The Wellington–Napier District contributed £370,120, an increase of over £22,000.

The passenger business shows continued expansion, the number of passengers carried being 80,000 in excess of last year.

Parcels and coaching traffic also shows a steady growth.

The goods traffic has been well maintained, the receipts therefrom being nearly £3,000 more than last year. The sheep traffic fell off by 86,728; timber and merchandise (meat for export) also show a slight decline.

The Wanganui District contributed £278,000, nearly £23,000 more than last year. The passenger and coaching business was largely in excess of last year, and in goods traffic there are substantial increases under all headings except sheep, which declined by 53,774.

The weight of butter carried was 557 tons more than last year, but cheese fell off by 426 tons.

Auckland Section.

Revenue, £334,095; an increase of £35,072.

	No.	Amount. £	Increase. £
Passengers	1,213,553	109,887	9,688
Season tickets	31,483	9,919	667
Parcels, luggage, and mails	...	19,790	2,576
Goods	Tons. 426,110	194,499	22,141
Live-stock	Head. 229,488		

The traffic on this section shows considerable expansion, due to the development of the mining and timber resources and to the closer settlement of the land.

In the passenger business both ordinary, excursion, and tourist bookings show a steady growth.

The tonnage of coal was 20,000 tons in excess of last year, and timber increased by 9,000 tons.

The tonnage of dairy produce was about the same as last year.

The traffic on the Waihi branch, which was opened on the 9th November, has contributed largely to the general increase. The completion of the Taupo Totara Timber Company's line has also had a favourable effect.

North Auckland Sections.

Whangarei.—Revenue, £25,654; an increase of £788. Timber traffic fell off by 5,000 tons, and road-metal by 3,000 tons, but other goods business and passengers show good increases.

Kawakawa.—Revenue, £1,800; a decrease of £180. The falling-off is chiefly in the coal and merchandise traffic.

Kaihu.—Revenue, £7,073; a decrease of £255, which is due to a falling-off in the timber traffic.

Gisborne Section.

Revenue, £6,047; an increase of £2,759 in all classes of traffic. An addition of five miles from Kaiteratahi to Karaka was opened on 14th April, 1905.

The prospects for the ensuing year are favourable, and I anticipate that the revenue will again show a substantial increase.

As will be seen from the table below, the time-table has been maintained with punctuality.

Average Late Arrival of Trains.

—	Period ending													Average for Year, in Minutes.
	April 29.	May 27.	June 24.	July 22.	Aug. 19.	Sept. 16.	Oct. 14.	Nov. 11.	Dec. 9.	Jan. 6.	Feb. 3.	Mar. 3.	Mar. 31.	
Express and Mail Trains.														
Year ending 31st March, 1906	1·76	0·5	1·23	0·68	0·18	0·23	0·3	0·67	0·71	2·33	1·18	0·63	0·85	0·87
Year ending 31st March, 1905	1·1	0·5	0·61	0·3	2·29	0·49	0·95	1·01	0·51	2·76	1·24	0·8	1·34	1·07
Long-distance Mixed Trains.														
Year ending 31st March, 1906	2·26	1·6	2·06	0·71	0·71	0·64	0·48	1·05	0·84	1·49	1·36	1·47	1·6	1·25
Year ending 31st March, 1905	1·96	0·9	1·21	0·58	1·38	0·7	0·86	1·11	0·8	1·9	1·21	1·1	1·28	1·15
Suburban Trains.														
Year ending 31st March, 1906	0·47	0·38	0·43	0·21	0·13	0·15	0·17	0·09	0·35	0·31	0·29	0·27	0·19	0·26
Year ending 31st March, 1905	0·57	0·17	0·42	0·23	0·27	0·17	0·55	0·17	0·17	0·44	0·28	0·29	0·21	0·3

Stores.

Mr. M. C. Rowe, Acting Stores Manager, reports as follows:—

The value of stores (purchased under the Railway vote) on hand on the 31st March, 1906, at the various depots amounted to £152,707 5s. 9d., as against £180,459 13s. 9d. on the 31st March, 1905.

The value of the stores on hand on account of additions to open lines amounted to £5,669 0s. 9d. on the 31st March, 1906, as against £7,649 18s. 3d. on the 31st March, 1905.

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

The conduct of the staff as a whole has been very satisfactory.

I have, &c.,

T. Ronayne,

General Manager.

The Hon. the Minister for Railways.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND GOVERNMENT RAILWAYS, 1905–1906.

RETURN No. 1.

GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1906.

Dr.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1905	40,149	16	10
Revenue from passengers, parcels, and goods traffic, &c., as per Return No. 5 ...	2,349,704	8	3
	£2,389,854	5	1
To Net payment to Public Account	2,337,397	9	4
Less Cash in hand, freights, &c., outstanding, 1st April, 1905, as above ...	40,149	16	10
	2,297,247	12	6
Cash in hand, freights, &c., outstanding, 31st March, 1906, as above	52,456	15	9
	£2,349,704	8	3

Cr.	£	s.	d.	£	s.	d.
By Gross payment to Public Account	2,498,786	4	7			
Less Collections for refund	161,388	15	3			
				*2,337,397	9	4
Cash in hand, freights, &c., outstanding at stations, 31st March, 1906				52,456	15	9
				£2,389,854	5	1
By Working expenses, as per Return No. 4				1,621,239	4	3
Balance—Net earnings, available for interest				728,465	4	0
* Receipts as per Treasury	£2,338,418	3	5			
Balance Refund Account, 31st March, 1905, as below	12,404	18	4			
	2,350,823	1	9			
Balance Refund Account, 31st March, 1906, as below	13,425	12	5			
	£2,337,397	9	4			
				£2,349,704	8	3

COLLECTIONS for REFUND to HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1906.

Dr.	£	s.	d.
To Balance brought forward, 1st April, 1905	12,404	18	4
Collections for refund	161,388	15	3
	£173,793	13	7

Cr.	£	s.	d.
By Treasury payments	160,368	1	2
Balance, 31st March, 1906, carried forward	13,425	12	5
	£173,793	13	7

H. DAVIDSON, Accountant.

RETURN No. 2.

GENERAL EXPENDITURE ACCOUNT for the Year ended 31st March, 1906.

Dr.	£ s. d.	£ s. d.
To Balance brought forward:—		
Accounts due to the Department outstanding at 1st April, 1905,—		
Other Government Departments, for stores work done, &c. ...	17,429 10 3	
Personal accounts, for stores, work done, &c.	4,299 19 1	
		21,729 9 4
Stock of stores on hand at 1st April, 1905		180,459 13 9
Payments per Treasury, Vote 71*		1,826,646 16 1
Deposit Account—Permanent-way material		25,000 0 0
Payments outstanding at 31st March, 1906, carried forward		103,381 3 5
		£2,157,217 2 7

NOTE.—Payments per Treasury ...£1,826,646 16 1
Recoveries „ ... 231,727 7 0
Net charge to Vote ...£1,594,919 9 1

Cr.	£ s. d.	£ s. d.
By Payments outstanding at 31st March, 1905, brought forward		108,054 11 6
Classified expenditure, as per Return No. 4		1,621,239 4 3
Recoveries to credit of Vote 71,—		
Other Government Departments, for stores, work done, &c. ...	180,776 4 11	
Personal accounts, for stores, work done, &c.	19,801 19 10	
Miscellaneous recoveries	31,149 2 3	
		231,727 7 0
Deposit Account,—		
Cash with High Commissioner in London	24,970 0 9	
Cash in Treasury	29 19 3	
		25,000 0 0
Balance:—		
Accounts due to Department outstanding at 31st March, 1906,—		
Other Government Departments, for stores, work done, &c.	15,235 5 9	
Personal accounts, for stores, work done, &c.	3,253 8 4	
		18,488 14 1
Stock of stores in hand at 31st March, 1906		152,707 5 9
		£2,157,217 2 7

H. DAVIDSON, Accountant.

RETURN No. 3.

CLASSIFIED EXPENDITURE for the Year ended 31st March, 1906.

Sections.	Maintenance of Way and Works.					Locomotive Power.					Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	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.								
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
WAGES AND SERVICES.																			
Kawakawa	602 16 8	492 14 5	14 1 3	..	..	1,109 12 4	291 3 11	39 12 11	..	35 13 7	..	366 10 5	72 8 1	118 7 0	637 19 6	18 17 9	241 10 11	..	223 11 8	2,341 14 4
Whangarei	1,785 7 6	310 18 3	180 12 10	..	..	2,276 18 7	1,362 5 6	119 16 8	..	710 7 6	..	2,192 9 8	92 13 6	621 7 2	2,528 3 1	269 15 5	667 16 7	..	159 3 11	8,490 0 1
Kaihu	1,113 1 10	86 10 5	40 6 9	..	..	1,239 19 0	417 13 10	5 19 2	..	211 3 4	..	634 16 4	25 16 4	255 18 11	1,003 3 10	75 0 4	333 16 0	..	101 0 0	3,467 10 9
Auckland	32,378 19 10	10,071 2 1	4,053 16 7	692 0 0	..	47,195 18 6	20,418 13 7	1,717 15 7	..	7,566 2 8	..	29,702 11 10	4,026 15 11	5,376 6 2	43,287 6 6	3,481 13 4	6,454 4 5	..	1,708 8 9	137,816 7 11
Gisborne-Karaka ..	996 19 0	73 18 3	31 5 7	130 7 3	..	1,232 10 1	532 6 5	94 11 2	..	303 11 11	..	930 9 6	101 9 2	39 18 8	448 2 8	63 1 4	253 14 9	..	117 4 0	2,952 2 2
Wellington - Napier - New Plymouth	64,149 4 0	19,406 7 4	6,850 12 0	2,185 18 9	..	92,592 2 1	49,612 13 9	4,350 12 11	..	20,761 5 9	..	74,724 12 5	9,664 6 0	9,503 0 7	97,413 11 11	6,739 4 11	12,353 3 9	..	2,779 8 2	300,210 13 6
Hurunui-Bluff	120,647 18 10	27,565 7 8	17,494 2 5	3,640 6 7	..	169,347 15 6	79,005 17 3	7,672 14 7	..	30,461 4 6	..	117,139 16 4	14,068 7 5	19,313 8 3	197,069 16 7	11,581 10 11	20,219 15 7	..	7,242 2 7	541,498 8 0
Westland	12,239 19 8	3,211 1 2	866 18 6	268 18 8	..	16,586 18 0	5,321 19 10	180 15 7	..	2,166 15 11	..	7,669 11 4	1,017 7 2	2,723 0 3	14,386 15 1	978 13 11	2,490 1 2	..	330 8 7	45,521 18 4
Westport	5,194 0 7	3,056 18 11	628 11 4	146 9 4	..	9,026 0 2	3,872 16 3	247 4 0	..	1,755 13 0	..	5,875 13 3	154 1 6	2,776 4 9	9,184 9 8	862 4 5	1,920 12 5	..	110 9 10	29,688 16 4
Nelson	3,084 2 5	1,556 0 11	240 0 2	..	..	4,880 3 6	1,172 6 6	66 12 8	..	378 14 6	..	1,617 13 8	264 3 5	332 8 5	3,588 0 7	191 8 5	559 11 0	..	290 15 1	11,142 13 11
Picton	2,701 10 6	892 3 8	229 3 11	43 6 6	..	3,866 4 7	1,431 16 6	74 14 8	..	526 14 0	..	2,033 5 2	175 6 4	387 10 3	3,116 4 7	220 11 9	562 19 9	..	43 11 8	10,318 10 9
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,967 0 5	..	3,967 0 5
Totals	244,894 0 10	66,723 3 1	30,629 11 4	7,107 7 1	..	349,354 2 4	163,439 13 4	14,570 9 11	..	64,877 6 8	..	242,887 9 11	29,662 14 10	41,447 10 5	372,663 14 0	24,482 2 6	46,057 6 4	3,967 0 5	13,106 4 3	1,097,415 16 6
STORES.																				
Kawakawa	186 1 6	325 2 2	10 8 11	6 17 3	..	528 9 10	..	38 8 10	11 13 0	10 4 5	..	60 6 3	25 2 4	33 2 4	33 13 6	..	..	..	4 5 1	676 9 2
Whangarei	270 12 4	185 12 7	165 2 6	..	..	621 7 5	..	821 12 5	87 3 10	239 0 10	..	1,147 17 1	111 5 9	245 2 6	124 6 11	..	..	..	1 18 5	2,248 1 3
Kaihu	377 11 5	26 16 6	29 3 5	..	..	433 11 4	..	245 12 7	19 2 1	25 16 3	..	290 10 11	0 13 2	22 18 7	55 5 9	..	..	..	..	802 19 9
Auckland	25,081 6 4	3,630 14 1	3,044 16 1	855 16 10	..	32,612 13 4	..	21,369 13 10	925 19 0	3,540 13 3	..	25,836 6 1	2,276 9 8	4,220 13 9	5,377 18 8	..	..	..	4,706 16 4	65,617 5 2
Gisborne-Karaka ..	24 5 5	0 7 11	2 6 0	..	..	26 19 4	..	370 3 2	48 19 11	113 10 7	..	532 13 8	17 6 6	15 13 5	86 15 0	..	..	..	49 13 2	629 14 9
Wellington - Napier - New Plymouth	36,411 6 10	5,207 18 8	5,008 11 7	1,632 8 3	..	48,260 5 4	..	63,962 18 3	3,198 17 2	8,303 13 1	..	75,465 8 6	4,837 3 7	4,678 10 7	11,491 2 6	..	..	..	4,634 11 8	140,097 18 10
Hurunui-Bluff	72,304 3 6	14,046 11 0	7,585 12 4	1,574 9 7	..	95,510 16 5	..	83,197 1 8	4,368 10 8	13,360 18 1	..	100,926 10 5	7,202 2 0	6,482 7 2	17,930 17 11	..	..	..	7,866 18 2	220,185 15 9
Westland	4,340 8 4	1,361 6 4	415 5 2	934 13 10	..	7,051 13 8	..	2,020 4 1	252 18 3	645 5 1	..	2,918 7 5	261 10 5	1,303 5 2	1,588 16 1	..	..	..	155 4 4	12,968 8 5
Westport	1,623 10 1	1,664 3 9	191 0 3	53 6 8	..	3,532 0 9	..	1,494 12 5	188 6 1	500 0 4	..	2,182 18 10	70 13 10	819 15 8	629 19 7	..	..	..	55 19 7	7,179 9 1
Nelson	1,318 9 4	639 7 2	145 5 10	8 3 0	..	2,111 5 4	..	968 14 10	67 2 9	176 8 2	..	1,212 5 9	57 11 2	264 5 10	330 10 1	..	..	..	325 7 8	3,650 10 6
Picton	393 16 5	602 6 8	274 5 11	16 10 5	..	1,286 19 5	..	1,061 6 1	99 12 10	176 11 6	..	1,337 10 5	84 12 11	178 8 10	252 5 8	..	..	..	240 15 6	2,899 1 9
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	910 4 10	..	910 4 10
Totals	142,331 11 6	27,690 6 10	16,871 18 0	5,082 5 10	..	191,976 2 2	..	175,550 8 2	9,268 5 7	27,092 1 7	..	211,910 15 4	14,944 11 4	18,264 3 10	37,901 11 8	..	..	910 4 10	18,041 9 11	457,865 19 3
MISCELLANEOUS.																				
Kawakawa	0 8 11	..	..	..	1 15 3	2 4 2	..	0 2 7	..	0 6 5	0 18 11	1 7 11	4 4 1	4 9 4	9 1 5	..	..	..	..	21 6 11
Whangarei	3 7 6	..	..	..	25 5 6	28 13 0	..	1 5 6	..	36 0 7	13 13 7	50 19 8	10 1 2	30 19 1	114 17 3	..	..	..	..	235 10 2
Kaihu	..	..	..	..	6 18 1	6 18 1	..	0 5 5	..	4 3 4	3 14 8	8 3 5	1 18 9	5 1 7	22 9 6	..	..	..	..	44 11 4
Auckland	266 13 11	47 1 1	6 13 4	1 2 2	381 7 7	702 18 1	..	39 15 7	..	1,235 4 9	204 18 0	1,479 18 4	711 19 2	1,155 11 9	4,197 15 2	..	..	..	..	8,248 2 6
Gisborne-Karaka ..	0 10 10	..	..	..	5 17 6	6 8 4	..	0 8 9	..	42 12 5	3 3 2	46 4 4	7 5 11	4 16 7	66 12 6	..	..	..	..	131 7 8
Wellington - Napier - New Plymouth	222 17 6	59 1 11	6 14 5	22 1 11	1,196 17 6	1,507 13 3	..	34 4 7	..	4,299 17 4	478 3 0	4,812 4 11	2,553 4 7	2,612 8 8	8,407 1 4	..	..	..	..	19,892 12 9
Hurunui-Bluff	667 2 3	144 18 9	6 14 4	20 2 11	1,904 11 10	2,743 10 1	..	3 4 9	..	5,567 19 6	820 7 2	6,391 11 5	2,954 2 1	3,894 11 10	15,627 15 10	..	..	..	..	31,611 11 3
Westland	61 11 5	54 16 4	..	0 1 8	102 19 10	219 9 3	..	6 9 0	..	240 8 2	49 12 0	296 9 2	58 5 8	457 14 4	1,154 10 1	..	..	..	..	2,186 8 6
Westport	53 7 6	53 19 2	..	0 15 7	99 6 8	207 8 11	..	1 5 7	..	300 3 0	44 16 4	346 4 11	49 19 8	491 16 2	1,385 3 1	..	..	..	..	2,480 12 9
Nelson	4 5 7	3 1 6	..	1 4 6	18 6 11	26 18 6	..	0 3 11	..	9 18 9	17 2 2	27 4 10	10 4 3	49 1 3	195 3 9	..	..	..	..	308 12 7
Picton	..	0 8 8	..	..	22 4 11	22 13 7	..	..	..	45 2 10	11 6 0	56 8 10	14 1 5	35 11 8	317 13 3	..	..	..	..	446 8 9
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	350 3 4	..	350 3 4
Totals	1,280 5 5	363 7 5	20 2 1	45 8 9	3,765 11 7	5,474 15 3	..	87 5 8	..	11,781 17 1	1,647 15 0	13,516 17 9	6,375 6 9	8,742 2 3	31,498 3 2	..	..	350 3 4	..	65,957 8 6
Grand totals ..	388,505 17 9	94,776 17 4	47,521 11 5	12,235 1 8	3,765 11 7	546,804 19 9	163,439 13 4	190,208 3 9	9,268 5 7	103,751 5 4	1,647 15 0	468,315 3 0	50,982 12 11	68,453 16 6	442,063 8 10	24,482 2 6	46,057 6 4	5,227 8 7	31,147 14 2	1,621,239 4 3

H. Davidson, Accountant

RETURN No. 4.

CLASSIFIED STATEMENT showing Revenue and Expenditure, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1906.

Section.	Mileage. Length open for Traffic.	Mileage. Train-mileage.	Revenue. Total.	Revenue. Per Mile of Railway per Annum (Average).	Revenue. Per Train-mile.	Classified Expenditure. Maintenance of Way.	Locomotive Power.	Repairs of Carriages and Wagons.	Traffic Expenses.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.
1905–6.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	8	6,088	1,800 12 7	225 1 6	5 11	1,640 6 4	428 4 7	257 13 2	680 14 5	18 17 9	241 10 11	227 16 9	3,039 10 5
Whangarei	23	55,112	25,653 16 1	1,115 7 8	9 3¼	2,926 19 0	3,391 6 5	1,111 9 2	2,767 7 3	269 15 5	667 16 7	161 2 4	10,973 11 6
Kaihu	17	14,526	7,073 0 0	416 1 2	9 8¾	1,680 8 5	933 10 8	312 7 4	1,080 19 1	75 0 4	333 16 0	101 0 0	4,315 1 10
Auckland	393	920,272	334,095 11 0	873 2 11	7 3¼	80,511 9 11	57,018 16 3	17,767 16 5	52,863 0 4	3,481 13 4	6,454 4 5	6,415 5 1	211,681 15 7
Gisborne-Karaka ...	18	25,477	6,047 5 1	339 11 9	4 9	1,265 17 9	1,509 7 6	186 10 3	601 10 2	63 1 4	253 14 9	166 17 2	3,713 4 7
Wellington-Napier-New Plymouth ...	484	2,001,200	648,120 2 8	1,339 1 10	6 5¾	142,360 0 8	155,002 5 10	33848 14 0	117,311 15 9	6,739 4 11	12,353 3 9	7,413 19 10	460,201 5 1
Hurunui-Bluff ...	1,249	3,019,617	1,107,351 7 5	890 5 10	7 4	267,602 2 0	224,457 18 2	53914 18 9	230,628 10 4	11,581 10 11	20,219 15 7	15,109 0 9	793,205 15 0
Westland	117	167,944	92,775 0 6	792 19 0	11 0¼	23,858 0 11	10,884 7 11	5821 3 0	17,130 1 3	978 13 11	2,490 1 2	485 12 11	60,676 15 3
Westport	31	96,503	81,074 6 10	2,615 6 0	16 9¾	12,765 9 10	8,404 17 0	4362 11 7	11,199 12 4	862 4 5	1,920 12 5	166 9 5	39,348 18 2
Nelson	33	49,531	18,447 19 0	559 0 7	7 5½	7,018 7 4	2,857 4 3	977 14 4	4,113 14 5	191 8 5	559 11 0	616 2 9	15,101 17 0
Picton	34	57,303	21,279 6 7	625 17 3	7 5	5,175 17 7	3,427 4 5	875 11 5	3,686 3 6	220 11 9	562 10 9	284 7 2	13,664 1 3
Totals	2,407	6,413,573	2,343,718 7 9	980 2 5	7 3¾	546,804 10 9	468,315 3 0	119436 9 5	442,063 8 10	24,482 2 6	46,057 6 4	31,147 14 2	1,616,011 15 8
Lake Wakatipu Steamers	...	...	5,986 0 6	...	...	...	...	...	...	...	...	...	5,227 8 7
			2,349,704 8 3										1,621,239 4 3
1904–5.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	8	6,022	1,981 8 10	247 11 4	6 7	877 18 4	437 14 2	184 11 1	800 3 10	21 2 5	245 9 1	222 8 8	2,344 10 3
Whangarei	23	50,915	24,865 15 10	1,081 2 5	9 9¾	2,590 16 1	2,997 13 6	549 6 11	2,636 1 2	264 12 5	587 11 6	126 1 4	9,500 0 3
Kaihu	17	15,075	7,328 4 1	431 1 5	9 8¾	1,852 13 7	939 11 8	401 13 5	1,117 6 0	77 18 1	328 8 11	102 15 7	4,614 16 1
Auckland	374	864,107	299,023 5 11	799 10 7	6 11	69,807 10 9	48,481 0 9	12,675 5 11	49,208 10 9	3,174 7 9	6,033 7 3	3,423 7 9	187,956 15 5
Gisborne-Karaka ...	13	18,561	3,287 15 4	252 18 1	3 6¼	752 9 5	1,370 0 4	115 1 4	432 0 10	34 17 8	245 17 4	43 16 0	2,906 10 11
Wellington-Napier-New Plymouth ...	484	1,946,915	603,251 4 1	1,273 8 1	6 2¼	125,155 17 0	140,261 17 4	3,409 7 8	101,860 2 9	6,352 6 6	12,135 7 9	7,060 2 9	410,114 16 3
Hurunui-Bluff ...	1,240	2,849,898	1,062,625 5 0	865 8 3	7 5¼	260,625 12 9	206,144 7 7	5,519 2 4	213,895 1 5	11,233 6 11	20,009 11 6	15,560 1 11	747,867 0 7
Westland	117	160,034	83,356 16 5	733 11 0	10 5	22,042 18 4	9,983 3 4	1,543 1 11	14,998 19 7	888 2 2	2,437 17 4	207 14 3	55,686 8 5
Westport	31	92,562	83,569 19 5	2,695 16 1	18 0¼	13,113 11 0	8,121 6 1	4,098 9 5	10,634 7 11	892 9 9	1,969 9 3	280 10 10	38,549 2 7
Nelson	33	46,173	17,537 13 2	531 8 11	7 7¼	5,860 6 2	3,100 4 10	841 15 11	4,150 10 2	184 1 8	547 9 8	599 18 3	14,084 10 2
Picton	34	56,817	16,506 7 11	485 9 8	5 9¾	6,054 19 3	3,880 3 3	580 3 7	2,982 4 8	173 8 0	516 6 9	109 13 0	14,077 12 6
Totals	2,374	6,107,079	2,203,333 16 0	938 5 9	7 2¼	508,734 12 8	425,717 2 10	104,917 19 6	402,715 9 1	23,296 13 4	45,056 16 4	27,736 10 4	1,487,702 3 5
Lake Wakatipu Steamers	...	...	5,896 17 3	...	...	...	...	...	...	...	...	...	5,197 13 2
			2,209,230 13 3										1,492,899 16 7

Proportion of each Class of Expenditure to Mileage and Revenue.

Section.	Maintenance. Per Cent. of Revenue.	Maintenance. Per Mile of Railway per Annum.	Maintenance. Per Train-mile.	Locomotive. Per Cent. of Revenue.	Locomotive. Per Mile of Railway per Annum.	Locomotive. Per Train-mile.	Carriages and Wagons. Per Cent. of Revenue.	Carriages and Wagons. Per Mile of Railway per Annum.	Carriages and Wagons. Per Train-mile.	Traffic. Per Cent. of Revenue.	Traffic. Per Mile of Railway per Annum.	Traffic. Per Train-mile.	Head Office. Per Cent. of Revenue.	Head Office. Per Mile of Railway per Annum.	Head Office. Per Train-mile.	Departmental Offices. Per Cent. of Revenue.	Departmental Offices. Per Mile of Railway per Annum.	Departmental Offices. Per Train-mile.	Credit Recoveries. Per Cent. of Revenue.	Credit Recoveries. Per Mile of Railway per Annum.	Credit Recoveries. Per Train-mile.	Total. Per Cent. of Revenue.	Total. Per Mile of Railway per Annum.	Total. Per Train-mile.
1905–6.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Kawakawa	91·10	205·04	64·66	23·78	53·53	16·88	14·31	32·21	10·16	37·80	85·09	26·84	1·05	2·36	0·74	13·41	30·19	9·52	12·65	28·48	8·98	168·80	379·94	119·82
Whangarei	11·41	127·26	12·75	13·22	147·45	14·77	4·33	48·32	4·84	10·79	120·32	12·05	1·05	11·73	1·17	2·60	29·04	2·91	0·62	7·01	0·70	42·78	477·11	47·79
Kaihu	23·76	98·85	27·76	13·20	54·91	15·42	4·42	18·37	5·16	15·28	63·59	17·86	1·06	4·41	1·24	4·72	19·64	5·52	1·43	5·94	1·67	61·01	253·83	71·29
Auckland	24·10	210·41	21·00	17·07	149·02	14·87	5·32	46·43	4·63	15·82	138·16	13·79	1·04	9·10	0·91	1·93	16·87	1·68	1·92	16·77	1·67	63·36	553·22	55·21
Gisborne-Karaka ...	20·93	71·09	11·92	24·96	84·76	14·22	3·08	10·47	1·76	9·95	33·78	5·67	1·04	3·54	0·59	4·20	14·25	2·39	2·76	9·37	1·57	61·40	208·52	34·98
Wellington-Napier-New Plymouth ...	21·97	294·13	17·07	23·91	320·25	18·59	5·22	69·94	4·06	18·10	242·38	14·07	1·04	13·93	0·81	1·91	25·52	1·48	1·14	15·32	0·89	71·01	950·83	55·19
Hurunui-Bluff ...	24·17	215·15	21·27	20·27	180·46	17·84	4·87	43·35	4·28	20·83	185·42	18·33	1·04	9·31	0·92	1·82	16·26	1·61	1·36	12·15	1·20	71·64	637·80	63·05
Westland	25·72	203·92	34·09	11·73	93·03	15·55	6·27	49·75	8·32	18·47	146·41	24·48	1·05	8·36	1·40	2·68	21·28	3·56	0·52	4·15	0·70	65·40	518·60	86·71
Westport	15·75	411·79	31·75	10·37	271·12	20·90	5·38	140·73	10·85	13·81	361·28	27·85	1·06	27·81	2·14	2·37	61·96	4·78	0·21	5·37	0·41	48·53	1,269·32	97·86
Nelson	38·04	212·68	34·01	15·49	86·58	13·84	5·30	29·63	4·74	22·30	124·66	19·93	1·04	5·80	0·93	3·03	16·95	2·71	3·34	18·67	2·98	81·86	457·63	73·18
Picton	24·32	152·23	21·68	16·11	100·80	14·35	4·11	25·75	3·67	17·32	108·41	15·44	1·04	6·49	0·92	2·65	16·56	2·36	1·34	8·36	1·19	64·21	401·88	57·23
Totals	23·33	228·67	20·46	19·98	195·84	17·52	5·10	49·95	4·47	18·86	184·87	16·54	1·04	10·24	0·92	1·97	19·26	1·72	1·33	13·03	1·16	68·95	675·80	60·47
Lake Wakatipu Steamers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	87·33	...	...
																						69·00		
1904–5.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Kawakawa	44·33	109·74	34·99	22·10	54·71	17·44	9·32	23·07	7·36	40·40	100·02	31·89	1·07	2·64	0·84	12·39	30·68	9·78	11·23	27·80	8·86	118·38	293·06	93·44
Whangarei	10·42	112·64	12·21	12·06	130·33	14·13	2·21	23·88	2·59	10·60	114·61	12·42	1·06	11·51	1·25	2·36	25·55	2·77	0·50	5·48	0·59	38·21	413·04	44·78
Kaihu	25·28	108·98	29·50	12·82	55·27	14·96	5·48	23·63	6·39	15·25	65·72	17·79	1·06	4·58	1·24	4·48	19·32	5·23	1·40	6·04	1·64	62·97	271·46	73·47
Auckland	23·34	186·65	19·39	16·21	129·62	13·47	4·91	39·24	4·07	16·46	131·58	13·67	1·06	8·49	0·88	2·02	16·13	1·67	1·14	9·15	0·95	62·86	502·56	52·20
Gisborne-Karaka ...	22·88	57·88	9·73	41·67	105·39	17·71	3·50	8·85	1·49	13·14	33·24	5·59	1·06	2·68	0·45	7·48	18·91	3·18	1·33	3·37	0·57	88·40	223·58	37·58
Wellington-Napier-New Plymouth ...	20·75	264·19	15·43	23·25	296·08	17·29	5·21	66·30	3·87	16·88	215·02	12·56	1·05	13·41	0·78	2·01	25·61	1·50	1·17	14·90	0·87	67·98	865·71	50·56
Hurunui-Bluff ...	24·52	212·26	21·95	19·40	167·88	17·36	4·85	41·96	4·34	20·13	174·20	18·01	1·06	9·15	0·95	1·88	16·29	1·68	1·46	12·67	1·31	70·38	609·07	62·98
Westland	26·44	193·98	33·06	11·98	87·85	14·97	6·65	48·78	8·31	17·99	131·99	22·49	1·07	7·82	1·33	2·92	21·45	3·66	0·25	1·82	0·31	66·80	490·05	83·51
Westport	15·69	423·02	34·00	9·72	261·98	21·06	4·90	132·21	10·63	12·73	343·04	27·57	1·07	28·79	2·31	2·36	63·53	5·11	0·34	9·05	0·73	46·13	1,243·52	99·95
Nelson	33·41	177·58	30·46	17·68	93·95	16·11	4·80	25·51	4·38	23·67	125·77	21·57	1·05	5·58	0·96	3·12	16·59	2·85	3·42	18·18	3·12	80·31	426·80	73·21
Picton	36·68	178·09	25·58	23·51	114·12	16·39	3·51	17·06	2·45	18·07	87·71	12·60	1·05	5·10	0·73	3·13	15·19	2·18	0·66	3·22	0·46	85·29	414·05	59·47
Totals	23·09	216·64	19·99	19·32	181·29	16·73	4·99	46·81	4·32	18·28	171·50	15·83	1·06	9·92	0·91	2·04	19·19	1·77	1·26	11·81	1·09	67·52	633·54	58·46
Lake Wakatipu Steamers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	88·14	...	...
																						67·58		

H. Davidson, Accountant.

RETURN No. 5.

COMPARATIVE STATEMENT of Passenger and Goods Traffic for the Year ended 31st March, 1906.

Sections.	Length Open for Traffic.	Passengers. First Class. Single.	First Class. Return.	Second Class. Single.	Second Class. Return.	Total.	Total Season Tickets.	Parcels, &c. Parcels.	Horses.	Carriages.	Dogs.	Total.
1905-6.												
Kawakawa ...	8	613	272	3,246	4,300	8,431	43	256	70	8	80	414
Whangarei ...	23	10,073	6,678	28,473	37,172	82,396	559	2,182	8	7	133	2,330
Kaihu ...	17	568	1,562	12,332	14,274	28,736	80	1,665	50	12	119	1,846
Auckland ...	393	52,870	57,784	397,547	705,352	1,213,553	31,483	116,021	1,582	126	4,969	122,698
Gisborne—Karaka ...	18	2,668	4,284	26,320	32,310	65,582	514	1,672	14	...	160	1,846
Wellington–Napier–New Plymouth	484	133,847	359,250	656,697	1,652,380	2,802,174	45,618	265,166	6,408	945	15,263	287,782
Hurunui–Bluff ...	1,249	156,950	521,928	829,428	2,487,616	3,995,922	65,899	469,823	7,881	1,151	17,359	496,214
Westland ...	117	9,220	18,534	84,870	169,710	282,334	2,634	18,404	552	71	767	19,794
Westport ...	31	539	1,886	21,864	66,562	90,851	406	5,487	24	...	156	5,667
Nelson ...	33	2,194	5,876	31,821	76,764	116,655	486	5,474	49	43	359	5,925
Picton ...	34	6,475	19,650	29,021	63,784	118,930	235	930	262	4	597	1,793
Lake Wakatipu	...	1,902	10,540	2,622	5,754	20,818	32	4,957	108	9	135	5,209
Steamers												
Totals ...	2,407	377,919	1,008,244	2,124,241	5,315,978	8,826,382	147,989	892,037	17,008	2,376	40,097	951,518
1904-5.												
Kawakawa ...	8	664	386	3,128	4,014	8,192	76	441	70	6	74	591
Whangarei ...	23	8,988	5,882	27,332	35,558	77,760	173	1,970	7	5	112	2,094
Kaihu ...	17	531	1,448	11,358	13,692	27,029	97	1,587	51	4	229	1,871
Auckland ...	374	50,538	56,434	369,404	694,052	1,170,428	31,329	96,444	1,423	128	4,673	102,668
Gisborne–Karaka ...	13	1,791	4,860	18,447	23,432	48,530	100	1,555	...	...	139	1,694
Wellington–Napier–New Plymouth	484	129,032	359,986	615,835	1,555,254	2,660,107	42,964	247,599	5,802	791	14,022	268,214
Hurunui–Bluff ...	1,240	154,134	530,740	794,783	2,432,848	3,912,505	63,249	442,682	7,391	1,146	17,525	468,744
Westland ...	117	9,779	26,746	83,017	167,090	286,632	1,329	17,593	531	84	764	18,972
Westport ...	31	385	1,790	22,256	71,542	95,973	408	5,354	15	1	173	5,543
Nelson ...	33	1,778	5,090	28,558	65,906	101,332	463	5,569	32	33	329	5,963
Picton ...	34	6,306	17,288	23,760	58,814	106,168	230	836	192	12	497	1,537
Lake Wakatipu	...	2,356	9,376	2,956	4,768	19,456	35	3,838	137	18	55	4,048
Steamers												
Totals ...	2,374	366,282	1,020,026	2,000,834	5,126,970	8,514,112	140,453	825,468	15,651	2,228	38,592	881,939

Sections.	Live-Stock, Goods, &c. Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.	Chaff, Lime, &c.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Grand Total Tonnage.
1905-6.																
Kawakawa ...	1	20	1	1,586	...	1,608	70 13 0	708 0 0	33 0 0	72 0 0	321 10 0	1,274 13 0	1,691 10 0	1,056 14 0	5,157 7 0	5,228 0 0
Whangarei ...	19	214	8	378	49	668	98 6 0	1,524 0 0	..	882 0 0	25,924 4 0	2,326 19 0	3,227 2 0	96,089 19 0	129,974 4 0	130,072 10 0
Kaihu ...	4	1	163	46	...	214	12 7 0	...	5 4 0	480 0 0	21,758 0 0	663 18 0	1,957 5 0	170 0 0	25,034 7 0	25,046 14 0
Auckland ...	568	29,150	4,817	193,524	1,439	229,498	18,040 0 0	23,222 0 0	1,297 4 0	7,964 0 0	51,938 0 0	65,561 7 0	59,757 5 0	216,370 14 0	426,110 10 0	444,150 10 0
Gisborne—Karaka ...	...	6	..	1,378	226	1,610	66 3 0	270 0 0	173 12 0	684 0 0	2,347 15 0	649 0 0	1,345 6 0	5,010 7 0	10,480 0 0	10,546 3 0
Wellington–Napier–New Plymouth	394	36,798	6,939	1,319,025	40,628	1,403,784	67,196 2 0	27,576 0 0	24,416 12 0	45,322 0 0	159,296 18 0	104,517 14 0	146,242 3 0	175,050 6 0	682,421 13 0	749,617 15 0
Hurunui–Bluff ...	1,196	33,798	5,120	1,735,142	50,132	1,825,388	83,531 0 0	73,170 0 0	87,656 4 0	32,092 0 0	183,982 1 0	566,792 14 0	381,812 0 0	606,173 13 0	1,931,678 12 0	2,015,209 12 0
Westland ...	42	1,913	61	12,340	168	14,524	1,162 0 0	2,574 0 0	102 4 0	1,644 0 0	79,817 2 0	7,054 6 0	15,741 11 0	279,953 19 0	386,887 2 0	388,049 2 0
Westport ...	21	23	2	414	...	460	34 17 0	384 0 0	...	5,820 0 0	3,564 16 0	2,073 7 0	3,306 19 0	539,550 9 0	554,699 11 0	554,734 8 0
Nelson ...	19	30	4	3,983	31	4,067	180 6 0	1,644 0 0	429 8 0	5,148 0 0	3,192 9 0	7,400 17 0	3,056 6 0	10,192 1 0	31,063 1 0	31,243 7 0
Picton ...	79	107	25	68,548	24	68,783	2,819 6 0	13,788 0 0	1,560 8 0	6,396 0 0	1,792 18 0	11,939 5 0	8,695 3 0	7,379 14 0	51,551 8 0	54,370 14 0
Lake Wakatipu	7	110	1	12,321	5	12,444	533 5 0	24 0 0	412 4 0	6 0 0	597 8 0	2,003 16 0	1,770 1 0	1,550 7 0	6,363 16 0	6,897 1 0
Steamers																
Totals ...	2,350	102,170	17,141	3,348,685	92,702	3,563,048	173,744 5 0	144,884 0 0	116,086 0 0	106,510 0 0	534,533 1 0	772,257 16 0	628,602 11 0	1,938,548 3 0	4,241,421 11 0	4,415,165 16 0
1904-5.																
Kawakawa ...	2	33	8	2,408	...	2,451	108 14 0	306 0 0	37 12 0	...	258 2 0	1,173 14 0	1,832 2 0	2,865 14 0	6,473 4 0	6,581 18 0
Whangarei ...	13	173	2	708	10	906	93 2 0	798 0 0	..	816 0 0	31,011 0 0	1,998 10 0	3,159 3 0	85,036 18 0	122,819 11 0	122,912 13 0
Kaihu ...	7	5	18	1	...	31	6 2 0	...	6 0 0	258 0 0	24,526 3 0	583 4 0	1,715 1 0	69 18 0	27,158 6 0	27,164 8 0
Auckland ...	546	30 608	3,479	219,077	1,324	255,034	19,465 13 0	18,406 0 0	1,332 4 0	8,670 0 0	42,527 9 0	58,956 2 0	55,799 14 0	189,125 18 0	374,817 7 0	394,283 0 0
Gisborne–Karaka ...	...	...	...	201	136	337	13 10 0	162 0 0	66 16 0	702 0 0	1,115 7 0	316 4 0	890 6 0	2,879 14 0	6,132 7 0	6,145 17 0
Wellington–Napier–New Plymouth	330	33,569	5,524	1,500,672	37,225	1,577,320	73,146 14 0	21,612 0 0	23,063 16 0	49,338 0 0	152,745 15 0	96,483 7 0	149,181 1 0	165,456 10 0	657,880 9 0	731,027 3 0
Hurunui–Bluff ...	1,236	31,587	4,288	1,601,523	38,751	1,677,385	76,972 7 0	78,312 0 0	80,426 8 0	32,730 0 0	170,999 11 0	545,578 9 0	390,397 8 0	578,220 11 0	1,876,664 7 0	1,953,636 14 0
Westland ...	84	1,301	60	12,963	202	14,610	1,005 5 0	3,916 0 0	116 0 0	1,888 0 0	60,031 15 0	7,067 14 0	14,546 18 0	208,561 0 0	296,127 7 0	297,132 12 0
Westport ...	18	19	1	584	...	622	38 15 0	456 0 0	...	4,248 0 0	3,593 11 0	1,997 0 0	4,070 14 0	559,807 17 0	574,173 2 0	574,211 17 0
Nelson ...	6	49	36	3,893	56	4,040	179 2 0	1,398 0 0	422 16 0	5,694 0 0	4,959 19 0	6,228 13 0	2,598 12 0	7,299 12 0	28,601 12 0	28,780 14 0
Picton ...	55	45	3	65,366	64	65,533	2,659 17 0	6,348 0 0	1,687 0 0	4,800 0 0	862 19 0	10,596 3 0	4,422 5 0	5,512 9 0	34,228 16 0	36,888 13 0
Lake Wakatipu	10	116	...	5,588	..	5,714	267 3 0	...	466 4 0	30 0 0	695 7 0	1,500 10 0	2,219 3 0	1,523 17 0	6,435 1 0	6,702 4 0
Steamers																
Totals ...	2,307	97,505	13,419	3,412,984	77,768	3,603,983	173,956 4 0	131,714 0 0	107,624 16 0	109,174 0 0	493,326 18 0	732,479 10 0	630,832 7 0	1,806,359 18 0	4,011,511 9 0	4,185,467 13 0

Sections.	Revenue. Ordinary Passengers.	Season Tickets.	Parcels, Luggage, Mails, and Miscellaneous.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Mileage. Train.	Shunting and Ballasting.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.
1905-6.												
Kawakawa ...	431 15 3	33 4 10	89 0 5	554 0 6	1,209 3 4	14 13 9	22 15 0	1,246 12 1	1,800 12 7	6,088	2,556	8,644
Whangarei ...	3,542 18 1	406 9 4	259 18 3	4,209 5 8	20,996 13 8	218 2 1	229 14 8	21,444 10 5	25,653 16 1	55,112	20,267	75,379
Kaihu ...	1,334 15 9	85 7 8	195 1 2	1,615 4 7	5,167 7 7	174 19 1	115 8 9	5,457 15 5	7,073 0 0	14,526	5,757	20,283
Auckland ...	109,887 3 2	9,919 3 11	19,790 5 0	139,596 12 1	187,984 7 7	2,145 12 5	4,368 18 11	194,498 18 11	334,095 1 0	920,272	255,371	1,175,643
Gisborne–Karaka ...	3,364 2 6	365 5 4	255 10 3	3,984 18 1	1,759 19 5	162 12 10	139 14 9	2,062 7 0	6,047 5 1	25,477	5,079	30,556
Wellington–Napier–New Plymouth	234,008 7 2	19,336 6 9	46,288 9 3	299,633 3 2	327,386 1 5	9,803 11 8	11,297 6 5	348,486 19 6	648,120 2 8	2,001,200	682,762	2,683,962
Hurunui–Bluff ...	332,893 11 1	30,607 3 2	70,703 8 1	434,204 2 4	638,387 1 9	17,592 8 1	17,167 15 3	673,147 5 1	1,107,351 7 5	3,019,617	1,120,009	4,139,626
Westland ...	18,001 14 5	1,093 12 6	2,672 18 8	21,768 5 7	68,011 12 6	2,193 14 6	801 7 11	71,006 14 11	92,775 0 6	167,944	91,749	259,693
Westport ...	4,750 6 10	267 14 3	505 1 5	5,523 2 6	71,349 16 6	3,867 13 2	333 14 8	75,551 4 4	81,074 6 10	96,503	89,895	186,398
Nelson ...	5,838 11 9	469 5 1	741 18 1	7,049 14 11	9,363 14 9	1,262 11 4	771 18 0	11,398 4 1	18,447 19 0	49,531	7,958	57,489
Picton ...	7,007 17 10	324 10 3	575 17 1	7,908 5 2	11,941 11 3	1,068 7 0	361 3 2	13,371 1 5	21,279 6 7	57,303	18,786	76,089
Lake Wakatipu	2,805 7 1	97 15 0	565 5 7	3,468 7 8	2,480 16 6	13 16 4	23 0 0	2,517 12 10	5,986 0 6	...	...	...
Steamers												
Totals ...	723,866 10 11	63,005 18 1	142,642 13 3	929,515 2 3	1,346,038 6 3	38,518 2 3	35,632 17 6	1,420,189 6 0	2,349,704 8 3	6,413,573	2,300,189	8,713,762
1904-5.												
Kawakawa ...	427 17 7	43 14 7	83 0 7	554 12 9	1,366 14 2	21 5 11	38 16 0	1,426 16 1	1,981 8 10	6,022	3,204	9,226
Whangarei ...	3,310 7 3	221 1 2	212 9 11	3,743 18 4	20,689 4 3	199 8 10	233 4 5	21,121 17 6	24,865 15 10	50,915	21,759	72,674
Kaihu ...	1,286 2 0	104 17 1	166 12 6	1,557 11 7	5,448 0 5	204 10 9	118 1 4	5,770 12 6	7,328 4 1	15,075	6,390	21,465
Auckland ...	100,199 3 10	9,252 12 10	17,214 12 11	126,666 9 7	166,453 17 10	1,708 1 7	4,194 16 11	172,356 16 4	299,023 5 11	864,107	240,156	1,104,263
Gisborne–Karaka ...	2,014 8 2	93 16 3	156 11 6	2,264 15 11	804 16 7	119 18 7	98 4 3	1,022 19 5	3,287 15 4	18,561	5,133	23,694
Wellington–Napier–New Plymouth	217,465 3 7	17,174 19 1	34,741 1 1	269,381 3 9	311,713 12 3	10,235 1 5	11,921 6 8	333,870 0 4	603,251 4 1	1,946,915	602,850	2,549,765
Hurunui–Bluff ...	319,115 12 4	28,434 14 2	58,132 15 0	405,683 1 6	621,253 11 3	16,541 5 10	19,147 6 5	656,942 3 6	1,062,625 5 0	2,849,898	1,031,717	3,881,615
Westland ...	18,353 14 7	929 3 6	2,298 2 7	21,581 0 8	55,966 19 1	5,045 6 8	763 10 0	61,775 15 9	83,356 16 5	160,034	88,514	248,548
Westport ...	4,855 14 5	244 13 1	431 17 4	5,532 4 10	73,886 16 5	3,823 15 2	327 3 0	78,037 14 7	83,569 19 5	92,562	88,812	181,374
Nelson ...	5,067 10 2	400 8 10	655 12 0	6,123 11 0	9,158 19 2	1,495 6 0	759 17 0	11,414 2 2	17,537 13 2	46,173	9,100	55,273
Picton ...	6,083 16 2	301 8 7	460 15 2	6,845 19 11	8,683 0 1	641 19 3	335 8 8	9,660 8 0	16,506 7 11	56,817	17,072	73,889
Lake Wakatipu	2,725 13 4	50 17 0	497 11 4	3,274 1 8	2,550 7 0	30 8 7	42 0 0	2,622 15 7	5,896 17 3	...	...	...
Steamers												
Totals ...	680,905 3 5	57,252 6 2	115,051 1 11	853,208 11 6	1,277,975 18 6	40,066 8 7	37,979 14 8	1,356,022 1 9	2,209,230 13 3	6,107,079	2,114,707	8,221,786

H. Davidson, Accountant

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, &c., to 31st March, 1906; Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines for Year ended same Date.

Section.	State of Line.	Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.
Kawakawa	Opened	92,765	*-1,239*	..
"	Unopened	46,611	..	..
Whangarei	Opened	177,761	14,680	8 5 2
"	Unopened	25,226	..	..
Kaihu	Opened	69,644	2,758	3 19 2
Auckland	"	3,340,932	122,414	3 13 3
"	Unopened	328,603	..	..
Gisborne–Karaka	Opened	127,948	2,334	1 16 6
"	Unopened	8,273	..	..
Marton–Te Awamutu (Central)	"	18,085	..	..
Wellington–Napier–New Plymouth	Opened	5,298,916	187,919	3 10 11
" "	Unopened	258,021	..	..
Wellington–Foxton (private line)	..	42,116	..	..
Surveys, North Island	..	24,660	..	..
Miscellaneous	..	5,169	..	..
Hurunui–Bluff	Opened	10,945,230	314,056	2 17 5
"	Unopened	543,195	..	..
Westland	Opened	1,304,772	32,098	2 9 2
"	Unopened	124,844	..	..
Westport	Opened	470,569	41,725	8 17 4
"	Unopened	7,279	..	..
Nelson	Opened	269,370	3,346	1 4 10
"	Unopened	71,105	..	..
Picton	Opened	353,960	7,615	2 3 0
"	Unopened	5,867	..	..
Lake Wakatipu steamer service	Opened	16,436	759	4 12 4
Stock, permanent-way	..	73,337	..	..
Stock, A.O.L. stores	Opened	5,669	..	..
Surveys, Middle Island	..	5,554	..	..
Miscellaneous	..	5,168	..	..
Stock in suspense	Opened	25,000	..	..
Total opened	..	22,498,972	728,465	3 4 9
Total unopened	..	1,593,113	..	..
Gross total	..	24,092,085	728,465	3 0 6

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of "The Railways Authorisation Act, 1885," the information regarding the last mentioned being furnished by the respective Boards.

H. DAVIDSON, Accountant.

RETURN No. 7.

EXPENDITURE under VOTE for ADDITIONS to OPEN LINES, charged to Capital Account, for the Year ended 31st March, 1906.

—		Total Expenditure.
		£ s. d.
Material on hand at 31st March, 1905		7,649 18 3
Expenditure charged to Vote 85 by Treasury		351,043 14 6
		358,693 12 9
Less material on hand at 31st March, 1906		5,669 0 9
Expenditure on Works, &c.—		
Way and Works Branch	£88,795 0 10	
Locomotive Branch	264,229 11 2	
		£353,024 12 0

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Auckland	Additional works, &c., for Locomotive Branch	155 6 4	
	Sidings, loading-banks, stockyards, approaches, crossings, &c.	826 17 1	
	Additions to station buildings	1,248 19 1	
	Weighbridges	573 17 6	
	Filling in Mechanic's Bay	1,484 3 7	
	Junction for Waihi line	2,082 14 6	
	Bridge-work	154 18 5	
	Telegraph and telephone facilities	834 0 6	
	Tablet-working	5,309 5 2	
			12,670 2 2
Wellington–Napier–New Plymouth	Sidings, loading-banks, stockyards, approaches, crossings, &c.	4,041 12 5	
	Additions to station buildings	3,211 19 8	
	Additions to dwellings	372 19 2	
	Additions to Kaiwarra Wharf	296 10 7	
	Additions, Palmerston North	129 12 0	
	Pile-driving engine	400 7 5	
	Fencing	154 2 2	
	Viaduct, Mangarangiora	8,191 16 0	
	Departmental buildings, Wellington	1,416 13 11	
	Telegraph and telephone facilities	143 12 0	
	Signals and interlocking	10,287 11 2	
	Tablet-working	1,421 17 11	
			30,068 14 5
Hurunui–Bluff— (Christchurch District)	Sidings, loading-banks, stockyards, approaches, crossings, &c.	3,224 12 3	
	Additions to station buildings	2,473 11 8	
	Additions to dwellings	255 3 1	
	Weighbridges	204 19 10	
	Purchase of land	2,396 8 6	
	Signals and interlocking	4,210 15 0	
	Tablet-working	79 3 10	
			12,844 14 2
(Dunedin District) ..	Additional works, &c., for Locomotive Branch	251 17 1	
	Sidings, loading-banks, stockyards, approaches, crossings, &c	937 4 8	
	Additions to station buildings	21,898 13 10	
	Additions to dwellings	797 7 11	
	Lining Mansford Tunnel	602 8 1	
	Purchase of land	150 0 0	
	Electric lighting, Port Chalmers	511 10 5	
	Tablet-working	2,309 16 8	
			27,458 18 8
(Invercargill District)	Additional works, &c., for Locomotive Branch	446 8 10	
	Sidings, loading-banks, stockyards, approaches, crossings, &c.	1,490 14 3	
	Additions to station buildings	739 5 4	
	Pile-driving engine	385 1 4	
	Workshops	230 0 0	
			3,291 9 9
Westland	Siding accommodation	..	217 10 11
Picton	New station building, &c.	..	2,243 10 9
			£88,795 0 10

RETURN No. 7—*continued.*

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1905.	Number Complete on 31st March, 1906.	Number Incomplete on 31st March, 1906.	Expenditure in Year ended 31st March, 1906.
					£ s. d.
Wagons, four-wheel, Class L, high-side	G—3	..	..	..	*488 13 6
Carriages, Class A	E—5	..	..	..	*228 1 2
Wagons, four-wheel, 1902–1903 programme ..	H—5	..	..	..	*61 6 5
" bogie, " ..	J—5	11	11	..	648 16 3
Carriages, Class A, 1903–1904 programme	Q—5	13	13	..	6,175 1 5
Brake-vans, Class F, 1903–1904 programme ..	R—5	4	4	..	586 2 10
Wagons, four-wheel, 1903–1904 programme ..	S—5	53	53	..	2,388 15 10
" bogie, 1903–1904 programme	T—5	56	41	15	4,592 7 8
Locomotives, Class WF	V—5	3	3	..	6,005 16 11
" Class WF (contract)	W—5	3	3	..	8,759 8 11
Cranes, steam, 5-ton	Y—5	..	..	..	*71 10 7
Brake-vans, Class F	A—6	..	..	..	*17 10 1
Locomotive, double-ender, Class E	B—6	1	1	..	3,110 12 3
Refreshment-cars, Class A	C—6	..	..	..	*197 2 7
Carriages, Class A, 1904–1905 programme	D—6	55	26	29	29,131 14 7
Brake-vans, Class F, 1904–1905 programme ..	E—6	9	5	4	3,008 5 4
Wagons, four-wheel, 1904–1905 programme ..	F—6	337	122	215	29,369 1 6
" bogie, 1904–1905 programme	G—6	65	11	54	9,309 13 7
Tarpaulins, 1904–1905 programme	H—6	390	90	300	856 9 3
Locomotives, four-cylinder balanced compound, Class A	J—6	4	1	3	8,196 4 7
Wagons, four-wheel, Class G (bodies only for 12) ..	K—6	..	..	..	718 1 4
Tarpaulins	L—6	20	20	..	50 18 8
Locomotives, Class WF	N—6	6	..	6	127 19 3
" four-cylinder balanced compound, Class A	O—6	3	..	3	..
" simple, Class A	P—6	1	..	1	..
Carriages, Class A, 1905–1906 programme	Q—6	62	..	62	9,612 4 0
Brake-vans, Class F, 1905–1906 programme ..	R—6	9	..	9	484 19 0
Wagons, four-wheel, 1905–1906 programme ..	S 6	286	..	286	7,567 16 10
" bogie, 1905–1906 programme	T—6	74	..	74	1,470 9 9
Tarpaulins, 1905–1906 programme	U 6	200	..	200	209 5 3
Gas-storeholders	V—6	2	2	..	516 11 6
Equipping second-class compartments of bogie-carriages with cushions	..	..	..	..	691 12 11
" rolling-stock with Westinghouse brake ..	..	..	..	..	124,984 12 5
" wagons for passenger traffic	..	..	..	..	953 10 0
Fitting gangways on cars	..	..	..	..	78 15 10
Machinery for workshops	..	..	..	..	3,559 19 2
Total	..	..	..	..	£264,229 11 2
Total locomotives	..	21	8	13	..
" carriages	..	130	39	91	..
" brake-vans	..	22	9	13	..
" wagons, bogie	..	206	63	143	..
" " four-wheel ..	..	676	175	501	..
" tarpaulins	..	610	110	500	..

* Additional charges.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, charged to Capital Account for the Year ended 31st March, 1906.

	£ s. d.
Straightening and doubling Wellington–Hutt Railway, and building new stations, and extending station-yards at Petone and Lower Hutt	37,044 7 6
Land purchased	7,694 16 11
	44,739 4 5
Charges and expenses of raising funds, as per Treasury accounts ..	125 0 0
	£44,864 4 5

EXPENDITURE under "The Railways Improvements Authorisation Act, 1904," charged to Capital Account for the Year ended 31st March, 1906.

	£ s. d.
Auckland–Penrose, duplication of line	6,545 0 2
Dunedin–Mosgiel, duplication and deviation of line	2,021 8 10
Charges and expenses of raising funds, as per Treasury accounts ..	3,282 0 3
	£11,848 9 3

RETURN No. 8.

RETURN of REVENUE received by Railway Department from other Departments of the Public Service for the Year ended 31st March, 1906.

Department.	Passengers.	Mails.	Goods.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Defence	4,311 12 1	..	1,569 5 6	5,880 17 7
Police	2,407 14 7	..	453 17 6	2,861 12 1
Public Works	1,915 4 10	..	26,314 1 2	28,229 6 0
Mines and State Coal	227 11 10	..	15,258 17 2	15,486 9 0
Agricultural	1,352 17 4	..	1,488 1 11	2,840 19 3
Lands and Survey and Roads	1,599 0 3	..	1,480 6 9	3,079 7 0
Customs	96 14 7	..	8 10 3	105 4 10
Colonial Secretary	190 15 8	..	18 3 2	208 18 10
Mental Hospitals	878 7 6	..	381 18 10	1,260 6 4
Marine and Machinery	371 1 4	..	8 13 0	379 14 4
Prisons	350 0 8	..	108 5 7	458 6 3
Audit	157 10 0	..	..	157 10 0
Education	12,121 15 0	..	118 9 2	12,240 4 2
Labour	1,089 8 3	..	22 11 3	1,111 19 6
Land and Income Tax and Valuation	208 6 0	..	0 1 3	208 7 3
Native and Justice	965 4 3	..	28 11 7	993 15 10
Tourist and Health Resorts	141 11 7	..	227 19 4	369 10 11
Public Trustee	17 10 0	..	0 4 0	17 14 0
Government Printer	..	..	50 13 11	50 13 11
Stamps and Deeds	14 1 6	..	0 4 11	14 6 5
Public Health	366 16 4	..	191 15 3	558 11 7
Meteorological	1 13 4	..	..	1 13 4
Old-age Pensions	30 0 0	..	..	30 0 0
Industry and Commerce	11 4 8	..	0 2 11	11 7 7
Postal and Telegraph	1,586 7 7	27,870 0 0	2,859 9 7	32,315 17 2
Totals	30,412 9 2	27,870 0 0	50,590 4 0	108,872 13 2

H. DAVIDSON, Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1906.

Description.	Number.	Amount.
		£ s. d.
Travellers' tickets, all lines...	5	315 0 0
Travellers' tickets, North Island	118	4,285 6 0
Travellers' tickets, Middle Island	61	3,190 10 0
Reporters' tickets	61	619 5 0
Sectional tickets, North Island	92	2,363 6 6
Sectional tickets, Middle Island	195	5,490 1 0
Tourists' tickets, North Island	271	1,086 0 0
Tourists' tickets, Middle Island	117	591 0 0
Tourists' tickets, all lines...	225	1,590 0 0
Fifty-trip commutation tickets (ordinary)	1,972	1,498 3 5
Fifty-trip commutation tickets (family)	1,561	2,392 7 0
School tickets	15,484	9,002 19 9
Twenty-trip commutation tickets	341	249 4 10
Twelve-trip workmen's tickets	38,029	5,650 15 0
Weekly workmen's tickets	77,556	7,779 7 3
All other season tickets	11,901	16,902 12 4
Totals	147,989	63,005 18 1

H. DAVIDSON, Accountant.

RETURN No. 10.

STATEMENT showing Classification of Expenditure on Maintenance of Way and Works for the Year ended 31st March, 1906.

Classification of Work.	Sections.															Total.
	Kawakawa.	Whangarei.	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.	£ s. d.
Track-surfacing	498 10 7	1,358 19 10	840 12 8	23,514 18 1	952 16 11	41,176 3 8	33,131 18 3	32,252 19 10	23,407 3 7	7,968 16 4	2,981 5 9	1,991 9 9	2,040 13 5	172,116 8 8
Track-renewals	287 1 3	494 5 8	574 7 3	28,891 6 11	16 4 11	46,128 15 4	39,132 3 4	26,698 4 6	22,943 10 3	6,016 16 8	2,315 13 4	2,220 3 5	748 11 11	176,467 4 9
Ballasting	..	173 8 6	46 10 9	2,089 6 4	8 7 6	5,649 3 1	2,074 14 0	4,138 7 6	1,715 13 3	954 6 10	1,360 7 9	20 3 0	6 6 0	18,236 14 6
Banks, cuttings, ditches, tunnels	3 15 3	32 13 4	29 2 7	3,231 8 9	44 5 11	7,829 6 3	2,680 15 1	2,249 17 0	3,193 18 0	1,701 19 7	213 11 4	175 1 2	299 15 7	21,685 9 10
Bridges, culverts, drains ..	702 16 4	199 0 7	94 14 4	7,656 0 1	48 1 5	16,136 12 9	13,182 0 10	6,287 8 1	6,700 6 4	2,925 17 4	3,093 11 7	799 8 9	1,076 8 6	58,902 6 11
Fences, gates, cattle-stops, hedges	..	114 18 3	..	1,445 13 10	11 0 9	4,105 2 4	1,937 18 7	2,307 15 0	2,097 4 0	326 19 2	18 4 8	257 19 3	135 8 9	12,758 4 7
Roads, approaches, &c. ..	..	28 12 3	..	1,193 15 0	12 12 6	804 16 2	382 18 11	826 12 6	760 4 1	91 3 0	114 11 3	22 0 10	20 15 2	4,258 1 8
Water-services, signals, cranes, appliances	15 3 4	50 4 3	14 6 7	2,452 11 3	2 11 6	3,421 0 2	2,389 17 7	2,456 6 5	1,493 10 7	888 1 10	460 4 5	126 13 10	94 4 1	13,864 15 10
Wharves	99 16 11	103 15 6	4 6 0	1,000 17 1	..	205 16 6	1 16 7	916 13 4	16 4 7	395 2 6	1,088 9 11	992 6 11	168 2 6	4,993 8 4
Buildings	24 10 2	345 15 4	69 10 2	7,105 6 0	33 11 7	11,865 18 0	10,224 13 1	8,677 15 4	6,184 0 8	1,282 3 8	819 11 7	385 6 0	503 9 10	47,521 11 5
Miscellaneous	6 17 3	..	..	1,548 19 0	130 7 3	3,840 8 11	1,184 18 6	3,274 16 9	775 3 10	1,203 14 2	200 11 7	9 7 6	59 16 11	12,235 1 8
General charges	1 15 3	25 5 6	6 18 1	381 7 7	5 17 6	1,196 17 6	730 9 4	631 10 4	542 12 2	102 19 10	99 6 8	18 6 11	22 4 11	3,765 11 7
Totals	1,640 6 4	2,926 19 0	1,680 8 5	80,511 9 11	1,265 17 9	142,360 0 8	107,054 4 1	90,718 6 7	69,829 11 4	23,858 0 11	12,765 9 10	7,018 7 4	5,175 17 7	546,804 19 9
Rate per mile opened	205 0 10	127 5 2	98 17 0	210 8 3	71 1 9	294 2 8	224 1 0	220 3 10	197 5 2	203 18 3	411 15 10	212 13 6	152 4 8	228 13 5

H. Davidson, Accountant.

RETURN No. 11.

STATEMENT showing Number of Passenger Tickets issued at Cheap Excursion Rates for Year ending 31st March, 1906.

Sections.	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, Factories, and Friendly Societies. — Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.		£ s. d.
Kawakawa	217	6	47	270	17 18 4	47	286	333	24 15 6	603	42 13 10
Whangarei	479	55	352	886	30 5 5	21	613	634	64 2 0	1,520	94 7 5
Kaihu	382	11	178	571	23 11 6	31	427	458	48 4 0	1,029	71 15 6
Auckland	4,012	337	4,089	8,438	473 0 3	3,922	105,495	109,417	18,430 11 7	117,855	18,903 11 10
Gisborne	538	150	422	1,110	52 2 0	701	4,361	5,062	483 13 0	6,172	535 15 0
Wanganui	5,855	887	2,899	9,641	634 5 11	10,158	87,108	97,266	20,864 1 9	106,907	21,498 7 8
Wellington–Napier ...	7,056	1,530	5,780	14,366	719 14 0	25,725	99,285	125,010	23,168 3 6	139,376	23,887 17 6
Picton	1,846	329	555	2,730	57 13 1	3,818	14,580	18,398	1,076 2 2	21,128	1,133 15 3
Nelson	1,450	212	534	2,196	92 2 4	1,072	9,561	10,633	907 2 9	12,829	999 5 1
Westport	462	29	861	1,352	74 19 3	45	3,085	3,130	323 6 1	4,482	398 5 4
Westland	2,419	235	2,331	4,985	361 11 2	1,448	14,450	15,898	2,356 18 6	20,883	2,718 9 8
Christchurch	15,429	1,994	20,243	37,666	2,905 11 2	37,524	135,844	173,368	31,715 6 7	211,034	34,620 17 9
Dunedin	9,534	1,060	13,179	23,773	1,411 14 3	21,139	94,899	116,038	27,014 15 1	139,811	28,426 9 4
Invercargill	5,799	880	5,557	12,236	1,028 7 5	5,172	56,858	62,030	14,462 13 9	74,266	15,491 1 2
Totals 1906 ...	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4
Totals 1905 ...	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9
Increase ...	2,736	356	3,469	6,561	392 0 1	9,855	34,367	44,222	10,870 19 6	50,783	11,262 19 7
Decrease ...	...	...	...	...	...	...	...	...	...	...	...
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	80,822 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
31st March, 1904 ...	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	807,067	133,049 3 7
31st March, 1905 ...	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9
31st March, 1906 ...	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4

RETURN No. 12.

STATEMENT of Revenue and Expenditure of each Station for the Year ended 31st March, 1906.

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure.	OUTWARD.																														INWARD.																Stations.
				Number of Passengers.																																														
				First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	
Kawakawa Section—			£ s. d.																				Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.														Ts. c.	Ts. c.	Ts. c.	Kawakawa Section—
Kawakawa	9	4	414 1 1	303	78	2,008	1,351	3,740	..	175	54	3	34	..	23	13	1	1,510	..	165	2	2,900	241 5	524 2	788 17	239 2 9	..	26 18 6	0 4 0	377 19 1	14 5 1	1 15 0	660 4 5	81	16	5	46	1	95	7	..	76	..	..	10	141,800	1,033 8	1,167 8	267 17	Kawakawa.
Opua	9	2	157 10 6	310	58	1,238	739	2,345	43	81	16	5	46	1	95	7	..	76	..	..	10	141,800	1,033 8	1,167 8	267 17	185 17 6	14 5 6	12 17 1	0 0 10	831 4 8	0 8 8	..	1,044 13 10	175	54	3	34	..	23	13	1	1,510	..	165	2	2,900	241 5	524 2	788 17	Opua.
Head Office	..	..	..	..	..	..	60	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 15 0	18 19 4	..	49 0 0	..	..	21 0 0	95 14 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
General	..	..	109 2 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	6	680 14 5	613	136	3,246	2,150	6,145	43	256	70	8	80	1	118	20	1	1,586	..	165	12	144,700	1,274 13	1,691 10	1,056 14	431 15 3	33 4 10	39 15 7	49 4 10	1,209 3 4	14 13 9	22 15 0	1,800 12 7	256	70	8	80	1	118	20	1	1,586	..	165	12	144,700	1,274 13	1,691 10	1,056 14	Totals.
Whangarei Section—																																																		Whangarei Section—
Whangarei	13	11	2,081 9 11	9,553	2,927	24,546	13,674	50,700	322	1,317	8	7	86	9	2	102	3	286	..	..	11	184,600	1,768 1	1,919 2	615 2	2,845 6 1	219 5 6	66 18 4	14 11 4	1,896 14 2	202 1 1	72 14 5	5,317 10 11	865	..	..	47	10	252	112	5	92	49	..	136	11,481,300	558 18	1,308 0	95,474 17	Whangarei.
Hikurangi	9	3	417 12 11	520	412	3,927	4,792	9,651	237	865	..	..	47	10	252	112	5	92	49	..	136	11,481,300	558 18	1,308 0	95,474 17	678 6 0	121 10 0	32 13 1	2 4 6	19,099 19 6	0 6 0	9 0 0	19,943 19 1	1,317	8	7	86	9	2	102	3	286	..	..	11	184,600	1,768 1	1,919 2	615 2	Hikurangi.
Head Office	..	..	..	..	..	..	120	120	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19 6 0	65 13 10	..	143 11 0	..	15 15 0	148 0 3	392 6 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
General	..	..	268 4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	14	2,767 7 3	10,073	3,339	28,473	18,586	60,471	559	2,182	8	7	133	19	254	214	8	378	49	..	147	11,665,900	2,326 19	3,227 2	96,089 19	3,542 18 1	406 9 4	99 11 5	160 6 10	20,996 13 8	218 2 1	229 14 8	25,653 16 1	2,182	8	7	133	19	254	214	8	378	49	..	147	11,665,900	2,326 19	3,227 2	96,089 19	Totals.
Kaihu Section—																																																		Kaihu Section—
Dargaville	10	3	645 15 0	379	589	9,951	5,626	16,545	76	1,608	30	7	86	4	..	1	163	40	..	..	3	12,900	551 12	846 8	158 0	959 19 6	42 14 0	67 4 5	7 12 11	682 19 11	174 13 0	9 10 0	1,944 13 9	57	20	5	33	..	..	..	..	6	..	26	77	9,778,200	112 6	1,110 17	12 0	Dargaville
Kaihu	8	2	348 7 2	189	192	2,381	1,379	4,141	4	57	20	5	33	..	..	..	..	6	..	26	77	9,778,200	112 6	1,110 17	12 0	360 9 3	2 2 0	15 16 6	0 3 4	4,484 7 8	0 6 1	89 11 9	4,942 16 7	1,608	30	7	86	4	..	1	163	40	..	..	3	12,900	551 12	846 8	158 0	Kaihu.
Head Office	..	..	..	..	..	..	132	132	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14 7 0	40 11 8	..	104 4 0	..	..	16 7 0	175 9 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
General	..	..	86 16 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	5	1,060 19 1	568	781	12,332	7,137	20,818	80	1,665	50	12	119	4	..	1	163	46	..	26	80	9,791,100	663 18	1,957 5	170 0	1,334 15 9	85 7 8	83 0 11	112 0 3	5,167 7 7	174 19 1	115 8 9	7,073 0 0	1,665	50	12	119	4	..	1	163	46	..	26	80	9,791,100	663 18	1,957 5	170 0	Totals.
Gisborne-Karaka Sec.—																																																		Gisborne-Karaka Sec.—
Gisborne	12	4	494 5 1	2,668	2,142	26,320	16,155	47,285	514	1,672	14	..	160	..	45	6	..	1,378	226	868	114	1,056,500	649 0	1,345 6	5,010 7	3,364 2 6	365 5 4	74 0 6	181 9 9	1,759 19 5	162 12 10	139 14 9	6,047 5 1	1,672	14	..	160	..	45	6	..	1,378	226	868	114	1,056,500	649 0	1,345 6	5,010 7	Gisborne.
Head Office	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
General	..	..	107 5 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	4	601 10 2	2,668	2,142	26,320	16,155	47,285	514	1,672	14	..	160	..	45	6	..	1,378	226	868	114	1,056,500	649 0	1,345 6	5,010 7	3,364 2 6	365 5 4	74 0 6	181 9 9	1,759 19 5	162 12 10	139 14 9	6,047 5 1	1,672	14	..	160	..	45	6	..	1,378	226	868	114	1,056,500	649 0	1,345 6	5,010 7	Totals.
Auckland Section—																																																		Auckland Section—
Helensville	12	10	1,623 11 11	1,691	720	18,583	9,854	30,848	235	1,959	59	..	164	3	239	1,221	66	15,528	127	1,526	47⅓	2,547,100	1,221 19	3,596 11	971 11	3,939 18 4	180 14 6	252 11 8	11 14 1	7,014 10 4	84 3 8	39 5 6	11,472 17 8	6,867	82	5	271	32	43	823	682	2,954	4	2	18⅓	813,500	2,948 18	4,975 17	14,896 12	Helensville.
Henderson	14	3	419 3 8	266	415	6,410	8,535	15,626	1,601	1,179	8	..	46	4	42	349	71	1,847	36	94	170	1,060,800	504 0	524 16	582 17	793 17 4	202 9 3	70 9 7	2 2 10	1,600 4 9	2 12 3	11 17 6	2,683 13 6	1,803	10	..	127	1	86	26	37	..	..	..	20⅓	394,100	753 17	2,396 8	9,334 17	Henderson.
Avondale	12¾	8	264 15 4	538	868	10,646	12,682	24,734	5,580	787	11	2	42	1	2	168	267	195	3	12	1	6,600	436 16	193 11	32,014 9	873 15 5	900 10 6	86 18 9	4 0 2	4,391 13 10	1 19 1	26 5 0	6,245 2 9	389	19	1	56	5	171⅓	176	4	174	..	..	12	79,000	883 12	199 8	4,961 11	Avondale.
Mount Eden	14	8	341 7 9	797	683	12,333	14,946	28,759	2,268	725	..	..	113	1	33	20	1	..	6	..	1	62,500	252 5	225 17	3,276 17	1,448 17 8	341 0 7	38 18 11	5 2 8	794 14 5	0 16 6	124 0 0	2,753 10 9	1,058	10	..	57	..	248	191	..	660	..	..	86	909,600	104 4	178 1	11,914 16	Mount Eden.
Newmarket	17	10	1,542 5 4	2,330	1,812	16,755	17,173	38,070	1,775	2,080	28	20	249	2	9	3	1	4	..	..	1	36,500	190 18	1,125 5	1,249 18	3,612 15 8	452 13 0	173 17 8	33 16 2	1,651 5 11	8 12 6	238 12 2	6,171 13 1	6,030	27	2	154	3	96⅓	7	..	43	..	..	92⅓	866,500	509 17	760 10	13,958 2	Newmarket.
Auckland (Pas'ng'rs)	23	129	18,099 2 8	19,859	12,246	120,261	116,877	269,243	5,682	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	39,509 12 9	3,039 13 8	..	2,076 6 2	*Cr.* 178 3 1	28 6 0	33 10 0	44,509 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Auckland (Passengers).
„ (Parcels)				..	..	..	..	..	..	43,209	227	4	1,092	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,234 19 9	1,677 18 10	*Cr.* 51 5 10	7 13 11	..	4,869 6 8	23,428	179	16	712	..	..	..	..	..	..	..	..	..	..	..	..	„ (Parcels).
„ (Goods)				..	..	..	..	..	..	..	..	..	..	310	371⅓	159	1	73	16	2	13	2,150,900	37,697 0	34,676 9	24,992 8	..	..	..	..	68,122 10 3	311 15 1	878 4 8	64,312 9 7	..	..	..	..	20	816	812	4	2,189	55	5,938	74	4,166,600	10,580 1	12,188 8	47,004 5	„ (Goods).
„ Head Office	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,910 18 5	1,910 18 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	„ Head Office.
Remuera	20	8	446 14 8	482	338	2,791	1,809	5,420	543	143	69	3	54	2	..	1,158	261	11,369	46	..	2	..	4 8	15 9	4 0	260 19 10	195 17 2	100 11 10	1 17 9	503 18 7	7 3 2	5 0 0	1,075 8 4	435	61	..	40	..	7	13,535	472	56,930	505	..	4	77,700	10 13	37 18	677 11	Remuera.
Ellerslie	19	8	464 2 1	860	1,509	12,180	18,138	32,687	3,499	284	111	1	64	1	3	6	..	..	..	..	..	..	15 19	20 2	10 1	1,209 8 11	760 4 0	150 1 10	3 0 8	50 10 3	0 13 6	1 0 0	2,114 19 2	581	91	..	68	..	10	98	1	840	..	..	11	34,900	198 2	45 14	2,019 11	Ellerslie.
Penrose	22	7	1,044 7 10	587	504	5,939	5,009	12,039	804	2,796	12	2	65	..	1	78	56	6	7	385	3⅓	700	4,630 1	4,035 13	6,362 16	784 1 7	231 7 0	196 5 9	1 19 9	2,699 11 6	14 8 6	51 0 0	3,978 14 1	206	11	1	42	..	1	541	161	55,441	..	..	..	172,700	1,461 19	431 4	4,370 0	Penrose.
Onehunga Town	16	18	2,217 2 1	704	1,110	8,789	10,335	20,938	4,794	1,497	8	2	96	2	..	3	..	..	..	..	1	137,000	174 10	204 3	43 7	1,306 0 6	934 16 11	86 11 2	7 18 8	379 7 10	46 5 11	59 10 0	2,890 11 0	672	6	..	71	..	16	21	..	6	..	..	22⅓	1,030,200	200 7	489 15	5,310 5	Onehunga Town.
„ Wharf				6,356	104	10,853	458	17,771	..	433	2	1	207	14	299	10	..	58	..	..	9⅓	53,500	1,374 15	2,879 2	3,716 14	1,247 4 11	..	54 18 8	9 2 4	4,334 12 10	185 2 4	0 15 0	5,831 16 1	1,554	1	..	140	5	54⅓	3	21	63	..	..	21	4,120,800	7,129 7	12,267 0	12,063 16	„ Wharf.
Otahuhu	18	4	461 13 6	571	781	6,826	8,176	16,354	2,795	11,630	71	5	315	4	62	112	111	2,850	1	99	..	1,700	4,223 17	375 3	122 16	1,317 12 6	442 17 2	698 9 4	5 16 11	2,250 4 8	0 19 7	9 0 0	4,725 0 2	602	25	2	67	3	89	454	..	4,330	30	..	20	110,800	1,469 8	2,058 4	5,452 16	Otahuhu.
Papakura	12¾	4	345 7 7	248	107	4,608	5,319	10,282	69	2,234	40	5	81	12	84	462	15	4,868	52	74	9	45,300	170 15	458 3	45 8	1,168 15 9	63 14 9	206 13 7	3 16 11	699 17 7	0 6 0	2 0 0	2,145 4 7	1,797	42	1	123	5	2	53	..	323	..	..	13	299,900	1,789 8	608 5	1,379 16	Papakura.
Drury	12½	3	278 3 11	179	279	3,776	4,263	8,497	42	1,829	18	..	84	..	114	271	73	5,069	6	109	10	18,900	202 8	178 15	377 6	1,080 8 10	23 8 6	115 0 2	6 8 4	535 1 11	4 15 9	4 10 0	1,769 18 6	1,183	27	..	130	9	6	51	5	924	..	..	10	172,300	1,821 2	403 15	928 6	Drury.
Pukekohe	12	6	568 16 2	390	344	5,976	6,797	13,507	149	1,801	67	4	126	15	430	1,688	332	5,005	38	65	11	6,200	1,611 6	1,140 1	12 7	2,105 19 11	106 8 1	154 1 5	10 17 6	2,365 8 9	1 10 11	17 5 0	4,761 11 7	5,065	88	6	374	34	9	523	120	5,247	7	..	7	311,200	3,389 2	1,059 13	3,279 8	Pukekohe.
Tuakau	12	4	333 14 5	125	64	3,384	4,209	7,782	40	1,972	20	2	68	..	101	126	14	2,863	10	156	..	29,500	480 8	269 18	..	1,071 19 8	23 7 6	112 0 5	3 5 6	745 17 6	1 0 10	8 13 0	1,946 4 5	2,010	20	..	97	12	134	43	26	1,245	..	..	5	119,500	1,355 14	548 17	949 11	Tuakau.
Pokeno	12½	2	244 13 0	42	78	1,849	2,110	4,079	21	638	10	..	21	1	8	211	97	1,607	18	45	..	2,000	481 0	71 4	9 5	556 11 6	14 10 0	62 14 5	1 18 7	385 17 1	0 5 11	5 5 0	1,027 2 6	1,058	13	1	33	7	202	51	..	180	..	..	3	21,200	540 8	169 18	705 19	Pokeno.
Mercer	16½	11	1,259 11 4	340	300	6,533	5,356	12,529	21	2,103	28	4	91	9	75	816	94	2,153	70	595	7⅓	520,100	1,069 2	351 16	6,892 15	1,606 7 4	16 5 8	194 11 8	6 1 3	3,616 0 6	5 14 0	66 9 10	5,511 10 3	2,292	20	3	89	9	17	159	76	880	..	..	6	240,200	567 1	440 16	1,895 0	Mercer.
Huntly	14½	7	862 13 5	287	148	5,000	3,152	8,587	94	2,259	32	1	92	8	22	1,053	211	2,190	79	13	10	84,400	356 6	227 19	125,606 14	1,262 3 9	88 11 0	126 4 9	6 1 4	39,759 1 7	59 11 1	82 0 0	41,283 13 6	3,895	43	5	141	32	27	214	61	1,649	..	..	2	374,000	2,000 14	1,601 13	525 15	Huntly.
Taupiri	11½	1	181 13 11	51	46	1,006	1,392	2,495	4	318	10	..	21	..	6	217	1	2,982	18	105	1	204,500	149 4	52 17	4 0	289 14 5	3 10 0	25 16 1	0 3 6	427 19 2	0 4 9	..	747 7 11	860	10	..	13	2	3	42	..	904	..	..	2	24,900	247 9	117 12	177 15	Taupiri.
Ngaruawahia	14½	4	456 11 6	667	289	5,374	3,139	9,469	30	1,884	56	1	143	1	18	598	13	7,494	..	98	10	418,500	1,113 10	506 14	652 7	1,558 13 8	19 16 0	141 13 5	7 0 11	2,203 19 3	4 9 10	20 12 6	3,956 5 2	7,428	50	3	139	14	26	197	86	3,488	..	..	15	201,000	1,406 1	1,080 8	1,617 11	Ngaruawahia.
Frankton Junction	15	16	1,894 17 9	1,255	538	14,277	8,485	24,555	58	1,205	53	4	126	7	56	2,767	191	11,321	116	92	5⅓	4,200	324 5	382 14	16 0	4,284 12 7	32 10 0	139 18 1	15 19 6	1,649 3 1	55 17 11	20 5 6	6,198 6 8	1,762	50	4	101	10	2	1,323	155	2,181	56	..	25⅓	280,300	494 6	486 11	1,101 4	Frankton Junction.
Hamilton	10	6	711 7 3	1,837	907	13,598	6,119	22,461	140	5,859	114	10	166	33	135	744	2	12,895	126	393	7	35,800	1,754 13	1,462 1	398 6	8,626 9 10	134 19 6	513 8 10	106 14 1	3,682 5 10	31 0 4	49 0 0	8,143 18 5	6,394	57	11	153	48	177	402	86	1,726	29	..	83⅓	2,554,000	2,828 3	2,425 0	5,510 11	Hamilton.
Morrinsville	12½	5	702 1 9	449	337	3,426	2,535	6,747	17	4,975	104	8	120	3	406	2,494	173	59,838	157	1,608	9	20,500	1,476 8	510 7	24 0	1,170 17 11	33 12 0	588 9 1	12 3 5	4,995 7 5	9 10 0	50 16 0	6,840 15 10	2,411	52	22	120	53	350	380	21	4,126	66	73	187⅓	960,200	1,689 1	834 17	1,495 2	Morrinsville.
Te Aroha	12½	4	660 3 0	1,652	609	14,348	10,124	26,733	194	2,001	41	13	155	8	267	681	20	2,754	158	9	19	29,900	242 9	634 12	370 3	3,774 7 4	56 16 6	218 18 8	23 1 6	1,058 18 10	26 10 10	42 6 0	5,200 19 8	3,283	91	3	162	15	40	421	26	3,762	1	478	59⅓	538,800	1,011 7	663 10	8,863 4	Te Aroha.
Paeroa	13½	9	957 11 2	1,574	1,033	15,359	12,861	30,827	217	2,240	88	6	282	43	155	428	51	3,811	15	20	69	352,000	1,315 15	1,924 4	2,932 17	4,716 6 3	118 6 0	214 8 11	32 0 2	2,637 4 8	627 14 2	84 2 0	8,430 2 2	3,394	65	..	220	8	282	427	45	6,480	184	..	59	716,300	1,462 0	1,082 0	22,954 19	Paeroa.
Karangahake	12	1	151 18 8	189	162	2,297	5,249	7,897	23	140	..	1	26	..	..	..	..	..	..	..	2⅓	6,900	4 12	53 15	120 2	766 7 9	4 17 0	9 18 7	1 1 2	113 8 8	0 5 6	..	895 18 8	444	..	..	18	..	7	..	..	..	..	..	32	62,600	119 10	80 19	3,777 10	Karangahake.
Waikino	11½	1	150 1 1	126	83	2,304	3,592	6,105	162	89	1	..	14	..	1	..	..	..	..	..	2	1,200	2 16	20 8	68 0	547 2 5	29 1 3	7 11 5	1 15 3	41 14 9	0 2 0	..	627 7 1	363	..	..	10	1	60	..	..	..	..	..	26	61,800	320 16	622 4	12,630 13	Waikino.
Waihi	13	6	411 2 5	557	880	4,051	8,200	13,138	11	335	14	..	54	1	1	30	..	..	..	4	..	43,600	72 19	174 11	22 9	2,216 18 10	4 14 0	43 4 7	13 19 7	282 2 8	2 8 6	5 10 0	2,568 13 2	1,538	17	3	68	5	46	8	..	755	..	..	4	337,100	1,028 16	1,077 16	2,096 2	Waihi.
Shortland	9	1	123 18 5	652	273	10,087	4,876	15,888	194	1,794	19	..	119	..	12	..	..	35	..	..	27	124,400	241 11	574 13	23 18	1,621 14 7	82 0 0	142 9 4	11 19 7	805 12 8	1 5 0	..	2,665 1 2	776	27	..	48	3	13	166	..	828	57	..	10	63,100	73 17	138 7	1,023 15	Shortland.
Thames	10	4	523 11 5	604	243	11,845	8,065	20,757	35	1,756	22	2	71	3	19	52	..	..	50	..	12	166,900	595 17	560 12	812 10	1,965 8 6	24 19 0	140 12 2	17 0 7	852 8 1	5 18 11	6 2 0	3,012 9 3	1,405	36	2	91	3	138	799	10	6,896	57	..	24	130,000	208 4	293 1	2,805 2	Thames.
Cambridge	10½	5	661 8 7	1,271	526	8,261	5,357	15,415	..	3,117	58	5	102	15	260	1,713	91	4,732	177	191	7	5,300	1,041 2	441 17	91 12	2,985 5 0	..	310 8 7	21 4 4	2,251 8 7	16 18 1	68 3 4	5,647 17 11	4,963	79	7	144	51	31	554	86	1,928	216	..	87	677,500	3,826 18	1,724 18	3,188 16	Cambridge.
Putaruru	10	4	481 13 2	145	66	1,347	656	2,214	148	1,213	10	..	84	3	137	1,366	82	2,166	..	72	428	8,912,500	140 16	215 4	18 2	659 1 8	108 10 0	76 2 1	1 5 1	13,342 8 2	6 10 5	42 4 0	14,286 1 5	5,470	37	7	192	33	38	861	41	3,448	83	..	86	831,100	5,623 11	1,384 4	1,424 19	Putaruru.
Rotorua	13	7	992 15 6	3,664	373	10,035	4,875	18,947	72	3,366	19	6	92	14	1	409	..	678	..	378	1	22,200	247 9	395 14	673 15	7,606 5 10	87 13 6	308 5 9	1,504 2 10	1,676 12 1	8 15 3	147 12 3	11,339 7 6	6,431	44	4	144	24	221	529	25	4,224	1	..	132⅓	1,164,200	2,779 14	2,159 7	2,726 18	Rotorua.
Ohaupo	9	3	324 17 7	206	74	1,939	1,148	3,367	17	1,534	50	1	103	4	260	4,210	2,283	21,412	11	126	3	600	552 10	155 10	8 0	532 13 6	11 12 0	285 12 0	3 6 9	2,243 2 11	3 18 6	8 11 0	3,088 16 8	1,373	40	1	76	12	5	2,067	51	12,500	47	..	28⅓	192,600	1,179 8	296 18	748 6	Ohaupo.
Te Awamutu	10	5	715 2 9	598	335	5,254	3,477	9,664	74	3,991	67	11	142	20	174	4,881	287	7,720	96	267	227⅓	4,505,200	1,112 7	887 7	2,024 2	1,732 19 7	65 10 6	544 17 9	7 17 3	9,476 15 1	5 5 3	83 7 2	11,916 12 7	2,720	64	3	180	83	286	251	4	774	..	..	82⅓	942,400	2,309 17	1,067 2	3,275 10	Te Awamutu.
Taumarunui	15	7	798 9 9	721	258	9,247	5,018	15,244	..	646	35	2	129	24	67	651	2	..	..	3	199	1,754,200	75 11	234 8	1,819 2	4,856 10 7	..	101 7 9	17 11 1	3,573 8 6	25 6 3	16 10 0	8,090 14 2	5,086	88	13	298	76	160	3,442	2,561	5,436	41	..	8	319,500	3,294 5	3,367 2	4,375 5	Taumarunui.
Accountant	..	..	..	..	..	..	2,310	2,310	75	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	319 1 2	1,182 7 5	..	4,233 13 0	*Cr.* 0 4 0	540 4 5	208 16 6	6,478 18 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Accountant.
Tablet stations	..	..	1,080 18 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Tablet stations.
General	..	..	10,065 9 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	314	52,863 0 4	52,870	28,892	397,547	352,676	831,985	31,483	116,021	1,582	126	4,969	568	3,870⅓	29,150	4,817	193,524	1,439	6,486	1,327⅓	23,372,100	65,561 7	59,757 5	216,370 14	109,887 3 2	9,919 3 11	9,878 19 0	9,911 6 0	187,984 7 7	2,145 12 5	4,368 18 11	334,095 11 0	116,021	1,582	126	4,969	568	3,870⅓	29,150	4,817	193,524	1,439	6,486	1,327⅓	23,372,100	65,561 7	59,757 5	216,370 14	Totals.
Wellington-Napier-New Plymouth Section—																																																		Wellington-Napier-New Plymouth Section.
Te Aro	16½	9	1,292 7 6	3,464	14,605	11,603	65,953	95,625	6,246	9,505	..	..	509	..	..	..	..	..	..	..	..	..	..	..	..	9,823 19 11	1,088 15 10	769 15 5	189 3 2	*Cr.* 12 18 2	9 1 2	25 0 0	11,892 17 4	40,752	..	..	301	..	..	..	..	..	..	..	..	..	..	..	..	Te Aro.
Wellington (Pass'rs)	19½	56	15,305 11 7	11,204	38,347	45,677	109,004	204,232	5,434	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20,948 14 11	8,843 5 9	..	4,625 3 2	*Cr.* 43 18 10	43 15 1	..	29,417 0 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Wellington (Pas'ng'rs).
„ (Parcels)				..	..	..	..	..	..	31,648	197	104	647	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,746 9 2	904 10 4	*Cr.* 23 8 3	*Cr.* 0 10 9	..	3,627 0 6	17,149	225	23	580	..	..	..	..	..	..	..	..	..	..	..	..	„ (Parcels).
„ (Goods)	As required	56		..	..	..	..	..	..	..	..	..	..	23	350	159	233	747	..	13,712	8	2,668,700	29,158 13	21,360 5	31,515 17	..	..	..	..	56,740 11 0	1,089 6 7	1,788 6 1	59,568 8 8	..	..	..	..	9	617⅓	343	251	10,696	3,499	41,107	942	15,266,000	11,591 16	24,841 10	48,184 1	„ (Goods).
„ Wharf				..	..	..	..	..	..	..	..	..	..	..	1	20	..	16	..	..	..	247,100	246 13	460 2	12,889 13	..	..	..	..	560 8 6	..	..	560 8 6	..	..	..	..	..	1	91	116	282	..	18,641	..	292,400	11,514 0	1,537 8	1,208 18	„ Wharf.
Ngahauranga	18½	3	591 17 1	319	1,014	5,030	12,524	18,887	1,800	899	3	..	199	..	..	32	13	1,924	..	..	..	..	1,659 18	10,929 11	..	661 6 6	253 9 10	46 15 5	5 12 7	2,859 0 11	8 14 7	..	3,834 19 10	225	3	..	62	..	24	1,574	219	292,236	1,276	2	18	17,200	115 1	453 14	7,123 9	Ngahauranga.
Through	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	48 3	..	..	..	..	..	..	1 11 8	..	..	1 11 8	..	..	..	..	..	..	24	..	899	15,170	..	..	..	..	1 11	6 0	Through.
Petone	19½	12	1,742 8 10	1,449	15,482	13,980	86,953	117,864	17,141	909	9	1	350	..	10	61	116	1,989	..	..	3	16,100	782 11	10,353 19	37 18	5,748 19 10	2,675 8 11	79 10 5	65 19 4	2,850 16 7	18 5 11	41 0 0	11,475 1 0	2,299	11	..	289	1	121	836	223	251,376	982	..	85	1,471,500	951 18	373 17	11,772 19	Petone.
Through	..	..	..	..	..	..	..	..	..	4	1	..	..	..	..	45	..	63	..	..	1	8,800	164 17	12 1	..	..	..	0 6 0	..	86 2 2	..	..	86 8 2	18	1	..	..	..	..	2,057	7	120,866	..	..	..	8,600	1 4	3 1	..	Through.
Lower Hutt	19	15	2,202 10 9	3,680	17,418	15,249	58,931	95,278	7,959	29,123	239	5	459	2	6	2	1	233	2	179	19⅓	227,800	16 10	287 13	39,846 18	5,839 18 2	2,227 0 1	1,909 7 0	136 3 7	4,041 11 3	7 14 10	12 1 3	14,173 11 2	2,083	161	11	352	2	358	111	5	1,860	23	..	206⅓	5,080,400	1,392 8	321 15	7,108 11	Lower Hutt.
Through	..	..	..	..	..	..	..	..	..	7	125	3	2	2	..	..	..	25	..	..	..	5,800	..	6 15	100 11	..	..	42 12 9	..	12 15 0	..	..	55 7 9	16	51	1	..	..	4	35	..	10	..	..	7	..	2 9	3 2	..	Through.
Upper Hutt	17½	13	1,898 8 2	467	620	6,870	12,595	20,552	228	14,283	24	2	206	..	33	74	9	2,018	36	157	134	1,404,800	31 18	95 14	6,948 10	1,757 17 1	115 5 6	1,314 17 4	28 6 2	2,186 9 10	11 18 3	28 10 0	5,487 19 2	2,083	72	1	427	..	55	73	..	3,440	..	..	10	448,100	1,131 5	865 0	2,375 14	Upper Hutt.
Through	..	..	..	..	..	..	..	..	..	4	1	..	..	..	..	..	..	..	..	..	12	..	..	1 2	..	..	..	0 11 9	..	8 15 10	..	..	9 7 7	8	18	2	..	..	..	61	..	..	..	..	..	4,100	0 9	2 1	..	Through.
Kaitoke	15	2	839 1 5	46	42	419	908	1,415	2	2,006	..	..	63	..	1	..	..	14	..	269	43	11,600	86 13	26 2	37 1	172 2 4	0 16 10	144 17 0	0 0 8	136 15 5	0 14 7	446 2 6	901 9 4	1,421	1	..	76	2	6	2	..	40	..	..	..	11,100	96 8	94 15	17 2	Kaitoke.
Through	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	..	..	0 3	..	..	..	..	..	6 19 11	..	..	6 19 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Through.
Summit	As required	3	889 11 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Summit.
Cross Creek		11	1,737 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Cross Creek.
Featherston	12	7	1,129 2 4	1,695	1,679	5,277	5,298	13,949	88	8,014	176	16	245	4	106	805	256	158,842	1,709	5,945	290	23,400	1,284 0	315 19	0 10	2,868 1 10	47 10 11	919 6 9	50 11 3	5,958 4 9	35 14 10	119 12 1	9,999 2 5	6,417	140	25	493	10	4	534	..	7,680	86	..	147	885,500	1,511 18	1,733 1	1,192 15	Featherston.
Through	..	..	..	3	..	3	11	17	..	20	20	..	2	..	3	1	1	51	..	..	..	..	1 10	0 16	..	7 7 11	..	20 2 10	..	14 10 9	..	..	42 1 6	14	4	..	8	..	..	..	..	17	..	..	..	..	..	2 9	..	Through.
Greytown	12¾	3	542 9 3	1,066	1,502	3,426	3,735	9,729	31	1,195	16	3	70	2	103	7	..	9,375	..	416	2	512,700	303 14	193 4	..	1,615 3 8	20 9 0	102 5 3	24 10 5	1,183 19 0	7 5 4	26 10 0	2,980 2 8	2,382	33	6	72	1	2	37	..	440	..	..	1	84,400	495 8	817 14	222 0	Greytown.
Through	..	..	..	1	..	3	..	4	..	17	2	..	..	..	2	..	..	..	..	..	..	..	..	2 0	..	1 8 3	..	2 18 9	..	6 15 11	..	..	11 2 11	17	..	..	1	..	..	..	..	..	..	..	..	..	..	2 8	..	Through.
Carterton	13½	5	769 11 7	1,276	1,332	5,749	4,567	12,924	72	1,935	124	10	162	3	185	484	164	142,839	155	3,453	403	324,200	898 3	536 1	594 16	2,316 12 5	40 4 11	311 14 9	46 17 6	6,786 15 5	20 1 0	17 12 0	9,538 18 0	3,897	96	16	162	3	6	218	68	5,125	78	..	8	322,500	1,468 18	1,672 12	647 14	Carterton.
Through	..	..	..	1	2	10	10	23	..	14	8	1	1	..	3	1	..	..	..	..	3	21,400	1 2	0 9	11 8	7 7 10	..	9 12 5	..	39 9 1	..	..	56 9 4	14	6	1	2	..	..	..	..	54	..	..	..	..	..	1 12	..	Through.
Masterton	16½	21	3,124 14 10	5,381	4,322	22,283	18,508	50,494	99	4,899	250	52	856	15	648	1,422	240	138,162	88	9,494	69	775,500	1,673 8	1,335 1	1,616 16	10,287 11 0	288 1 9	691 13 9	227 18 10	10,653 13 6	52 2 4	227 18 6	22,428 19 8	9,175	308	50	739	18	25	1,085	423	18,826	35	109	128	1,852,600	3,982 19	5,631 18	4,666 2	Masterton.
Through	..	..	..	16	5	48	37	106	..	26	3	1	5	..	8	6	..	11	..	..	..	..	3 5	5 18	4 0	33 3 8	..	6 5 9	..	32 3 3	..	..	71 12 8	33	12	..	6	..	..	..	..	9	..	..	..	..	..	5 16	0 1	Through.
Mauriceville	11½	2	257 13 0	150	287	1,709	3,919	6,065	17	838	43	1	71	1	252	124	5	19,751	341	1,522	54	411,000	804 10	83 9	540 0	752 15 10	10 16 0	126 3 1	16 1 8	2,478 16 7	5 15 10	25 12 10	3,416 1 10	961	38	2	85	2	84	4	..	751	99	..	245⅓	79,000	374 7	245 18	472 10	Mauriceville.
Through	..	..	..	..	..	..	1	1	..	2	..	..	..	..	8	..	..	..	..	..	..	..	35 5	0 1	..	0 9 0	..	0 2 7	..	16 9 11	..	..	17 1 6	6	..	..	..	..	..	..	..	..	..	..	..	..	..	1 0	..	Through.
Eketahuna	18½	5	857 14 3	978	997	5,154	4,966	12,095	36	1,912	68	8	179	4	18	223	10	23,009	1,637	3,689	418	4,634,200	1,055 17	361 12	96 5	2,363 10 9	6 14 0	255 14 7	46 7 6	8,738 19 5	21 6 3	50 13 6	11,483 6 0	5,731	82	20	208	10	106	349	25	8,413	77	1	5	94,400	1,854 1	1,720 12	1,598 12	Eketahuna.
Through	..	..	..	8	4	35	13	60	..	19	5	..	8	..	..	..	..	90	..	..	..	4,000	..	1 0	..	13 12 1	..	5 1 8	..	8 19 11	..	..	27 13 8	33	..	..	8	..	..	..	..	..	..	..	..	..	..	8 15	..	Through.
Pahiatua	14½	6	818 5 1	1,636	1,445	5,996	4,787	13,864	39	2,163	93	37	293	11	2	570	67	58,290	2,514	3,362	87⅓	300,700	714 4	548 10	12 1	3,140 7 4	22 10 0	298 6 1	71 9 3	4,659 8 11	19 0 6	120 16 2	8,326 13 3	4,685	134	44	326	17	186	520	76	13,307	308	106	6	284,500	2,417 6	2,564 0	987 8	Pahiatua.
Through	..	..	..	40	24	113	66	243	..	67	4	1	6	..	..	..	25	807	..	..	..	3,000	0 12	19 16	..	88 18 4	..	6 10 2	..	36 9 2	..	..	81 17 8	50	8	2	8	..	..	21	..	..	..	..	..	..	5 3	19 15	80 19	Through.
Carried forward	..	229	32,998 16 7	32,880	99,127	148,634	392,786	673,427	39,192	109,509	1,411	245	4,333	67	1,731	3,986	1,140	558,201	6,482	42,198	1,550	11,600,800	38,971 6	46,936 18	94,252 4	68,393 3 8	10,640 9 4	9,806 0 8	6,438 15 5	109,975 18 5	1,300 1 4	2,924 14 11	209,479 3 9	99,414	1,399	204	4,200	75	1,549⅓	7,975	1,413	731,217	21,578	54,965	1,804⅓	25,647,300	38,906 8	42,924 19	87,559 15	Carried forward.

RETURN No. 12—*continued.*

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1906—*continued.*

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure.	OUTWARD.																														INWARD.																Stations.
				Number of Tickets.					Number of Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool	Trucks of Firewood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	
				First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																																										
WELLINGTON–NAPIER–NEW PLYMOUTH SECTION—*continued.*			£ s. d.																				Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.														Ts. c.	Ts. c.	Ts. c.	WELLINGTON–NAPIER–NEW PLYMOUTH SECTION—*continued.*
Brought forward	..	229	32,998 16 7	32,880	99,127	148,634	392,786	673,427	39,192	109,509	1,411	245	4,383	67	1,731	3,986	1,140	558,201	6,482	42,198	1,550	11,600,800	38,971 6	46,936 18	94,252 4	68,303 3 8	10,640 9 4	9,806 0 8	6,438 15 5	109,975 18 5	1,300 1 4	2,924 14 11	209,479 3 9	99,414	1,399	204	4,200	75	1,549⅓	7,975	1,418	781,217	21,578	54,965	1,804⅓	25,647,900	38,906 8	42,924 19	87,559 15	Brought forward.
Mangatainoka	13½	2	293 10 8	211	197	1,585	1,455	3,448	4	937	13	1	53	..	2	21	35	2,871	42	1,324	16	49,400	455 3	132 14	108 0	568 11 4	1 7 0	108 2 1	9 4 1	1,062 12 0	3 4 11	37 8 9	1,790 10 2	683	15	4	36	..	9	118	2	1,915	..	..	4⅓	705,900	240 18	282 9	90 14	Mangatainoka.
Through	..	..	..	6	4	9	7	26	..	5	..	..	4	..	..	..	..	..	..	..	..	..	..	19 2	..	4 7 7	..	0 8 2	..	15 2 4	..	..	19 18 1	13	..	..	2	..	..	..	..	..	..	..	..	..	..	7 5	..	Through.
Woodville	16	25	3,693 18 10	2,087	1,783	17,285	14,528	35,633	124	2,980	116	23	238	9	31	1,286	12	17,264	377	2,009	592½	7,054,300	127 8	758 17	485 3	4,768 18 7	150 18 0	486 9 7	87 9 7	11,008 10 2	30 11 0	985 4 7	17,518 1 6	3,318	283	34	275	9	72	885	61	5,707	7,668	51	58	192,000	1,105 4	1,253 7	504 17	Woodville.
Through	..	..	..	103	29	250	117	499	..	43	6	4	10	..	..	219	..	354	..	..	5	17,100	0 4	5 13	..	55 1 10	..	5 15 0	..	54 2 2	..	..	114 19 0	186	..	..	8	2	..	77	..	..	23	7	..	..	61 11	105 12	..	Through.
Dannevirke	14½	17	2,543 1 10	3,059	2,742	24,964	13,322	44,087	338	5,550	130	30	541	33	33	643	42	49,835	212	4,146	796	14,777,100	1,104 9	1,445 18	257 4	7,385 1 5	400 12 0	554 6 2	194 6 11	24,042 4 9	37 3 5	96 4 6	32,709 19 2	10,227	192	87	562	15	253	1,756	122	8,088	52	..	91⅓	894,300	3,361 8	4,436 18	1,627 11	Dannevirke.
Through	..	..	..	78	40	407	181	706	..	49	9	..	10	..	..	145	..	274	..	..	..	39,600	0 1	6 18	..	121 12 11	..	10 1 6	..	90 15 2	..	..	222 9 7	444	6	1	6	..	..	..	..	..	..	..	..	..	804 14	487 1	5 12	Through.
Makotuku	12	2	318 8 4	340	286	3,704	2,774	7,104	60	1,007	12	2	70	..	14	502	116	21,087	15	454	512½	6,514,800	31 8	367 19	108 6	657 8 7	30 3 0	62 6 11	11 1 8	8,906 9 10	0 4 8	54 14 0	9,722 8 8	1,379	11	3	82	3	53	110	147	1,148	22	..	8	659,400	490 7	689 15	88 9	Makotuku.
Through	..	..	..	3	1	15	7	26	..	11	..	..	..	..	..	7	..	..	..	..	..	..	..	0 1	..	4 18 0	..	0 8 1	..	1 7 4	..	..	6 13 5	38	..	..	..	..	..	74	..	588	..	..	..	2,000	..	14 19	..	Through.
Ormondville	11½	3	443 5 4	463	410	4,472	4,887	10,232	20	1,469	4	4	126	3	6	73	..	7,509	67	699	99	982,200	154 14	188 5	10 0	1,338 19 9	10 0 0	82 8 8	23 2 11	2,232 18 11	1 6 3	8 1 0	3,696 17 6	2,676	19	7	129	5	2	105	38	518	..	..	..	42,700	742 10	739 18	89 12	Ormondville.
Through	..	..	..	5	5	12	11	33	..	2	..	..	2	..	..	..	..	124	..	..	..	..	..	1 1	..	8 19 5	..	0 8 0	..	4 9 4	..	..	13 16 9	26	..	..	..	2	..	..	..	..	..	..	..	..	2 10	4 2	..	Through.
Takapau	10½	4	529 16 8	689	615	2,972	3,325	7,601	44	1,839	57	9	271	2	91	181	2	47,476	95	2,870	905½	1,651,800	518 2	143 5	4 0	1,423 8 4	23 0 0	166 5 1	23 1 9	5,068 16 3	2 1 9	20 14 6	6,726 7 8	3,345	61	19	243	6	44	246	156	2,687	12	..	69	98,700	700 13	649 0	774 10	Takapau.
Through	..	..	..	9	..	12	4	25	..	4	..	..	..	..	1	16	..	..	..	..	..	200	..	3 19	..	6 1 6	..	0 3 7	..	12 2 9	..	..	18 7 10	84	..	..	..	..	..	..	..	..	..	..	..	..	..	1 2	..	Through.
Waipukurau	18	8	1,082 12 7	1,942	1,865	12,499	12,287	28,543	127	2,130	115	7	470	3	84	1,308	44	52,934	77	5,813	6	44,000	290 12	228 11	775 9	3,462 13 8	41 11 0	225 18 0	40 3 7	2,999 5 6	16 15 6	369 13 10	7,156 0 8	3,872	147	29	402	9	13	4,777	609	5,417	..	..	398½	687,300	818 1	1,009 15	452 19	Waipukurau.
Through	..	..	..	29	14	30	23	96	..	10	..	..	2	..	2	..	..	981	..	..	..	..	..	0 4	..	35 8 11	..	0 16 9	..	34 1 1	..	..	70 6 9	77	4	..	5	..	..	4	19	..	..	..	..	..	..	6 8	..	Through.
Waipawa	12½	4	627 6 8	1,731	1,530	7,132	6,488	16,881	10	3,452	121	6	359	7	51	293	5	18,588	15	8,100	35	2,339,900	756 1	345 12	43 1	2,922 7 2	4 6 6	297 13 6	47 10 3	3,728 2 2	10 2 9	21 5 0	7,031 7 4	5,169	82	30	327	13	9	171	54	1,782	11	2	258½	45,500	1,343 0	1,739 6	832 13	Waipawa.
Through	..	..	..	15	9	63	41	128	..	7	2	..	2	..	..	75	..	..	..	..	..	..	..	1 6	..	44 6 9	..	4 2 8	..	23 8 9	..	..	71 18 2	96	..	..	4	..	..	..	..	..	..	..	..	200	..	6 6	..	Through.
Kaikora	12½	2	325 7 5	493	623	2,836	3,650	7,602	212	1,144	31	3	129	1	13	305	..	35,690	..	3,376	8	257,800	129 6	148 4	..	1,006 9 9	57 17 6	71 15 10	15 8 8	1,476 8 6	7 10 8	5 10 0	2,641 0 11	2,903	47	14	143	4	8	186	14	1,767	..	..	18	53,700	584 7	601 12	49 4	Kaikora.
Through	..	..	..	..	4	7	11	22	..	5	..	..	..	..	..	470	..	228	..	..	..	..	..	0 1	..	8 19 3	..	0 2 6	..	144 4 9	..	..	153 6 6	12	..	..	..	..	..	..	..	..	..	..	..	..	1 0	0 1	..	Through.
Te Aute	10¾	1	201 9 9	188	163	931	1,494	2,776	54	657	15	4	75	1	76	86	..	13,360	..	1,400	150	620,000	186 13	75 12	..	330 14 3	82 1 0	39 15 4	6 2 10	1,018 10 7	10 7 8	38 10 0	1,476 1 8	2,046	27	5	106	4	10	123	..	1,241	..	1	7	297,000	843 19	947 7	6,982 8	Te Aute.
Through	..	..	..	..	..	..	4	4	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1	..	2 2 2	..	0 4 0	..	0 2 8	..	..	2 8 10	7	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3	..	Through.
Hastings	14¾	18	1,849 19 7	5,171	6,592	28,616	31,252	71,631	1,008	5,228	607	68	853	17	360⅓	1,227	25	28,494	244	7,362	5	107,600	4,287 0	1,816 14	108 8	8,606 6 2	821 11 0	1,068 8 5	129 4 4	5,504 5 11	47 15 0	270 17 6	16,448 8 4	6,205	400	25	834	9	105	1,356	57	43,603	69	446	717½	4,184,800	3,725 18	3,758 2	8,882 19	Hastings.
Through	..	..	..	106	16	166	60	348	..	75	16	..	1	..	..	83	1	379	..	..	..	..	20 16	0 8	..	151 18 0	..	24 19 9	..	45 11 5	..	..	222 9 2	131	9	3	2	..	..	14	..	20	..	..	..	..	..	15 8	..	Through.
Farndon	11¾	2	317 7 1	467	853	3,602	7,569	12,491	213	1,062	8	..	94	..	79	11	..	1,096	..	3,163	..	3,100	428 16	5,840 10	3,582 8	842 9 4	77 12 2	79 9 4	12 5 8	2,880 9 0	*Cr.* 32 10 7	1 0 0	3,860 14 11	761	6	..	69	..	3	775	1	76,243	4	534	62½	260,400	296 4	204 15	803 12	Farndon.
Through	..	..	..	1	1	6	1	9	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	0 2	..	3 17 2	..	0 8 4	..	0 4 2	..	..	4 4 8	2	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3	..	Through.
Napier	16	28	8,988 8 0	9,023	10,782	80,213	85,335	85,353	1,382	13,695	171	46	568	3	50	26	..	80	..	68	8	160,100	781 2	2,702 9	4,925 3	15,322 0 7	1,319 0 1	1,270 4 5	440 17 11	4,881 5 4	56 3 7	143 10 0	23,433 1 11	8,343	179	21	637	..	189	34	..	584	42	98	425	3,487,800	425 14	934 12	6,565 5	Napier.
Through	..	..	..	265	52	366	78	761	..	42	1	..	..	1	..	..	..	..	..	..	..	..	0 15	5 2	..	373 0 9	..	10 12 4	..	14 12 4	..	..	398 5 5	164	1	..	6	..	..	4	..	..	..	..	..	100	..	13 2	..	Through.
Port Ahuriri	10	6	1,081 5 7	..	..	..	..	..	..	1,610	3	4	24	..	82	52	..	1,365	..	452	..	297,100	6,894 17	6,916 11	14,520 6	..	..	83 9 11	0 0 2	12,115 13 7	47 3 0	77 0 0	12,323 6 8	577	12	4	6	7	195	349	5	36,416	..	82,872	366½	3,541,900	2,709 3	7,165 16	60 2	Port Ahuriri.
Through	..	..	..	..	..	..	..	..	..	8	..	..	..	..	3	..	..	..	..	..	..	..	19 0	16 17	..	..	..	0 4 2	..	50 13 9	..	..	50 17 11	2	..	..	1	..	..	..	..	..	..	5	..	..	78 17	8 3	..	Through.
Ashhurst	12	2	313 7 7	471	467	4,744	4,720	10,402	7	2,168	36	9	94	4	19	169	41	2,704	1,165	1,281	51	335,500	39 0	115 12	395 7	979 17 5	3 17 6	386 7 9	21 5 1	915 3 0	1 8 10	70 4 0	2,328 3 7	1,017	69	9	66	2	19	60	..	1,512	36	..	46	317,600	518 9	351 13	838 18	Ashhurst.
Through	..	..	..	28	16	138	100	277	..	31	2	..	13	..	..	..	..	531	255	894	3	..	4 16	10 11	..	17 3 11	..	1 2 8	..	39 14 4	..	..	58 0 11	300	4	..	9	..	..	..	..	23	..	..	5	29,600	80 4	168 18	43 4	Through.
Palmerston N. (Passen.)	18½	57	9,024 19 5	9,895	6,936	57,192	44,743	118,266	417	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17,027 17 5	755 2 2	..	57 10 0	*Cr.* 45 10 1	17 1 1	446 2 0	18,258 2 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Palmerston N. (Passen.).
Through				3,441	2,529	13,898	7,885	27,253	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	646 6 5	..	..	..	*Cr.* 1 8 0	..	..	644 18 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Through.
Palmerston N. (Parcels)				..	..	..	..	..	..	14,884	493	164	895	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,595 16 1	675 15 5	*Cr.* 35 17 9	0 13 8	..	2,236 7 5	7,598	391	55	826	..	..	..	..	..	..	..	..	..	..	..	..	Palmerston N. (Parcels).
Through				..	..	..	..	..	..	4,922	152	48	294	..	..	..	..	..	..	..	..	..	..	..	..	..	..	65 18 6	..	*Cr.* 0 9 4	..	..	65 9 2	8,507	127	31	239	..	..	..	..	..	..	..	..	..	..	..	..	Through.
Palmerston N. (Goods)				..	..	..	..	..	..	..	..	..	..	47	46	5,243	368	20,480	807	835	63½	291,800	3,174 16	3,127 2	2,098 4	..	..	..	..	7,224 18 0	75 6 2	..	7,300 4 2	..	..	..	..	14	393	1,758	68	45,296	996	176	545	8,498,600	4,279 9	4,259 1	5,862 19	Palmerston N. (Goods).
Through				..	..	..	..	..	..	..	..	..	..	12	11	441	90	8,132	1,532	1,818	5	62,300	423 12	992 15	96 3	..	..	..	..	682 0 1	..	..	682 0 1	..	..	..	..	5	26	141	..	930	74	16	4	194,500	2,600 12	6,867 0	1,218 11	Through.
Longburn	14½	6	813 7 0	798	909	4,758	4,288	10,753	8	1,143	43	4	46	6	354⅓	812	..	2,378	1,058	464	22	465,000	2,425 11	178 15	17 14	573 0 8	4 3 0	365 8 11	5 5 3	2,240 8 8	2 9 6	12 5 0	3,203 1 0	144	16	..	30	1	13	308	..	18,635	..	..	11	90,000	82 19	176 18	883 9	Longburn.
Through	..	..	..	11,032	6,189	30,559	22,224	70,004	..	27,311	360	92	610	11	47	1,690	28	50,414	3,436	135	22	298,000	5,134 2	12,971 0	2,210 17	13,927 18 5	..	1,262 6 11	..	9,643 4 6	9 11 6	..	24,843 1 4	12,312	472	69	646	24	78	2,988	134	102,930	40	9,026	42	258,600	1,252 10	1,820 4	244 7	Through.
Foxton	12	5	1,485 16 11	726	1,144	8,484	11,574	21,928	40	1,050	61	2	109	1	43	43	..	933	17	1,794	9	32,700	2,061 9	4,225 12	8,155 12	2,322 14 10	24 3 0	159 6 7	22 10 9	7,377 18 6	529 8 4	100 6 6	10,536 8 6	2,501	90	10	173	7	290½	110	1	8,102	72	2,061	131	884,400	838 19	1,535 5	1,618 1	Foxton.
Through	..	..	..	19	..	47	21	87	..	384	6	..	1	..	8	..	..	1,418	..	5	..	..	36 15	38 10	32 5	7 8 11	..	6 9 11	..	65 7 10	..	..	79 6 8	761	7	..	7	..	5	2	..	..	..	..	5	8,300	265 17	164 12	43 6	Through.
Feilding (Coaching)	15½	9	1,257 3 0	3,262	2,888	14,603	12,193	32,946	33	4,358	207	16	330	..	..	..	..	..	..	..	..	..	..	..	..	4,828 1 11	94 6 4	494 3 11	138 15 7	*Cr.* 18 7 7	3 6 1	..	5,540 6 3	5,833	268	21	362	..	..	..	..	..	..	..	..	..	..	..	..	Feilding (Coaching).
Through				694	465	1,533	1,685	4,377	..	1,173	49	2	41	..	..	..	..	..	..	..	..	..	..	..	..	349 2 4	..	35 12 7	..	*Cr.* 0 9 1	..	..	384 5 10	3,030	78	35	46	..	..	..	..	..	..	..	..	..	..	..	..	Through.
Feilding (Goods)				..	..	..	..	..	..	..	..	..	..	15	86	1,053	240	16,984	968	8,111	128	49,700	2,075 9	688 10	152 0	..	..	..	..	3,603 6 11	20 12 5	197 5 3	3,821 4 7	..	..	..	..	9	77	627	4	10,152	519	35	48½	3,882,400	2,027 9	2,087 19	2,094 3	Feilding (Goods).
Through				..	..	..	..	..	..	..	..	..	..	..	4	374	17	57,211	2,568	8,686	1	16,300	180 1	304 12	..	..	..	..	..	1,152 0 4	..	..	1,152 0 4	..	..	..	..	2	6	44	2	813	..	7	..	9,000	1,158 12	3,081 4	808 13	Through.
Halcombe	12¾	3	385 6 0	333	500	2,850	5,492	9,175	13	775	8	1	96	1	126	85	3	11,152	215	297	121	104,600	637 6	68 2	380 0	910 11 10	13 8 0	88 4 4	15 11 11	955 0 10	5 1 7	10 1 6	1,998 0 0	3,368	3	2	81	3	4	169	1	1,542	1	2	2	63,000	611 8	339 9	143 18	Halcombe.
Through	..	..	..	47	18	104	111	280	..	106	1	..	3	..	6	1	..	4,603	6	445	..	..	18 6	3 19	..	36 14 10	..	2 3 4	..	118 11 1	..	..	157 9 3	244	..	..	3	..	..	1	..	163	..	..	..	100	50 10	114 2	..	Through.
Greatford	13¾	3	401 6 9	757	857	2,330	2,355	6,299	14	528	91	4	105	4	79	203	318	13,777	49	203	..	13,800	665 7	128 15	149 1	1,088 9 2	10 13 3	114 9 7	18 17 4	885 12 5	2 0 9	20 10 0	2,140 12 6	1,293	143	3	99	1	..	60	..	5,867	..	..	28	193,600	812 16	429 2	419 12	Greatford.
Through	..	..	..	118	81	162	158	514	..	194	11	..	17	..	..	21	..	14,280	83	380	..	..	19 2	27 14	..	92 1 7	..	11 6 0	..	321 2 0	..	..	424 9 7	565	17	..	6	..	..	6	..	32	..	..	1	..	50 19	127 9	..	Through.
Marton	14	9	1,216 7 3	2,191	1,768	8,947	7,448	20,349	50	2,814	185	12	267	7	398	412	187	14,568	700	1,349	320	309,700	2,067 0	479 2	11 12	3,434 1 10	58 18 9	466 18 9	151 8 3	2,906 18 1	8 0 1	161 17 8	7,188 3 5	2,565	178	13	260	2	5	113	23	5,522	31	64	382	1,571,600	1,717 14	1,441 17	2,254 1	Marton.
Through	..	..	..	275	190	534	473	1,472	..	408	12	2	15	..	12	155	..	13,167	..	1,145	..	4,000	41 5	21 11	..	253 10 7	..	22 7 8	..	496 16 8	..	..	772 14 11	1,277	13	2	13	..	..	30	..	53	..	..	..	500	125 11	322 15	1 9	Through.
Hunterville	13½	4	553 10 6	857	867	4,253	3,836	9,813	39	1,545	60	15	250	7	139	620	42	10,565	490	3,819	385	1,307,900	550 8	330 13	271 7	1,653 1 11	16 14 0	136 8 10	27 10 0	3,435 19 5	18 0 0	18 0 2	5,305 14 4	2,753	47	8	249	6	47	171	88	3,814	176	6	14	295,900	1,228 2	986 19	760 6	Hunterville.
Through	..	..	..	49	54	241	176	520	..	187	2	1	4	..	..	80	..	25,108	328	461	..	6,000	1 10	12 19	..	120 9 11	..	10 17 0	..	771 11 7	..	..	902 18 6	578	2	1	8	..	..	8	..	46	..	..	..	..	61 2	183 15	..	Through.
Ohingaiti	14½	2	405 7 9	266	282	1,609	1,951	4,108	3	522	23	4	80	1	8	114	1	3,180	56	968	85	590,800	47 15	77 3	576 0	590 10 1	2 10 0	43 17 0	4 18 6	1,142 14 2	4 8 4	10 1 6	1,798 19 7	1,299	17	6	81	3	11	58	104	1,419	..	..	3	5,500	430 12	457 9	115 6	Ohingaiti.
Through	..	..	..	17	8	48	49	122	..	34	..	..	1	..	..	111	..	9,122	..	265	..	..	..	3 12	..	32 13 2	..	1 9 3	..	348 1 1	..	..	382 3 6	73	..	..	1	..	..	..	..	..	..	..	..	200	14 14	23 14	..	Through.
Mangaweka	15½	4	865 19 4	492	723	4,587	3,812	9,614	46	852	88	4	205	14	9	516	20	7,038	15	1,566	326	11,022,200	299 16	409 6	16,186 17	1,546 19 6	33 19 6	98 4 5	11 3 7	17,757 9 1	779 12 0	23 7 0	20,250 15 1	1,595	18	8	162	9	53	168	309	2,594	36	..	5	100,000	816 7	786 5	64 10	Mangaweka.
Through	..	..	..	29	18	167	185	399	..	78	..	..	3	2	..	8	..	1,424	..	227	2	52,000	2 2	3 16	..	119 2 6	..	3 8 8	..	190 1 8	..	..	312 12 10	382	1	..	2	..	..	..	..	..	..	..	..	2,700	30 13	103 15	..	Through.
Taihape	17½	12	1,518 8 10	1,527	1,834	14,513	16,528	34,402	37	821	81	6	264	5	1	88	..	10,662	14	4,146	148½	2,914,700	223 0	316 9	56 5	5,944 9 3	54 19 6	218 17 8	60 9 8	6,267 3 1	134 14 9	41 0 0	12,716 18 11	3,490	128	34	400	48	313	1,610	186	10,303	121	..	8	139,800	3,295 7	2,895 17	19,761 10	Taihape.
Through	..	..	..	159	82	1,070	618	1,929	..	142	5	1	24	..	..	..	..	1,629	..	23	1	17,800	..	4 5	..	587 15 2	..	22 16 5	..	91 17 7	..	..	702 9 2	998	3	3	52	..	..	13	..	223	..	..	..	..	60 12	404 3	1 3	Through.
Turakina	15½	4	885 17 4	270	312	2,633	2,363	5,578	30	842	53	3	57	..	58	192	190	7,929	153	1,382	2	10,900	639 19	50 0	75 0	687 9 4	51 12 0	76 10 5	11 13 11	719 1 0	3 14 11	3 10 0	1,553 11 7	1,318	11	5	55	2	5	102	79	4,550	89	65	73	204,700	522 15	855 11	181 7	Turakina.
Through	..	..	..	20	15	74	80	189	..	147	2	..	1	..	..	80	..	2,970	35	85	..	..	77 2	5 3	..	42 16 8	..	5 16 2	..	138 1 7	..	..	186 14 5	78	2	..	4	..	..	1	..	..	..	..	..	1,500	17 17	19 10	..	Through.
Fordell	15	3	360 4 4	441	335	2,356	3,190	6,322	9	2,038	80	3	88	5	79	170	364	4,767	254	4,030	10	3,300	560 19	103 4	8 0	724 6 5	5 7 6	158 10 9	10 5 5	690 10 6	7 3 5	2 0 0	1,598 9 0	1,678	48	..	121	5	14	233	4	2,455	17	..	61	174,200	554 7	560 3	540 12	Fordell.
Through	..	..	..	44	21	59	43	167	..	274	26	..	3	..	..	..	..	4,110	..	..	..	..	15 0	2 10	..	48 10 8	..	23 18 1	..	105 17 9	..	..	178 6 6	90	7	..	2	..	..	3	..	..	..	..	..	20,900	2 7	13 14	..	Through.
Aramoho	18½	6	847 16 9	1,848	840	8,335	4,066	15,090	59	1,201	10	3	120	4	10	25	..	638	16	162	7⅓	14,100	1,011 15	736 16	268 1	1,923 17 1	29 6 7	93 5 11	61 9 1	934 6 10	9 10 0	139 11 3	3,191 5 9	5,419	14	1	81	4	27	283	7	9,083	85	..	131	224,700	174 4	176 10	1,486 1	Aramoho.
Through	..	..	..	308	82	543	262	1,195	..	316	2	..	8	7	..	3	..	66	..	..	..	..	4 8	8 11	..	344 19 3	..	38 4 9	..	27 15 5	..	..	410 19 5	121	1	..	8	2	..	..	..	..	..	..	..	11,600	..	9 3	..	Through.
Wanganui (Passengers)	19	44	7,584 3 1	8,138	6,633	32,969	24,404	72,144	161	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,152 3 5	1,336 10 4	..	110 6 3	*Cr.* 24 9 0	7 4 11	1,005 18 2	14,587 9 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Wanganui (Passengers).
Through				1,906	697	2,146	1,338	6,087	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,962 1 9	..	..	..	*Cr.* 3 7 3	..	..	1,958 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Through.
Wanganui (Parcels)				..	..	..	..	..	..	15,559	323	44	563	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,382 11 5	236 9 8	*Cr.* 25 5 0	3 13 9	..	1,597 10 10	5,627	335	43	559	..	..	..	..	..	..	..	..	..	..	..	..	Wanganui (Parcels).
Through				..	..	..	..	..	..	1,841	40	2	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	136 17 11	..	*Cr.* 0 9 4	..	..	136 8 7	2,693	77	1	55	..	..	..	..	..	..	..	..	..	..	..	..	Through.
Wanganui (Goods)				..	..	..	..	..	..	..	..	..	..	9	21	1,001	158	15,889	320	253	74	494,700	5,766 1	8,669 2	6,235 9	..	..	..	..	17,840 19 0	2,087 8 0	..	19,928 7 0	..	..	..	..	17	264	1,882	363	69,719	448	15,370	554	7,838,100	1,698 13	2,293 10	187 18	Wanganui (Goods).
Through				..	..	..	..	..	..	..	..	..	..	..	..	117	..	6,705	4	6	1	300	18 5	150 10	..	..	..	..	..	498 11 7	..	..	498 11 7	..	..	..	..	..	..	3	..	74	..	11	..	4,100	3 1	235 15	3 11	Through.
Wanganui (H. Office)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	114 17 0	..	114 17 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Wanganui (H. Office).
Kai Iwi	12¾	2	248 19 10	58	76	1,189	1,245	2,568	25	1,732	32	2	94	1	13	281	136	8,653	195	1,605	55	1,700	433 8	74 18	16 0	287 15 8	12 10 0	196 7 8	3 7 7	505 19 11	0 9 6	2 2 6	1,008 12 10	693	7	..	83	2	5	60	2	1,645	13	1	87½	245,000	322 14	239 7	224 14	Kai Iwi.
Through	..	..	..	2	..	17	11	30	..	19	4	..	12	..	..	..	..	5,797	..	29	..	..	3 12	4 1	..	8 5 10	..	4 18 6	..	209 15 1	..	..	222 19 5	10	..	..	8	..	..	5	..	12	..	..	..	..	6 0	3 10	24 8	Through.
Waitotara	11¾	2	255 2 11	184	287	1,121	2,551	4,143	14	832	11	..	86	..	..	177	64	12,713	277	1,791	35	2,500	142 11	99 6	4 0	759 5 6	7 0 0	73 17 10	6 17 6	672 0 2	1 8 6	..	1,520 9 6	1,111	24	3	128	1	42	21	64	7,696	70	..	35	144,700	454 4	463 2	250 7	Waitotara.
Through	..	..	..	14	14	40	35	103	..	32	6	..	3	..	..	160	..	7,034	..	..	..	..	4 1	4 4	..	43 15 3	..	12 16 11	..	303 19 7	..	..	360 11 9	66	..	1	1	..	..	1	..	41	..	..	..	..	..	2 19	..	Through.
Waverley	11½	3	355 3 1	428	444	2,941	3,863	7,676	18	1,245	189	1	148	5	3	1,189	56	14,593	149	1,647	8	2,400	836 0	211 6	23 16	1,393 12 6	10 6 5	270 10 5	20 1 4	1,251 18 6	5 16 0	..	2,952 5 2	2,019	113	5	128	7	8	346	4	14,647	144	3	106½	305,000	910 2	738 4	1,865 18	Waverley.
Through	..	..	..	31	25	117	83	256	..	84	9	..	4	..	..	227	..	8,266	520	..	..	..	0 5	2 17	..	105 6 11	..	15 18 8	..	233 9 5	..	..	354 15 0	332	13	..	5	..	..	25	..	19	..	..	..	..	2 10	20 4	..	Through.
Patea	12½	6	1,284 8 11	472	670	4,112	4,336	9,590	27	1,267	43	4	101	5	43	338	38	10,615	429	40	17	68,000	989 3	3,791 16	3,554 16	1,371 11 2	110 17 0	146 7 8	21 19 9	4,063 17 11	217 15 10	102 11 5	6,035 0 9	2,141	74	2	111	2	4	1,444	307	1,986	47	3,804	75	547,500	4,657 9	923 15	2,438 15	Patea.
Through	..	..	..	63	36	202	127	428	..	180	..	..	4	..	..	526	..	4,010	514	..	..	..	46 4	19 6	..	192 4 4	..	16 2 7	..	453 5 1	..	..	661 12 0	368	..	1	1	..	..	..	..	..	..	..	..	..	..	22 2	..	Through.
Hawera	18	18	2,807 11 2	2,558	2,405	19,272	21,025	45,260	214	2,847	313	9	421	20	63	5,289	738	22,799	1,522	1,583	2	205,100	2,556 2	1,308 0	23 12	6,389 10 3	123 7 6	566 4 0	130 3 7	3,895 10 0	22 18 11	55 12 6	11,183 6 9	4,361	242	22	384	7	29	495	172	12,691	3,069	..	225	2,286,700	2,389 3	3,818 14	3,201 6	Hawera.
Through	..	..	..	287	134	921	456	1,798	..	250	32	1	19	1	..	676	..	3,400	4,871	..	..	..	3 19	5 12	..	897 17 5	..	103 13 0	..	675 1 1	..	..	1,676 11 6	1,318	12	..	19	..	..	81	..	1	..	..	..	..	3 17	125 15	20 10	Through.
Normanby	12½	3	331 12 2	192	214	3,408	2,768	6,582	9	804	44	..	65	1	16	903	281	8,306	1,150	170	58	..	1,439 15	117 12	..	657 5 6	4 15 0	53 10 10	7 1 3	820 11 4	1 15 3	10 3 9	1,555 2 11	694	45	2	41	..	1	147	35	879	135	..	12	117,900	402 19	634 16	93 0	Normanby.
Through	..	..	..	23	9	114	92	238	..	29	..	2	..	..	..	..	..	..	392	..	..	..	1 9	0 7	..	118 15 3	..	7 2 0	..	21 16 10	..	..	147 14 1	62	..	2	1	..	..	..	..	..	77	..	..	..	1 17	4 9	..	Through.
Eltham	12½	6	783 6 3	948	934	8,686	8,744	19,312	83	1,297	41	5	176	5	3	606	1,034	2,992	4,757	563	92	897,800	2,391 10	1,267 0	100 18	2,478 5 7	29 4 6	115 17 5	88 16 10	2,776 18 4	12 5 4	118 11 10	5,569 19 10	3,540	12	7	167	2	39	405	34	1,281	265	..	10	776,700	1,923 11	2,616 4	816 9	Eltham.
Through	..	..	..	76	37	462	269	844	..	126	2	..	11	..	..	6	..	..	1,185	..	..	..	4 5	10 19	..	428 5 7	..	22 1 1	..	91 13 3	..	..	541 19 11	691	3	1	3	..	..	10	..	..	..	..	..	..	3 10	42 5	4 0	Through.
Stratford	12	9	1,298 12 8	2,444	2,192	19,237	15,052	38,925	417	2,846	103	7	357	10	30	579	981	18,775	1,220	1,883	375	1,278,000	1,935 5	1,142 13	806 16	4,514 18 3	225 10 2	265 12 5	76 17 9	3,710 11 10	152 16 10	724 11 5	9,670 18 8	4,433	97	11	348	13	102	408	79	10,429	1,827	325	20½	299,700	2,196 6	3,595 1	2,069 19	Stratford.
Through	..	..	..	129	78	481	261	949	..	345	10	1	13	1	..	3	..	..	210	19	..	..	3 18	7 14	..	541 0 7	..	55 5 1	..	43 2 0	..	..	639 7 8	1,029	3	2	18	..	..	..	..	..	..	1	..	..	82 8	56 0	..	Through.
Midhirst	11½	2	260 16 5	207	214	4,146	3,157	7,724	48	697	1	..	35	1	1	5	..	..	948	155	89	2,014,000	263 14	333 1	330 3	543 18 2	26 10 0	187 6 8	4 0 11	1,610 14 6	0 10 1	7 10 0	2,380 5 4	1,154	..	..	60	2	29	26	..	159	..	..	81	18,200	747 5	1,030 6	763 12	Midhirst.
Through	..	..	..	3	3	50	31	87	..	13	..	..	1	..	..	..	..	..	..	..	..	..	..	1 0	..	43 5 4	..	0 18 6	..	2 8 0	..	..	46 6 10	40	..	..	..	..	..	..	..	..	..	..	..	..	..	0 18	..	Through.
Tariki	11½	1	211 6 10	45	47	1,411	2,464	3,967	82	99	5	1	25	..	2	7	..	912	13	69	244	1,097,300	5 15	73 13	3,009 3	344 11 2	31 18 9	15 9 10	3 5 4	1,268 15 1	19 4 4	10 3 0	1,693 7 6	487	1	1	20	2	1	38	..	6	7	..	15	111,300	99 3	212 14	955 12	Tariki.
Through	..	..	..	3	1	16	16	36	..	3	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	21 6 4	..	0 11 2	..	1 19 5	..	..	23 16 11	11	1	..	..	..	..	..	..	..	..	..	..	..	..	1 2	..	Through.
Inglewood	12	4	593 5 6	896	798	7,804	7,684	17,182	231	1,420	27	6	336	..	25	591	122	2,216	308	238	76	717,900	713 17	868 2	230 5	2,001 17 9	186 7 9	100 12 10	25 19 2	1,411 2 7	2 1 11	15 2 0	3,743 4 0	2,681	28	4	415	3	27	563	548	3,729	832	..	5	127,300	1,671 12	2,310 6	856 4	Inglewood.
Through	..	..	..	36	17	191	57	301	..	103	1	..	9	..	5	..	..	..	..	..	..	..	..	6 3	..	168 0 6	..	11 9 3	..	30 8 0	..	..	209 17 9	274	..	..	5	..	..	..	..	..	..	..	..	..	..	12 17	..	Through.
Waitara	13½	5	950 9 4	890	700	6,770	7,116	15,476	105	456	61	1	122	5	97	338	4	810	245	104	3	111,900	1,818 0	1,792 14	4,780 9	1,504 2 10	61 0 6	84 10 10	13 3 8	2,526 10 11	18 1 5	87 8 7	4,294 18 9	916	26	4	116	1	22	810	1,152	26,032	1,878	1,985	62	577,300	1,984 14	1,069 5	71 17	Waitara.
Through	..	..	..	37	13	237	108	395	..	56	4	..	7	..	..	..	..	..	..	..	..	..	..	2 2	..	238 15 5	..	12 12 3	..	6 18 11	..	..	258 6 7	230	1	..	3	..	..	..	..	1	..	..	..	..	9 0	13 10	..	Through.
New Plymouth (Coach'g)	17	41	6,827 5 4	12,134	4,321	52,941	20,907	90,303	487	7,748	189	17	295	..	..	..	..	..	..	..	..	..	..	..	..	10,678 8 4	528 16 2	1,187 12 2	3,403 8 7	*Cr.* 74 1 7	5 8 5	303 9 2	16,033 1 3	3,242	216	24	376	..	..	..	..	..	..	..	..	..	..	..	..	New Plymouth (Coach'g).
Through				2,884	447	3,537	945	7,813	..	458	21	..	42	..	..	..	..	..	..	..	..	..	..	..	..	4,939 7 5	..	180 4 1	..	*Cr.* 4 1 11	..	..	5,115 9 7	1,311	8	3	36	..	..	..	..	..	..	..	..	..	..	..	..	Through.
New Plymouth (Goods)				..	..	..	..	..	..	..	..	..	..	24	12	150	1	65	118	63	74	101,800	7,626 1	15,233 17	1,460 11	..	..	..	..	10,612 3 3	440 11 1	..	11,052 14 4	..	..	..	..	23	122	1,853	471	13,028	42	144	481	1,908,600	5,530 9	19,928 5	7,447 19	New Plymouth (Goods).
Through				..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	40 10	..	..	..	..	..	140 3 8	..	..	140 3 8	..	..	..	..	..	..	19	..	..	..	..	..	..	2 9	90 15	4 10	Through.
Breakwater				..	..	..	..	..	..	..	..	..	..	6	..	..	..	12	..	..	..	250,200	..	17,448 15	4,159 9	..	..	..	..	3,298 9 2	..	..	3,298 9 2	..	..	..	..	..	..	..	..	..	..	..	..	1,500	..	7,465 11	..	Breakwater.
Accountant	..	..	..	1	55	..	3,264	3,320	154	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	511 8 9	1,873 3 0	..	7,769 14 0	..	3,518 15 3	2,543 16 8	16,216 17 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Accountant.
Tablet stations	..	21	1,436 13 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Tablet stations.
General	..	..	22,068 10 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	642	117,811 15 9	138,847	179,625	656,697	826,190	1,796,359	45,618	265,166	6,408	945	15,263	394	4,596	36,798	6,939	1,319,025	40,628	122,083	7,553⅓	71,683,600	104,517 14	146,242 3	175,050 6	234,008 7 2	19,336 6 9	25,648 10 7	20,644 18 8	327,386 1 5	9,803 11 8	11,297 6 5	648,120 2 8	265,166	6,408	945	15,263	394	4,596	36,798	6,939	1,319,025	40,628	122,083	7,553⅓	71,683,600	104,517 14	146,242 3	175,050 6	Totals.
WESTLAND SECTION—																																																		WESTLAND SECTION—
Hokitika	12	5	855 3 9	1,456	1,229	9,988	9,277	21,950	68	1,195	61	3	63	2	14	4	..	..	..	225	..	800,500	241 14	1,390 15	476 3	2,262 18 5	41 16 6	117 8 8	44 1 7	1,488 2 2	69 3 9	21 10 0	4,045 1 1	1,754	110	2	78	6	5	135	1	2,021	..	5	16	147,200	841 19	6,871 13	6,824 15	Hokitika.
Kumara	11	8	386 7 5	624	807	4,528	4,544	10,503	30	828	30	2	45	..	16	67	3	281	10	41	46	9,190,400	260 12	431 6	1,225 8	881 3 0	18 18 0	33 4 8	17 14 9	4,371 17 6	3 14 4	10 10 0	5,337 2 3	1,626	28	1	45	1	127	5	1	201	..	..	2	283,000	1,208 15	1,065 0	2,922 5	Kumara.
Greymouth	14	42	11,355 19 4	4,050	4,501	44,077	36,122	88,750	2,370	12,628	248	39	263	25	209	700	15	3,309	14	..	4	578,600	6,075 18	12,067 12	4,416 19	7,184 17 9	641 9 10	725 13 5	191 11 1	17,389 19 7	2,061 9 3	313 3 6	28,508 4 5	2,083	161	17	183	4	45	799	33	5,599	104	504	110	34,352,400	629 10	2,160 4	263,328 0	Greymouth.
Greymouth (D.T. M'ger)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	230 18 11	230 18 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Greymouth (D.T. M'ger).
State Collieries	10	1	146 3 5	143	175	3,009	3,163	6,490	9	31	..	..	8	..	..	..	..	..	..	..	1	11,700	10 18	33 12	96,173 0	259 5 6	5 14 0	3 11 2	0 1 0	8,813 7 2	8 2 0	..	9,090 0 10	335	..	..	14	..	..	..	..	..	..	..	2	87,700	81 1	405 4	289 14	State Collieries.
Brunner	12½	4	820 16 0	138	71	2,818	6,675	9,697	71	412	2	1	6	1	2	..	..	..	..	..	1	19,100	58 9	239 1	111,850 14	601 5 3	43 6 6	14 13 6	6 5 1	11,535 9 0	14 17 4	19 1 6	12,234 18 2	689	1	..	37	..	3	..	..	..	..	..	107	231,400	613 19	679 2	36 8	Brunner.
Stillwater	12	2	306 17 5	150	121	2,716	1,356	4,343	17	466	22	3	51	3	51	14	4	57	..	14	98	18,953,100	30 16	228 6	1,659 11	254 7 6	7 19 0	30 1 7	7 5 6	7,777 5 3	1 15 7	28 5 0	8,106 19 5	227	16	3	38	2	..	94	3	601	22	..	4	64,300	60 5	97 8	19 1	Stillwater.
Carried forward	..	57	13,871 7 4	6,561	6,904	67,131	61,187	141,783	2,565	15,060	363	48	436	31	292	785	22	3,647	24	280	150	24,553,400	6,678 2	14,390 12	215,801 10	11,443 17 5	759 3 10	924 13 0	266 19 0	51,376 0 8	2,159 2 3	623 3 11	67,553 0 1	6,714	316	23	395	13	180	1,083	38	8,422	126	509	241	85,116,000	2,935 9	11,278 6	272,869 18	Carried forward.

RETURN No. 12—*continued.*

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1906—*continued.*

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure.	OUTWARD.																														INWARD.																Stations.
				Number of Passengers.																																														
				First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	
			£ s. d.																				Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.														Ts. c.	Ts. c.	Ts. c.	
WESTLAND SEC.—*contd.*																																																		WESTLAND SEC.—*contd.*
Brought forward	..	57	13,871 7 4	6,561	6,904	67,131	61,137	141,733	2,565	15,060	368	48	436	31	292	785	22	3,647	24	280	150	24,553,400	6,678 2	14,390 12	215,801 10	11,443 17 5	759 3 10	924 13 0	266 19 0	51,376 0 8	2,159 2 3	623 3 11	67,553 0 1	6,714	316	23	395	18	180	1,033	88	8,422	126	509	241	35,116,000	2,935 9	11,278 6	272,869 18	Brought forward.
Ngahere	12	2	380 3 11	430	538	4,142	5,761	10,871	26	838	11	7	49	1	9	56	..	280	15	7	49	2,463,200	46 5	381 7	61,660 19	1,138 16 1	31 4 0	26 16 7	17 1 6	9,279 12 10	10 15 1	10 0 0	10,514 6 1	2,102	24	13	53	3	10	178	1	661	8	..	13	51,100	706 10	1,152 16	3,042 16	Ngahere.
Ahaura	10½	1	187 7 8	240	172	1,670	2,387	4,469	..	515	29	6	40	1	32	320	2	1,401	14	39	38	138,300	68 0	174 16	66 10	547 12 1	..	41 7 6	7 14 4	332 6 9	*Cr.* 3 0 7	3 10 0	929 10 1	968	23	5	35	3	5	186	1	107	10	..	1	63,200	373 4	280 8	573 3	Ahaura.
Totara Flat	10½	1	181 18 7	105	136	1,172	1,296	2,709	2	727	40	2	92	3	28	473	12	4,964	57	93	14	860,800	110 14	433 9	844 14	325 11 3	0 13 0	54 18 11	6 12 2	1,122 14 1	2 18 10	19 0 0	1,532 8 3	1,714	9	7	76	3	..	97	1	861	..	..	..	14,800	239 13	165 8	197 16	Totara Flat.
Reefton	12	4	656 9 11	1,096	845	5,702	8,001	15,644	23	951	43	7	82	3	10	30	3	512	6	28	..	13,400	42 12	229 2	1,389 3	2,788 19 2	17 1 6	129 18 11	36 19 11	651 8 11	13 14 7	15 0 0	3,653 3 0	2,359	116	16	101	12	131	381	6	1,409	24	2	3	384,400	1,975 19	1,831 10	2,117 7	Reefton.
Moana	8	2	220 5 6	132	149	1,236	466	1,983	7	467	17	..	27	3	58	222	2	1,536	52	64	21	7,857,300	107 9	108 5	157 10	181 18 6	6 6 6	34 10 9	1 12 2	5,199 15 5	1 3 7	50 15 0	5,476 1 11	2,384	22	..	40	1	22	8	1	454	..	..	6	43,700	476 1	441 13	591 10	Moana.
Otira	8	1	178 14 4	656	518	3,817	5,019	10,010	..	346	49	1	41	..	..	27	20	..	..	..	2	31,300	1 4	24 0	83 13	1,474 14 9	..	63 3 0	6 1 11	49 13 10	7 17 0	15 10 0	1,617 0 6	2,163	42	7	67	7	81	80	18	426	..	..	10	244,500	347 10	591 10	561 9	Otira.
Accountant	..	..	..	..	5	..	788	793	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	100 5 2	279 3 8	..	1,054 9 0	..	1 3 9	64 9 0	1,499 10 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Accountant.
General	..	..	1,453 14 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	68	17,130 1 3	9,220	9,267	84,870	84,855	188,212	2,634	18,404	552	71	767	42	429	1,913	61	12,340	168	511	274	35,917,700	7,054 6	15,741 11	279,953 19	18,001 14 5	1,093 12 6	1,275 8 8	1,397 10 0	68,011 12 6	2,193 14 6	801 7 11	92,775 0 6	18,404	552	71	767	42	429	1,913	61	12,340	168	511	274	35,917,700	7,054 6	15,741 11	279,953 19	Totals.
WESTPORT SECTION—																																																		WESTPORT SECTION—
Westport	16	30	8,715 19 0	328	701	13,499	18,331	32,859	286	3,122	14	..	60	15	58	16	..	414	..	..	18	73,600	1,827 11	2,786 0	719 18	2,745 19 0	161 0 6	82 16 5	48 3 9	5,249 9 4	3,861 4 6	234 17 0	12,383 10 6	2,026	10	..	41	6	..	3	..	..	..	..	498	904,700	187 4	314 6	538,463 18	Westport.
Waimangaroa Junc.	15	4	491 5 3	122	76	4,848	5,997	11,043	78	2,090	1	..	43	2	..	7	2	..	..	..	935	845,600	217 9	348 3	262,807 17	669 15 4	24 3 9	68 7 3	1 10 0	29,573 9 11	2 13 5	29 0 0	30,368 19 8	1,098	4	..	46	5	60	1	..	..	..	..	25	122,600	683 5	1,572 6	695 3	Waimangaroa Junc.
Granity	13½	4	514 14 4	89	166	3,517	8,701	12,473	42	275	9	..	28	4	6	..	..	..	..	..	17	685,000	28 7	172 16	276,022 14	1,308 10 6	17 7 0	20 4 2	4 12 10	36,526 17 3	3 15 3	23 13 6	37,905 0 6	2,363	10	..	69	10	4	19	2	414	..	..	447	576,900	1,202 18	1,420 7	391 8	Granity.
Head Office	..	..	..	..	..	..	252	252	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26 2 0	65 3 0	..	279 7 0	..	..	46 4 2	416 16 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
General	..	..	1,477 13 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	38	11,199 12 4	539	943	21,864	33,281	56,627	406	5,487	24	..	156	21	64	23	2	414	..	..	970	1,604,200	2,073 7	3,306 19	539,550 9	4,750 6 10	267 14 3	171 7 10	333 13 7	71,349 16 6	3,867 13 2	333 14 8	81,074 6 10	5,487	24	..	156	21	64	23	2	414	..	..	970	1,604,200	2,073 7	3,306 19	539,550 9	Totals.
NELSON SECTION—																																																		NELSON SECTION—
Port	9	11	1,828 9 0	..	..	..	..	..	..	183	..	..	..	4	1	..	2	600	11	..	1	61,300	3,137 5	1,017 11	4,754 4	..	..	9 5 7	6 15 6	1,364 5 11	667 5 3	558 7 6	2,605 19 9	39	..	..	14	4	34	4	..	640	..	1,662	68	43,900	1,318 4	207 11	104 14	Port.
Nelson	9	6	932 12 9	1,184	1,991	14,511	16,777	34,463	287	3,848	15	20	149	6	3	3	1	..	..	38	1	19,100	712 8	1,282 3	195 12	2,487 8 8	225 4 4	169 4 1	89 7 0	4,526 4 4	50 6 5	78 0 0	7,625 14 10	647	3	20	107	1	218	2	..	460	13	443	664	1,178,800	2,434 19	805 15	8,503 9	Nelson.
Richmond	9½	1	197 12 1	267	262	3,596	5,003	9,128	104	463	1	7	32	1	192	13	..	1,203	..	286	66	69,800	2,862 14	247 7	4,780 1	516 19 10	79 16 1	20 8 3	14 0 8	1,288 14 11	0 16 11	3 10 0	1,924 6 8	982	3	3	51	1	15	11	..	952	18	1	119	163,500	883 0	246 16	874 17	Richmond.
Wakefield	10½	1	167 7 4	88	172	2,938	4,455	7,653	82	601	6	1	68	2	39	7	1	925	6	672	420	348,700	517 9	222 14	283 3	665 1 3	72 19 6	24 6 0	14 9 2	815 15 8	2 7 2	6 2 6	1,601 1 3	2,084	12	3	75	2	1	5	..	617	..	27	..	19,900	1,761 13	760 0	120 19	Wakefield.
Belgrove	11½	3	458 3 0	356	425	8,521	9,813	19,115	10	104	12	2	36	..	36	..	..	386	14	215	287	447,900	126 1	123 17	141 4	1,418 9 4	13 7 0	11 10 7	7 4 10	619 9 11	0 2 0	3 7 0	2,073 10 8	617	5	2	43	3	2	2	..	27	..	13	3	7,000	285 15	253 15	55 5	Belgrove.
Kohatu	9	1	187 12 3	299	88	2,255	2,154	4,796	2	275	15	13	74	6	3	7	..	869	..	936	83	489,800	45 0	162 14	37 17	722 6 0	1 7 6	34 17 6	23 0 11	749 4 0	2 1 11	..	1,532 17 10	1,105	26	15	69	8	4	6	4	1,287	..	1	4	23,500	717 6	782 9	532 17	Kohatu.
Head Office	..	..	..	..	..	..	180	180	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28 6 8	76 10 8	..	317 8 0	..	539 11 8	122 11 0	1,084 8 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
General	..	..	341 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	23	4,113 14 5	2,194	2,938	31,821	38,382	75,335	486	5,474	49	43	359	19	274	30	4	3,983	31	2,147	858	1,436,600	7,400 17	3,056 6	10,192 1	5,838 11 9	469 5 1	269 12 0	472 6 1	9,363 14 9	1,262 11 4	771 18 0	18,447 19 0	5,474	49	43	359	19	274	30	4	3,983	31	2,147	858	1,436,600	7,400 17	8,056 6	10,192 1	Totals.
PICTON SECTION—																																																		PICTON SECTION—
Picton	15	10	2,659 15 0	2,678	4,331	11,023	14,315	32,347	103	442	168	4	172	45	973	42	..	7,385	..	2,344	889	310,000	2,680 17	4,852 10	5,951 3	2,799 18 6	59 8 0	93 9 1	23 3 6	5,895 0 0	721 15 8	80 10 6	9,673 0 3	488	94	..	425	34	1,325	65	25	61,163	24	5,458	177	496,800	9,258 8	3,842 13	1,428 11	Picton.
Blenheim	13	4	576 9 1	3,797	5,494	17,998	17,409	44,698	125	488	94	..	425	34	1,325	65	25	61,163	24	5,458	177	496,800	9,258 8	3,842 13	1,428 11	4,179 6 8	139 0 0	80 13 1	64 13 5	6,046 11 3	54 2 1	213 8 2	10,777 14 8	442	168	4	172	45	973	42	..	7,885	..	2,344	889	310,000	2,680 17	4,852 10	5,951 3	Blenheim.
Head Office	..	..	..	..	..	..	168	168	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28 17 8	126 2 3	..	313 18 0	..	292 9 3	67 4 6	828 11 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
General	..	..	449 19 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals	..	14	3,686 3 6	6,475	9,825	29,021	31,892	77,213	235	930	262	4	597	79	2,298	107	25	68,548	24	7,802	1,066	806,800	11,939 5	8,695 3	7,379 14	7,007 17 10	324 10 3	174 2 2	401 14 11	11,941 11 3	1,068 7 0	361 3 2	21,279 6 7	930	262	4	597	79	2,298	107	25	68,548	24	7,802	1,066	806,800	11,939 5	8,695 3	7,379 14	Totals.
LAKE WAKATIPU STEAMERS: Totals	..	..	..	1,902	5,270	2,622	2,877	12,671	32	4,957	108	9	135	7	4	110	1	12,321	5	2,061	1	268,800	2,003 16	1,770 1	1,550 7	2,805 7 1	97 15 0	213 10 7	351 15 0	2,480 16 6	13 16 4	23 0 0	5,986 0 6	4,957	108	9	135	7	4	110	1	12,321	5	2,061	1	268,800	2,003 16	1,770 1	1,550 7	Lake Wakatipu steamers.
HURUNUI-BLUFF SEC.—																																																		HURUNUI-BLUFF SEC.—
Lyttelton (Coaching)	18½	16	2,745 0 6	28,055	28,502	41,532	74,492	167,581	7,349	2,114	239	..	550	..	..	..	..	..	..	..	..	..	..	..	..	10,233 2 1	1,799 2 5	489 0 3	116 17 3	*Cr.* 16 2 5	3 5 4	65 5 0	12,656 12 4	7,313	202	8	899	..	..	..	..	..	..	..	..	..	..	..	..	Lyttelton (Coaching).
" (Goods)	As required	71	18,306 2 7	..	..	..	..	..	..	..	..	..	..	85	76	819	2	5,509	889	89,835	30	33,803,500	47,918 14	108,279 3	144,832 0	..	..	..	..	93,098 9 4	6,386 17 2	1,201 2 11	100,665 7 0	..	..	..	..	192	2,278	1,101	83	10,585	552	86,581	30	2,355,900	91,153 17	50,663 9	9,190 19	" (Goods).
" (Wharf)				..	..	..	..	..	..	..	..	..	..	13	..	854	..	5,167	..	6,797	..	2,287,500	3,542 0	7,992 5	7,210 1	..	..	..	..	2,021 14 7	..	..	2,021 14 7	..	..	..	..	6	..	475	..	348	..	76,458	..	84,600	30,216 11	7,445 13	373 11	" (Wharf).
Heathcote	12¾	4	624 10 3	561	1,643	3,316	14,222	19,742	1,943	480	..	..	122	..	..	..	..	1	..	121	..	1,200	1,284 16	47 15	417 0	670 7 6	401 2 5	39 10 1	7 11 9	333 9 11	0 14 2	58 15 0	1,511 10 10	806	..	..	67	..	23	4	..	..	2	..	3	112,700	1,119 17	182 18	1,745 0	Heathcote.
Woolston	12½	3	392 15 5	480	906	2,965	10,757	15,108	999	879	..	..	20	..	31	..	..	..	..	8,903	..	..	179 4	2,691 11	2,197 6	461 16 7	173 3 11	51 14 8	1 2 0	1,540 19 3	3 15 6	25 0 0	2,257 11 11	204	1	..	19	1	66	3	..	..	..	8,825	4	235,100	935 2	6,460 2	6,913 7	Woolston.
Opawa	13	1	195 18 6	1,450	4,336	3,020	9,181	17,987	1,046	164	..	..	17	..	..	..	..	..	..	..	..	..	0 2	0 6	..	583 4 1	209 11 6	8 10 11	0 6 11	0 8 2	0 5 10	..	802 7 5	186	..	..	18	..	..	..	..	..	..	..	..	..	1 7	0 19	4 14	Opawa.
Christch. (Pass.)	19	85	14,896 2 5	40,600	72,218	117,663	178,409	408,890	12,364	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	57,863 15 4	5,830 17 5	..	3,873 18 9	*Cr.* 76 0 1	26 9 1	352 19 10	67,948 0 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Christch. (Passengers).
" (Parcels)				..	..	..	..	..	..	108,330	806	283	1,985	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,947 8 11	3,185 15 2	*Cr.* 68 7 3	10 8 11	..	11,143 13 0	24,803	579	120	1,507	..	..	..	..	..	..	..	..	..	..	..	..	" (Parcels).
" (Goods)	22½	94	20,731 19 4	..	..	..	..	..	..	..	..	..	..	335	124	321	1	..	68	37,876	13	2,612,100	11,180 9	38,831 11	2,553 2	..	..	..	..	32,755 3 5	781 12 11	999 14 4	34,392 3 4	..	..	..	..	90	963	407	..	77	..	37,086	415	23,872,400	18,811 16	93,521 14	85,560 10	" (Goods).
" (D.T. Mgr.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	51 0 0	..	..	..	0 0 6	..	51 0 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	" (D.T. Mgr.).
Addington	18	14	1,632 3 0	825	834	6,543	4,402	12,604	791	2,203	245	30	487	18	42	2,381	2,889	36,667	14,492	6,646	1	345,400	19,183 6	888 4	535 7	1,405 13 5	96 7 6	338 4 9	49 4 3	6,900 2 2	150 2 4	265 4 11	9,204 19 4	6,817	382	5	359	8	368	6,540	493	256,281	19,080	8,661	156	3,580,300	25,966 7	621 7	15,540 15	Addington.
Papanui	13½	2	364 13 2	2,383	1,968	12,377	4,320	21,048	251	1,185	35	4	146	..	35	63	23	296	..	..	2	88,200	1,998 8	47 16	10 3	2,053 5 9	47 6 6	87 1 1	60 12 8	698 17 7	9 17 3	40 10 0	2,997 10 10	686	17	1	75	..	21	152	5	1,717	12	..	43	1,724,700	5,642 18	153 11	7,918 12	Papanui.
Styx	11	1	185 13 4	375	11	2,492	315	3,193	23	133	13	..	8	..	55	2	..	..	29	347	5	..	1,296 13	3 3	..	78 6 10	11 1 6	11 19 1	1 9 7	345 1 6	0 2 2	0 15 0	448 15 8	115	10	..	5	..	..	21	..	542	6	247	4	500	38 9	9 9	141 9	Styx.
Belfast	13	2	309 19 1	600	263	7,459	3,705	12,027	33	298	2	..	82	..	108	85	7	3,474	185	8,239	..	99,500	5,042 12	8,353 6	18 16	504 7 8	19 9 0	18 12 7	7 1 3	5,312 19 0	23 7 3	79 15 0	5,965 11 9	427	3	1	40	..	11	211	..	249,404	2,270	2,794	1	295,100	2,353 2	1,256 5	5,393 11	Belfast.
Kaiapoi	12	4	920 14 6	1,357	1,020	11,676	9,855	23,908	298	2,503	100	1	92	2	162	390	22	9,118	1,802	1,800	72	124,000	11,798 13	278 2	1,854 8	1,978 11 10	222 16 0	233 1 11	51 4 9	3,681 7 2	12 17 5	119 13 6	6,299 12 7	1,986	13	1	56	4	174	64	..	1,920	479	1,386	37	679,800	2,352 11	5,175 8	4,664 16	Kaiapoi.
Rangiora	12½	7	907 1 6	2,210	1,750	10,429	11,461	25,850	126	4,510	133	8	381	8	106	715	78	19,452	1,306	2,092	6	51,600	5,521 0	790 1	545 18	2,945 14 5	204 12 6	373 12 0	81 11 4	2,665 8 2	30 13 2	149 3 0	6,450 14 7	5,807	137	5	286	4	348	237	8	10,171	98	1	89	460,400	3,544 14	1,320 4	3,394 16	Rangiora.
Cust	13	1	193 18 1	212	285	1,352	1,564	3,413	19	739	2	1	51	1	40	13	..	11,469	..	388	2	5,000	1,109 13	53 5	8 17	538 13 0	15 6 8	53 10 9	11 1 6	614 10 6	3 6 5	1 0 0	1,237 8 10	2,188	9	3	56	4	1	15	28	1,859	..	..	9	58,800	264 3	262 1	619 9	Cust.
Bennett's	13½	2	325 4 0	361	368	1,939	2,474	5,142	6	235	7	1	10	..	17	22	1	10,241	55	606	8	..	1,850 18	21 11	..	678 5 8	9 6 0	16 8 5	3 8 7	683 12 11	0 1 4	0 10 0	1,391 12 11	2,233	42	2	25	7	0	22	1	1,372	16	..	..	40,000	929 18	223 13	1,116 5	Bennett's.
Oxford East	14	1	186 17 8	238	293	1,425	1,460	3,416	10	1,138	21	..	59	..	20	156	8	22,244	100	521	71	1,200	215 5	53 8	..	587 0 0	5 10 0	169 0 0	10 15 4	686 18 4	0 4 5	10 0 8	1,469 8 9	2,382	19	6	44	..	1	8	1	2,373	..	..	..	21,200	295 0	399 15	626 3	Oxford East.
" West	15	4	588 13 0	843	422	2,274	2,793	5,832	8	753	64	9	65	..	28	4	..	149	16	618	471	248,500	401 15	66 12	18 9	956 6 8	6 0 0	68 16 11	7 18 8	1,006 4 7	3 0 4	5 16 3	1,954 3 0	1,997	46	3	43	1	1	4	1	46	..	..	..	16,600	177 12	162 8	211 6	" West.
Sefton	12½	1	201 16 11	109	204	1,318	1,230	2,861	35	683	17	2	62	2	32	28	20	6,645	511	328	4	3,800	1,638 17	107 19	..	353 0 0	24 13 11	45 14 4	10 1 10	730 2 11	17 12 9	31 15 2	1,213 0 11	1,248	5	2	45	2	3	22	21	351	64	933	1	78,900	252 6	183 18	965 6	Sefton.
Amberley	12¾	4	417 5 4	497	639	2,507	2,739	6,382	18	2,640	85	5	294	..	73	216	21	31,732	78	1,050	6	80,200	779 19	122 5	39 0	1,001 5 10	11 15 0	168 7 4	29 12 4	1,088 12 3	1 13 9	133 8 8	2,434 15 2	4,526	66	3	296	4	6	208	12	5,495	42	3	24	221,800	720 16	495 3	887 7	Amberley.
Waipara	13½	3	429 19 8	773	516	3,909	3,187	8,385	31	1,611	73	15	120	2	66	418	17	114,270	352	4,318	13	72,900	848 16	261 19	61 16	1,883 9 8	17 10 0	158 2 3	13 16 5	4,107 3 0	141 19 11	8 0 0	6,330 1 3	5,134	89	16	245	11	13	293	..	6,377	..	..	37	500,100	703 11	1,047 3	1,832 18	Waipara.
Waikari	15	4	691 5 10	823	831	3,558	3,898	9,108	20	1,849	49	7	208	3	131	427	5	84,310	37	4,776	10	7,000	2,910 10	201 15	14 10	1,722 4 1	18 7 6	131 15 0	27 16 1	4,137 8 1	6 0 3	55 10 0	6,099 1 0	3,593	58	11	177	2	10	230	20	1,422	..	..	37	213,900	454 13	366 3	583 19	Waikari.
Culverden	12	3	428 0 2	806	464	2,549	1,073	4,892	2	1,399	79	16	291	..	1	1,041	1	65,440	2	6,222	1	78,700	241 6	175 17	4 0	1,629 14 0	47 10 0	220 8 0	31 10 9	3,812 6 8	5 12 2	49 0 0	5,796 1 7	8,660	153	46	718	17	39	1,024	180	8,548	21	..	32	485,500	1,118 17	1,770 13	1,484 13	Culverden.
Hornby	16	4	535 3 0	229	279	3,516	7,054	11,078	42	823	456	5	210	1	92	15	10	1,198	367	4,854	..	..	2,002 11	15,676 12	6,592 0	800 3 2	51 11 0	426 0 6	9 5 4	7,065 11 10	6 10 10	58 2 6	8,417 5 2	454	232	1	45	1	40	384	2,378	275,406	9,414	..	9	49,700	1,075 14	1,395 18	1,651 9	Hornby.
Prebbleton	10	1	205 4 10	89	83	1,721	1,514	3,407	36	169	..	..	3	2	428	3	..	..	304	22	3	..	3,047 0	24 4	..	210 10 8	23 7 1	6 9 11	6 4 1	866 5 3	3 11 1	0 10 0	1,116 18 1	362	1	..	12	..	..	2	..	191	34	..	2	4,900	161 0	44 3	477 11	Prebbleton.
Lincoln	10½	3	401 18 1	717	515	2,535	1,907	5,674	2	1,787	35	4	47	2	241	218	86	23,962	1,822	1,037	20	51,400	3,438 13	118 9	29 0	534 2 0	1 0 0	161 12 7	17 1 10	1,651 19 8	13 13 11	57 13 6	2,437 8 6	1,980	19	1	27	..	..	48	..	1,121	246	..	30	151,100	620 13	205 5	1,377 15	Lincoln.
Springston	9½	1	170 14 9	122	130	1,333	1,416	3,001	48	518	..	..	19	..	115	26	11	2,583	1,012	140	..	..	1,718 17	40 17	..	286 0 2	34 16 6	105 15 11	11 7 3	547 6 9	0 15 4	6 0 0	992 1 11	658	..	..	10	..	..	6	1	809	801	..	3	28,300	195 7	176 17	529 1	Springston.
Ellesmere	10	1	189 14 0	115	87	499	722	1,423	21	283	13	..	14	..	88	112	14	8,862	524	468	..	500	4,086 2	83 18	..	160 8 11	31 15 0	24 6 0	5 12 9	1,375 11 10	1 12 5	..	1,599 6 11	838	5	1	13	..	..	34	10	1,388	22	..	1	34,600	113 17	67 5	86 11	Ellesmere.
Doyleston	11¼	1	207 16 7	69	234	1,146	2,280	3,729	57	1,436	14	..	16	2	142	207	234	2,592	759	129	..	..	2,022 10	66 12	..	515 1 11	40 6 0	231 5 10	8 15 10	892 17 6	0 12 5	3 0 0	1,691 19 6	1,484	2	5	18	6	7	21	88	1,511	480	..	1	209,100	343 19	257 8	788 8	Doyleston.
Leeston	11	3	421 17 11	357	610	2,045	3,622	6,634	77	871	28	..	87	5	102	115	11	12,657	3,248	304	1	100	2,507 15	126 16	5 4	1,010 11 5	48 4 0	63 17 1	25 13 9	1,210 0 5	5 7 2	40 0 0	2,403 13 10	3,143	44	2	98	4	2	100	9	1,730	228	..	17	121,100	251 7	353 0	1,870 11	Leeston.
Southbridge	12	5	663 1 1	422	499	2,967	5,790	9,678	20	1,718	28	..	41	..	98	106	6	19,712	3,255	536	1	6,000	4,581 16	123 2	..	1,393 18 10	13 10 3	252 7 1	23 18 11	2,021 19 8	2 3 4	25 0 0	3,732 18 1	2,878	21	3	32	3	..	48	1	1,960	168	..	3	67,400	300 12	467 2	779 7	Southbridge.
Little River	12¾	5	552 4 6	1,313	2,021	4,519	5,331	13,184	6	1,198	97	19	123	..	13	761	38	48,394	1,000	680	247	27,300	896 17	102 7	40 6	2,497 8 3	52 16 0	268 5 10	23 4 5	1,874 4 0	3 7 3	58 7 9	4,777 13 6	4,642	148	31	185	5	24	417	114	5,916	728	..	2	149,100	833 13	583 17	718 17	Little River.
Templeton	15	3	373 3 8	109	220	1,512	2,764	4,605	30	186	4	..	29	3	276	20	2	1,944	57	62	..	600	4,097 13	528 19	..	350 12 1	19 0 0	12 11 0	8 9 1	1,527 15 10	0 13 3	4 0 0	1,923 1 3	640	9	..	28	1	4	21	243	17,394	7,216	1	7	371,300	2,318 0	872 9	7,642 9	Templeton.
Rolleston	14	4	495 13 9	188	151	1,559	1,743	3,641	28	227	36	1	60	..	134	24	4	5,294	191	320	6	100	1,996 19	38 2	..	513 11 10	19 11 8	41 3 2	13 16 10	711 9 8	4 4 0	2 15 0	1,306 12 2	627	14	1	53	2	..	24	..	877	68	..	3	20,200	291 15	118 5	254 6	Rolleston.
Kirwee	10½	1	188 5 3	197	227	1,237	2,161	3,822	38	472	17	1	42	1	33	64	6	11,683	410	669	5	..	1,584 12	135 5	..	512 6 8	27 10 0	31 2 10	10 15 4	792 15 8	1 2 1	4 0 0	1,379 12 7	1,678	88	2	109	2	1	53	2	1,119	175	..	3	67,900	615 10	271 0	649 0	Kirwee.
Darfield	12	3	420 7 4	515	606	3,224	4,093	8,438	28	982	28	6	66	3	64	69	7	15,135	396	1,489	29	3,700	4,261 11	62 8	..	1,244 6 10	37 0 0	68 12 2	14 8 3	1,866 4 0	4 0 2	25 19 8	3,260 11 1	1,788	28	8	56	7	..	26	..	416	125	..	2	94,200	557 4	201 17	539 1	Darfield.
Sheffield	12	2	289 4 6	214	155	1,731	1,061	3,161	76	780	14	3	69	6	130	230	..	9,366	193	982	78	43,100	1,430 16	143 7	596 9	560 11 10	42 5 4	84 7 10	8 4 8	1,258 14 6	8 6 10	26 5 0	1,988 16 0	2,104	77	6	103	8	26	116	3	2,245	8	..	19	45,300	600 12	538 13	974 11	Sheffield.
Springfield	12	4	606 11 8	1,362	774	8,826	6,205	16,667	22	627	89	2	89	4	83	81	..	2,699	83	1,502	50	6,000	514 1	283 4	603 1	2,400 18 2	15 0 0	77 2 0	17 6 8	1,154 11 5	234 12 7	..	3,899 10 10	3,446	80	6	106	18	22	97	20	1,221	1	..	36	438,400	994 17	1,638 12	3,548 18	Springfield.
Coalgate	12	3	293 17 2	280	245	1,107	1,603	3,235	108	899	35	7	67	2	58	131	2	20,399	68	2,493	..	..	515 5	93 6	14,341 16	570 11 7	56 0 10	75 5 8	16 7 6	4,365 15 3	0 18 10	18 3 0	5,102 17 3	3,862	57	21	106	2	6	77	..	1,656	4	..	31	143,700	633 6	546 13	276 13	Coalgate.
Burnham	10	1	176 9 5	31	138	444	1,984	2,597	17	260	8	1	45	..	53	14	..	6,904	132	679	..	..	1,953 2	28 2	14 12	269 6 1	10 0 0	16 15 9	3 9 3	708 7 3	9 17 6	..	1,017 15 10	722	7	2	41	1	..	15	..	1,046	..	..	2	37,600	169 9	88 13	225 19	Burnham.
Selwyn	9½	1	203 3 4	14	50	271	824	1,159	73	515	10	3	7	..	..	24	7	5,285	244	191	..	..	673 2	88 9	..	153 6 1	37 3 4	81 6 0	1 7 3	279 8 3	4 18 9	0 15 0	558 4 8	454	41	4	42	1	1	17	..	356	103	..	2	33,300	210 13	93 17	346 10	Selwyn.
Dunsandel	13¾	2	334 9 0	196	302	1,798	3,892	6,188	31	561	56	4	103	..	115	130	21	20,878	162	808	..	2,600	3,551 13	183 12	..	1,114 12 0	19 0 0	81 12 6	23 3 6	1,504 9 3	1 6 11	38 15 6	2,782 19 8	1,782	66	9	75	5	..	104	3	1,222	18	..	6	84,200	383 8	332 14	622 6	Dunsandel.
Rakaia	13½	10	1,188 13 9	422	1,167	4,338	5,429	11,356	54	1,686	54	6	216	9	216	125	7	61,563	555	3,544	6	8,800	18,237 10	337 5	70 4	1,967 3 4	31 10 0	132 19 6	51 6 7	8,855 17 4	50 12 6	114 12 0	11,204 1 3	3,918	38	21	204	12	6	51	..	5,927	16	..	17	228,900	1,125 3	916 5	1,791 6	Rakaia.
Methven	15	4	460 10 8	272	316	2,840	3,401	6,829	16	622	25	5	92	..	19	88	..	63,336	86	2,316	..	..	2,579 9	140 7	6 0	1,594 13 1	16 13 4	71 17 10	12 1 11	3,166 8 5	6 0 1	37 5 0	4,904 19 8	4,241	45	25	110	8	3	57	4	6,324	13	..	22	390,400	1,994 1	1,055 7	2,010 8	Methven.
Chertsey	14	2	341 9 5	52	145	1,612	2,317	4,126	10	553	8	2	53	..	109	84	..	14,262	114	5,678	1	6,100	4,215 9	4,780 8	..	544 5 7	4 6 0	37 15 6	9 1 8	7,529 4 2	2 1 5	51 5 3	8,177 19 7	1,641	16	..	45	1	6	59	..	39,779	11	2	3	65,300	661 18	299 0	354 12	Chertsey.
Ashburton (Coaching)	16	19	2,835 4 5	2,699	3,475	21,226	22,651	50,051	143	9,585	359	37	513	..	..	..	..	..	..	..	..	..	..	..	..	10,046 2 6	221 16 3	959 9 0	317 16 9	*Cr.* 45 1 6	7 3 2	..	11,507 6 2	15,944	304	32	407	..	..	..	..	..	..	..	..	..	..	..	..	Ashburton (Coaching).
" (Goods)				..	..	..	..	..	..	..	..	..	..	11	71	558	4	18,043	1,173	2,249	5	335,800	13,440 16	3,963 0	1,060 12	..	..	..	..	10,607 8 2	58 6 6	456 7 7	11,122 2 3	..	..	..	..	20	71	427	1	20,470	48	785	176	2,555,500	4,999 10	4,639 9	12,876 19	" (Goods).
Tinwald	13	1	186 16 0	326	63	3,814	948	5,151	112	682	88	4	60	2	74	287	19	73,127	2,140	2,862	1	2,300	5,655 17	167 8	80 14	233 9 8	106 2 0	106 18 0	4 9 0	4,879 9 2	0 15 4	41 15 1	5,372 18 3	549	37	5	31	1	..	84	8	5,579	17	300	21	19,100	424 3	206 1	1,266 18	Tinwald.
Mount Somers	12	1	188 9 2	87	137	436	1,372	2,032	3	670	34	3	71	3	282	151	4	8,632	19	1,928	193	400	247 2	75 10	6,003 16	413 5 3	2 10 0	65 0 11	5 8 9	2,800 17 4	2 5 5	2 13 8	3,292 1 4	4,299	48	19	135	15	20	56	..	1,897	472	1	8	322,600	1,282 6	830 15	538 4	Mount Somers.
Winslow	12½	1	183 7 4	33	11	869	614	1,527	89	201	10	8	26	3	13	198	..	5,723	1,286	707	1	..	2,773 17	71 17	..	117 7 2	58 5 0	29 15 7	1 15 1	1,460 5 2	3 15 9	56 6 3	1,727 10 0	472	28	4	15	3	..	13	1	9,319	23	..	2	52,700	321 6	196 11	943 10	Winslow.
Hinds	13¾	2	273 17 11	135	338	2,090	2,533	5,096	26	614	25	..	66	4	89	264	1	41,185	930	1,722	1	200	2,606 4	102 6	..	726 16 9	39 6 6	54 18 7	10 13 8	2,215 3 8	7 14 4	..	3,054 13 6	1,679	17	2	99	1	3	29	..	8,961	100	..	16	156,900	874 13	372 12	906 19	Hinds.
Rangitata	13	2	213 19 1	130	160	1,530	1,990	3,810	13	426	16	4	145	..	16	5	..	33,289	12	2,696	12	900	2,724 6	72 14	..	674 9 4	8 10 0	48 16 6	18 0 1	1,567 4 1	7 16 9	283 1 2	2,607 17 11	1,916	32	9	166	5	2	12	..	2,921	..	4	2	83,600	553 15	340 12	392 15	Rangitata.
Orari	13	2	338 7 3	659	906	3,457	5,822	10,844	33	2,276	52	11	160	2	15	83	12	21,200	53	1,623	17	200	3,036 0	223 4	11 10	2,216 14 8	21 1 6	196 5 11	44 8 5	1,402 5 9	4 7 6	2 15 6	3,887 19 3	5,420	105	17	239	13	5	80	3	12,901	3	1	14	278,200	852 8	836 16	1,696 1	Orari.
Winchester	11½	1	215 13 3	195	208	1,534	3,193	5,130	36	457	23	2	33	..	5	9	..	6,584	188	1,608	16	100	3,341 11	89 3	9 0	687 13 10	39 4 0	50 16 11	16 14 7	990 7 8	0 16 9	36 10 0	1,822 3 9	1,142	21	4	33	1	5	..	1	766	..	212	9	238,900	454 14	528 6	1,054 11	Winchester.
Temuka	12¾	3	413 2 3	893	1,115	6,947	10,041	18,996	65	3,368	35	11	114	3	96	661	..	5,359	989	514	..	47,200	7,397 3	232 14	251 8	2,985 3 0	104 12 6	288 0 5	76 17 10	2,082 17 4	5 4 5	71 7 4	5,614 2 10	5,879	17	6	110	8	11	69	..	7,908	213	170	13	667,400	966 19	846 9	3,332 5	Temuka.
Carried forward	..	423	79,244 4 7	90,500	132,843	332,481	457,814	1,013,638	26,732	169,298	3,612	525	7,686	537	4,426	12,718	3,596	998,084	41,644	226,245	1,408	40,453,700	230,029 1	192,340 10	190,086 5	125,333 16 8	10,456 3 10	14,733 13 2	8,400 4 0	245,243 4 6	8,084 9 11	5,176 5 0	417,427 17 1	160,598	3,478	480	7,673	502	4,591	13,588	3,682	999,226	43,347	219,451	1,404	42,249,200	212,234 19	191,049 2	199,692 17	Carried forward.

RETURN No. 12—*continued.*

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1906—*continued.*

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure.	OUTWARD.																														INWARD.																Stations.
				Number of Tickets.																																														
				First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total	Number of Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool	Trucks of Firewood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	
HURUNUI–BLUFF SECTION—*continued.*			£ s. d.																				Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.														Ts. c.	Ts. c.	Ts. c.	HURUNUI–BLUFF SECTION—*continued.*
Brought forward	..	423	79,244 4 7	90,500	132,843	332,481	457,814	1,013,638	26,732	169,298	3,612	525	7,686	537	4,426	12,718	3,596	998,034	41,644	226,245	1,408	40,453,700	230,029 1	192,340 10	190,036 5	125,333 16 8	10,456 3 10	14,733 13 2	8,400 4 0	245,243 4 6	8,084 9 11	5,176 5 0	417,427 17 1	160,598	3,478	480	7,673	502	4,591	13,588	3,682	999,226	43,347	219,451	1,404	42,249,200	212,234 19	191,049 2	199,692 17	Brought forward.
Washdyke ..	12½	1	182 18 10	147	150	1,981	1,092	3,370	6	826	61	8	30	1	104	176	95	3,156	288	3,835	10	..	6,031 9	9,581 19	10 10	195 8 7	3 0 0	96 14 9	1 10 7	4,332 12 1	1 8 4	20 12 0	4,651 6 4	369	108	2	37	..	7	156	1	129,450	51	117	1	91,200	2,507 10	151 19	2,945 15	Washdyke.
Pleasant Point ..	10	2	265 2 8	261	413	2,866	5,594	9,134	52	1,436	19	6	66	5	22	11	1	8,528	144	2,187	2	900	7,391 9	205 16	486 9	1,049 9 3	35 6 6	100 9 1	25 8 5	1,997 19 1	6 1 2	29 6 2	8,243 19 8	2,455	37	4	66	7	1	13	..	9,582	..	68	12	195,300	1,072 14	511 3	1,568 5	Pleasant Point.
Albury	10½	2	279 9 4	136	241	1,093	1,999	3,469	..	857	26	2	74	..	4	34	..	21,238	47	1,693	..	200	1,943 3	102 5	199 13	644 15 10	..	91 1 11	8 2 4	1,083 16 2	0 6 2	13 0 0	1,841 2 5	3,121	32	19	83	6	9	37	..	805	..	1	44	333,600	1,062 5	842 13	714 12	Albury.
Fairlie	13½	4	525 12 0	527	622	3,776	5,304	10,229	10	1,852	65	7	159	4	1	93	1	30,969	125	5,229	..	12,600	1,352 16	127 8	6 2	2,001 13 1	52 6 0	162 7 5	25 15 0	1,875 18 0	5 18 10	65 7 0	4,189 5 4	4,152	74	23	184	10	15	62	1	1,115	..	1	38	319,700	1,240 11	867 4	1,701 12	Fairlie.
Timaru (Coaching)	16	42	10,341 14 11	4,862	5,845	32,211	31,078	73,996	756	19,771	258	62	694	..	..	..	..	..	..	..	..	..	..	..	..	13,582 1 7	539 11 6	1,397 2 7	565 12 6	Cr. 48 13 8	14 11 1	14 10 0	16,064 15 7	19,620	218	62	459	..	..	..	..	..	..	..	..	..	..	..	..	Timaru (Coaching).
„ (Goods)				..	..	..	..	..	..	..	..	..	..	28	6	179	..	1,055	16	36,422	32	2,109,600	50,146 12	7,323 17	18,455 17	..	..	..	..	18,783 7 10	1,965 14 8	1,211 11 6	21,960 13 7	..	..	..	..	43	308	398	..	149,866	179	36,238	129	5,588,400	53,285 2	36,143 1	20,006 5	„ (Goods).
„ (Wharf)				..	..	..	..	..	..	..	..	..	..	4	..	26	..	6,871	..	4,406	..	5,249,100	1,328 10	17,613 12	16,952 16	..	..	..	..	3,684 3 5	..	..	3,684 3 5	..	..	..	..	4	..	..	..	5	..	33,985	..	3,900	38,154 4	893 2	574 6	„ (Wharf).
St. Andrew's ..	12	2	266 12 1	173	230	3,425	4,749	8,577	46	975	18	2	58	3	29	279	3	12,117	124	4,136	4	1,500	8,327 17	3,924 4	176 11	951 14 8	43 3 6	87 0 8	21 3 7	3,366 18 8	0 6 0	67 15 0	4,538 2 1	2,499	9	6	95	2	3	23	1	50,227	..	218	5	228,200	2,219 3	639 13	3,534 4	St. Andrew's.
Makikihi	11	1	180 17 7	119	135	1,705	2,537	4,496	20	918	11	..	45	1	30	69	28	16,129	292	610	14	..	3,398 10	72 16	194 13	694 12 4	15 9 0	71 5 5	18 15 1	1,293 11 2	2 3 8	59 9 6	2,155 6 2	1,551	12	9	42	2	3	25	6	2,997	14	..	21	134,400	659 1	359 14	949 2	Makikihi.
Studholme Junction	10½	3	433 4 6	642	636	3,691	2,332	7,301	33	866	36	4	61	..	49	530	..	20,511	718	340	..	7,000	5,748 7	118 17	114 2	862 15 4	17 10 0	135 6 10	25 7 11	2,684 12 3	1 11 6	63 16 0	3,790 19 10	814	26	3	79	3	13	61	..	21,654	27	..	10	107,900	1,598 7	231 14	840 11	Studholme Junction.
Waimate	12½	5	655 1 5	1,414	1,887	7,899	7,286	18,486	2	5,212	64	8	140	2	33	24	18	65,661	290	2,561	83	78,600	5,852 6	495 19	86 4	3,452 18 0	22 14 6	428 7 6	55 6 1	3,947 15 4	5 1 4	199 12 6	8,111 15 3	7,816	103	13	170	12	10	56	4	5,297	55	2	47⅓	1,252,700	1,612 1	2,455 6	4,553 5	Waimate.
Morven	9	1	178 8 4	44	16	1,197	1,785	3,042	21	707	24	..	29	4	29	64	50	45,033	324	697	..	2,500	5,368 14	103 1	12 0	543 1 9	11 19 0	102 10 1	9 9 8	2,514 16 9	2 1 10	6 15 0	3,190 14 1	1,226	18	3	32	4	..	54	3	1,966	..	..	32	220,200	437 8	324 7	995 17	Morven.
Glenavy	12	4	481 17 11	75	168	1,646	3,113	5,002	45	989	23	1	74	3	9	32	..	15,407	29	988	..	..	3,756 9	112 10	5 19	753 18 8	34 0 0	100 15 8	16 5 2	1,420 12 1	0 15 11	4 15 0	2,331 2 6	2,013	12	4	57	8	..	3	..	7,249	16	5	11	153,800	449 16	337 16	781 3	Glenavy.
Pukeuri Junction ..	13	1	202 19 0	22	80	983	609	1,694	89	1,220	43	5	35	..	24	140	27	22,654	128	584	2	500	7,665 19	1,887 16	24 4	144 18 1	45 12 6	187 5 7	1 15 4	3,166 17 3	0 1 2	12 11 0	3,558 15 11	303	52	..	24	1	3	170	4	14,887	..	..	..	28,100	129 8	75 9	393 15	Pukeuri Junction.
Duntroon	11	2	238 7 11	82	61	859	1,574	2,576	49	984	36	2	56	1	13	339	21	8,310	56	1,072	3	..	2,048 4	130 18	0 1	498 13 10	30 16 0	86 6 11	4 18 3	1,370 1 7	0 2 6	8 0 0	1,998 19 1	3,910	12	5	67	7	1	74	..	626	1	2	8	141,900	614 13	550 10	889 4	Duntroon.
Kurow	14	4	617 4 0	378	397	3,504	5,714	9,993	16	1,716	36	1	175	3	17	71	..	8,787	..	6,605	..	400	770 1	119 3	74 10	1,977 15 3	7 15 0	158 4 11	10 8 7	2,030 0 4	1 0 2	7 17 4	4,193 1 7	4,439	55	6	228	11	55	66	2	2,210	..	..	32	187,700	785 0	824 4	1,205 16	Kurow.
Oamaru (Coaching)	16	40	6,160 5 9	2,721	3,095	30,217	21,442	57,475	229	19,189	206	62	554	..	..	..	..	..	..	..	..	..	..	..	..	10,646 18 1	242 17 8	1,370 17 11	466 6 9	Cr. 44 7 9	14 18 11	25 16 0	12,723 7 3	13,468	237	23	395	..	..	..	..	..	..	..	..	..	..	..	..	Oamaru (Coaching).
„ (Goods)				..	..	..	..	..	..	..	..	..	..	42	16	746	1	6,859	888	11,790	28	409,800	23,692 1	5,014 18	400 12	..	..	..	..	8,526 18 4	129 5 0	256 16 0	8,912 19 4	..	..	..	..	27	152	449	16	14,335	762	7,585	116	2,402,000	20,364 11	9,473 1	12,833 14	„ (Goods).
Breakwater			1,062 0 10	..	..	..	..	..	..	..	..	..	..	..	17	2	..	..	..	12	28	1,309,700	354 6	3,198 18	4,020 14	..	..	..	..	1,203 2 7	798 14 11	105 0 6	2,106 18 0	..	..	..	..	..	15	65	..	447	..	11,591	..	600	28,377 15	594 0	475 13	Breakwater.
Waiareka Junction	16½	2	331 16 6	93	33	1,422	364	1,912	27	2,004	12	3	30	3	273	377	60	21,959	462	1,522	28	2,800	12,852 14	280 1	4,866 12	128 2 1	15 14 0	301 2 9	1 5 5	5,667 13 1	1 12 11	1 5 0	6,116 15 3	300	4	..	17	..	1	146	..	2,413	..	..	2	33,500	160 18	58 1	1,501 12	Waiareka Junction.
Ngapara	10	2	258 15 2	90	46	975	1,337	2,448	26	740	7	2	15	1	3	163	4	3,495	169	278	..	..	3,097 2	101 13	299 12	301 18 3	18 10 0	91 17 1	3 8 7	1,048 19 3	2 9 2	2 0 0	1,464 2 4	6,355	33	10	82	10	6	83	3	1,194	11	..	26	307,000	2,889 7	892 17	2,533 7	Ngapara.
Maheno	12¾	3	413 18 1	160	236	2,685	2,920	6,001	110	1,367	34	2	78	1	185	466	17	12,360	161	712	13	2,800	5,538 11	183 6	484 5	751 18 10	49 0 6	454 3 6	10 12 5	2,616 12 1	2 1 9	6 2 6	3,890 11 7	1,976	13	2	47	5	..	124	27	4,963	23	1,060	28	139,600	1,169 4	448 16	2,056 1	Maheno.
Herbert	12	2	269 14 7	51	98	1,108	2,615	3,872	18	805	10	..	50	2	3	53	..	386	6	133	2	3,700	1,060 7	78 12	8 0	541 7 0	11 10 0	185 14 3	5 6 5	406 8 1	0 7 7	..	1,150 13 4	1,309	3	..	47	2	5	2	..	1,179	8	..	..	62,400	323 10	183 17	811 2	Herbert.
Hampden	11½	2	310 19 2	207	168	2,340	2,602	5,317	80	1,238	36	1	90	..	2	134	3	5,463	..	477	110	3,500	1,589 17	312 6	11,592 16	782 16 10	31 5 0	259 19 5	16 16 10	4,304 19 3	1 5 8	44 8 6	5,441 11 6	3,146	12	5	93	3	4	50	12	1,778	10	..	19	172,300	1,115 5	498 15	1,034 15	Hampden.
Palmerston ..	22½	14	1,877 14 3	635	957	12,398	11,782	25,772	74	2,580	88	5	187	6	45	327	45	9,023	32	1,145	20	33,900	3,589 0	503 5	7,804 15	2,925 12 6	56 17 3	443 8 8	39 10 11	3,658 9 10	4 7 10	43 11 4	7,171 18 4	4,636	77	16	204	1	4	137	4	583	1	..	54	235,000	807 2	709 0	1,620 10	Palmerston.
Lime Quarry ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	188	..	..	..	..	..	..	..	22 9	1 12	32 0	..	..	..	..	467 14 11	..	..	467 14 11	..	..	..	..	..	..	..	..	..	..	..	..	200	16 4	15 11	778 3	Lime Quarry.
Dunback	9	1	183 15 7	62	63	583	329	1,037	2	407	14	3	30	3	34	48	..	3,142	..	1,320	..	1,700	485 3	144 16	28 0	175 12 3	2 4 2	72 9 5	1 4 3	692 5 1	0 13 3	4 19 6	949 7 11	1,028	21	5	17	10	1	7	1	205	..	..	28	103,800	2,105 14	382 19	1,475 16	Dunback.
Waikouaiti ..	14	3	362 19 5	277	341	2,037	2,956	5,611	54	1,006	45	1	102	..	16	605	10	10,107	51	587	15	..	1,024 10	339 3	16 6	871 4 2	47 6 0	224 5 3	9 5 2	1,271 0 3	1 10 11	18 2 10	2,442 14 7	2,416	42	6	176	..	14	126	..	1,217	58	..	32	133,600	552 4	442 7	2,202 2	Waikouaiti.
Seacliff	15	2	264 0 8	185	197	2,520	3,604	6,506	120	1,134	15	..	40	..	1	51	..	231	47	248	47	200	174 14	248 19	22 18	748 18 3	137 10 0	200 8 11	3 14 5	324 10 5	4 11 1	2 0 0	1,421 13 1	2,254	13	1	130	1	24	62	5	624	15	..	8	261,600	783 13	553 16	2,769 2	Seacliff.
Waitati	15	2	326 9 5	221	140	2,519	2,573	5,453	78	607	17	..	64	..	..	60	2	38	1	65	109	..	192 15	131 11	..	511 11 10	50 15 0	88 7 9	3 17 6	253 18 5	0 8 0	1 0 0	909 18 6	906	19	4	71	2	13	145	11	1,133	24	..	2	42,800	384 14	208 4	933 1	Waitati.
Purakanui ..	..	..	198 14 1	7	3	351	897	1,258	3	39	4	..	16	..	2	9	..	..	..	..	3	..	3 0	8 12	4 0	73 19 9	2 0 6	5 13 2	..	25 5 2	0 0 7	..	106 19 2	125	5	..	34	..	6	47	15	677	109	..	1	13,000	112 15	45 2	50 14	Purakanui.
Port Chalmers Upper	13	1	106 8 7	726	1,963	2,854	10,702	16,245	1,738	894	3	..	29	..	..	92	31	379	27	7	26	..	4 16	35 7	..	1,529 17 4	191 1 6	88 0 2	3 6 5	56 17 10	0 2 9	..	1,869 6 0	163	1	..	9	..	..	36	..	27	..	..	..	..	2 11	23 13	..	Port Chalmers Upper.
Sawyers' Bay ..	18½	3	494 2 5	385	1,275	3,523	8,173	13,356	1,244	136	1	..	13	1	..	45	15	..	31	..	..	..	15 1	571 10	530 3	572 0 4	216 2 0	7 0 2	0 16 11	324 0 2	0 5 0	..	1,120 4 7	261	4	..	16	..	25	31	..	50	149	..	7	53,500	456 9	1,465 14	1,586 11	Sawyers' Bay.
P.Chalmers (Coach'g)	18	18	4,451 8 5	2,614	12,433	12,037	50,220	77,304	3,439	1,087	3	1	86	..	..	..	..	..	..	..	..	..	..	..	..	3,945 18 7	935 7 9	103 5 2	13 18 4	Cr. 7 19 7	1 4 3	..	4,991 14 6	3,069	15	..	101	..	..	..	..	..	..	..	..	..	..	..	..	P.Chalmers (Coaching).
„ (Goods)				..	..	..	..	..	..	..	..	..	..	1	6	15	..	..	11	545	2	227,600	821 10	35,796 15	2,180 19	..	..	..	..	7,402 9 3	1,856 12 9	83 5 0	9,342 7 0	..	..	..	..	2	48	21	..	440	82	31,792	12	694,400	4,775 3	23,069 11	9,505 14	„ (Goods).
Burke's	19½	2	368 10 11	139	639	932	3,050	4,760	1,059	45	..	..	7	..	..	..	..	..	25	..	..	..	0 5	0 10	..	172 12 10	286 7 6	2 15 4	0 10 6	1 1 7	0 5 0	..	463 12 9	98	..	..	7	..	..	..	..	..	..	..	..	..	0 8	3 2	16 5	Burke's.
Ravensbourne ..	19	3	431 13 2	503	4,439	3,081	22,760	30,783	4,194	176	..	..	34	..	..	..	..	..	..	..	..	..	0 15	16 16	..	807 8 11	897 17 7	10 0 2	4 10 4	15 6 4	0 5 4	..	1,735 8 8	238	..	..	25	..	15	2	..	..	..	..	3	25,800	36 0	4 14	1,071 2	Ravensbourne.
Pelichet Bay ..	18	2	385 16 8	385	2,319	3,797	17,663	24,164	2,967	272	..	..	69	..	1	..	..	..	..	..	14	6,200	147 10	37 1	11,755 7	1,062 15 2	326 17 6	14 5 11	2 8 5	1,294 6 9	14 5 9	..	2,714 19 6	274	..	..	17	..	71	..	..	..	..	4	15	160,600	4,655 13	104 12	21,412 1	Pelichet Bay.
Dunedin (Pass.)	24	114	16,289 12 1	17,459	44,585	97,877	163,755	323,676	6,801	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	54,932 1 3	5,594 0 0	..	3,830 19 10	Cr. 100 12 9	23 9 6	1,498 6 1	65,773 3 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Dunedin (Passengers).
„ (Parcels)				..	..	..	..	..	..	104,227	591	269	1,552	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,280 3 2	1,446 15 11	Cr. 136 7 8	12 19 8	..	9,603 11 1	36,421	637	68	1,132	..	..	..	..	..	..	..	..	..	..	..	..	„ (Parcels).
„ (Goods) ..	20	111	15,672 3 7	..	..	..	..	..	..	..	..	..	..	189	403	673	5	624	68	23,912	18	1,689,300	17,437 5	36,507 13	20,518 3	..	..	..	..	67,321 18 7	748 11 5	687 16 8	68,708 6 8	..	..	..	..	22	3,909	952	2	4,044	87	28,596	180	9,794,600	85,594 1	29,441 0	118,919 16	„ (Goods).
„ (Traf. Supt.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1 0	..	0 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	„ (Traf. Supt.).
Caversham ..	20	2	430 19 6	345	768	5,072	9,880	16,065	1,760	1,073	..	..	163	..	2	..	..	..	..	..	4	4,700	22 11	199 11	304 4	1,495 14 7	361 6 7	65 15 10	20 11 1	448 7 6	1 1 0	7 0 0	2,399 16 7	919	..	..	64	1	30	..	..	..	..	..	38	12,100	409 14	130 3	5,626 16	Caversham.
Cattle-yards ..	21	6	826 16 7	272	1,150	2,529	3,907	7,858	617	108	5	1	99	4	3	1,137	70	9,260	655	259	..	13,800	6,974 4	4,462 12	151 6	259 16 5	168 5 9	12 13 3	1 15 2	5,008 10 9	12 19 3	..	5,464 0 7	182	7	..	83	9	55	6,888	245	166,890	3,125	210	..	247,200	812 10	1,807 5	14,872 1	Cattle-yards.
Burnside ..	20	3	493 1 0	459	3,091	3,622	13,685	20,857	2,387	139	..	1	25	..	69	..	..	..	..	1,308	..	..	998 15	526 0	38,288 18	820 19 3	625 13 11	9 17 5	4 9 8	4,141 7 0	9 4 10	32 7 6	5,643 19 7	366	..	..	25	..	291	76	..	1,222	34	..	27	116,500	2,506 2	446 13	3,682 19	Burnside.
Abbotsford ..	20½	3	506 14 7	423	1,608	3,585	11,819	16,935	2,596	252	5	..	59	2	3	8	..	..	..	110	..	3,000	13 14	41 17	32,684 5	796 18 11	436 5 3	22 10 2	4 17 9	3,065 18 3	0 7 1	0 5 0	4,327 2 5	446	35	..	40	1	6	288	11	..	..	42	8	65,800	71 15	131 17	329 10	Abbotsford.
Wingatui Junction	20½	4	566 3 4	282	656	2,307	4,947	8,192	994	627	72	2	133	2	179	243	..	5,342	97	1,148	2	200	519 18	333 18	4,977 0	697 18 7	150 17 10	136 7 8	10 5 0	1,384 19 3	0 3 4	6 18 4	2,387 10 0	513	102	1	104	3	10	43	1	1,901	202	..	8	22,300	233 18	114 1	602 19	Wingatui Junction.
Middlemarch ..	10	3	357 4 8	229	185	1,342	791	2,547	94	1,518	42	6	120	6	160	1,133	6	9,267	178	1,012	1	3,200	970 10	327 5	4 0	546 15 11	47 0 0	245 3 0	9 17 11	1,546 7 11	0 13 7	3 15 0	2,399 13 4	4,468	46	17	279	18	8	288	64	2,433	28	..	39	182,200	644 4	651 9	1,705 13	Middlemarch.
Hyde	10½	2	256 15 9	44	30	809	412	1,385	..	1,619	30	1	84	3	72	350	32	13,714	29	3,104	2	56,900	604 16	472 15	70 12	185 16 9	..	250 7 0	3 17 3	2,413 6 6	4 5 7	4 10 0	2,861 3 1	1,378	14	5	86	6	5	60	35	601	..	..	11	28,400	293 3	198 10	602 0	Hyde.
Ranfurly	12	2	288 15 7	310	153	1,172	747	2,382	..	1,911	60	5	53	9	64	523	17	21,116	56	3,159	..	18,200	882 16	396 15	29 2	736 9 5	..	186 0 3	11 1 11	2,896 14 9	1 5 2	3 1 0	3,834 12 6	4,643	52	20	152	10	13	118	..	2,018	..	..	20	300,900	722 16	1,140 10	2,165 6	Ranfurly.
Omakau	14	8	1,168 14 10	736	305	3,481	2,596	7,118	20	1,273	50	8	111	2	6	40	..	3,357	..	3,965	2	400	207 2	813 18	29 1	2,972 15 11	10 0 0	269 7 9	29 13 1	2,675 3 8	10 5 7	16 0 0	5,983 6 0	7,481	76	35	152	17	85	381	24	4,789	..	..	29	681,900	1,874 6	4,355 5	4,009 5	Omakau.
Mosgiel	20	12	1,724 6 1	1,068	2,611	9,433	25,176	38,288	2,971	2,976	216	5	109	9	519	333	35	4,740	189	330	14	3,300	3,039 8	424 17	9,787 12	3,387 7 3	685 0 11	497 13 7	65 8 4	2,364 19 9	2 7 1	4 10 0	7,007 6 11	3,202	152	6	83	2	13	480	4	1,624	..	51	19	251,500	1,974 0	751 11	449 7	Mosgiel.
Outram	12	4	547 19 7	335	384	4,538	4,145	9,402	78	1,031	16	1	38	..	44	5	..	62	80	1,222	2	4,400	1,448 3	216 19	8 2	811 17 5	43 14 0	143 4 1	7 12 5	640 17 3	0 14 3	1 0 0	1,648 19 5	2,086	12	2	58	..	48	406	2	674	36	1,348	22	225,900	1,460 11	674 13	5,291 2	Outram.
Allanton	15	2	284 5 5	104	173	1,876	2,801	4,954	23	1,214	29	2	70	2	176	328	4	3,928	138	175	..	..	1,214 2	93 11	5 0	499 3 6	26 4 6	214 2 0	10 11 11	689 14 1	0 14 3	..	1,440 10 3	952	34	..	52	..	10	624	101	732	..	..	6	35,000	241 18	126 10	1,612 15	Allanton.
Henley	11	1	180 6 0	128	67	1,317	2,454	3,966	9	587	18	..	60	3	9	147	32	854	80	348	14	14,000	545 17	135 18	11 0	534 18 1	5 16 10	66 4 8	6 14 4	361 4 8	1 10 6	25 0 0	1,001 9 1	1,519	8	2	106	3	12	379	4	525	167	..	2	51,300	649 1	394 18	2,799 2	Henley.
Waihola	18	2	316 14 1	175	162	1,194	1,456	2,987	5	398	3	..	14	..	47	16	..	549	..	124	..	..	393 0	47 4	5,038 14	375 7 7	2 5 6	20 11 9	8 1 7	1,118 3 2	0 12 11	..	1,520 2 6	944	2	..	27	1	17	3	1	283	..	..	111	37,000	225 5	155 7	839 0	Waihola.
Milburn	12½	1	184 0 2	20	135	1,147	865	2,167	62	173	10	..	23	..	1,121	18	4	9,319	90	228	..	..	461 10	64 14	44 8	221 2 7	32 6 0	20 1 3	2 4 10	1,579 4 3	0 19 1	..	1,855 18 0	491	8	1	37	1	1	7	1	626	..	..	36	12,400	296 16	127 12	8,857 7	Milburn.
Milton	11½	9	1,147 0 11	714	1,259	6,997	8,819	17,789	119	3,382	73	6	197	3	417	290	20	25,458	40	912	3	7,500	4,474 9	637 0	10,655 4	3,040 7 6	90 6 6	249 7 9	61 16 1	5,457 12 4	271 6 0	125 0 0	9,295 16 2	5,267	56	15	215	8	32	329	1	3,451	93	395	54	435,700	2,192 15	1,103 8	4,631 13	Milton.
Waitahuna ..	14½	3	363 18 1	81	141	1,537	2,288	4,047	41	455	10	4	38	..	14	22	..	2,478	44	608	..	8,800	135 13	326 8	229 8	570 13 5	25 0 0	33 18 11	5 19 6	590 15 4	9 18 1	11 14 0	1,187 19 8	1,918	16	15	79	8	2	79	40	1,481	..	9	15	127,600	632 14	483 3	3,508 7	Waitahuna.
Lawrence	15¾	7	931 14 7	567	1,024	4,376	5,795	11,762	20	2,484	37	7	129	2	16	95	..	5,044	1	2,040	..	34,200	589 19	1,383 5	31 9	2,697 9 2	70 3 6	272 12 0	22 0 5	3,014 4 6	6 3 9	5 0 0	6,087 13 4	5,945	72	24	128	11	23	199	13	729	59	..	29	287,000	1,771 6	2,691 19	5,930 9	Lawrence.
Lovell's Flat ..	13	2	339 7 7	81	120	1,277	1,471	2,949	49	268	10	..	41	..	86	25	5	2,576	..	365	..	100	1,024 13	171 14	25,476 19	321 19 8	30 12 4	23 6 9	2 14 4	6,667 11 7	307 6 2	..	7,853 10 10	766	12	2	29	1	11	11	..	1,769	1	..	17	60,300	415 18	179 9	1,068 8	Lovell's Flat.
Stirling	13	6	746 8 8	255	545	5,014	6,368	12,182	128	1,970	16	2	106	5	36	1,106	1	6,129	278	306	11	206,800	931 16	270 3	101,797 18	1,877 9 0	70 7 7	238 8 2	12 7 11	31,301 11 7	191 17 9	14 1 5	33,706 3 5	3,769	21	3	68	4	15	93	5	1,810	84	..	167	294,500	1,027 12	1,123 1	2,557 16	Stirling.
Balclutha	15	15	2,039 4 0	809	1,324	12,881	14,918	29,927	81	6,202	139	13	361	15	341	1,383	133	29,882	167	3,625	729	1,361,200	2,415 9	1,375 6	777 5	4,883 0 10	94 11 11	777 4 1	77 15 3	7,893 9 5	33 10 8	6 0 0	13,765 12 2	8,476	133	50	319	26	146	552	55	5,329	16	..	139	864,000	2,905 17	2,196 8	5,583 9	Balclutha.
Clinton	17	10	1,544 3 2	463	483	5,565	7,407	13,918	42	1,408	50	6	140	3	339	317	150	13,101	19	1,111	133	671,300	1,276 17	269 6	34 9	2,895 5 6	58 13 9	111 17 2	18 5 2	2,512 2 11	1 11 5	124 19 7	5,222 15 6	6,415	44	21	299	11	6	113	33	2,279	13	..	26	286,900	1,861 3	725 11	3,581 9	Clinton.
Waipahi	15	3	435 11 0	166	153	1,263	1,520	3,102	7	480	47	3	28	1	154	19	5	7,084	..	982	73	..	1,125 15	213 13	1,524 13	469 0 8	6 14 6	82 0 10	6 5 0	1,642 8 8	0 8 9	35 8 10	2,242 7 3	1,039	7	..	41	2	1	8	14	64	..	..	16	76,000	552 8	177 17	576 4	Waipahi.
Tapanui	9	1	200 10 6	279	260	1,555	1,623	3,717	..	768	23	2	41	2	22	60	..	8,164	37	360	62	..	474 10	173 3	1,748 5	756 9 4	..	110 8 1	7 12 7	909 12 2	1 8 0	1 10 0	1,877 0 2	2,685	61	10	86	3	3	62	..	74	..	6	..	148,200	721 10	491 16	1,212 3	Tapanui.
Kelso	9¾	2	242 14 10	98	89	1,204	1,773	3,164	3	530	18	2	31	1	24	26	..	6,009	107	963	..	18,000	2,171 19	90 17	19 0	476 15 10	1 10 0	50 7 6	4 4 2	1,605 19 6	1 14 10	58 6 6	2,198 18 4	1,454	10	5	47	1	4	18	2	69	..	..	14	269,100	741 9	270 3	1,729 5	Kelso.
Heriot	10½	4	616 10 3	184	146	2,361	2,338	5,029	11	824	23	1	35	1	39	93	1	17,830	..	2,278	2	3,800	2,453 12	437 5	9 6	889 4 3	5 10 0	70 18 2	4 10 8	3,061 3 10	2 10 4	..	4,033 17 3	1,637	12	6	74	5	8	76	95	185	1	2	56	438,900	586 7	640 19	2,280 3	Heriot.
Pukerau	12¾	2	265 14 1	34	103	780	2,469	3,386	54	650	6	2	26	1	112	17	..	3,649	6	566	..	..	1,514 1	178 15	811 0	399 19 5	28 3 4	44 12 11	3 5 9	1,062 11 6	2 9 0	27 8 6	1,568 10 5	1,087	2	..	28	2	4	9	2	206	6	5	22	139,900	728 10	340 10	431 17	Pukerau.
Gore (Coaching)	15	15	2,127 11 7	1,517	2,376	12,718	14,422	31,033	110	9,055	174	26	402	..	..	..	..	..	..	..	..	..	..	..	..	6,976 9 2	89 0 6	694 7 1	146 1 6	Cr. 16 19 3	4 3 7	3 13 0	7,896 15 7	13,810	235	28	321	..	..	..	..	..	..	..	..	..	..	..	..	Gore (Coaching).
„ (Goods)				..	..	..	..	..	..	..	..	..	..	18	92	728	13	20,078	178	4,883	40	83,400	9,631 4	1,684 3	880 4	..	..	..	..	7,558 5 1	18 10 9	690 8 2	8,267 4 0	..	..	..	..	36	119	352	39	1,959	40	2,494	117⅓	1,385,600	7,496 1	3,587 5	4,490 12	„ (Goods).
Riversdale ..	11	3	458 14 8	307	330	2,477	4,459	7,573	62	2,424	30	1	84	5	127	29	3	5,424	52	1,883	6	2,800	6,613 8	535 14	20 0	1,550 8 3	41 5 0	140 9 6	18 13 0	3,582 14 1	12 5 5	57 10 0	5,403 5 3	5,522	17	7	151	14	11	40	1	1,693	5	..	88	568,500	2,050 11	1,644 3	3,273 5	Riversdale.
Balfour	11	2	289 4 10	67	126	1,168	1,511	2,892	45	865	20	2	45	5	40	69	..	4,753	..	1,087	8	1,500	3,894 2	237 10	19 8	623 1 10	32 17 1	65 7 3	4 16 11	2,224 3 7	0 3 0	26 0 0	2,976 9 8	2,147	16	2	64	21	26	105	46	717	..	..	78	183,500	844 5	443 4	1,552 2	Balfour.
Mataura	15½	5	692 9 10	324	476	3,557	10,597	14,954	109	1,390	31	5	82	12	26	333	8	1,066	115	762	1	319,900	2,545 13	4,539 3	11,473 16	2,222 1 2	80 8 6	127 19 9	27 11 5	6,803 17 0	8 14 1	79 14 0	9,350 5 11	4,962	29	4	91	15	156	163	43	13,133	61	18	40	434,300	2,666 0	3,373 6	1,224 4	Mataura.
Edendale	11	3	439 7 6	349	533	3,630	5,544	10,056	159	698	30	1	84	4	73	1,548	7	8,094	617	295	12	241,300	2,893 2	294 0	34 14	1,332 1 10	84 8 2	68 4 7	18 4 2	2,651 15 2	7 10 4	30 7 6	4,192 11 9	3,290	37	1	104	17	25	574	86	1,027	497	..	35	211,800	1,424 19	571 1	2,959 14	Edendale.
Wyndham ..	11½	4	448 7 11	326	542	3,510	6,823	11,201	34	1,331	64	1	76	6	44	163	2	6,642	130	756	6	7,900	2,134 7	353 16	268 10	1,787 8 0	19 5 2	125 5 4	15 4 1	1,414 18 9	2 10 9	9 15 0	3,374 7 1	4,292	67	..	75	10	28	116	11	224	12	..	28	559,300	1,484 4	811 8	3,809 17	Wyndham.
Woodlands ..	13	3	395 10 8	146	209	2,787	4,264	7,406	91	2,667	18	..	59	4	72	329	1	3,000	129	366	43	2,129,100	2,054 7	370 0	1,193 12	868 2 6	43 13 0	141 18 11	9 12 2	3,321 17 0	2 5 8	13 0 0	4,400 9 3	1,654	4	2	57	2	88	44	..	375	43	256	47	83,700	1,376 4	883 19	5,413 6	Woodlands.
Invercargill (Pass.)	20	85	8,847 15 9	13,582	12,760	73,095	98,182	197,619	1,578	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24,865 18 3	2,300 0 2	..	..	Cr. 55 11 1	13 12 10	..	27,124 0 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Invercargill (Pas'ng'rs).
„ (Parcels)				..	..	..	..	..	..	46,957	467	6	668	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,048 12 11	660 13 8	Cr. 51 10 11	1 19 5	..	3,659 15 1	22,212	393	47	519	..	..	..	..	..	..	..	..	..	..	..	..	„ (Parcels).
„ (Goods)			6,009 5 0	..	..	..	..	..	..	..	..	..	..	172	304	1,072	99	9,063	69	18,365	633	5,918,800	17,461 16	18,340 16	5,041 19	..	..	..	..	32,332 18 4	191 13 5	1,109 18 6	33,634 10 3	..	..	..	..	58	726	1,407	22	44,840	178	13,217	992	4,815,900	16,904 8	16,951 4	34,834 4	„ (Goods).
„ (D.T.Mgr.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	„ (D.T.Mgr.
Waimahaka ..	10½	3	427 10 1	162	358	5,160	7,650	13,330	24	1,034	38	1	36	4	35	521	2	6,641	..	808	428	1,315,600	809 14	172 9	727 18	1,527 1 1	14 10 0	87 13 8	6 3 11	1,814 15 2	8 5 3	19 10 0	3,472 19 1	3,735	57	..	71	15	57	158	9	1,499	226	..	71	232,800	1,610 7	737 19	6,841 18	Waimahaka.
Bluff (Coaching)	16	18	4,967 12 3	1,168	3,975	4,812	16,104	26,059	309	991	18	..	70	..	..	..	..	..	..	..	..	..	..	..	..	2,612 16 10	381 6 3	98 18 6	21 3 6	Cr. 16 0 6	2 15 1	..	3,100 19 8	4,909	38	..	75	..	..	..	..	..	..	..	..	..	..	..	..	Bluff (Coaching).
„ (Goods)				..	..	..	..	..	..	..	..	..	..	7	62	18	..	206	40	23,686	510	475,200	38,901 9	17,168 12	13,166 17	..	..	..	..	16,086 18 1	736 10 5	543 12 8	17,317 1 2	..	..	..	..	4	317	139	28	10,658	..	24,171	84	768,700	42,898 17	11,545 15	6,492 2	„ (Goods).
„ (Wharf)				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	103	..	49,300	2,868 16	1,525 4	1,727 8	..	..	..	..	417 17 9	..	..	417 17 9	..	..	..	..	..	..	..	..	..	..	23,614	..	2,200	25,648 16	4,071 15	763 7	„ (Wharf).
Makarewa ..	12	2	264 10 8	28	82	982	608	1,595	153	3,132	38	2	46	9	477	420	300	8,668	114	1,180	54	1,058,600	5,111 18	578 8	17,435 11	111 7 1	67 2 6	194 16 4	1 17 7	5,703 19 4	0 8 5	19 0 0	6,098 11 3	2,964	11	..	45	1	70	682	75	8,165	47	15	127	257,200	1,140 17	1,081 11	4,543 1	Makarewa.
Thornbury ..	11½	3	470 3 10	107	117	1,747	3,124	5,095	34	1,895	44	2	36	1	127	171	33	3,752	10	306	..	8,600	780 10	98 7	33 6	547 0 6	27 3 9	168 5 5	7 11 11	559 6 6	1 6 0	..	1,310 14 1	2,445	12	1	62	7	10	42	2	1,233	8	..	21	94,200	1,278 2	496 3	1,059 13	Thornbury.
Riverton	10	3	397 7 6	558	768	4,951	5,253	11,530	220	2,253	88	15	71	2	28	60	81	110	..	76	155⅓	7,574,400	676 4	473 4	491 4	1,536 4 10	168 2 10	244 18 4	30 13 8	12,741 11 10	2 1 10	32 7 0	14,756 0 4	3,417	77	13	56	6	46	47	1	258	60	..	71	82,000	688 11	672 5	1,320 18	Riverton.
Orepuki	14½	7	953 18 6	417	381	11,865	12,373	25,036	49	1,197	39	14	35	4	41	151	..	1,347	4	145	97	4,997,400	661 17	286 10	89 7	2,876 2 7	24 0 0	140 8 7	14 15 3	8,404 2 3	24 4 11	57 12 0	11,541 5 7	4,866	84	19	70	19	60	79	109	2,719	10	..	46	51,300	1,107 9	1,145 2	1,023 14	Orepuki.
Fairfax	9	1	202 8 1	32	65	757	1,510	2,364	24	349	18	..	17	1	102	190	4	4,244	95	341	3	787,700	1,950 4	98 13	31 2	325 11 4	15 4 0	32 16 4	3 14 10	2,153 2 11	2 17 3	3 0 0	2,536 6 8	782	11	..	16	2	5	21	..	414	..	..	5	89,800	603 13	159 6	1,795 14	Fairfax.
Otautau	12½	5	652 15 9	386	437	2,492	4,900	8,215	88	1,758	50	1	107	6	79	598	3	17,316	56	2,420	18	2,175,500	4,785 10	378 3	1,464 2	1,388 16 10	68 19 6	188 14 5	14 6 9	6,450 1 9	5 8 2	44 12 0	8,160 19 5	3,776	63	2	97	17	19	109	2	556	..	..	14	24,100	1,397 2	909 6	2,478 17	Otautau.
Nightcaps ..	13	6	934 7 0	196	232	2,252	5,556	8,236	12	456	13	2	77	..	15	4	..	1,542	..	1,024	2	2,100	1,095 15	148 6	24,791 0	1,483 8 10	6 12 0	56 1 1	4 0 10	6,882 10 9	2 13 3	..	8,485 6 9	2,995	40	..	96	12	9	91	1	214	20	..	59⅓	393,600	1,075 17	616 6	1,560 2	Nightcaps.
Winton	12½	7	911 9 6	583	626	8,209	12,140	21,558	66	3,285	104	5	159	1	188	150	24	11,935	121	1,452	135	1,240,200	3,700 19	407 6	147 12	2,620 19 5	46 6 6	304 8 9	27 0 4	4,104 2 6	6 1 3	58 7 4	7,167 6 1	5,824	112	1	135	27	160	376	13	1,721	8	..	8	199,600	2,527 6	1,404 18	2,432 13	Winton.
Centre Bush ..	11	2	220 7 0	81	79	1,432	1,840	3,432	59	951	40	..	52	2	97	394	1	19,822	10	1,103	104	206,000	3,056 7	157 13	20 0	495 8 2	34 19 6	79 17 1	6 13 2	2,089 4 9	0 19 5	8 0 0	2,715 2 1	1,922	46	..	56	21	8	27	1	1,548	1	..	2	94,800	923 4	401 5	1,718 10	Centre Bush.
Dipton	13½	2	232 3 2	100	144	995	1,636	2,875	30	1,637	23	3	56	1	47	60	15	5,273	..	805	12	100	1,315 17	163 6	0 3	524 7 0	19 14 5	77 0 3	5 15 5	902 6 10	1 3 3	9 15 0	1,540 2 2	1,876	19	1	79	8	10	83	2	768	1	..	21	116,500	498 16	835 9	1,080 16	Dipton.
Lumsden	15	9	1,137 16 10	635	730	7,017	9,170	17,552	158	2,956	57	4	171	6	47	320	181	26,174	13	3,562	9	2,200	1,868 14	679 18	5 0	2,826 15 11	95 16 0	207 10 6	26 15 0	3,835 4 1	2 11 5	34 15 0	7,029 7 11	3,290	71	5	232	18	35	124	2	1,501	..	5	118	402,600	953 6	798 3	1,614 7	Lumsden.
Kingston	9½	3	702 1 5	420	160	2,219	1,674	4,473	51	562	6	2	56	..	3	6	..	991	..	145	2	400	836 12	241 2	6 0	1,891 10 1	30 10 0	41 7 9	5 9 6	797 2 8	0 6 9	3 0 0	2,269 6 9	3,236	21	3	152	6	10	76	124	4,112	21	..	22	162,100	454 1	744 3	1,265 0	Kingston.
Through traffic (Lake Wakatipu)	..	..	..	475	1,590	749	1,831	4,645	..	2,590	45	1	108	5	4	80	..	1,578	..	1,757	..	157,300	946 12	1,021 7	1,156 2	3,999 6 7	..	313 16 7	..	4,828 2 10	..	..	8,641 6 0	2,590	45	1	108	5	4	80	..	1,573	..	1,757	..	157,300	946 12	1,021 7	1,156 2	Through traffic (Lake Wakatipu).
Accountant ..	..	..	..	1	39	..	8,353	8,393	183	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,110 4 1	3,410 17 0	..	13,132 1 0	..	1,951 14 1	4,113 9 6	23,718 5 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Accountant.
Tablet stations ..	..	14	1,949 12 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Tablet stations.
General ..	..	..	35,120 8 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
Totals ..	..	1,148	230,623 10 4	156,950	260,964	829,428	1,243,808	2,491,150	65,899	469,823	7,881	1,151	17,359	1,196	12,195	33,798	5,120	1,735,142	50,132	438,281	5,348⅓	82,791,900	566,792 14	381,812 0	606,173 13	332,893 11 1	30,607 3 2	41,016 11 7	29,686 16 6	638,387 1 9	17,592 8 [illegible]	17,167 15 3	1,107,351 7 5	469,823	7,881	1,151	17,359	1,196	12,195	33,798	5,120	1,735,142	50,132	438,281	5,348⅓	82,791,900	566,792 14	381,812 0	606,173 13	Totals.

H. DAVIDSON, Accountant.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1906.

Description.	Class.	Kawakawa.	Whangarei.	Kaihu.	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	...	...	...	...	...	1	...	2	...	...	...	3
Refreshment-cars, bogie, 47½ feet ...	A	...	...	...	...	...	...	2	...	...	...	...	2
" " 44 feet ...	A	...	...	..	3	...	3	4	...	...	...	...	10
First class, bogie, 47½ feet ...	A	...	...	...	7	...	16	15	...	...	...	...	38
" " 44 feet ..	A	...	...	...	1	...	1	6	...	...	..	...	8
" " 42½ feet ..	A	...	..	...	...	...	...	8	...	...	...	..	8
" " 30 feet ...	B	...	...	...	...	...	1	6	...	...	...	...	7
" 6-wheel	C	...	...	...	...	...	...	4	...	...	...	...	4
" 4-wheel	D	...	2	...	...	...	3	2	...	...	...	...	7
Composite, bogie, 47½ feet ...	A	...	...	...	21	...	27	47	3	1	...	...	99
" " 46 feet ...	A	...	...	...	...	...	...	12	...	...	...	...	12
" " 44 feet ...	A	...	...	...	46	...	66	98	9	2	2	5	228
" " 42½ feet ...	A	...	...	...	...	...	13	30	...	...	...	...	43
" " 39½ feet ...	A	...	...	...	2	...	2	4	2	1	1	1	13
" " 30 feet ...	B	...	...	...	5	...	15	22	...	...	...	...	42
" 6-wheel	C	...	4	2	...	2	...	6	2	...	2	...	18
" 4-wheel	D	2	...	...	...	...	...	3	...	...	...	...	5
Second class, bogie, 47½ feet ...	A	...	...	...	17	...	25	48	...	...	...	...	90
" " 44 feet ...	A	...	...	...	25	...	27	82	7	3	2	...	146
" " 42½ feet ...	A	...	...	...	...	...	1	6	...	...	...	...	7
" " 39½ feet ...	A	...	...	...	...	...	4	...	1	...	1	...	6
" " 35 feet ...	A	...	...	...	...	...	3	...	...	...	...	...	3
" " 30 feet ...	B	...	..	...	...	...	3	8	..	...	...	...	11
" " 30 feet ...	E	...	...	...	8	...	...	...	...	...	...	...	8
" 6-wheel	C	...	3	2	...	3	3	12	2	...	2	...	27
" 4-wheel	D	1	3	1	...	...	...	3	...	...	...	2	10
Postal, bogie, 44 feet	A	...	...	...	...	...	...	2	...	...	...	...	2
" " 39½ feet	A	...	...	...	...	...	6	...	...	..	...	...	6
" " 30 feet	B	...	...	...	...	...	...	5	...	...	...	...	5
" composite, 44 feet... ...	A	...	...	...	3	...	1	...	...	...	...	...	4
Totals		3	12	5	143	5	232	453	28	7	10	8	906
WAGONS, ETC.													
Brake-vans, 4-wheel	F	2	4	2	12	1	19	56	7	2	4	3	112
" bogie	F	...	...	...	37	...	65	84	5	4	...	1	196
" Fell	F	...	...	...	...	...	7	...	...	...	...	...	7
Horse-boxes	G	...	...	...	28	...	76	71	4	...	1	1	181
Cattle	H	2	2	...	75	...	81	171	6	1	2	2	342
Sheep	J	...	...	...	84	...	331	306	3	...	2	24	750
Covered goods	K	1	6	1	73	...	85	318	15	3	6	3	511
Sleeping-vans	K	...	...	...	8	...	16	46	3	1	...	...	74
High-sides	L	4	12	4	728	16	1,393	3,952	123	12	63	99	6,406
"	LA	..	...	...	125	...	...	1,100	...	..	...	...	1,225
Low-sides	M	4	18	12	88	10	225	815	50	24	14	21	1,281
Work-train	MB	...	.	...	...	...	20	...	...	...	...	...	20
Timber	N	10	72	62	80	...	99	167	36	33	8	...	567
Iron hopper	O	...	...	...	40	...	...	...	232	159	...	...	431
Platform coal	P	10	95	...	..	...	...	...	...	...	...	...	105
Movable iron hopper	Q	...	...	...	...	...	...	...	50	314	...	...	364
Frozen meat	W	...	...	...	37	...	30	70	...	...	...	...	137
Cool, insulated	X	...	1	...	42	...	100	6	...	...	..	...	149
" ventilated...	XA	...	...	...	33	...	39	63	...	...	...	7	142
Work-train hopper	Y	...	...	...	40	...	50	50	20	...	...	...	160
" "	YB	...	...	...	...	...	26	25	...	...	...	...	51
High-side, bogie	R	...	...	2	68	...	84	51	9	...	...	...	214
" "	RB	...	...	...	10	...	10	20	...	...	...	...	40
Sheep "	S	...	...	...	8	...	37	51	...	...	...	...	96
Cattle "	T	...	...	...	8	...	27	20	...	...	...	...	55
Platform, bogie	U	1	2	...	45	2	129	42	42	...	2	...	265
Gas storeholders, "	UA	...	...	...	..	...	5	5	...	...	...	...	10
Platform, "	UB	...	...	...	16	...	51	20	14	...	...	...	101
Horse-boxes, "	UG	...	...	...	...	...	6	6	...	...	...	...	12
Frozen meat, "	V	...	...	...	...	...	32	55	...	...	...	...	87
Covered goods, "	Z	...	...	...	...	...	15	21	...	..	...	...	36
Totals		34	212	83	1,685	29	3,058	7,591	619	553	102	161	14,127
TARPAULINS		13	37	14	1,025	35	2,060	6,737	145	30	96	170	10,362

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1906.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total Engines.
		Diameter.	Stroke.	No.	Diameter.	No.	Diameter.												
		In.	In.		Ft. in.		In.												
A	Tender (4 cyl. balanced compound)	12 & 19	22	6	4 6	6	30	...	...	...	...	...	...	1	...	...	...	...	1
B	" ...	16	22	8	3 6¼	4	30	...	...	...	...	...	...	8	...	...	...	...	8
C	Tank ...	9½	18	4	2 6¼	2	18	1	1	...	...	...	2	...	...	2	...	...	6
D	" ...	9½	18	4	3 0½	2	18	1	...	...	...	2	8	15	1	...	1	1	29
E	" (articulated compound)	9½ & 16	18	12	3 0½	2	26½	...	...	...	...	...	1	...	...	...	...	...	1
F	" ...	10½	18	6	3 0½	...	...	...	...	2	13	...	11	37	5	3	1	...	72
FA	" ...	12	18	6	3 0½	2	24¼	...	2	...	4	...	2	8	...	2	2	...	20
G	" ...	10½	18	4	3 0½	4	21	...	...	...	...		...	...	...	...	...	4	4
H	" "Fell" ...	14	16	4	2 8	2	30	...	...	...	...	...	6	...	...	...	...	...	6
J	Tender ...	14	20	6	3 6¼	2	24¼	...	...	...	7	...	10	15	...	...	...	...	32
K	" ...	12	20	4	4 0¼	4	30¼	...	...	...	2	...	...	6	...	...	...	...	8
L	Tank ...	12	18	4	3 6¼	6	26½	...	...	...	4	...	5	1	...	...	...	...	10
LA	" ...	12	18	4	3 9	4	26½	...	...	...	...	...	...	...	5	...	...	...	5
M	" ...	13	20	4	3 6¼	6	28½	...	...	...	...	...	4	...	...	...	...	...	4
N	Tender ...	15	20	6	4 1	4	28½	...	...	...	4	...	6	...	...	...	...	...	10
O	" ...	15	18	8	3 0¼	2	28½	...	...	...	...	...	6		...	...	...	...	6
P	" ...	15	20	8	3 5	2	26½	...	...	...	4	...	...	6	...	...	...	...	10
Q	" ...	16	22	6	4 1	2 4	30 26	...	...	...	6	...	...	7	...	...	...	...	13
R	Single Fairlie ...	12¼	16	6	3 0½	4	36½	...	...	...	1	...	9	8	...	...	...	...	18
S	" ...	13	16	6	3 0½	4	36½	...	...	...	...	...	4	...	...	...	...	...	4
T	Tender ...	15	18	8	3 0¼	2	25¼	...	...	...	...	...	...	6	...	...	...	...	6
U	" ...	16	20	6	4 6	4	30	...	...	...	...	...	...	9	...	...	...	...	9
UA	" ...	16	20	6	4 1	4	30	...	...	...	...	...	...	6	...	...	...	...	6
UB	" ...	16	20	6	4 1⅛	4	26⅜	...	...	...	...	...	...	20	...	...	...	...	20
UB	" ...	16	22	6	4 1	4	30	...	...	...	...	...	...	2	...	...	...	...	2
UC	" ...	16	22	6	4 1	4	30	...	...	...	...	...	...	10	...	...	...	...	10
V	" ...	15	20	6	4 1⅛	4	26½	...	...	...	...	...	...	10	...	...	...	...	10
W	Tank ...	14	20	6	3 0½	4	26½	...	...	...	...	...	...	...	2	...	...	...	2
WA	" ...	14	20	6	3 3¾	4	28½	...	...	...	1	...	8	2	...	...	...	...	11
WB	" ...	14	20	6	3 3¾	4	25	...	2	...	...	...	7	...	...	3	...	...	12
WD	" ...	14	20	6	3 3¾	6	25	...	...	...	2	...	12	4	...	...	...	...	18
WE	" ...	16	22	6	3 6¼	8	30	...	...	...	...	...	2	...	...	...	...	...	2
WF	" ...	14	22	6	3 9	6	30	...	...	...	5	...	6	9	...	...	...	...	20
	Totals ...	...	...	...	...	...	...	2	5	2	53	2	109	190	13	10	4	5	395

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.	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.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses. Maintenance per Mile of Railway.	Expenses. Locomotive, Car, and Wagon per Train Mile.	Expenses. Traffic per Cent. of Revenue.	Expenses. General Charges (including Compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
				Ft. in.	£	£		£ s. d.		£	d.	£	d.	£	d.			£ s. d.			£	£	£	£	d.						
Victoria ..	87,884	1,211,003	3,384	5 3	41,279,045	12,162	358	34 1 9	9,023,365	3,582,266	95·28	2,119,623	56·38	1,462,643	38·90	3·54	59·17	2 19 2	59,702,050	3,628,237	1,059	626	433	148	20·30	15·70	1·22	520	1,214	10,809	1905. 30 June.
New South Wales	310,700	1,478,260	3,281	4 8½	43,062,550	13,126	451	29 2 7	10,467,886	3,684,016	84·46	2,192,147	50·26	1,491,869	34·20	3·46	59·50	2 9 10	35,158,150	724,215	1,123	668	455	149	23·47	16·18	2·20	623	691	13,044	"
Cape of Good Hope	221,311	580,380	2,417	3 6	24,945,974	10,229	240	42 19 8	12,701,077	5,329,868	100·71	4,522,590	85·46	807,278	15·25	3·24	84·90	9 3 8	22,295,680	2,464,276	2,205	1,871	334	407	37·90	19·50	5·78	648	829	10,761	1903. 31 Dec.
Queensland ..	668,224	521,655	3,066	3 6	21,610,980	6,989	168	41 8 7	4,917,781	1,413,439	69·00	814,744	39·75	598,695	29·25	2·77	57·64	2 14 2	4,019,831	1,712,243	461	266	195	91	15·31	14·49	1·30	349	457	7,451	1905. 30 June.
South Australia ..	903,690	370,257	1,890	3 6 / 5 3	14,766,465	7,813	196	39 17 8	3,803,809	1,288,750	81·31	749,860	47·31	538,890	34·00	3·65	58·19	3 9 7	9,870,821	1,684,793	682	397	285	113	22·91	12·03	1·36	342	436	6,487	"
Natal	20,461	97,109	783	3 6	12,957,544	16,837	124	133 8 8	4,483,158	2,052,488	109·88	1,307,010	69·97	745,478	39·91	5·75	63·68	21 2 9	2,668,028	2,165,191	2,622	1,670	952	207	34·14	19·41	5·30	326	412	3,450	1905. 31 Dec.
Western Australia	975,876	254,000	1,568	3 6	9,808,458	6,255	162	38 12 4	4,285,235	1,610,129	90·18	1,256,003	70·34	354,126	19·84	3·61	78·01	6 6 9	11,845,839	2,443,711	1,027	801	226	203	32·32	18·77	2·02	327	305	5,930	1905. 30 June.
Tasmania ..	26,215	177,964	462	3 6 / 5 6	3,920,508	8,476	385	22 0 7	945,852	243,556	61·79	171,630	43·50	71,926	18·29	1·83	70·47	1 7 4	823,911	393,838	518	365	155	116	16·10	17·98	4·00	76	184	1,573	1905. 30 June.
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	3·00	293	550	9,792	1899. 31 Mar.
" ..	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	1900. 31 Mar.
" ..	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	1901. 31 Mar.
" ..	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	1902. 31 Mar.
" ..	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	1903. 31 Mar.
" ..	104,471	882,097	2,305	3 6	20,692,911	8,977	383	23 9 2	5,685,399	2,180,641	91·75	1,438,724	60·48	741,917	31·27	3·58	65·98	2 9 5	8,306,383	4,072,576	943	622	321	213	22·21	17·22	3·14	377	809	13,433	1904. 31 Mar.
" ..	104,471	908,114	2,347	3 6	21,701,572	9,141	387	23 17 11	6,107,079	2,209,231	86·50	1,492,900	58·46	716,331	28·04	3·30	67·58	2 8 8	8,514,112	4,011,511	938	634	304	217	21·05	18·28	3·10	389	864	13,885	1905. 31 Mar.
" ..	104,471	933,111	2,391	3 6	22,498,972	9,410	391	24 2 3	6,413,573	2,349,704	87·75	1,621,239	60·47	728,465	27·28	3·24	69·00	2 10 4	8,826,382	4,241,422	980	676	304	229	21·99	18·86	3·01	395	906	14,127	1906. 31 Mar.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1906.

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.																	
		£			£		£	No.	No.	No.	No.	£	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	£	£	£	£	d.
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	953,347	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	35,142	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	8,378	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	198,578	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	257,825	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	5,066,360	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	731,762	12,737	1646	34,202	87,273	1921	102,461	3,821,333	61,844	121,092	116,309	100,498	436,008	718,376	633,685	1,604,426	3,730,394	1,189,101	29,960	42,006	1,974,038	87·00
1903–1904..	2,328	20,692,911	5,685,399	8,306,383	652,080	129,919	52,580	798,800	14,629	2056	36,816	110,151	2340	107,435	3,756,378	70,268	132,562	101,316	106,066	509,712	820,453	658,144	1,744,323	4,072,576	1,293,169	33,074	39,587	2,180,641	91·75
1904–1905..	2,374	21,701,572	6,107,079	8,514,112	680,905	140,453	57,252	825,468	15,651	2228	38,592	115,051	2307	110,924	3,412,984	77,768	131,714	107,625	109,174	493,327	732,479	630,832	1,806,360	4,011,511	1,277,976	40,067	37,980	2,209,231	86·50
1905–1906..	2,406	22,498,972	6,413,573	8,826,382	723,867	147,989	63,006	892,037	17,008	2376	40,097	142,642	2350	119,311	3,348,685	92,702	144,884	116,086	106,510	534,533	772,258	623,603	1,938,548	4,241,422	1,346,038	38,518	35,633	2,349,704	87·75

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.	
	d.	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£
1882–83 ..	51·07	62·18	209,823	22·01	155·54	18·08	153,607	16·11	13·23	38,887	4·08	3·35	156,334	16·40	13·47	..	..	..	34,170	3·58	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	18·20	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	1,052,358
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	15·88	62,997	3·19	2·77	..	..	..	24,592	1·25	1·08	1,343,415
1903–1904..	60·48	65·98	490,819	22·58	212·94	20·72	414,168	19·05	17·48	111,988	5·15	4·73	374,347	17·22	15·80	68,223	3·14	2·88	Lake Wakatipu Steamers. 6,048	86·45	..	26,869	1·23	1·13	1,438,724
1904–1905..	58·46	67·58	508,735	23·09	216·64	19·99	425,717	19·32	16·73	109,918	4·99	4·32	402,715	18·28	15·83	68,353	3·10	2·68	5,198	88·14	..	27,736	1·26	1·09	1,492,900
1905–1906..	60·47	69·00	546,805	23·33	228·67	20·46	468,315	19·98	17·52	119,437	5·10	4·47	442,064	18·86	16·54	70,539	3·01	2·64	5,227	87·33	..	31,148	1·33	1·16	1,621,239

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1906.

Service.	Period.	Name of Contractor.	Rate.
General stores—			
Auckland—			
General ironmongery	31/3/1908	John Burns and Co.	As per tender.
Furnishing ironmongery ..	"	Briscoe and Co.	"
Ironmongery — Bolts, nuts, and rivets	"	John Burns and Co.	"
" Tools, &c.	"	Briscoe and Co.	"
" Plumbers' and gas-fitters'	"	A. and T. Burt	"
Weighing machines and balances	"	John Burns and Co.	"
Galvanised iron and tinware ..	"	"	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. ..	"
Disinfectants	"	"	"
Oils, colours, &c.	"	John Burns and Co.	"
Oils, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	Briscoe and Co.	"
Drain-pipes, &c.	"	J. J. Craig	"
Indiarubber goods	"	A. and T. Burt	"
Iron and steel	"	Briscoe and Co.	"
Iron, sheet, galvanised, N.Z manufacture	"	Southern Cross Galvanised-iron Manufacturing Company	"
Leather, &c.	"	John Burns and Co.	"
Colonial cement and lime ..	"	J. J. Craig	"
Brushware, N.Z. manufacture ..	"	Brisco and Co.	"
Wellington—			
General ironmongery	"	Briscoe and Co.	"
Furnishing ironmongery ..	"	Geo. Winder	"
Ironmongery — Bolts, nuts, and rivets	"	Briscoe and Co.	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	A. and T. Burt	"
Weighing machines and balances	"	Briscoe and Co.	"
Galvanised iron and tinware ..	"	"	"
Explosives	"	Bannatyne and Co.	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. ..	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Smith and Smith	"
Oils, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	Briscoe and Co.	"
Drain-pipes	"	"	"
Indiarubber goods	"	A. R. Hislop	"
Brushware, N.Z. manufacture ..	"	George Winder	"
Iron and steel	"	Briscoe and Co.	"
Leather, &c.	"	"	"
Colonial cement and lime ..	"	P. Hutson and Co.	"
Christchurch—			
General ironmongery	"	Ashby, Bergh, and Co.	"
Furnishing ironmongery ..	"	"	"
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	"	"
Explosives	"	"	"
Weighing machines and balances	"	"	"
Galvanised iron and tinware ..	"	"	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. ..	"
Disinfectants	"	" ..	"
Oils, colours, &c.	"	E. Reece and Sons	"
Oils, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	E. Reece and Sons	"
Drain-pipes, &c.	"	Ashby, Bergh, and Co.	"
Indiarubber goods	"	"	"
Brushware, N.Z. manufacture ..	"	Aitken and Roberts	"
Iron and steel	"	Anderson's (Limited)	"
Leather, &c.	"	Ashby, Bergh, and Co.	"
Colonial cement and lime ..	"	"	"
Dunedin—			
General ironmongery	"	Briscoe and Co.	"
Furnishing ironmongery ..	"	John Edmond	"
Ironmongery—Bolts, nuts, and rivets	"	"	"
" Tools, &c. ..	"	"	"
" Plumbers' and gas-fitters'	"	Briscoe and Co.	"
Explosives	"	"	"
Weighing-machines and balances	"	John Edmond	"
Galvanised iron and tinware ..	"	Briscoe and Co.	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. ..	"
Disinfectants	"	" " ..	"

RETURN No. 17—*continued.*

STATEMENT of STORES CONTRACTS current, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
General stores—*continued.*			
Dunedin—*continued.*			
Oils, colours, &c.	31/3/1908	Briscoe and Co.	As per tender.
Oil, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	Brace, Windle, and Co.	"
Drain-pipes	"	C. and W. Gore	"
Indiarubber goods	"	A. and T. Burt	"
Brushware, N.Z. manufacture	"	John Allen	"
Iron and steel	"	John Edmond	"
Leather, &c.	"	"	"
Colonial cement and lime	"	Milburn Lime and Cement Company	"
20,000 gallons castor-oil	31/5/1905	Briscoe and Co.	2/0¾ gal.
20,000 "	31/12/1905	National Mortgage and Agency Company	2/5½ "
21,600 gallons dark mineral axle-oil	31/3/1906	James Service and Co.	9¼d. to 10d. "
12,500 " high-pressure filtered valve-oil	"	"	2/3 "
4,200 " pale machine-oil	"	"	1/ "
34,750 " mineral colza-oil	"	"	9d. "
5,000 fire-lumps, Auckland	"	J. J. Craig	4/ each.
15 tons fire-lumps, Greymouth	"	Grey-Point Elizabeth Company	£6 ton.
Freight of birch sleepers, Marlborough Sounds to Lyttelton	"	Cranby and Co.	1/1 each.
Iron castings at Auckland	31/7/1905	Massey Brothers	12/ and 12/6 cwt.
"	31/10/1906	C. Collings	As per tender.
Horse-forage, at Auckland	31/3/1906	J. J. Craig	"
" Christchurch	"	T. Wreaks	"
Printed stationery	31/3/1908	Government Printer	"
Chrome tanned-leather hose-pipes	"	R. A. Cleland	"
Native-timber supply—			
Christchurch	31/3/1906	William White and Co.	"
Dunedin and Invercargill	"	Massey and Co.	"
Coal-supply—			
Whangarei	31/3/1906	Hikurangi Coal Company	8/4 per ton.
Auckland	"	Taupiri Coal-mines	8/ "
Dunedin–Gore	"	New Zealand Coal and Oil Company	8/6 "
South of Gore	"	Nightcaps Coal Company	7/6 and 5/ per ton.
Ironbark timber at Auckland	6/6/1905	W. Flannery	19/ per 100 sup. ft.
" piles "	"	"	1/11 per lin. ft.
" timber at Wellington	"	"	21/ per 100 sup. ft.
" " Wanganui	"	N. Cain	21/ "
" " Lyttelton	"	J. Breckenridge	20/ "
" piles at "	"	"	2/9 per lin. ft.
" timber at Bluff	"	Murray, Arnold, and Co.	18/6 per 100 sup. ft.
" piles "	"	"	2/ per lin. ft.
" timber at Nelson	"	"	22/6 per 100 sup. ft.
" piles "	"	"	2/3 per lin. ft.
" timber at Picton	"	Fraser and Co.	23/ per 100 sup. ft.
" piles "	"	"	2/6 per lin. ft.
" timber at Westport	"	E. D. Pike and Co.	24/ per 100 sup. ft.
" piles "	"	"	2/4 per lin. ft.
Tallow-wood timber—			
Auckland	16/5/1905	H. and W. Flannery	19/ per 100 sup. ft.
Wellington	"	"	19/6 "
Port Chalmers	"	"	20/6 "
Grey ironbark sleepers—			
1,200 sawn at Wanganui	31/1/1906	E. D. Pike and Co.	5/ each.
5,800 hewn "	"	"	4/3½ "
1,000 sawn at Wellington	"	Joseph Reid	4/4¾ "
5,000 hewn "	"	Allen Taylor and Co.	3/8¾ "
8,000 sawn at Lyttelton	"	E. D. Pike and Co.	4/6 "
2,000 hewn "	"	"	3/9½ "
8,000 sawn at Dunedin	"	Maurice O'Connor	4/4½ "
5,000 hewn "	"	Allen Taylor and Co.	3/8¾ "
2,000 sawn at Bluff	"	Joseph Reid	4/4¾ "
3,000 hewn "	"	E. D. Pike and Co.	3/8½ "
551 sawn, special sizes, at Greymouth	"	Scott, Sibbald, and Co.	7/ "
450 hewn at Greymouth	"	E. D. Pike and Co.	4/3½ "
1,500 " Westport	"	"	4/3½ "
450 " Nelson	"	"	4/3½ "
Ironbark timber at Lyttelton	2/6/1906	Murray, Arnold, and Co.	23/6 per 100 sup. ft.
Brush box "	"	"	19/ "
Ironbark timber at Dunedin	1/3/1906	Gollin and Co.	47/ per pole.
" Auckland	1/9/1906	Fraser and Co.	21/6 per 100 sup. ft.
Brush-box timber at Auckland	"	"	20/ "
Ironbark piles "	"	"	2/3 per lin. ft.
" timber at Wanganui	"	"	22/6 per 100 sup. ft.
Brush-box "	"	"	20/ "
Ironbark piles at Wanganui	"	"	2/3 per lin. ft.
" timber at Wellington	"	"	21/6 per 100 sup. ft.
" "	"	N. Cain	21/6 "

RETURN No. 17—*continued.*

STATEMENT of STORES CONTRACTS current, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Ironbark piles at Wellington ..	1/9/1906	N. Cain	1/11 per lin. ft.
" timber at Lyttelton ..	"	Fraser and Co.	21/6 per 100 sup. ft.
" piles " ..	"	"	2/1 per lin. ft.
" timber at Dunedin ..	"	"	21/ per 100 sup. ft.
Brush-box timber at Dunedin ..	"	"	21/ "
Ironbark piles at Dunedin	"	"	2/4 per lin. ft.
Ironbark timber at Bluff	"	E. D. Pike and Co.	22/ per 100 sup. ft.
" piles "	"	"	2/3 per lin. ft.
Hewn ironbark timber at Greymouth	"	"	22/ per 100 sup. ft.
Sawn " ..	"	"	24/ "
" piles at Greymouth	"	"	2/3 per lin. ft.
" timber at Westport	"	"	25/ per 100 sup. ft.
" piles "	"	"	3/ per lin. ft.
" timber at Picton	"	J. Breckenridge	23/ per 100 sup. ft.
" " Nelson	"	Fraser and Co.	23/6 "
" piles at Nelson	"	"	2/6 per lin. ft.
" timber at Dunedin	"	Murray, Arnold, and Co.	20/6 per 100 sup. ft.
Uniform suits—			
Guards and porters	31/3/1907	A. Levy	As per tender.
Stationmasters	"	Ross and Glendining	"
Uniform caps—			
Guards and porters, summer ..	"	Hallenstein Bros. and Co.	3/5 each.
Guards and porters, winter ..	"	Charles Hill and Sons	3/9 "
Drivers and firemen, summer ..	"	Hallenstein Bros. and Co.	3/7 "
Drivers and firemen, winter ..	"	"	4/4 "
Stationmasters	"	Charles Hill and Sons	9/ "
Puggarees	"	Hallenstein Bros. and Co.	11d. "
Rain-proof covers	"	"	1/3 "
Auckland District—			
329,000 sup. ft. kauri timber ..	31/3/1906	Merchants and mills in district ..	10/6 to 25/ per 100 ft.
5,300 ft. mouldings	"	" ..	4/9 to 23/ "
281,000 sup. ft. red-pine timber ..	"	" ..	8/6 to 14/6 "
1,700 sup. ft. matai timber ..	"	" ..	15/ "
28,000 sup. ft. white-pine timber ..	"	" ..	7/ to 8/6 "
3,500 sup. ft. mangiao timber ..	"	" ..	15/6 to 20/ "
185,000 sup. ft. totara timber ..	"	" ..	16/ to 21/6 "
1,400 sup. ft. clear-pine timber ..	"	Merchants in district	7d. per ft.
2,600 sup. ft. teak timber ..	"	Henry Markwald	6¾d. "
Wellington–Napier–New Plymouth District—			
249,000 sup. ft. kauri timber ..	"	Merchants in Auckland District ..	15/6 to 41/ per 100 ft.
922,000 sup. ft. red-pine timber ..	"	Merchants and mills in district ..	8/6 to 22/6 "
126,000 sup. ft. white-pine timber ..	"	" ..	7/6 to 11/6 "
68,000 sup. ft. matai timber ..	"	" ..	12/ to 22/6 "
342,000 sup. ft. totara timber ..	"	" ..	18/3 to 24/ "
61,000 sup. ft. jarrah timber ..	"	Millar's West Australian Hardwood Company	19/ to 23/ "
3,500 sup. ft. clear-pine timber ..	"	Merchants in district	7d. per ft.
5,000 sup. ft. teak timber ..	"	Henry Markwald	6¾d. to 7½d. per ft.
Christchurch District—			
93,000 sup. ft. kauri timber ..	"	Merchants in Auckland District ..	12/6 to 33/ per 100 ft.
13,000 ft. mouldings	"	Merchants in District	6/6 to 18/6 "
6,000 sup. ft. jarrah timber ..	"	"	27/ to 30/ "
24,000 sup. ft. blue-gum timber ..	"	"	16/ to 18/ "
2,500 sup. ft. clear-pine timber ..	"	"	7¾d. to 8d. per ft.
1,200 sup. ft. hickory timber ..	"	"	10d. per ft.
Dunedin and Invercargill Districts—			
130,000 sup. ft. kauri timber ..	"	Merchants in Auckland District ..	15/6 to 26/6 per 100 ft.
6,000 sup. ft. black-pine timber ..	"	Merchants in district	14/ to 20/ "
9,500 sup. ft. V.D.L. timber ..	"	"	15/ to 15/3 "
13,300 ft. V.D.L. droppers ..	"	"	15/6 to 16/ "
1,960 sup. ft. teak timber ..	"	Henry Markwald	6¾d. to 7d. per ft.
Picton District—			
1,000 sup. ft. matai timber ..	"	Merchants and mills in district ..	21/6 per 100 ft.
2,000 sup. ft. totara timber ..	"	" ..	13/ to 29/6 per 100 ft.
17,000 sup. ft. red-pine timber ..	"	" ..	9/ to 17/6 "
Nelson District—			
1,600 ft. birch piles	"	" ..	8d. per ft.
1,700 sup. ft. birch timber ..	"	" ..	12/6 to 14/ per 100 ft.
8,000 sup. ft. red-pine timber ..	"	" ..	7/6 to 19/ "
2,000 sup. ft. totara timber ..	"	" ..	20/6 to 25/ "
Westport District—			
40,500 sup. ft. red-pine timber ..	"	" ..	8/ to 15/6 "
8,000 sup. ft. silver-pine timber ..	"	" ..	20/ "
11,000 sup. ft. white-pine timber ..	"	" ..	8/6 to 17/ "

RETURN No. 17—*continued.*

STATEMENT of STORES CONTRACTS current, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Westland District—			
750,000 sup. ft. red-pine timber ..	31/3/1906	Merchants and mills in district ..	5/6 to 12/ per 100 ft.
14,000 sup. ft. silver-pine timber ..	"	" ..	10/ to 20/ "
7,200 sup. ft. white-pine timber ..	"	" ..	6/ to 17/6 "
Sleeper supply—			
Auckland District—			
40,000 puriri	"	Settlers and mills in district	3/9 to 4/3 each.
60,000 totara and manoao ..	"	"	3/3 "
Wellington-Napier-New Plymouth District—			
61,000 for creosoting	"	"	1/6 "
Picton District—			
1,500 birch per month.. ..	31/12/1905	"	3/ "
300 birch	"	H. L. Beauchamp	2/9 "
Westport District—			
88,000 yellow-pine	31/12/1906	Settlers and mills in district	3/3 to 3/5 "
Westland District—			
71,500 silver pine	"	"	3/3 "
Christchurch District—			
8,000 totara	"	Akitio Totara Company	4/ "
Invercargill District—			
73,000 for creosoting	31/3/1906	Settlers and mills in district	1/5 to 1/6 "

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1906.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
WEIGHING-MACHINES :—												
16 lb	...	...	...	...	...	...	1	...	...	...	...	1
½ cwt.	...	...	...	...	...	...	1	...	...	...	...	1
1 "	...	...	...	1	...	...	2	3	...	...	...	6
1¼ "	...	..	...	...	...	...	1	...	...	...	...	1
2 "	...	...	...	1	...	8	10	...	1	...	...	20
2¼ "	...	1	3	...	...	1	20	1	...	...	...	26
2½ "	...	...	...	...	...	...	2	...	...	...	...	2
3 "	...	...	...	4	...	2	4	5	...	2	...	17
3½ "	..	...	...	...	...	...	1	...	...	...	...	1
4 "	1	...	...	19	...	27	30	5	1	...	...	83
5 "	...	1	...	11	...	12	33	...	...	6	...	63
5½ "	...	...	...	...	...	...	5	...	...	...	...	5
6 "	...	...	1	18	2	11	35	...	1	...	...	68
7 "	...	1	...	9	...	4	6	...	...	...	...	20
8 "	...	...	...	1	...	4	4	...	...	...	...	9
9 "	...	...	...	...	...	2	5	...	...	...	...	7
10 "	...	2	...	4	...	7	41	9	...	...	3	66
11 "	1	...	1	1	...	18	31	...	2	2	...	56
12 "	...	...	...	1	...	2	7	...	...	...	...	10
13 "	...	...	...	...	...	5	7	..	...	...	...	12
14 "	...	...	...	...	...	...	2	...	...	...	...	2
15 "	...	...	...	2	...	8	8	...	...	...	...	18
16 "	...	...	...	...	...	10	23	...	1	2	...	36
20 "	...	...	...	2	...	2	3	...	...	...	1	8
21 "	...	...	...	...	...	3	...	...	...	...	...	3
22 "	...	...	...	...	...	...	2	...	...	...	...	2
23 "	...	...	...	...	...	...	1	...	...	...	...	1
25 "	...	...	...	1	...	...	...	...	...	...	...	1
27 "	...	...	...	...	...	...	2	...	...	...	...	2
60 "	...	...	...	2	...	...	...	...	...	...	...	2
Total	2	5	5	77	2	126	287	23	6	12	4	549

RETURN No. 18—*continued.*

Statement of Weighing-machines, &c.—*continued.*

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
Weighbridges:—												
3 tons (cart)	...	...	...	1	...	...	1	...	...	...	...	2
6 " "	...	...	...	...	...	...	1	...	...	...	...	1
7 " "	...	...	...	...	...	...	1	...	...	...	...	1
8 " "	...	...	...	...	...	...	2	...	...	...	...	2
10 " (wagon) ...	...	...	...	...	...	...	3	...	...	...	...	3
11 " " ...	...	...	...	2	...	...	...	...	...	...	...	2
12 " " ...	...	...	...	1	...	5	2	...	...	1	1	10
14 " " ...	...	...	...	...	...	1	1	...	...	...	...	2
15 " " ...	...	...		...	...	1	...	...	...	...	...	1
18 " " ...	...	...	...	...	...	...	1	...	...	...	...	1
20 " " ...	1	1	...	4	...	4	16	1	4	...	1	32
25 " " ...	...	...	...	2	...	...	1	1	...	...	...	4
30 " " ...	...	...	...	...	...	...	2	...	...	...	...	2
40 " " ...	...	...	...	...	...	...	1	...	...	...	...	1
Total	1	1	...	10	...	11	32	2	4	1	2	64
Traversers	...	...	...	2	...	...	17	...	...	1	1	21
Turntables:—												
43-feet (engine)	...	...	...	...	...	...	1	...	...	...	...	1
50 " "	...	...	...	8	...	8	30	...	...	...	...	46
55 " "	...	...	...	1	...	...	5	...	...	...	...	6
12 " (wagon)	...	...	...	...	...	...	3	...	...	...	...	3
13 " "	...	...	...	2	...	6	32	...	...	1	...	41
14 " "	...	...	...	...	...	5	8	1	...	1	...	15
Total	...	...	...	11	...	19	79	1	...	2	...	112
Cranes:—												
½-ton, stationary, hand ...	...	...	...	...	...	...	1	..	...	...	...	1
1 " " " ...	...	...	...	7	...	3	10	...	...	...	...	20
1½ " " " ...	...	...	...	5	...	35	12	3	...	3	2	60
2 " " " ...	...	...	...	...	...	5	13	...	...	1	...	19
3 " " " ...	...	...	...	...	...	...	3	...	...	...	...	3
4 " " " ...	...	...	...	1	...	...	21	...	...	...	...	22
5 " " " ...	...	...	...	...	...	3	5	...	...	...	...	8
7 " " " ...	...	...	...	1	...	...	3	...	...	...	...	4
10 " " " ...	...	...	...	...	...	2	4	...	...	...	...	6
15 " " " ...	...	...	...	...	...	...	2	...	...	...	...	2
20 " " " ...	...	...	...	...	...	...	...	...	...	1	...	1
8 " " hydraulic	...	...	...	...	...	...	...	2	...	...	...	2
½ " travelling, overhead	...	...	...	...	..	1	...	..	...	...	...	1
1 " " "	...	...	...	3	...	9	2	2	2	...	..	18
2 " " hand ...	...	...	...	3	...	7	...	2	1	1	1	15
3 " " " ...	...	...	...	...	...	...	2	...	...	...	...	2
5 " " " ...	...	...	...	3	...	6	4	2	1	1	1	18
6 " " " ...	...	...	...	...	...	...	1	...	...	...	...	1
10 " " " ...	...	...	...	...	...	...	2	1	...	...	...	3
1½ " " steam ...	...	...	...	...	...	1	2	...	...	1	...	4
2 " " " ...	...	...	...	...	...	1	9	...	1	...	...	11
3 " " " ...	2	...	...	...	...	2	8	...	1	...	...	13
5 " " " ...	...	...	...	...	...	1	1	1	...	...	...	3
7 " " " ...	...	2	...	1	...	1	3	...	...	...	...	7
12 " " " ...	...	...	...	...	...	...	...	1	1	...	...	2
15 " " " ...	...	...	...	...	...	...	...	...	1	...	...	1
20 " " " ...	...	...	...	...	...	...	...	...	1	...	...	1
Pile-driving and Hoisting-engines, steam	...	...	...	...	...	7	4	3	2	...	...	17
Total	2	2	...	24	...	84	112	17	11	8	5	265
Water-services:—												
Steam	...	1	2	3	...	4	12	2	1	...	...	25
Hand	1	...	1	15	4	30	71	3	...	1	2	128
Windmill	...	...	1	2	...	15	48	...	...	1	5	72
Hot-air	1	...	...	1	1	3	11	...	...	1	...	18
Hydraulic	...	...	...	10	...	15	26	1	...	1	...	53
Oil	...	...	...	7	1	6	11	...	...	...	...	25
Gravitation	...	3	2	13	...	30	36	14	6	2	...	106
Gas-engine	...	...	...	...	...	1	...	...	...	...	...	1
Total	2	4	6	51	6	104	215	20	7	6	7	428

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1906.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Gisborne.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—												
70 lb. steel	...	...	...	3,968	7,148	...	15,676	330	310	...	6	27,438
Total	...	...	...	3,968	7,148	...	15,676	330	310	...	6	27,438

RETURN No. 20.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1906.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Gisborne.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—												
Maire	...	...	...	...	...	...	...	...	...	...	...	...
Black-pine	...	...	...	...	...	...	2,464	...	...	...	...	2,464
Totara	249	673	2,603	39,263	17,080	...	6,396	...	...	...	...	66,264
Birch	...	...	...	...	...	...	7,881	...	...	...	3,277	11,158
Jarrah	...	...	...	...	103	...	1,202	...	...	...	...	1,305
Silver-pine	...	...	...	...	285	...	93,946	16,611	693	7,386	...	118,921
Puriri	1,402	57	117	12,695	201	...	131	...	...	...	...	14,603
Kauri	...	...	...	1,419	...	...	...	...	...	...	...	1,419
Rimu	...	...	...	...	55	...	476	...	...	...	...	531
Creosoted	...	...	...	2,990	29,896	...	57,456	...	...	...	...	90,342
Yellow-pine	..	...	...	...	...	...	...	...	3,990	...	...	3,990
Ironbark	...	...	...	540	9,303	...	8,918	978	214	226	...	20,179
Mixed hardwoods ...	...	...	...	...	1,628	...	...	...	...	...	...	1,628
Grey-gum	...	...	...	350	617	...	2,648	...	...	...	...	3,615
Blue-gum	...	...	...	...	...	...	5	...	...	...	...	5
Total ...	1,651	730	2,720	57,257	59,168	...	181,523	17,589	4,897	7,612	3,277	336,424
SLEEPERS REMOVED :—												
Black-pine	...	...	...	196	862	...	27,812	...	...	...	...	28,870
Totara	...	3	...	5,479	33,938	...	32,092	...	...	79	6	71,597
Birch	...	...	...	...	2,014	...	23,889	13,042	3,031	4,109	2,890	48,975
Jarrah	...	...	...	...	223	...	10,856	...	...	...	...	11,079
Silver-pine	...	...	...	229	8,434	...	58,443	2,471	...	2,477	31	72,085
Puriri	57	460	...	31,850	3,051	...	9,055	...	...	...	...	44,473
Kauri	1,186	171	2,800	7,150	30	...	1,001	...	...	...	...	12,338
Maire	...	...	...	...	414	...	...	...	...	...	...	414
Blue-gum	...	...	...	...	36	...	1,686	...	...	...	...	1,722
Oregon	...	...	...	784	...	...	...	...	...	...	...	784
Rimu	...	...	...	...	289	...	31	1	...	...	...	321
Kamai	...	...	...	...	...	...	2,084	...	...	...	...	2,084
Ironbark	...	...	...	21	1,035	...	2,348	...	...	...	...	3,404
Mixed hardwoods ...	...	...	...	...	980	...	...	...	...	...	...	980
Yellow-pine	...	...	...	...	...	...	120	...	1,616	...	...	1,736
Creosoted	...	...	...	...	520	...	2,258	...	...	...	...	2,778
Grey-gum	...	...	...	50	477	...	5,016	...	...	...	...	5,543
Total ...	1,243	634	2,800	45,759	52,303	...	176,691	15,514	4,647	6,665	2,927	309,183

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1906.

Sections.	Miles.	Chains.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings. At Stations.	Out of Stations.	Total.
Kawakawa	7	39	4	...	1	1
Whangarei	22	44	12	3	8	11
Kaihu	17	15	10	...	2	2
Auckland	392	69	143	22	7	29
Gisborne	18	2	10	1	...	1
Wellington-Napier-New Plymouth ...	484	50	170	53	14	67
Hurunui-Bluff	1,250	17	464	123	23	146
Westland	117	5	64	13	14	27
Westport	30	17	15	2	...	2
Nelson	32	12	14	3	...	3
Picton	33	44	16	3	2	5
Total	2,405	74	922	223	71	294

RETURN No. 22.

COMPARATIVE STATEMENT of Mileage of Railways open for Traffic and under Maintenance on 31st March, 1906.

Section.	Mileage open for Traffic on 31st March, 1905.	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, 1906.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1906.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
	M. ch.			M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Kawakawa	7 39	...	...	...	...	...	...	...	...	7 39	7 39
Whangarei	22 44	...	...	...	...	...	...	...	...	22 44	22 44
Kaihu	17 15	...	...	...	...	...	...	...	...	17 15	17 15
Auckland	374 79	Ahuroa-Woodcocks ...	12th May, 1905 ...	2 40	2 17	...	...	17 70	8 4	392 69	383 3
		Woodcocks-Kaipara Flats	1st Dec., 1905 ...	3 6	1 2						
		Paeroa-Waihi	9th Nov., 1905 ...	12 24	4 65						
Wellington-Napier-New Plymouth	484 40	Wanganui Branch-Deviation of Line	5th Feb., 1906 ...	0 10	0 1	...	...	0 10	0 1	484 50	484 41
Gisborne	12 77	Kaiteratahi-Te Karaka ...	13th April, 1905	5 5	4 72	...	...	5 5	4 72	18 2	17 69
Hurunui-Bluff	1,237 11	Scargill-Ethelton ...	1st Nov., 1905 ...	8 52	3 46	...	...	8 52	3 46	1,245 63	1,240 57
Ditto, Private Lines—											
Shag Point Branch ...	2 10	...	...	...	...	...	...	...	...	2 10	2 10
Nightcaps Branch	2 24	...	...	...	...	...	...	...	...	2 24	2 24
Westland	117 5	...	...	...	...	...	...	...	...	117 5	117 5
Westport	30 17	...	...	...	...	...	...	...	...	30 17	30 17
Nelson	32 12	...	...	...	...	...	...	...	...	32 12	32 12
Picton	33 44	...	...	...	...	...	...	...	...	33 44	33 44
Total	2,374 17	...	...	31 57	16 43	...	...	31 57	16 43	2,405 74	2,390 60

RETURN No. 23.

STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1906.

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.	70 lb. Iron.	70 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Kawakawa Section—													
Opua–Kawakawa	..	0 2	..	..	..	..	5 67	..	1 12	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–Taumarunui	..	2 71	..	..	..	..	106 16	..	..	42 28	..	22 56	174 11
Auckland – Kaipara Flats	..	..	..	..	..	..	38 27	..	..	18 47	..	3 6	60 0
Penrose–Onehunga	..	..	0 10	..	..	..	2 23	..	..	..	..	0 26	2 59
Frankton–Thames	..	..	2 19	..	..	..	26 23	..	..	18 77	..	15 36	62 75
Paeroa–Waihi	..	..	..	..	..	..	..	..	..	12 24	..	..	12 24
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	..	0 10	..	62 19	..	..	51 14	..	46 18	163 6
Foxton Branch	..	2 41	..	..	9 68	..	7 05	..	..	..	..	..	19 34
Hunterville Branch	..	..	..	..	9 55	..	24 7	..	..	..	..	10 79	44 61
Aramoho–Wanganui	..	..	..	..	0 21	..	..	..	..	1 78	..	1 1	3 20
Stratford–Toko	..	..	10 68	..	..	..	..	..	..	0 22	..	..	11 10
Sentry Hill–New Plymouth	..	0 2	0 3	..	..	..	2 59	..	..	..	..	7 43	10 27
Palmerston–Spit	..	2 15	3 29	..	..	..	69 29	..	..	35 67	..	3 12	113 72
Wellington–Woodville	..	..	..	..	3 58	..	53 13	..	..	17 43	..	41 19	115 53
Greytown Branch	..	..	..	..	3 7	..	..	..	..	..	..	..	3 7
Gisborne Section—													
Gisborne–Kaiteratahi	..	0 20	..	..	..	..	..	..	..	17 62	..	..	18 2
Hurunui–Bluff Section—													
Lyttelton–Bluff	..	0 11	..	..	..	2 50	196 2	..	0 12	31 57	..	161 29	392 1
Addington–Culverden	..	..	..	..	..	..	36 76	..	7 27	0 12	12 57	10 45	67 57
Oxford Branch	3 24	3 69	11 56	..	..	..	11 62	..	..	2 74	..	..	33 45
Eyreton Branch	13 27	5 70	0 44	..	..	..	0 30	..	..	..	..	..	20 11
Waipara–Ethelton	..	..	..	..	..	..	..	..	..	23 12	..	..	23 12
Southbridge Branch	..	5 66	5 1	1 26	..	..	11 6	1 0	..	1 20	..	..	25 39
Little River Branch	..	1 34	13 60	5 2	1 59	..	..	..	0 53	..	..	..	22 48
Springfield Branch	..	0 68	..	..	..	..	4 57	4 60	..	25 13	..	..	35 38
White Cliffs Branch	11 3	..	0 15	0 28	..	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch	..	..	..	..	..	22 20	..	..	..	..	..	..	22 20
Mount Somers Branch	..	4 8	23 28	..	..	..	..	..	..	..	..	..	27 36
Albury Branch	..	26 34	9 38	..	..	..	0 21	..	..	..	..	..	36 13
Waimate Branch	..	4 46	..	..	..	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	..	8 21	..	..	..	..	..	..	..	8 21
Duntroon Branch	..	15 38	0 12	..	4 54	..	17 17	..	..	..	..	..	37 41
Oamaru Breakwater Branch	..	0 23	..	..	..	..	0 40	..	..	..	..	..	0 63
Carried forward	27 54	77 20	93 19	6 56	41 33	24 70	782 64	5 60	9 24	303 9	12 57	323 50	1,711 36

RETURN No. 23—*continued.*

STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1906—*continued.*

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.	70 lb. Iron.	70 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Brought forward	27 54	77 20	93 19	6 56	41 33	24 70	782 64	5 60	9 24	306 9	12 57	323 50	1,711 36
Hurunui-Bluff Section—*continued.*													
Ngapara Branch	..	4 59	4 30	..	..	..	2 35	..	..	3 45	..	..	15 9
Livingston Branch	..	11 46	0 29	..	..	..	..	..	..	..	..	..	11 75
Shag Point Branch	..	0 22	1 41	..	..	..	0 27	..	..	..	..	..	2 10
Waihemo Branch	..	..	7 5	..	0 59	..	0 1	..	..	1 0	..	..	8 65
Port Chalmers Branch	..	..	..	..	0 12	..	1 4	..	..	..	..	0 10	1 26
Walton Park Branch	..	2 48	..	..	..	..	0 1	..	..	..	..	..	2 49
Fernhill Branch	..	..	1 57	..	..	..	..	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	..	65 73	..	..	45 21	..	..	111 14
Outram Branch	..	5 58	1 19	..	..	..	0 26	..	..	1 57	..	..	9 0
Lawrence Branch	..	0 18	..	..	..	..	1 29	5 36	..	14 76	..	0 2	22 1
Catlin's River Branch..	..	..	..	..	0 25	..	19 2	..	..	3 37	..	..	22 64
Tapanui Branch	..	10 4	7 6	..	..	..	2 32	..	..	6 59	..	..	26 21
Wyndham Branch	..	..	..	..	..	..	9 35	..	..	..	..	..	9 35
Seaward Bush Branch	..	..	16 62	..	..	..	1 66	..	..	6 71	..	..	25 39
Invercargill-Kingston	..	57 35	..	..	0 20	..	1 9	..	..	9 55	18 19	0 22	87 0
Makarewa-Waihoaka	..	..	7 26	..	..	..	22 59	..	..	10 9	0 2	..	40 16
Thornbury-Nightcaps	..	0 3	22 36	..	..	..	0 15	..	..	1 77	..	..	24 51
Forest Hill Branch	..	12 66	..	..	..	..	..	..	..	..	..	..	12 66
Mararoa Branch	..	..	10 41	..	..	..	..	..	..	..	..	..	10 41
Waimea Plains Railway	..	..	..	..	32 55	..	2 74	..	..	0 72	..	..	36 41
Westland Section—													
Greymouth-Otira	..	..	..	..	..	..	35 14	..	..	11 28	..	4 6	50 48
Greymouth-Hokitika	..	..	..	..	..	..	21 17	..	..	3 8	..	..	24 25
Stillwater-Reefton	..	..	..	..	..	..	37 13	..	..	..	..	..	37 13
Coal Creek Branch	..	..	..	..	..	..	0 20	..	..	4 57	..	0 2	4 79
Westport-Mokihinui	..	..	..	..	0 36	..	20 2	..	..	4 47	..	5 12	30 17
Nelson-Motupiko	..	10 30	3 5	..	1 1	..	11 9	..	..	6 47	..	..	32 12
Picton-Seddon	..	9 16	3 18	..	1 24	..	3 35	..	..	16 29	..	0 2	33 44
Total	27 54	202 25	179 74	6 56	78 25	24 70	1,042 22	11 16	9 24	459 4	30 78	333 26	2,405 74

RETURN No. 24.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1906.

Hd. Office 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, 1906. In.	Out.	Total.
			KAWAKAWA SECTION.									
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
823	R. 02/2358 ..	Jan. 1, 1902	John Culley	6 79	Kawakawa ..	Govt. and grantees	5 years* ..	†	..	..	78 8 6	78 8 6
			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	1 16 0	1,122 11 7	1,124 7 7
793	R. 97/3107 ..	Jan. 1, 1902	Kauri Timber Company (Limited)	..	Mangahahuru ..	Govt. ..	5 " * ..	†	..	0 19 0	232 9 3	233 8 3
798	R. 02/550 ..	Jan. 1, 1902	M-nnie and Brown	..	Waro ..	" ..	5 " * ..	†	..	4 3 7	387 0 9	391 4 4
799	R. 02/551 ..	Jan. 1, 1902	Hikurangi Coal Company (Limited)	..	" ..	" ..	5 " * ..	†	..	102 15 0	6,530 18 1	6,633 13 1
824	R. 02/2569 ..	July 1, 1902	Northern Coal Company (Limited)	14 71	" ..	Govt. and grantees	5 " * ..	†	..	..	1,350 0 0	1,350 0 0
877	R. 03/3629 ..	Jan. 1, 1904	Macklow Bros.	16 71	Otonga ..	Grantees	5 " * ..	Premium ..	138 0 0	0 11 0	238 1 10	238 12 10
939	R. 04/3988 ..	Mar. 1, 1905	Northern Coal Company (Limited)	15 22	Waro ..	"	5 " * ..	" ..	457 0 0	16 16 0	3,520 4 7	3,537 0 7
950	R. 00/241 ..	April 1, 1905	Mander and Bradley	18 32	Whakapara ..	"	5 " * ..	†	..	15 0 5	2,455 8 5	2,470 8 10
963	R. 05/3060 ..	July 1, 1905	R. P. Gibbons	..	Hikurangi ..	"	5 " * ..	Premium ..	120 0 0	..	..	..
			KAIHU SECTION.									
814	R. 96/2155 ..	Jan. 1, 1902	Mitchelson Timber Company (Limited) and James Trounson	16 15	Kaihu Booms ..	Govt. ..	5 years* ..	†	..	2 12 9	3,859 0 4	3,861 13 1
968	R. 00/2111 ..	Nov. 1, 1905	Mitchelson Timber Company (Limited)	13 62	Ahikiwi	Govt. and grantees	5 " * ..	†	..	6 3 7	990 13 1	996 16 8
969	R. 00/2111 ..	Nov. 1, 1905	Kauri Timber Company (Limited)									
			AUCKLAND SECTION.									
720	R. 00/107 ..	Jan. 1, 1900	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	7 48	Westfield ..	Grantees	10 years* ..	Premium ..	160 0 0 Rental, £25	1,233 10 6	2,205 17 1	3,439 7 7
721	R. 99/1601 ..	Jan. 1, 1900	R. and W. Hellaby (Limited) ..	7 52	" ..	Govt. ..	10 " * ..	† Alter'ns ..	120 0 0 Rental, £25	493 19 4	265 0 6	758 19 10
744	R. 00/668 ..	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited)	1 5	Hamilton ..	Grantees	10 " * ..	Premium ..	175 0 0 Rental, £25	301 2 1	56 9 3	357 11 4
796	R. 00/2203 ..	Nov. 1, 1901	Taupiri South Coal Company (Starr may also use siding)	64 51	Huntly ..	"	5 " * ..	" ..	220 0 0	..	2,551 1 1	2,551 1 1
829	R. 02/670 ..	Oct. 1, 1902	Union Collieries (Limited) ..	44 33	Mercer	"	5 " * ..	" ..	565 0 0	24 2 5	4,994 12 3	5,018 14 8
838	R. 00/613 ..	Nov. 1, 1902	Avondale Brick and Pottery Company (Limited)	6 29	New Lynn ..	"	5 " * ..	†	..	352 18 7	1,875 18 6	2,228 17 1
850	R. 98/1868 ..	May 1, 1903	Taupiri Coal mines (Limited) ..	..	Huntly ..	"	5 " * ..	†	..	105 8 0	8,380 6 0	8,485 14 0
855	R. 03/600 ..	July 1, 1903	W. and G. Winstone	..	Auckland ..	"	5 " * ..	Premium ..	32 0 0 Rental, £50	2,034 13 2	244 11 0	2,279 4 2
866	R. 93/3515 ..	Oct. 1, 1903	Assets Realisation Board ..	..	Morrinsville ..	"	10 " * ..	†	Rental, £25	84 2 2	30 2 3	114 4 5
871	R. 03/4153 ..	Jan. 1, 1904	Gardner Bros. and Parker ..	..	New Lynn ..	"	5 " * ..	Premium ..	96 0 0	210 18 7	880 15 9	1,091 14 4
884	R. 03/1660 ..	April 1, 1904	Taupo Totara Timber Company (Limited)	..	Putaruru ..	"	5 " * ..	" ..	330 0 0	196 3 7	8,752 17 3	8,949 0 10

885	R. 04/956 ..	May 11, 1904	A. and G. Price	..	Thames ..	Govt. ..	Indefinite	..	..	..	..	..
887	R. 04/945 ..	June 1, 1904	New Zealand Brick, Tile, and Pottery Company	..	New Lynn ..	Grantees	5 years* ..	Premium..	98 0 0	122 17 0	263 1 2	385 18 2
898	R. 04/1751 ..	Aug. 1, 1904	Frank Coulthard	..	Helensville South	"	5 " *..	" ..	262 0 0	38 12 7	39 6 4	77 18 11
900	R. 04/2378 ..	June 1, 1904	Auckland Veneer and Timber Company (Limited)	..	Onehunga ..	"	5 " *..	†	Rental, £25	1,349 5 0	9 11 0	1,358 16 0
909	R. 98/3564 ..	Aug. 1, 1904	R. and W. Hellaby (Limited) ..	..	Auckland ..	"	5 " *..	†	..	186 9 10	230 13 5	417 3 3
912	R. 99/1973 ..	July 1, 1904	Firth Pumice Company (Limited)	58 11	Onineweai ..	Govt. and grantees	10 " *..	†	Rental, £50	64 5 5	197 9 4	261 14 9
917	R. 99/3007 ..	June 1, 1904	Taupiri Coal-mines (Limited) ..	..	Huntly ..	Grantees	5 " *..	†	..	74 5 2	21,355 18 9	21,430 3 11
918	R. 00/1840 ..	June 1, 1904	Prisons Department	..	Mount Eden ..	Govt. ..	5 " *..	..	..	137 2 11	306 6 5	443 9 4
919	R. 04/2222 ..	Oct. 1, 1904	Auckland Farmers' Freezing Company (Limited)	6 64	Westfield ..	Grantees	10 " *..	Premium..	358 0 0 Rental, £50	1,971 16 7	717 16 11	2,689 13 6
926	R. 99/1294 ..	Dec. 1, 1904	J. J. Craig (Limited)	..	Auckland ..	"	5 " *..	†	Rental, £50	4,879 8 8	56 4 5	4,935 13 1
936	R. 05/867 ..	April 1, 1905	Shaw, Savill, and Albion Company	..	" ..	"	5 " *..	Premium..	80 0 0 Rental, £50	47 5 9	125 18 2	173 3 11
947	R. 04/3883 ..	Mar. 1, 1905	Drury Coal Company (Limited) ..	..	Drury	"	5 " *..	"	336 0 0	101 7 5	56 10 9	157 18 2
959	R. 04/1368 ..	Oct. 1, 1905	Leyland-O'Brien Timber Company (Limited)	..	Auckland ..	"	5 " *..	..	40 0 0 Rental, £50	..	3 14 8	3 14 8
967	R. 02/2630 ..	Oct. 1, 1905	J. Wilson and Co.	124 39	Te Kuiti ..	Govt. ..	1 " *..	†	Rental, £12	65 5 8	215 10 4	280 16 0
977	R. 02/1392 ..	Mar. 1, 1906	Bartholomew Land and Timber Company (Limited)	43 20	Ngatira ..	Grantees	10 " *..	Premium..	Rental, £50 896 0 0	..	..	..
986	R. 00/990 ..	Feb. 1, 1906	The Union Oil, Soap, and Candle Company (Limited)	..	Westfield ..	"	1 " *..	†	Rental, £25	823 15 2	487 14 8	1,311 9 10
987	R. 06/157 ..	Jan. 1, 1906	The Mephan Ferguson Patent Locking Bar, Steel Pipe Company (Limited)	6 75	New Lynn ..	"	1 " *..	" ..	279 0 0 Rental, £50	385 8 4	..	385 8 4
989	R. 05/2841 ..	Nov. 9, 1905	Waihi Gold-mining Company (Limited)	..	Waikino ..	Govt. ..	10 " *..	†	..	4,712 0 0	27 12 7	4,739 12 7
					GISBORNE SECTION.							
956	R. 05/901 ..	July 1, 1905	New Zealand Shipping Company (Limited)	..	Gisborne ..	Grantees	10 years* ..	Premium..	250 0 0 Rental, £25	36 13 5	..	36 13 5
					WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.							
24	C.R. 75/845..	—— 1875	Napier Gas Company	2 30	Napier ..	Govt. ..	Undefined	..	..	512 8 0	172 11 3	684 19 3
221	R. 80/1588 ..	Dec. 13, 1880	Gear Meat Preserving and Freezing Company (Limited)	6 37	Petone ..	Grantees	"	Premium..	117 19 11 Rental, £25	903 11 8	3,002 13 7	3,906 5 3
559	R. 99/2390 ..	Year to Year	Palmerston North Sash and Door Company	..	Palmerston ..	"	1 year*‡	..	..	2,192 9 8	227 18 10	2,420 8 6
614	R. 97/2622 ..	May 1, 1897	N. King	7 53	New Plymouth ..		10 " §..	†	..	571 8 7	54 12 4	626 0 11
617	R. 02/3212 ..	Mar. 26, 1897	Wellington Meat Export Company (Limited)	62 10	Waingawa ..	"	10 " *..	†	Rental, £25	85 1 1	2,594 12 5	2,679 13 6
627	R. 97/4085 ..	Nov. 1, 1897	Murray, Roberts, and Co. ..	113 72	Port Ahuriri ..	Govt. ..	10 " *..	†	Rental, £25	906 3 7	140 3 7	1,046 7 2
633	R. 97/4854 ..	Dec. 1, 1897	Aramoho Meat Company ..	147 45	Aramoho ..	Grantee	10 " *..	Premium..	70 0 0 Rental, £25	82 15 4	114 19 6	197 14 10
637	R. 97/3534 ..	Mar. 1, 1898	Levin and Co. (Limited)	65 45	Masterton ..	Govt. and grantees	10 " *..	" ..	130 0 0 Rental, £25	1,095 16 2	1,361 3 7	2,456 19 9
647	R. 98/3331 ..	Oct. 1, 1898	W. G. Bassett	2 14	Wanganui ..	Grantee	10 " *..	" ..	188 0 0 Rental, £25	1,191 3 4	37 7 8	1,228 11 0
656	R. 98/2734 ..	Feb. 1, 1899	C. N. Clausen	87 39	Palmerston North	"	10 " *..	" ..	69 0 0 Rental, £25	1,728 18 3	106 2 2	1,835 0 5

* Three months' notice. † Siding originally laid under old agreement. ‡ Use of siding granted in connection with lease of land. § One week's notice.

RETURN No. 24—*continued.*

PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1906—*continued.*

Hd. Office 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, 1906. In.	Out.	Total.
			WELLINGTON-NAPIER-NEW PLYMOUTH SECTION—*continued.*									
				M. ch.					£ s d.	£ s. d.	£ s. d.	£ s. d.
705	R. 97/2271 ..	Aug. 1, 1899	Bartholomew Bros.	99 30	Feilding ..	Govt. ..	10 years* ..	†	Repairs, £2 Rental, £25	2,100 3 7	5 18 0	2,106 1 7
725	R. 99/854 ..	Jan. 1, 1900	Waitara Freezing and Cool-storage Company (Limited)	246 53	Waitara ..	Grantees	10 " * ..	Premium ..	80 10 0 Alter'ns, £35 Rental, £25	612 7 2	13 9 3	625 16 5
735	R. 00/1180 ..	Jan. 1, 1900	Williams and Kettle (Limited) ..	113 55	Port Ahuriri ..	"	10 " * ..	Premium ..	125 0 0 Rental, £25	1,970 18 4	116 7 10	2,087 6 2
736	R. 00/1192 ..	May 1, 1900	R. Holt	99 72	Hastings ..	"	10 " * ..	†	Rental, £25	1,070 5 9	2 17 3	1,073 3 0
758	R. 98/3937 ..	Oct. 1, 1900	J. Garnett	99 71	Hastings ..	"	10 " * ..	†	Repairs, £1 5s. Rental, £25	670 10 2	..	670 10 2
759	R. 99/2633 ..	April 1, 1901	Henry Brown and Co.	235 43	Inglewood ..	"	10 " * ..	Premium ..	200 0 0	87 3 7	250 19 8	338 3 3
760	R. 01/299 ..	April 1, 1901	Nelson Bros. (Limited)	96 17	Woodville ..	"	10 " * ..	†	Repairs, £42; Rental, £25	472 14 4	744 0 0	1,216 14 4
770	R. 01/1231 ..	June 1, 1901	Ellis Bros.	50 66	Kopua ..	"	5 " * ..	†	..	0 0 9	148 2 3	148 3 0
771	R. 01/182 ..	June 1, 1901	W. A. Chote and J. Wright ..	..	Silverstream ..	"	5 " * ..	Premium ..	380 0 0	363 18 1	1,864 7 4	2,228 5 5
777	R. 01/1659 ..	Aug. 1, 1901	Totara Sawmill Company ..	..	Oringi ..	"	5 " * ..	" ..	90 0 0	1 9 0	1,107 17 0	1,109 6 0
781	R. 00/2262 ..	Oct. 1, 1905	H. Judd	50 68	Matarawa ..	"	1 " * ..	†	..	5 16 7	75 14 3	81 10 10
786	R. 96/5010 ..	Oct. 1, 1901	Napier Gas Company (Limited) ..	..	Hastings ..	"	5 " * ..	†	Repairs, £3 6s.	390 8 0	10 14 4	401 2 4
788	R. 01/886 ..	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea ..	"	10 " * ..	Premium ..	200 0 0 Rental, £25	1,330 14 6	154 3 5	1,484 17 11
789	R. 01/2396 ..	Nov. 1, 1901	H. Brown and Co.	..	Morley Street ..	"	5 " * ..	" ..	156 0 0 Rental, £25	146 2 9	18 17 8	165 0 5
792	R. 02/384 ..	Jan. 1, 1902	Nelson Bros. (Limited)	68 3	Waipukurau ..	Govt. ..	10 " * ..	†	Rental, £25	..	..	..
811	R. 02/231 ..	April 1, 1902	Palmerston North Sash, Door, and Timber Company (Limited)	..	Oringi	Grantees	5 " * ..	Premium ..	177 0 0	0 2 11	985 12 10	985 15 9
828	R. 02/2624 ..	July 1, 1902	B. L. Knight	91 52	Newman ..	Grantee	5 " * ..	†	..	..	..	..
830	R. 02/2178 ..	Sept. 1, 1902	Waverley Co-operative Dairy Factory Company (Limited)	..	Aramoho ..	Grantees	10 " * ..	Premium ..	192 0 0 Rental, £25	130 6 9	269 9 8	399 16 5
831	R. 92/1948 ..	Sept. 1, 1902	Williams and Kettle	..	Hastings ..	"	10 " * ..	†	Rental, £25	278 13 0	155 13 0	434 6 0
837	R. 03/478 ..	Dec. 1, 1902	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Tariki	"	5 " * ..	†	..	40 11 7	562 12 2	603 3 9
839	R. 02/2734 ..	Nov. 1, 1902	G. Syme	..	Ngaire ..	"	5 " * ..	†	..	..	12 0 7	12 0 7
848	R. 00/2214 ..	April 1, 1903	Kendrick Bros.	..	Aramoho ..	"	5 " * ..	†	..	17 0 0	41 6 0	58 6 0
851	R. 02/1854 ..	April 1, 1903	W. F. Knight	..	Mangatera ..	"	5 " * ..	†	..	94 7 7	4,647 9 2	4,741 16 9
852	R. 00/2784 ..	June 1, 1903	Mauriceville Lime Company (Ltd.)	..	Mauriceville ..	"	5 " * ..	Premium ..	237 5 6	137 13 9	429 7 6	567 1 3
857	R. 99/2453 ..	Oct. 1, 1903	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Eltham ..	"	10 " * ..	†	Rental, £25	67 14 10	27 1 8	94 16 6
858	R. 99/2453 ..	Oct. 1, 1903	Egmont Co-operative Box Company (Limited)	..	" ..	"	10 " * ..	†	Rental, £25	189 12 1	171 5 11	360 18 0
868	R. 96/3827 ..	Nov. 1, 1903	Nelson Bros. (Limited)	..	Tomoana ..	"	10 " * ..	†	Rental, £25	481 12 5	84 11 11	566 4 4
869	R. 03/3688 ..	Nov. 1, 1903	R. and W. Pitcaithley	11 71	Belmont ..	"	5 " * ..	Premium ..	243 0 0	0 19 5	266 1 6	267 0 11
874	R. 03/2618 ..	Sept. 1, 1903	A. Quinlan	93 37	Hukanui ..	"	5 " * ..	" ..	100 0 0	2 6 3	291 2 5	293 8 8
875	R. 98/3766 ..	Jan. 1, 1904	Dalgety and Co. (Limited) ..	..	Port Ahuriri ..	"	5 " * ..	†	Rental, £25	537 6 10	17 4 0	554 10 10

880	R. 03/3251 ..	Jan. 1, 1904	Holm Bros.	..	Matamau ..	Grantees	5 " * ..	†	..	0 4 0	262 3 11	262 7 11
882	R. 03/4089 ..	Mar. 1, 1904	Union Timber, Sash, and Door Company (Limited)	88 36	Palmerston North	"	10 " * ..	Premium ..	121 0 0 Rental, £25	1,352 0 3	18 11 8	1,370 11 11
883	R. 04/291 ..	Mar. 1, 1904	William Cook	88 36	"	"	10 " * ..	" ..	121 0 0 Rental, £25	527 19 8	170 15 6	698 15 2
889	R. 99/1050 ..	April 1, 1905	The New Plymouth Sash and Door Factory and Timber Company (Limited)	..	Ngaire ..	Govt. and grantees	1 " * ..	†	..	..	380 19 5	380 19 5
890	R. 99/1984 ..	May 1, 1904	Wanganui Sash and Door Factory and Timber Company (Limited)	2 52	Wanganui ..	Govt. ..	5 " * ..	Repairs ..	11 2 2 Rental, £25	4,438 17 4	180 9 8	4,619 7 0
891	R. 02/1662 ..	June 1, 1904	G. and T. Prescott	51 39	Kopua ..	Grantees	5 " * ..	†	..	0 6 9	1,149 14 8	1,150 1 5
895	R. 01/2230 ..	May 1, 1904	Henry Carlson	..	Pukehou ..	"	5 " * ..	Premium ..	190 0 0	10 9 8	335 8 9	345 18 5
896	R. 04/955 ..	July 1, 1904	McMurray and Co. (Limited) ..	..	Palmerston North	"	10 " * ..	" ..	90 0 0 Rental, £25	223 5 3	8 11 6	231 16 9
907	R. 98/3250 ..	May 1, 1904	Price and Co.	..	Piripiri ..	"	5 " * ..	†	..	84 6 10	5,468 12 9	5,552 19 7
922	R. 04/1516 ..	Nov. 1, 1904	Thomas Borthwick and Sons ..	..	Pakipaki ..	"	10 " * ..	Premium ..	1,116 0 0 Rental, £25	861 9 7	319 17 3	1,181 6 0
923	R. 03/951 ..	June 1, 1905	Wellington Meat Export Company (Limited)	..	Ngahauranga ..	"	1 " * ..	†	Rental, £25	671 11 4	2,893 7 11	3,564 19 3
924	R. 03/4058 ..	Nov. 1, 1904	Manawatu Racing Club	..	Awapuni ..	"	10 " * ..	Premium ..	487 0 0	..	..	..
927	R. 01/1707 ..	Oct. 1, 1904	Manawatu County Council ..	..	Himatangi ..	"	5 " * ..	Repairs ..	36 0 0	51 1 8	93 8 4	144 10 0
930	R. 04/3525 ..	Jan. 1, 1905	Rangitikei County Council ..	27 35	Ohingaiti ..	"	5 " * ..	Premium ..	203 5 0	..	391 12 9	391 12 9
932	R. 04/79 ..	Nov. 1, 1904	B. L. Knight	40 20	Utiku	"	5 " * ..	" ..	350 0 0	39 9 1	368 4 2	407 13 3
935	R. 01/1877 ..	Jan. 1, 1906	Waitara Harbour Board	..	Waitara ..	Govt. ..	1 " * ..	†	Rental, £25	533 0 3	282 5 9	815 6 0
938	R. 04/2133 ..	Nov. 18, 1904	The Manawatu Timber Company (Limited)	37 69	Utiku	Grantees	10 " * ..	Premium ..	204 4 6	12 2 0	1,900 1 8	1,912 3 8
943	R. 99/2616 ..	Mar. 1, 1905	Gamman and Co.	..	Piripiri	"	5 " * ..	†	..	292 4 10	2,047 0 8	2,339 5 6
944	R. 02/1544 ..	Feb. 1, 1905	Gamman and Co.	..	Makotuku ..	"	5 " * ..	Premium ..	83 0 0	90 9 0	1,338 11 6	1,429 0 6
945	R. 04/1256 ..	Oct. 28, 1904	Bosher Bros. and Baker	42 68	Taihape ..	"	5 " * ..	" ..	311 14 6	25 5 8	1,461 4 8	1,486 10 4
951	R. 00/1286 ..	May 1, 1905	Hawke's Bay Timber Company (Ltd.)	42 62	Makotuku ..	"	5 " * ..	†	..	19 15 9	723 2 4	742 18 1
954	R. 04/1002 ..	Mar. 1, 1905	The New Plymouth Sash and Door Factory and Timber Company (Limited)	7 8	Toko	"	5 " * ..	Premium ..	212 10 0	30 1 11	227 15 7	257 17 6
960	R. 00/2261 ..	Aug. 1, 1905	William Booth and Co.	57 30	Carterton ..	Govt. ..	5 " * ..	†	..	121 10 3	537 2 6	658 12 9
965	R. 05/2546 ..	Oct. 1, 1905	H. L. Tottenham	..	Hastings ..	Grantees	10 " * ..	Premium ..	170 0 0 Rental, £25	36 11 0	6 0 4	42 11 4
972	R. 00/1143 ..	Nov. 15, 1905	Taranaki Freezing-works Company (Limited)	9 40	Moturoa ..	"	10 " * ..	" ..	12 5 0 Rental, £25	1,720 6 8	1,134 3 7	2,854 10 3
973	R. 96/114 ..	Jan. 1, 1906	Robert Holt	111 79	Napier ..	Govt. ..	10 " * ..	†	Rental, £50	2,409 14 10	4 1 2	2,413 16 0
978	R. 00/1403 ..	Jan. 1, 1906	G. A. Gamman and Co. and Lizzie Rathbone	40 73	Matamau ..	Grantees	5 " * ..	†	..	101 3 8	776 18 5	878 2 1

HURUNUI-BLUFF SECTION.

..	..	..	Public Works Department ..		Dunedin ..	Govt. ..	Indefinite	..	..	..	828 4 5	828 4 5
1	R. 81/1026 ..	April 28, 1866	J. T. Brown	7 39	Addington ..	Grantees	For ever ..	..	..	..	..	..
3	R. 88/1107 ..	Dec. 28, 1870	Richard Allen	1 17	Riccarton ..	"	..	..	..	1,419 10 9	893 6 5	2,312 17 2
12	P.W. 74/5224	June 2, 1875	Bank of New South Wales. (Used by White and Co.)	21 29	Leeston ..	Govt. ..	" ..	..	..	371 14 2	..	371 14 2
13	P.W. 76/3501	Dec. 18, 1874	Oamaru Harbour Board	157 77	Oamaru ..	" ..	Undefined	..	..	3,902 12 8	2,357 6 10	6,259 19 6
20	P.W. 76/2946	Dec. 11, 1875	Richard Evans	1 52	Wilson's Siding ..	Grantee	For ever ..	..	..	246 16 3	458 14 11	705 11 2
32	R. 82/432 ..	April 7, 1876	D. C. Turnbull and Co.	105 54	Timaru ..	Govt. ..	" ..	..	..	721 13 4	368 3 2	1,089 16 6

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

RETURN No. 24—*continued.*

PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1906—*continued.*

Hd. Office 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, 1906. In.	Out.	Total.
			HURUNUI-BLUFF SECTION—*continued.*									
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
33	P.W. 76/823	April 22, 1876	J. Deans	8 75	Glentunnel ..	Govt. ..	For ever ..	..	..	178 7 5	2,763 17 10	2,942 5 3
37	P.W. 76/3721	July 18, 1876	Clark Bros.	166 27	Maheno ..	" ..	Undefined	..	..	130 3 0	325 0 0	455 3 0
104	R. 83/2136 ..	—— 1877	Dunedin City Corporation ..	..	Dunedin ..	" ..	Indefinite	..	...	..	..	..
120	P.W. 77/4412	Jan. 23, 1878	Oamaru Harbour Board ..	157 65 157 65	Oamaru (1st sidg.) " (2nd ")	" ..	"	300 0 0	50 0 0	1,991 6 3	1,107 7 4	3,098 13 7
178	..	—— 1878	Mosgiel Woollen-factory Company	0 73	Mosgiel Township	" ..	"	..	..	177 5 8	45 2 8	222 8 4
258	R. 82/379 ..	Jan. 10, 1882	Wigram Bros.	10 71	South Malvern ..	" ..	For ever ..	..	..	..	232 10 10	232 10 10
266	R. 82/554 ..	Mar. 24, 1882	S. Bailey	15 0	Templeton ..	Grantees	10 years* ..	Premium ..	153 0 0	..	21 7 7	21 7 7
586	R. 02/3668 ..	Nov. 1, 1905	T. Teschemaker..	165 26	Teschemaker's ..	Govt. ..	1 " * ..	†	..	..	..	..
593	R. 96/3013 ..	July 1, 1896	James Macfie and Co. (Limited) ..	235 44	Dunedin ..	Grantees	10 " * ..	†	Rental, £50	3,318 6 1	94 12 4	3,412 18 5
595	R. 96/2443 ..	July 1, 1896	Nelson Bros. (Limited)	12 0	Hornby ..	"	10 " * ..	† Extension	350 0 0 Rental, £25	75 9 6	43 3 1	118 12 7
604	R. 95/2198 ..	Dec. 1, 1896	Christchurch Meat Company (Ltd.)	103 70	Smithfield ..	"	10 " * ..	†	Rental, £25	4,589 19 3	4,269 13 8	8,859 12 11
608	R. 97/1122 ..	Mar. 1, 1897	Guinness and Le Cren	90 75	Winchester ..	"	10 " * ..	†	Rental, £25	..	119 13 6	119 13 6
612	R. 97/671 ..	Mar. 1, 1897	Bruce Woollen Manufacturing Company (Limited)	271 41	Milton ..	"	10 " * ..	Premium ..	45 0 0 Rental, £25	158 7 8	106 4 8	264 12 4
630	R. 97/4426 ..	Nov. 1, 1897	Timaru Milling Company (Limited)	106 25	Timaru ..	Govt. ..	10 " * ..	†	Rental, £50	858 14 3	581 0 9	1,439 15 0
631	R. 97/4377 ..	Oct. 1, 1897	P. McGill	271 42	Milton ..	" ..	10 " * ..	†	Rental, £25	591 1 11	1,043 0 10	1,634 2 9
634	R. 01/600 ..	Jan. 1, 1898	Evans and Co. (Limited) ..	105 75	Timaru ..	Grantees	10 " * ..	†	Rental, £50	596 1 7	512 13 10	1,108 15 5
636	R. 98/4774 ..	Feb. 1, 1898	A. Moritzson and Co.	236 48	Dunedin ..	"	10 " * ..	Premium ..	336 0 0 Rental, £50	339 18 2	92 14 8	432 12 10
639	R. 98/1147 ..	Jan. 1, 1898	John Deans	6 10	Christchurch ..	Govt. ..	10 " * ..	†	Rental, £50	1,363 7 4	15 11 5	1,378 18 9
644	R. 98/2669 ..	Sept. 1, 1898	J. H. Lambert	237 2	Kensington ..	" ..	10 " * ..	†	Rental, £25	257 6 0	25 4 8	282 10 8
646	R. 98/4050 ..	Sept. 1, 1898	Canterbury Frozen Meat and Dairy-produce Export Company (Ltd.)	55 3	Fairfield ..	Grantees	10 " * ..	Premium ..	680 0 0 Rental, £50	2,259 13 9	5,949 4 0	8,208 17 9
655	R. 99/490 ..	Jan. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	0 21	Lyttelton ..	"	10 " * ..	†	Rental, £50	721 0 11	341 1 9	1,062 2 8
658	R. 98/3247 ..	April 1, 1899	Friedlander Bros. (Limited) ..	16 40	Lyndhurst ..	"	10 " * ..	†	Rental, £25	26 11 10	929 6 10	955 18 8
662	R. 99/1727 ..	May 1, 1899	Wm. Goss	6 62	Christchurch ..	Govt. ..	10 " * ..	†	Rental, £50	2,069 1 9	136 12 0	2,205 13 9
663	R. 99/1738 ..	May 1, 1899	Canterbury (N.Z.) Seed Company (Limited)	2 4	Heathcote ..	" ..	10 " * ..	†	Repairs, £6; Rental, £25	258 18 11	268 10 11	527 9 10
665	R. 99/1728 ..	May 1, 1899	Dalgety and Co. (Limited) ..	6 45	Christchurch ..	" ..	10 " * ..	†	Rental, £50	3,828 3 0	810 6 6	4,638 9 6
666	R. 99/1832 ..	May 1, 1899	Belford Mills Company	106 8	Timaru ..	" ..	10 " * ..	†	Repairs, £22; Rental, £50	511 12 7	286 17 0	798 9 7
668	R. 99/1922 ..	May 1, 1899	Friedlander Bros. (Limited) ..	60 68	Tinwald ..	" ..	10 " * ..	†	Rental, £25	46 9 7	1,537 8 5	1583 18 0
669	R. 99/1936 ..	May 1, 1899	Friedlander Bros. (Limited) ..	58 73	Ashburton ..	" ..	10 " * ..	†	Rental, £25	573 4 5	365 6 2	938 10 7
670	R. 99/1934 ..	May 1, 1899	Fleming and Henderson	335 5	Gore ..	" ..	10 " * ..	†	Repairs, £6; Rental, £25	785 7 8	577 7 4	1,362 15 0
671	R. 99/1935 ..	May 1, 1899	J. B. Hobart	6 19	Christchurch ..	Govt. and grantees	10 " * ..	†	Rental, £50	427 7 0	138 12 4	565 19 4
673	R. 99/2066 ..	June 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	236 32	Dunedin ..	Grantees	10 " * ..	†	Rental, £50	1,120 2 7	172 7 2	1,292 9 9

674	R. 99/2065 ..	Aug. 1, 1899	New Zealand Provision and Produce Company	7 2	Belfast ..	"	10 " * ..		Rental, £25	650 2 0	469 4 8	1,119 6 8
675	R. 99/2092 ..	May 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	374 56	Invercargill ..	Govt. ..	10 " * ..	†	Rental, £50	898 7 8	975 15 4	1,874 3 0
677	R. 99/2174 ..	May 1, 1899	Fleming and Co. (Limited) ..	374 5	Elles Road ..	" ..	10 " * ..	†	Rental, £50	783 12 10	327 19 2	1,111 12 0
679	R. 99/2218 ..	Aug. 1, 1899	T. Hodgkinson	6 44	Lind's Bridge ..	" ..	5 " * ..	†	..	21 9 6	105 11 10	127 1 4
680	R. 99/1120 ..	July 1, 1899	Wright, Stephenson, and Co. ..	375 11	Invercargill ..	Grantees	10 " * ..	Premium..	49 0 0 Rental, £50	1,353 14 0	1317 19 4	2,671 13 4
683	R. 97/2821 ..	Aug. 1, 1899	Dalgety and Co. (Limited) ..	236 21	Dunedin ..	"	10 " * ..	†	Rental, £50	2,739 0 10	517 15 10	3,256 16 8
686	R. 99/2422 ..	May 1, 1899	Friedlander Bros. (Limited) ..	58 72	Ashburton ..	Govt. ..	10 " * ..	†	Rental, £25	(Included with	No. 669.)	
691	R. 99/2406 ..	Aug. 1, 1899	Christchurch Meat Company (Limited)	13 10 13 13	Islington (1st sdg.) " (2nd ")	Govt. and grantees	10 " * ..	†	Rental, £25	9,627 16 9	6,934 1 4	16,561 18 1
692	R. 99/2427 ..	May 1, 1899	Canterbury Roller Flour-mills Coy.	58 3	Ashburton ..	Grantees	10 " * ..	†	Rental, £25	296 12 9	419 0 8	715 13 5
695	R. 99/1968 ..	Aug. 1, 1899	W. Scott and Co.	25 39	Southbridge ..	Govt. ..	10 " * ..	†	Rental, £25	363 2 3	436 5 4	799 7 7
697	R. 99/2523 ..	Aug. 1, 1899	T. W. and A. Buxton	6 41	Lind's Bridge ..	" ..	5 " * ..	†	Repairs, £9 12s. 9d.	12 9 1	169 3 3	181 12 4
698	R. 99/2537 ..	June 1, 1899	Christchurch Meat Company (Limited)	155 23	Eveline ..	Grantees	10 " * ..	†	Rental, £50	266 5 4	751 16 7	1,018 1 11
699	R. 99/2042 ..	Oct. 1, 1899	New Zealand Shipping Company (Limited)	391 47	Bluff ..	"	10 " * ..	Premium..	67 11 0 Rental, £50	2,331 16 2	455 18 5	2,787 14 7
700	R. 99/2653 ..	May 1, 1899	W. White and Co.	7 46	Addington ..	Govt. ..	10 " * ..	†	Rental, £25	1,638 3 0	454 9 7	2,092 12 7
702	R. 99/1967 ..	June 1, 1899	Crown Milling Company (Limited)	236 26	Dunedin ..	" ..	10 " * ..	†	Rental, £50	1,520 6 9	104 14 5	1,625 1 2
703	R. 99/2225 ..	Aug. 1, 1905	W. Quinn	121 76	Otaio ..	Govt. and grantees	1 " * ..	†	Rental, £25	146 7 2	171 10 3	317 17 5
708	R. 99/2801 ..	Sept. 1, 1904	Wright, Stephenson, and Co. Edendale Co-operative Dairy Factory	351 64	Edendale ..	Govt. ..	‡	..	..	121 18 7	231 9 4	353 7 11
709	R. 99/2416 ..	Nov. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff ..	" ..	10 " * ..	†	Repairs, £3; Rental, £50	1,058 15 7	491 9 5	1,550 5 0
715	R. 99/1719 ..	Aug. 1, 1899	Bowron Bros.	3 73	Woolston ..	Grantees	10 " * ..	Premium..	170 0 0 Rental, £25	1,663 8 6	451 6 10	2,114 15 4
716	R. 99/2905 ..	Oct. 1, 1899	Milburn Lime and Cement Company (Limited)	235 25	Dunedin ..	"	10 " * ..	†	Rental, £50	1,639 16 9	700 17 8	2,340 14 5
722	R. 00/141 ..	Jan. 1, 1900	H. Harraway	0 14	Burnside ..	Govt. and grantees	10 " * ..	†	Rental, £25	1,057 15 3	542 12 1	1,600 7 4
729	R. 00/991 ..	April 1, 1900	G. G. Stead and Co.	7 59	Addington ..	Grantees	10 " * ..	†	Rental, £25	728 10 8	443 0 0	1,171 10 8
731	R. 99/3088 ..	May 1, 1900	Wright, Stephenson, and Co. ..	26 50	Balfour ..	"	10 " * ..	Premium..	79 14 0 Rental, £25	344 15 6	1,006 3 2	1,350 18 8
732	R. 00/1193 ..	May 1, 1900	J. and T. Meek	158 18	Oamaru ..	Govt. ..	10 " * ..	†	Rental, £50	969 3 4	531 2 1	1,500 5 5
739	R. 99/367 ..	Feb. 1, 1900	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton ..	Grantees	10 " * ..	†	Rental, £25	851 17 1	156 1 5	1,007 18 6
740	R. 99/2357 ..	May 1, 1900	J. Craig and Co.	157 45	Oamaru ..	Govt. ..	10 " * ..	†	Rental, £50	862 7 2	173 11 6	1,035 18 8
749	R. 00/2042 ..	Oct. 1, 1900	D. Thomas	58 76	Ashburton ..	Grantees	10 " * ..	†	Rental, £25	202 9 4	675 10 0	877 19 4
751	R. 00/1147 ..	Aug. 1, 1900	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch ..	Govt. and grantees	10 " * ..	†	Rental, £50	2,791 0 8	86 5 3	2,877 5 11
754	R. 00/694 ..	Oct. 1, 1900	Timaru Harbour Board (National Mortgage and Agency Company, Ltd., Mill and Co., Shaw, Savill, and Albion Company, and Westland–Timaru Timber and Coal Company, Ltd., tenants)	105 74	Timaru ..	Grantees	10 " * ..	Premium..	95 0 0	2,032 5 11	685 1 3	2,717 7 2

* Three months' notice. † Siding originally laid under old agreement. ‡ Use of siding granted in connection with lease of land.

RETURN No. 24—*continued.*

PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1906—*continued.*

Hd. Office 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, 1906. In.	Out.	Total.
					HURUNUI-BLUFF SECTION—*continued.*							
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
757	R. 00/1040 ..	Dec. 1, 1900	Otago Farmers' Co-operative Association of New Zealand (Ltd.) Wright, Stephenson, and Co. ..	236 35	Dunedin ..	Grantees	10 years* ..	Premium	550 0 0 Rental, each £50	1,470 4 4 / 2,535 6 2	204 1 6 / 356 7 1	1,674 5 10 / 2,891 13 3
767	R. 00/478 ..	Feb. 1, 1901	Canterbury (N.Z.) Seed Company (Limited), and H. Matson and Co.	7 60	Addington ..	"	8 " * ..	†	Rental, each £25	1,470 16 6	911 0 0	2,381 16 6
768	R. 01/1045 ..	April 1, 1901	Timpany Bros.	14 72	Timpany's ..	"	5 " * ..	†	..	..	53 2 8	53 2 8
769	R. 01/776 ..	May 1, 1901	J. E. Watson and Co.	..	Gore ..	"	5 " ..	Premium..	25 0 0 Rental, £25	254 12 9	181 16 8	436 9 5
772	R. 01/1375 ..	May 1, 1901	McCallum and Co.	15 0	Kapuka ..	"	5 " * ..	†	..	..	823 14 8	823 14 8
774	R. 01/1837 ..	Sept. 1, 1901	National Mortgage and Agency Company of N.Z. (Limited)	7 57	Addington ..	"	10 " * ..	†	Rental, £25	232 1 7	276 13 6	508 15 1
775	R. 01/1661 ..	July 1, 1901	Kempthorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards ..	"	10 " * ..	†	Rental, £25	1,446 3 5	3,259 19 6	4,706 2 11
776	R. 01/1660 ..	Aug. 1, 1901	Moir and Co.	16 69	Southbrook ..	Govt. ..	10 " * ..	†	Rental, £25	560 4 9	553 14 6	1,113 19 3
778	R. 01/1604 ..	July 1, 1901	W. Borlase	228 62	Sawyer's Bay ..	Grantees	5 " * ..	†	..	..	79 4 0	79 4 0
779	R. 03/2223 ..	Sept. 14, 1901	Federal Steam Navigation Company (Limited). (Birt and Co. may also use siding)	390 12	Ocean Beach ..	"	10 " * ..	†	Rental, £25	999 3 2	294 5 3	1,293 8 5
782	R. 95/1853 ..	Oct. 1, 1901	N.Z. Provision and Produce Coy. ..	..	Belfast ..	"	10 " * ..	†	Rental, £25	277 1 11	217 5 3	494 7 2
784	R. 01/2438 ..	Oct. 1, 1901	Wood Bros. (Limited)	..	Addington ..	"	10 " * ..	†	Rental, £25	1,952 15 7	1,027 18 8	2,980 14 3
785	R. 99/2623 ..	Oct. 1, 1901	Otago Iron-rolling Mills Company (Limited)	..	Burnside ..	"	5 " * ..	†	..	793 1 5	175 10 5	968 11 10
790	R. 99/2990 ..	Jan. 1, 1902	Corporation of Invercargill ..	..	Greenhills ..	Govt. ..	5 " * ..	†	..	..	400 13 3	400 13 3
791	R. 01/2857 ..	Dec. 1, 1901	D. H. Brown and Son	7 29	Addington ..	Govt. and grantees	10 " * ..	†	Rental, £25	897 5 1	701 14 7	1,598 19 8
795	R. 00/1690 ..	Jan. 1, 1902	Christchurch Meat Company (Ltd.)	239 27	Cattle-yards ..	Grantees	10 " * ..	†	Rental, £25	1,229 3 5	3,313 4 3	4,542 7 8
809	R. 99/2224 ..	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Timaru ..	"	10 " * ..	†	Rental, £50	2,228 9 2	1,106 14 10	3,335 4 0
813	R. 98/3339 ..	April 1, 1902	Otago Dock Trust	..	Port Chalmers ..	Govt. ..	5 " * ..	†	..	1,467 5 10	375 5 8	1,842 11 6
815	R. 02/1454 ..	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme ..	Grantees	10 " * ..	†	Rental, £25	233 7 2	484 5 5	717 12 7
816	R. 92/806 ..	Mar. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Christchurch ..	"	10 " * ..	†	Rental, £50	1,587 18 6	454 6 5	2,042 4 11
817	R. 97/2053 ..	April 1, 1902	N.Z. Trust and Loan Coy. (Ltd.) ..	257 62	Henley ..	"	5 " * ..	†	Rental, £25	20 3 10	12 10 9	32 14 7
818	R. 01/2143 ..	April 1, 1902	Wright, Stephenson, and Co. ..	..	Kelso	"	10 " * ..	Premium..	207 0 0 Rental, £25	169 17 7	251 12 8	421 10 3
819	R. 92/1000 ..	April 1, 1902	Southland Frozen Meat and Produce Export Company (Limited)	..	Mataura ..	"	10 " * ..	†	Repairs, £48; Rental, £25	1,203 7 1	2,516 11 8	3,719 18 9
820	R. 01/1860 ..	July 1, 1902	Christchurch City Council ..	..	Sockburn ..	"	5 " * ..	Premium..	550 0 0	148 7 1	2 4 10	150 11 11
821	R. 01/1450 ..	Dec. 18, 1901	Friedlander Bros. (Limited) ..	..	Ashburton ..	"	7 " * ..	†	Rental, £25	(Included with	No. 669.)	
822	R. 02/2529 ..	Feb. 1, 1902	Guinness and LeCren (Limited) ..	..	Studholme ..	"	10 " * ..	†	Rental, £25	56 9 1	376 5 11	432 15 0
834	R. 02/3673 ..	Nov. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru ..	Grantees	10 " * ..	†	Rental, £50	821 16 8	255 8 3	1,077 4 11
835	R. 03/477 ..	Dec. 1, 1902	Donald Reid and Co. (Limited) ..	..	Dunedin ..	" ..	10 " * ..	†	Rental, £50	3,482 1 8	322 16 4	3,804 18 0
840	R. 02/3422 ..	Jan. 1, 1903	William H. Martyn	..	Wetheral ..	" ..	10 " * ..	†	Rental, £25	45 8 0	120 16 9	166 4 9
841	R. 02/754 ..	Mar. 1, 1902	Lyttelton Harbour Board ..	..	Lyttelton ..	Govt. ..	5 " * ..	..	..	(Included with	No. 984.)	

842	R. 00/1107 ..	Jan. 1, 1903	Lischner and Drummond ..	4 72	Conical Hill ..	Grantees	5 " * ..	†	Repairs, £7/6/4	4 1 0	307 10 5	311 11 5
843	R. 00/2781 ..	Jan. 1, 1903	Canterbury Central Co-operative Dairy Company (Limited)	..	Addington ..	"	10 " * ..	†	Rental, £25	73 12 0	63 5 3	136 17 3
844	R. 93/1075 ..	Feb. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	..	Gore	"	10 " * ..	†	Repairs, £2 15s. Rental, £25	126 2 10	278 8 9	404 11 7
845	R. 03/1083 ..	May 1, 1903	A. P. Tutton	..	Rangiora ..	"	10 " * ..	Premium ..	100 0 0 Rental, £25	16 4 2	193 5 0	209 9 2
846	R. 03/1839 ..	Oct. 1, 1902	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	..	Belfast ..	"	10 " * ..	†	Rental, £25	5,120 11 8	4,360 19 8	9,481 11
847	R. 02/3211 ..	Jan. 1, 1903	T. D. Ward	..	Bluff	"	10 " * ..	Premium ..	110 0 0 Rental, £50	803 18 4	279 5 11	1,083 4 3
849	R. 93/2140 ..	May 1, 1903	Nichol Bros.	..	"	"	10 " * ..	†	Rental, £50	3,743 1 9	1,101 2 4	4,844 4 1
853	R. 99/1940 ..	May 1, 1903	Lyttelton Borough Council (Shaw, Savill, and Albion Company, Kaye and Carter, tenants)	..	Lyttelton ..	"	10 " * ..	†	Rental, £50	4,463 0 9	1,286 19 0	5,749 19 9
854	R. 02/3125 ..	June 1, 1903	Colonial Oil Company	..	Christchurch ..	Govt. ..	10 " * ..	..	Rental, £50	491 10 4	100 10 5	592 0 9
856	R. 03/1919 ..	June 1, 1903	Pyne and Co.	..	" ..	Grantees	10 " * ..	Premium ..	350 0 0 Rental, £50	1,227 14 8	665 6 0	1,893 0 8
859	R. 00/1324 ..	May 1, 1905	Andersons (Limited)	..	Lyttelton ..	Grantees	1 " * ..	†	Rental, £50	179 11 6	276 16 1	456 7 7
860	R. 03/2316 ..	Aug. 1, 1903	Canterbury Frozen Meat and Dairy-produce Export Company (Ltd.)	113 12	St. Andrew's ..	"	10 " * ..	Premium ..	615 0 0 Rental, £50	2,016 15 2	1,109 0 4	3,125 15 6
862	R. 98/4223 ..	Oct. 1, 1903	Oamaru Tree-stone Company (Ltd.)	..	Whitecraig ..	"	5 " * ..	†	..	76 3 5	737 11 6	813 14 11
864	R. 98/4318 ..	Oct. 1, 1903	C. and W. Gore	..	Wingatui ..	"	5 " * ..	†	..	116 3 7	580 5 3	696 8 10
865	R. 00/1544 ..	Sept. 1, 1903	Lovell's Flat Coal Company ..	..	Lovell's Flat ..	"	8 " * ..	†	..	3 6 8	1,310 14 10	1,314 1 6
867	R. 98/4319 ..	Dec. 1, 1903	J. Palmer	..	Logan's Point ..	Govt. ..	247 days 5 years* ..	†	..	50 0 4	1,187 1 10	1,237 2 2
878	R. 99/263 ..	Feb. 1, 1904	J. Borgfeldt	..	Papanui ..	Grantee	5 " * ..	†	Rental, £25	207 2 10	9 0 3	216 3 1
879	R. 03/3654 ..	Jan. 1, 1904	The Southland Sawmilling Company	37 22	Te Tumutu ..	"	5 " * ..	Premium ..	251 0 0	1 13 9	1,805 13 10	1,807 7 7
881	R. 97/2835 ..	Feb. 1, 1904	J. G. Ward	..	Bluff ..	"	10 " * ..	†	Rental, £50	2,035 1 0	983 0 4	3,018 1 4
886	R. 03/3959 ..	April 1, 1904	Freeman's Coal Company ..	..	Fernhill ..	"	5 " * ..	Premium ..	125 0 0	20 10 10	1,745 11 9	1,766 2 7
888	R. 03/4076 ..	June 1, 1904	North Canterbury Co-operative Stores Company (Limited)	..	Rangiora ..	"	10 " * ..	"	235 0 0 Rental, £25	207 2 3	394 19 0	602 1 3
894	R. 03/147 ..	April 1, 1904	N.Z. Coal and Oil Company (Limited)	..	Orepuki ..	Govt. and grantees	5 " * ..	†	..	7 2 0	1,398 1 4	1,405 3 4
901	R. 04/1850 ..	July 1, 1904	Christchurch Tramway Board ..	..	Christchurch ..	Grantees	10 " * ..	Premium ..	500 0 0 Rental, £50	419 1 9	..	419 1 9
902	R. 99/2096 ..	Aug. 1, 1904	Lyttelton Borough Council ..	2 65	Heathcote ..	Govt. ..	5 " * ..	†	..	63 8 5	..	63 8 5
904	R. 99/2343 ..	Aug. 1, 1904	Smart and Son	..	Hornby ..	" ..	5 " * ..	†	..	13 8 2	520 1 7	533 9 9
906	R. 99/2731 ..	Aug. 1, 1904	Milburn Lime and Cement Company (Limited)	..	Milburn ..	" ..	5 " * ..	†	..	1,048 6 4	1,030 18 0	2,079 4 4
910	R. 99/2207 ..	Aug. 1, 1904	Walton Park Coal Company ..	2 7	Walton Park ..	" ..	5 " * ..	†	..	6 1 4	184 5 10	190 7 2
911	R. 03/3161 ..	Oct. 1, 1904	Southland Timber Company ..	..	Otautau ..	Grantees	5 " * ..	Premium ..	145 0 0	..	1,006 13 9	1,006 13 9
913	R. 99/2017 ..	Aug. 1, 1904	Oamaru Borough Council ..	..	Oamaru ..	"	5 " * ..	†	..	232 5 1	..	232 5 1
914	R. 94/3672 ..	Oct. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Dunedin ..	Govt. and grantees	10 " * ..	†	Rental, £50	2,112 4 4	345 0 10	2,457 5 2
920	R. 03/1984 ..	Aug. 1, 1905	Richard Green	241 71	Abbotsford ..	Govt. ..	1 " * ..	†	..	..	219 14 9	219 14 9
925	R. 02/1255 ..	Nov. 1, 1904	Invercargill Corporation	2 20	Waikiwi ..	Grantees	5 " * ..	†	..	93 9 11	121 14 9	215 4 8
928	R. 04/2853 ..	Jan. 1, 1905	Thomas Todd and Sons	3 40	West Plains ..	"	10 " * ..	Premium ..	221 14 0 Rental, £50	290 13 11	198 12 7	489 6 6
929	R. 99/2313 ..	Aug. 1, 1904	Invercargill Corporation	..	Invercargill ..	Govt. ..	5 " * ..	†	..	664 10 0	100 5 4	764 15 4
931	R. 99/2813 ..	Nov. 1, 1904	Lyttelton Harbour Board ..	..	Lyttelton ..	" ..	5 " * ..	†	..		(Included with 984).	

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

RETURN No. 24—*continued.*

PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1906—*continued.*

Hd. Office 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, 1906. In.	Out.	Total.
			HURUNUI-BLUFF SECTION—*continued.*									
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
933	R. 94/3949 ..	Dec. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Invercargill ..	Grantees	10 years* ..	†	Rental, £50	494 1 1	260 18 3	754 19 4
937	R. 99/2209 ..	Jan. 1, 1905	D. McGregor	..	Centre Bush ..	"	5 " * ..	Repairs ..	2 0 0	..	91 13 9	91 13 9
948	R. 01/2761 ..	Jan. 1, 1905	J. E. Watson and Co. (Limited) ..	..	Bluff	"	10 " * ..	†	Rental, £50	530 4 1	434 14 8	964 18 9
949	R. 00/1774 ..	May 1, 1905	Lyttelton Harbour Board ..	..	Lyttelton ..	Govt. and grantees	5 " * ..	..	..		(Included with 984).	
952	R. 95/2127 ..	May 1, 1905	G. McClatchie and Co.	6 9	Christchurch ..	Govt. ..	10 " * ..	†	Rental, £50	7,832 15 11	71 19 3	7,904 15 2
953	R. 00/992 ..	Jan. 1, 1905	J. G. Ward and Co.	23 2	Limehills ..	" ..	5 " * ..	†	Repairs, £7 5s.	251 2 2	70 16 5	321 18 7
957	R. 05/2585 ..	July 1, 1905	C. P. Sleeman	342 70	Mataura ..	Grantees	5 " * ..	†	..	..	1,076 7 3	1,076 7 3
961	R. 00/568 ..	July 1, 1905	Christchurch City Council ..	9 22	Chaney's ..	"	5 " * ..	†	..	623 17 1	..	623 17 1
962	R. 94/2207 ..	May 1, 1905	John Murdoch and Co.	..	Dunedin ..	Govt. and grantees	5 " * ..	†	Rental, £50	1,282 2 1	149 8 8	1,431 10 9
964	R. 05/2953 ..	Sept. 1, 1905	Dalgety and Co. (Limited) ..	..	Timaru ..	Grantees	10 " * ..	Premium..	75 0 0 Rental, £50	321 16 6	72 17 3	394 13 9
974	R. 98/111 ..	Jan. 1, 1906	Broad, Small, and Co.	374 46	Invercargill ..	Govt. ..	10 " * ..	"	6 0 0 Rental, £50	565 3 10	99 0 8	664 4 6
979	R. 03/1149 ..	Jan. 1, 1906	T. D. Ward (Mrs.) and R. Cleave ..	374 39	" ..	Grantees	10 " * ..	†	12 10 0 Rental, £50	950 1 7	1,253 5 5	2,203 7 0
981	R. 00/2041 ..	Feb. 1, 1906	McCallum and Co. .. / R. Meek and Co. ..	7 22	Fairfax ..	"	5 " * ..	Premium..	3 0 0	143 4 6	884 19 5	1,028 3 11
982	R. 05/2912 ..	Jan. 1, 1906	H. Neave and Co.	..	Lake Road ..	"	10 " * ..	"	30 0 0 Rental, £25	12 3 3	..	12 3 3
984	R. 01/1037 ..	Mar. 1, 1906	Lyttelton Harbour Board ..	0 15	Lyttelton ..	"	5 " * ..	†	..	6,222 0 4	1,779 1 11	8,001 2 3
			WESTLAND SECTION.									
344	R. 86/2585 ..	Aug. 20, 1886	Greymouth - Point Elizabeth Rly. and Coal Company (Limited)	8 0	Brunner ..	Greym'th Har. Bd.	Undefined	..	..	42 12 6	3,666 7 4	3,708 19 1
764	R. 01/356 ..	April 1, 1901	Terawera Sawmill Company (Ltd.)	..	Inchbonnie ..	Grantees	5 years* ..	Premium..	163 0 0	34 13 1	663 6 0	697 19 1
773	R. 00/2624 ..	Aug. 1, 1901	Despatch Foundry Company (Ltd.)	..	Greymouth ..	Ditto	5 " * ..	..	185 0 0 Rental, £25	76 3 7	140 2 0	216 5 7
787	R. 01/456 ..	Oct. 1, 1901	Jack Bros.	..	Kotuku ..	"	5 " * ..	" ..	230 0 0	53 15 7	1,555 16 6	1,609 12 1
804	R. 02/555 ..	Oct. 1, 1900	Andrew Matheson	..	Ahaura ..	Taken over with Midland Rly.	5 " * ..	..	..	..	239 11 8	239 11 8
805	R. 02/556 ..	Oct. 1, 1900	Lake Brunner Sawmill Company ..	..	Moana ..	" ..	5 " * ..	..	..	46 16 8	2,094 18 4	2,141 15 0
827	R. 01/1152 ..	June 1, 1902	D. H. Roberts	..	Baxter's ..	Grantees	5 " * ..	Premium..	161 12 0	26 3 11	470 0 5	496 4 4
836	R. 02/2451 ..	Dec. 1, 1902	Tyneside Colliery Company ..	..	Brunner ..	"	5 " * ..	" ..	93 10 0	67 11 4	4,486 1 2	4,553 12 6
861	R. 99/1729 ..	Sept. 1, 1903	Stratford, Blair, and Co.	..	Arnold's ..	"	5 " * ..	" ..	88 0 0	17 3 0	945 1 9	962 4 9
863	R. 03/1446 ..	Oct. 1, 1903	O. Butler	6 58	Gladstone ..	"	5 " * ..	†	..	13 19 10	324 12 6	338 12 4
872	R. 03/2385 ..	Nov. 1, 1903	G. D. Wilson and Co.	13 47	Chesterfield ..	"	5 " * ..	Premium..	75 0 0	433 10 10	16 14 4	450 5 2
873	R. 03/2385 ..	Nov. 1, 1903	Westland Sawmilling Company (Limited)	13 47	" ..	"	5 " * ..	" ..	169 0 0	513 14 10	6 6 10	520 1 8
892	R. 03/4189 ..	June 1, 1904	The Red Jacks Sawmilling Company	4 71	Ngahere ..	"	5 " * ..	" ..	231 0 0	0 6 5	712 12 7	712 19 0

897	R. 99/1730 ..	Jan. 1, 1904	Stratford, Blair, and Co.	..	Greymouth ..	Govt. ..	10 " * ..	†	Rental, £25	446 13 6	51 5 2	497 18 8
903	R. 03/3096 ..	Aug. 1, 1904	W. Morris	..	Kumara ..	" ..	5 " * ..	†	..	8 12 4	459 19 1	468 11 5
908	R. 03/4351 ..	July 1, 1904	Craig and Sheedy	..	Te Kinga ..	Grantees	5 " * ..	Premium ..	321 0 0	24 12 1	1,087 3 2	1,111 15 3
934	R. 03/2764 ..	Feb. 1, 1905	Greymouth Timber and Land Company (Limited)	22 7	Moana ..	"	5 " * ..	" ..	150 0 0	9 14 0	457 5 4	466 19 4
941	R. 99/2900 ..	Nov. 1, 1904	Malfroy and Co.	..	Ho Ho ..	Govt. and grantees	5 " * ..	†	..	836 3 6	6 0 5	842 3 11
942	R. 04/2611 ..	Nov. 1, 1904	The Ngahere Milling Company ..	..	Ngahere ..	Grantees	5 " * ..	Premium ..	100 0 0	2 0 3	678 17 10	680 18 1
946	R. 00/197 ..	Jan. 1, 1905	G. D. Wilson and Co.	10 77	Kumara ..	Govt. and grantees	5 " * ..	†	..	3 13 2	137 5 3	140 18 5
966	R. 05/1908 ..	Dec. 1, 1905	Lincoln Bros. and Toomey & Peebles	..	Stafford ..	Grantees	5 " * ..	Premium ..	200 0 0	393 5 7	2 0 0	395 5 7
970	R. 05/1881 ..	Nov. 1, 1905	Southern and Co.	..	Ngahere ..	"	5 " * ..	"	200 0 0	..	223 6 0	223 6 0
971	R. 02/553 ..	Oct. 1, 1905	Kotuku Sawmilling Company ..	..	Kotuku ..	Taken over with Midland Rly.	5 " * ..	"	5 0 0	21 5 10	632 5 2	653 11 0
975	R. 02/557 ..	Oct. 1, 1905	Stratford, Blair, and Co... ..	..	Kokiri ..	Ditto.	5 " * ..	"	49 0 0	10 9 4	489 19 8	500 9 0
976	R. 02/554 ..	Oct. 1, 1905	Moana Sawmilling Company (Ltd.)	..	Moana ..	" ..	5 " * ..	"	8 0 0	7 0 5	1,049 4 8	1,056 5 1
980	R. 02/552 ..	Oct. 1, 1905	Blackball Coal Company (Limited.)	..	Ngahere ..	" ..	5 " * ..	"	48 0 0	18 15 4	7,612 17 4	7,631 12 8
983	R. 02/558 ..	Oct. 1, 1905	Baxter Bros.	..	Kokiri ..	" ..	5 " * ..	"	5 0 0	29 17 5	1,146 8 3	1,176 5 8
					WESTPORT SECTION.							
810	R. 00/2091 ..	Mar. 1, 1902	W. and J. Marris	26 72	Mokihinui ..	Govt. ..	5 years* ..	†	..	8 0 8	343 4 6	351 5 2
915	R. 00/2091 ..	Aug. 1, 1904	D. P. Mumm	26 72	" ..	Grantee	5 " * ..	Premium ..	100 0 0	27 5 8	21 7 5	48 13 1
					NELSON SECTION.							
238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow	1 0	Nelson ..	Grantees	Undefined	Premium ..	150 0 0	334 18 2	21 4 7	356 2 9
958	R. 05/892 ..	July 1, 1905	E. Buxton and Co. (Limited) ..	..	" ..	"	10 years* ..	"	180 0 0	11 13 5	2 19 4	14 12 9
—	R. 00/1834 ..	Oct. 1, 1899	M. Lightband	..	" ..	(Right held in connection with lease).		"	Rental, £25 67 18 0	207 6 8	3 9 0	210 15 8
					PICTON SECTION.							
794	R. 99/2880 ..	Dec. 1, 1901	Christchurch Meat Company (Ltd.)	13 35	Spring Creek ..	Grantees	10 years* ..	†	Repairs, £15; Rental, £25	32 8 6	13 7 10	45 16 4
797	R. 01/2132 ..	Feb. 1, 1902	Levin and Co. (Limited)	17 69	Blenheim ..	"	10 " * ..	†	Repairs, £9; Rental, £25	407 4 6	410 12 9	817 17 3
800	R. 91/3490 ..	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton ..	"	10 " * ..	†	Repairs, £5; Rental, £25	292 11 9	116 1 3	408 13 0
870	R. 93/3737 ..	Nov. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim ..	"	10 " * ..	†	Rental, £25	520 13 4	610 9 7	1,131 2 11
916	R. 04/1190 ..	Sept. 1, 1904	Wellington and Marlborough Cement, Lime, and Coal Coy. (Limited)	..	Elevation ..	"	5 " * ..	Premium ..	200 0 0	1,086 1 10	470 8 1	1,556 9 11

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

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1906.

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
1903–1904	33 12	4 44	37 56	79,170	309,296
1904–1905	17 61	27 75	45 56	95,970	302,252
1905–1906	23 5	8 52	31 57	66,596	309,183
Totals ..	..	..	..	4,987,447	4,091,825

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

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1905, and March, 1906.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hunuui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
1905–6.												
General	...	...	...	...	...	...	...	...	...	...	...	240
Traffic	8	19	9	388	4	816	1,615	104	68	27	18	3,076
Maintenance	6	15	12	572	9	880	1,451	151	61	40	41	3,238
Locomotive	3	18	5	398	3	927	1,687	93	79	14	14	3,241
Totals	17	52	26	1,358	16	2,623	4,753	348	208	81	73	9,795
1904–5.												
General	...	...	...	...	...	...	...	...	...	...	...	231
Traffic	7	18	9	361	3	746	1,553	101	68	27	19	2,912
Maintenance	4	24	8	379	15	924	1,560	144	49	29	31	3,167
Locomotive	3	15	5	363	5	910	1,559	85	78	16	12	3,051
Totals	14	57	22	1,103	23	2,580	4,672	330	195	72	62	9,361

RETURN No. 27.

Statement of Accidents for the Year ending 31st March, 1906.

—	Train Accidents.									Accidents on Line (other than Train-running).						Shunting Accidents.						Accidents on Wharves and in Sheds.						Accidents in Workshops.						Total.		
	Passengers.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.					
	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.
Kawakawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whangarei	...	...	...	...	...	...	...	...	...	...	...	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2
Kaihu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland	2	...	4	1	2	6	...	...	1	...	...	27	2	...	...	...	...	10	...	...	...	...	...	24	...	...	...	...	...	11	...	...	...	5	2	83
Gisborne	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...
Wellington-Napier-New Plymouth	2	1	3	...	...	2	1	...	3	...	...	68	...	...	...	5	...	17	...	...	1	...	...	33	...	...	...	...	...	29	...	...	...	8	1	156
Hurunui-Bluff ...	3	2	8	...	...	6	2	1	5	...	...	77	...	...	2	1	...	28	...	1	7	...	1	66	...	...	2	...	...	38	...	...	...	6	5	239
Westland	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	8
Westport	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	1	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	1	6
Nelson	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	3
Picton	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Totals	7	3	15	1	2	14	3	1	9	1	...	184	2	1	2	6	...	57	...	1	8	...	2	130	...	...	2	...	...	78	...	...	...	20	10	499

RETURN No. 28.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1906.

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Work-train.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
KAWAKAWA SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
C	1	15	3,300	1,151	74	4,525	745	131	7	70	7	5	17	153	182	·37	·27	·90	8·11	9·65	100
D	1	15	2,788	1,047	284	4,119	767	116	9	70	18	4	18	130	170	1·05	·23	1·05	7·57	9·90	88
Total	2	...	6,088	2,198	358	8,644	1,512	247	16	140	25	9	35	283	352	·69	·25	·97	7·86	9·77	188
General charges...			...	...	...	...	...	...	...	...	...	...	...	...	76	...	...	...	...	2·11	...
Total		...	...	...	...	...	...	...	...	...	...	...	...	...	428	...	...	...	...	11·88	...
WHANGAREI SECTION.																					
C	1	15	1,458	2,985	1,407	5,850	1,876	158	8	126	59	6	40	125	230	2·42	·25	1·64	5·13	9·44	155
FA	2	17	26,211	6,960	...	33,171	13,004	706	23	449	456	26	276	548	1,306	3·30	·19	2·00	3·96	9·45	445
WB	2	17	27,443	9,124	159	36,726	20,691	1,314	21	445	300	37	438	604	1,379	1·96	·24	2·86	3·95	9·01	408
Total	5	...	55,112	19,069	1,566	75,747	35,571	2,178	52	1,020	815	69	754	1,277	2,915	2·58	·22	2·39	4·05	9·24	1,008
Less recoverable mileage			...	...	368	368	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					1,198	75,379															
General charges...			...	...	...	...	...	...	...	...	...	...	...	...	476	...	...	...	...	1·50	...
Total		...	...	...	...	...	...	...	...	...	...	...	...	...	3,391	...	...	...	...	10·74	...
KAIHU SECTION.																					
F	2	15	14,526	5,311	446	20,283	4,443	464	24	182	182	15	243	385	825	2·15	·18	2·88	4·55	9·76	318
General charges...			...	...	...	...	...	...	...	...	...	...	...	...	109	...	...	...	...	1·29	...
Total		...	...	...	...	...	...	...	...	...	...	...	...	...	934	...	...	...	...	11·05	...

RETURN No. 28—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1906—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Work-train.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
AUCKLAND SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
F	13	20	87,664	84,648	46,896	219,208	68,057	4,905	347	1,924	1,588	168	2,070	4,061	7,887	1·74	·18	2·27	4·44	8·63	2,909
FA	4	20	59,592	10,831	17,933	88,356	32,846	1,895	119	791	1,045	65	1 058	1,382	3,550	2·84	·18	2·87	3·75	9·64	923
J	7	25	162,058	23,818	601	186,477	91,533	3,729	230	1,828	2,843	132	3,431	2,484	8,890	3·66	·17	4·41	3·20	11·44	1,659
K	2	25	26,484	1,827	86	28,397	11,105	572	43	286	1,409	21	614	358	2,402	11·91	·18	5·19	3·02	20·30	318
L	4	25	84,744	16,632	360	101,736	37,986	2,308	116	886	992	79	1,240	1,492	3,803	2·34	·19	2·92	3·52	8·97	899
N	4	25	98,357	7,096	...	105,453	50,219	2,252	127	983	424	79	2,829	1,236	4,568	·97	·18	6·44	2·81	10·40	847
P	4	18	49,540	5,644	...	55,184	37,786	1,403	99	761	1,160	51	1,251	919	3,381	5·04	·22	5·44	4·00	14·70	660
Q	6	25	193,029	10,307	...	203,336	102,440	4,295	214	1,933	1,125	152	3,130	2,186	6,593	1·33	·18	3·69	2·58	7·78	1,440
R	1	20	8,638	13,047	...	21,685	8,790	456	42	282	266	18	263	510	1 057	2·94	·20	2·91	5·65	11·70	307
WA	1	20	13,305	3,782	11	17,098	8,497	556	35	306	42	21	237	378	678	·59	·29	3·33	5·31	9·52	278
WD	2	20	26,703	8,795	447	35,945	24,714	1,112	60	514	342	39	772	664	1,817	2·28	·26	5·16	4·43	12·13	472
WF	5	25	110,158	13,847	832	124,837	50,997	3,118	162	1,340	277	110	2,905	1,851	5,143	·53	·21	5·58	3·56	9·88	1,179
Total	53	...	920,272	200,274	67,166	1,187,712	524,970	26,601	1,594	11,834	11,513	935	19,800	17,521	49,769	2·33	·19	4·00	3·54	10·06	11,891
Less recoverable, mileage			...	...	12,069	12,069	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					55,097	1,175,643															
General charges ...			...	...	...	...	...	...	...	...	...	...	...	...	7,250	...	...	...	...	1·46	...
Total ...				..	...			..	...	...	..	...	...	...	57,019	...	...	...	...	11·52	...
GISBORNE SECTION.																					
D	2	12	25,477	4,691	948	31,116	6,148	1,167	24	413	268	32	430	473	1,203	2·07	·25	3·31	3·65	9·28	340
Less recoverable, mileage			...	...	560	560	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					388	30,556															
General charges ...			...	...	...	...	...	...	...	...	...	...	...	...	307	...	...	...	...	2·37	...
Total ...			...	...	...	...	...	...	...	...	...	...	...	...	1,510	...	...	...	...	11·65	...

RETURN No. 28—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1906—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Work-train.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
WELLINGTON - NAPIER - NEW PLYMOUTH SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
A	*	12	...	2,073	4,835	6,908	398	46	7	21	3	2	19	119	143	·10	·07	·66	4·13	4·96	116
C	2	15	12	19,732	8,014	27,758	5,515	506	30	285	280	16	293	623	1,212	2·42	·14	2·53	5·38	10·47	472
D	8	15	17,363	82,740	12,551	112,654	28,205	3,275	220	1,519	1,407	99	1,494	2,498	5,498	3·00	·21	3·18	5·32	11·71	1,874
E†	4	20	46,314	6,192	41,107	93,613	35,003	2,539	133	1,114	689	77	2,003	1,316	4,085	1·77	·20	5·13	3·37	10·47	915
E	1	15	882	191	...	1,073	939	208	4	33	84	7	51	28	170	18·80	1·56	11·40	6·26	38·02	21
F	11	20	80,684	98,778	37,246	216,708	58,330	5,985	371	2,622	1,410	176	3,242	4,082	8,910	1·56	·20	3·59	4·47	9·82	2,887
FA	2	20	33,578	21,236	78	54,892	18,412	1,983	72	751	580	61	998	866	2,505	2·54	·27	4·36	3·78	10·95	562
H	6	6	34,800	25,260	1,271	61,331	62,658	6,085	145	1,994	2,622	193	3,647	2,129	8,591	10·26	·76	14·27	8·33	33·62	1,120
J	10	20	291,532	27,563	11	319,106	125,095	9,826	375	3,319	3,797	278	7,295	3,836	15,206	2·85	·21	5·49	2·88	11·43	2,504
L	5	20	66,981	22,451	11,733	101,165	35,600	3,214	201	1,594	374	117	1,920	1,632	4,043	·89	·28	4·55	3·87	9·59	1,251
M	4	20	68,008	12,561	1,335	81,904	26,356	2,536	96	1,006	840	78	1,459	1,069	3,446	2·46	·22	4·28	3·13	10·09	753
N	6	25	185,516	17,219	...	202,735	75,831	5,659	219	2,115	2,180	184	4,292	2,131	8,787	2·58	·22	5·08	2·52	10·40	1,370
O	6	15	148,250	21,968	63	170,281	76,022	6,992	181	2,235	1,987	212	4,302	2,716	9,217	2·80	·30	6·06	3·83	12·99	1,517
R	9	20	97,983	33,357	54,589	185,929	58,793	6,018	357	2,773	1,980	194	3,304	2,980	8,458	2·56	·25	4·26	3·85	10·92	2,296
S	4	20	85,157	32,292	1,470	118,919	40,041	4,709	216	1,492	1,430	143	2,113	1,829	5,515	2·89	·29	4·26	3·69	11·13	1,091
WA	8	20	189,870	21,963	7,475	219,308	83,952	6,006	293	2,154	3,103	175	4,876	2,727	10,881	3·40	·19	5·34	2·98	11·91	1,794
WB	7	20	170,296	14,968	13,169	198,433	93,418	6,993	155	2,038	2,356	212	5,432	2,472	10,472	2·85	·26	6·57	2·99	12·67	1,750
WD	12	20	323,269	55,467	4,724	383,460	195,010	16,436	565	4,525	2,890	544	10,327	5,437	19,198	1·81	·34	6·46	3·40	12·01	3,310
WE	2	6	2,691	1,529	...	4,220	4,617	486	28	339	498	18	269	199	984	28·32	1·02	15·30	11·32	55·96	171
WF	6	25	158,014	16,243	178	174,435	66,207	5,046	169	1,715	553	169	3,874	2,100	6,696	·76	·23	5·33	2·89	9·21	1,424
Totals	113	...	2,001,200	533,783	199,849	2,734,832	1,090,402	94,548	3,837	33,644	29,063	2,955	61,210	40,789	134,017	2·55	·26	5·37	3·58	11·76	27,198
Less recoverable, mileage				...	50,870	50,870	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					148,979	2,683,962															
General charges ...			...	...	...	...	...	...	...	...	...	...	...	...	20,985	...	...	...	...	1.84	...
Totals ...			...	...	...	...	...	...	...	...	...	...	...	...	155,002	...	...	...	...	13·60	...

* Sold. † Old type.

RETURN No. 28—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1906—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Work-train.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
HURUNUI-BLUFF SECTION.																					
							Cwt.	Qr.	lb.	lb.	£	£	£	£	£						
A	1	30	...	..	...	...	...	..	...	...	...	...	...	2	2	...	...	...	...	...	...
B	8	20	184.625	21,430	98	206,153	134,049	7,726	242	2,924	2,594	263	6,919	3.523	13,299	3·02	·31	8·05	4·10	15·48	2,042
D	15	18	23,246	184,978	164	208,388	49,732	5,606	278	2,554	1,428	188	2,054	5,161	8,831	1·64	·22	2·37	5·94	10·17	3,492
F	37	20	184,504	385,994	80,180	650,678	190,991	15,514	615	5,842	4,611	509	6,393	14,038	25,551	1·70	·18	2·36	5·18	9·42	8,599
FA	8	20	73,309	29,896	10,575	113,780	34,144	3,242	142	1,466	1.384	117	1,640	2,294	5,435	2·92	·24	3·46	4·84	11·46	1,749
J	15	25	330.295	39,956	515	370,766	196,160	9,537	394	3,963	3,847	337	5.639	5,360	15,183	2·49	·22	3·65	3·47	9·83	3,602
K	6	25	87,469	7,385	175	95,029	39,074	1,921	131	1,234	719	79	1,899	1.344	4,041	1·82	·20	4·80	3·39	10·21	1,236
L	1	25	23,245	3.769	...	27,014	7,455	389	34	245	31	16	364	381	792	·28	·14	3·23	3·38	7·03	245
P	6	18	93,776	23,759	222	117,757	65.720	4,481	114	1,424	2,645	155	2,846	2,001	7,647	5·39	·31	5·80	4·08	15·58	1,185
Q	7	30	214.235	13,591	40	227,866	126,415	5,738	191	2,171	2,307	219	4.091	2,367	8,984	2·43	·23	4·31	2·49	9·46	1,532
R	8	20	24,862	63,387	26,901	115,150	39,821	2,891	171	1,571	1,469	103	1,642	2,633	5,847	3·06	·21	3·42	5·49	12·18	1,670
T	6	18	87,918	12,121	16,469	116,508	57,321	3,786	128	1,481	2,503	141	2,949	1,956	7,549	5·16	·29	6·07	4·03	15 55	1,249
U	9	30	238,815	22,653	30	261,498	119,420	7,133	273	3,056	2,214	251	6,099	3.543	12,107	2·03	·23	5·60	3·25	11·11	2,222
UA	6	30	160,419	12,957	..	173,376	82,615	5.583	165	1,951	2,260	188	4,275	2,199	8,922	3·13	·26	5·92	3·04	12·35	1,430
UB	22	30	591,724	34,907	1,182	627,813	285,637	15.703	636	7,273	9,034	587	14,977	7,057	31,655	3·45	·22	5·73	2·70	12·10	4.866
UC	10	30	230.680	19,789	9,366	259,835	123,323	6,130	277	2,943	2,619	220	6,250	3,475	12,564	2·42	·20	5·77	3·21	11·60	2,271
V	10	25	205,360	27,210	605	233,175	141,480	6,218	265	2,590	2,597	219	3,888	3,492	10,196	2·67	·23	4·00	3·59	10·49	2,363
WA	2	20	25,783	12,121	5,530	43,434	21,221	1,567	46	609	565	54	1.088	864	2,571	3·12	·30	6·01	4·77	14·20	514
WD	4	20	79,563	17,277	197	97,037	44,720	3,369	107	1,182	718	106	2,275	1,527	4,626	1·77	·26	5·63	3·78	11·44	1,023
WF	9	25	159,789	37,835	5,197	202,821	90,560	6,436	243	2,763	568	221	4,642	3,727	9,158	·67	·26	5·49	4·41	10·83	2 356
Total	190	...	3,019,617	971,015	157,446	4,148,078	1,849,858	112,970	4,452	47,242	44,113	3,973	79,930	66,944	194,960	2·55	·23	4·63	3·87	11·28	43,646
Less recoverable, mileage ...				...	8,452	8,452	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...
					148,994	4,139,626															
General charges ...				...	...	...	..	...	...	...	...	...	...	...	29,498	...	...	..	...	1·70	
Total				...	..	...	...	...	...	...	...	...	...	...	224,458	...	...	...	...	12·98	...

RETURN No. 28—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1906—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Work-train.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
WESTLAND SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
D	1	20	218	15,556	...	15,774	3,604	491	42	261	312	15	99	402	828	4·75	·23	1·50	6·12	12·60	220
F	5	20	67,367	29,467	8,205	105,039	30,440	3,208	266	1,491	736	93	793	1,878	3,500	1·68	·22	1·81	4·29	8·00	1,309
LA	5	10	74,017	11,105	18,301	103,423	28,811	3,225	249	1,388	1,699	92	750	1,568	4,109	3·94	·21	1·74	3·64	9·53	1,130
W	2	15	26,342	8,952	163	35,457	13,429	1,524	117	621	170	42	350	697	1,259	1·15	·28	2·37	4·72	8·52	479
Total	13	...	167,944	65,080	26,669	259,693	76,484	8,448	674	3,761	2,917	242	1,992	4,545	9,696	2·70	·22	1·84	4·20	8·96	3,138
General charges			...	...	...	...	...	...	...	...	...	...	...	...	1,188	...	...	...	...	1·10	...
Total		...	...	...	...	...	...	...	...	...	...	...	...	...	10,884	...	...	...	...	10·06	...
WESTPORT SECTION.																					
C	2	12	102	23,336	...	23,438	4,906	965	73	425	310	28	137	620	1,095	3·17	·29	1·40	6·35	11·21	338
F	3	15	14,891	19,389	20,206	54,486	10,172	1,485	141	773	590	47	284	983	1,904	2·60	·21	1·25	4·33	8·39	641
FA	2	15	28,708	14,172	55	42,935	11,529	990	104	581	303	34	302	728	1,367	1·69	·19	1·69	4·07	7·64	457
WB	3	20	52,802	12,737	...	65,539	31,659	2,250	149	852	862	68	624	1,011	2,565	3·16	·25	2·28	3·70	9·39	614
Total	10	...	96,503	69,634	20,261	186,398	58,266	5,690	467	2,631	2,065	177	1,347	3,342	6,931	2·66	·23	1·73	4·30	8·92	2,050
General charges			...	...		...	...	...	...	...	...	...	...	...	1,474		...	...	...	1·90	...
Total			...	...	...	...		...	...	...	...	...	...	...	8,405	...	...	...	...	10·82	...
NELSON SECTION.																					
D	1	20	761	427	9,115	10,303	1,471	283	13	104	55	10	71	172	308	1·28	·23	1·65	4·01	7·17	144
F	1	20	11,609	1,701	357	13,667	3,793	415	25	120	56	14	184	214	468	·98	·25	3·23	3·76	8·22	156
FA	2	20	37,161	5,706	31	42,898	13,697	1,279	62	502	178	44	667	690	1,579	1·00	·24	3·73	3·86	8·83	488
Total	4		49,531	7,834	9,503	66,868	18,961	1,982	100	726	289	68	922	1,076	2,355	1·04	·24	3·31	3·86	8·45	788
Less recoverable, mileage			...	...	9,379	9,379	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					124	57,489															
General charges			...	...	...	...	...	...	...	...	...	...	...	...	502	...	...	...	...	1·80	...
Total		...	...	...	...	...	...	...	...	...	...	...	...	...	2,857	...	...	...	...	10·25	...
PICTON SECTION.																					
D	1	15	1,966	1,633	3,017	6,616	1,500	284	14	120	28	9	76	127	240	1·01	·33	2·76	4·61	8·71	154
G	4	15	55,337	15,388	2,768	73,493	18,979	3,071	78	628	573	88	957	1,214	2,832	1·87	·29	3·13	3·96	9·25	877
Total	5	...	57,303	17,021	5,785	80,109	20,479	3,355	92	748	601	97	1,033	1,341	3,072	1·80	·29	3·09	4·02	9·20	1,031
Less recoverable, mileage			...	...	4,020	4,020	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					1,765	76,089															
General charges			...	...	...	...	...	...	...	...	...	...	...	...	355	...	...	...	...	1·06	...
Total		...	...	...	...	...	...	...	...	...	...	...	...	...	3,427	...	...	...	...	10·26	...

RETURN No. 29.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1906.

Mine.	1905-6.	1904-5.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Springfield Coal Company, Springfield	16	853	...	837
St. Helen's, White Cliffs	857	1,318	...	461
Homebush, Glentunnel	11,641	10,062	1,579	...
Mount Somers Coal Company, Mount Somers	3,843	3,595	248	...
Woolshed Creek Company, Mount Somers	2,089	2,244	...	155
Albury	199	285	...	86
Waihao Forks	238	252	...	14
Gibson's	24	56	...	32
Kurow	160	...	160	...
Ngapara	144	114	30	...
Shag Point	139	450	...	311
Allandale Coal Company	19,139	19,865	...	726
Saddle Hill	35,313	31,055	4,258	...
Fernhill	20,604	9,333	11,271	...
Freeman's	...	7,157	...	7,157
Mosgiel	343	725	...	382
Taratu Mine, Lovell's Flat	18,063	19,099	...	1,036
Lovell's Flat Coal Company, Lovell's Flat	5,690	17,596	...	11,906
Hewitson, Lovell's Flat	6	20	...	14
Benhar	194	199	...	5
Kaitangata	110,007	107,791	2,216	...
Bruce Coal Company	5,897	5,033	864	...
Real Mackay Coal Company, Milton	3,471	...	3,471	...
Anderson's, Stirling	145	58	87	...
Conical Hills	3,003	2,887	116	...
O'Hagan, C., Pukerau	52	72	...	20
Penny, G., Gore	...	...	...	...
New Zealand Express Company, Gore	645	282	363	...
Sleeman, C. P., Mataura	7,228	7,291	...	63
Beattie and Co., Mataura	2,745	2,786	...	41
Cameron and Duncan, Mataura	1,489	228	1,261	...
Mutch and Hurst, Mataura	...	4	...	4
Groves, G., Nightcaps	50	...	50	...
Nightcaps Coal Company, Nightcaps	43,669	39,757	3,912	...
McKenzie, D., Nightcaps	119	...	119	...
Clapp, J. O., Nightcaps	...	8	...	8
Grant, J., Nightcaps	...	...	...	...
Spence, J., Nightcaps	431	298	133	...
Clark, Nightcaps	...	5	...	5
McBride, A., Nightcaps	...	6	...	6
Quested, J., Nightcaps	...	22	...	22
Lamont, D., Nightcaps	...	18	...	18
McAlister, E., Pyramid	...	84	...	84
Robson, R. W., Bush Siding	1,215	655	560	...
Bowden's Bush Siding	...	270	...	270
Causer, Glenham	6	...	6	...
Smith, Fairfax	27	...	27	...
Totals	298,901	291,833	30,731	23,663

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, 1906.

Port.	1905-6.	1904-5.	Increase.	Decrease.
DISCHARGED:—	No.	No.	No.	No.
Lyttelton	1,726	1,506	220	...
Timaru	347	340	7	...
Oamaru	200	195	5	...
Port Chalmers	174	162	12	...
Dunedin	97	74	23	...
Bluff	232	241	...	9
Totals	2,776	2,518	258	...
LOADED:—				
Lyttelton	1,757	1,755	2	...
Timaru	348	341	7	...
Oamaru	187	183	4	...
Port Chalmers	197	170	27	...
Dunedin	25	7	18	...
Bluff	232	241	...	9
Totals	2,746	2,697	49	...

RETURN No. 31.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1906, 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.	
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
CHRISTCHURCH DIVISION:—								
Main Line	211 57	6 28	...	218 5	82 23	...	82 23	300 28
Rangiora-Sheffield and Eyreton Junction-Bennett's	...	...	53 56			4 40		58 16
Waipara-Ethelton	...	...	23 12			1 38		24 50
Southbridge and Little River Branches	...	...	48 7			5 67		53 74
Springfield and White Cliffs Branches [Branch	...	...	47 4	270 55	...	5 0	26 60	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 70		39 3
Waimate Branch	...	...	12 67			2 25		15 12
Totals, Christchurch Division	211 57	6 28	270 55	488 60	82 23	26 60	109 3	597 63
DUNEDIN DIVISION:—								
Main Line	165 40	...	...	165 40	58 59	...	58 59	224 19
Duntroon Branch	...	...	37 41			2 79		40 40
Oamaru-Breakwater Branch	...	...	0 63			0 25		1 8
Ngapara & Livingston Branches	...	...	27 4			2 14		29 18
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	246 74	...	0 52	23 35	3 21
Fernhill Branch	...	...	1 57			0 23		2 0
Otago Central Railway ...	...	...	111 14			7 39		118 53
Outram Branch	...	...	9 0			0 65		9 65
Lawrence Branch	...	...	22 1			1 67		23 68
Catlin's River Branch ...	...	...	22 64			2 9		24 73
Totals, Dunedin Division ...	165 40	...	246 74	412 34	58 59	23 35	82 14	494 48
INVERCARGILL DIVISION:—								
Main Line	82 41	...	...	82 41	29 70	...	29 70	112 31
Tapanui Branch	...	...	26 21			2 46		28 67
Waimea Plains Branch ...	...	...	36 41			3 6		39 47
Wyndham Branch	...	...	9 35			0 45		10 0
Seaward Bush Branch ...	...	...	25 39			2 3		27 42
Kingston Branch	...	...	87 0			9 3		96 3
Makarewa-Orepuki Branch ...	...	...	40 16	272 70	...	6 34	29 11	46 50
Thornbury-Wairio and Wairio-Nightcaps Branches	...	...	24 51			3 26		27 77
Forest Hill Railway ...	...	...	12 66			1 5		13 71
Lumsden-Mararoa Branch ...	...	...	10 41			1 3		11 44
Totals, Invercargill Division	82 41	...	272 70	355 31	29 70	29 11	59 1	414 32
Grand Totals—Whole Line	459 58	6 28	790 39	1,256 45	170 72	79 26	250 18	1,506 63

RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1906.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Season tickets: General reduction in rates.
Sectional annual tickets: Rate reduced.
List of stations at which tourist excursion tickets are issued amended.

LOCAL FARES AND REGULATIONS.

Auckland Section.

Suburban fares to and from Auckland and Newmarket from or to Glasgow: Inserted.

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

Motor bicycles with trailers attached: Rate inserted.
Milk test-boxes, Full or returned empty: Rate inserted.
Left luggage: Regulation amended.
Luggage, Commercial travellers': Regulation amended, providing for issue of annual tickets for luggage (*bonâ fide* samples).

PART III.—GOODS: REGULATIONS.

Class N: Regulation amended.
Coal, Native brown: Rates reduced for distances over seventy-five miles.
Coal, Anthracite or bituminous: Rates reduced for distances over seventy-five miles.

PART IV.—GOODS: LOCAL RATES.

Terminal cartage charges at Auckland amended.
Timber (other than white-pine)—Putararu to Mount Eden, Auckland, Onehunga Wharf, and intermediate stations, and to Komata, Thames, and intermediate stations: Rate inserted.
Goods of A, B, C, D class from or to Westfield to or from Te Aroha, Thames, and intermediate stations: Rate inserted.
Goods of A, B, C, D class from or to Auckland, Newmarket, Onehunga, or Westfield to or from stations on Waihi Branch: Rate inserted.
Sugar, fencing-wire, and materials, galvanised iron, &c., from or to Auckland, Newmarket, Onehunga, or Westfield to or from stations on Waihi Branch: Rate inserted.
Goods of A, B, C, D class between Paeroa and stations on Waihi Branch: Rate inserted.
Rates for goods from or to Auckland, Newmarket, Mount Eden, and Onehunga to and from Westfield: Extended to Glasgow.
Rate inserted for slack coal from Huntly or Kimihia to Thames and Shortland.
Through booking of goods from stations on Auckland Section to Manakau ports: Rates amended.
Rate inserted for tinned fish, in 5-ton lots, Helensville to Auckland.

TIMBER RATES.

Gisborne Section.

Rate inserted for white-pine timber, Te Karaka to Gisborne.

Picton Section.

Rate inserted for limestone from Picton to Elevation.
Rate inserted for cement for export from Elevation to Picton.
Through booking between Wellington or the Port (Nelson) and stations on the Picton Section: Regulation amended.

Hurunui–Bluff Section.

Terminal cartage charge at Invercargill amended.
Charge inserted for shunting grain, in 20-ton lots, carried between private sidings at Christchurch and private sidings at Riccarton and Addington.

PART V.—CLASSIFICATION OF GOODS.

	Class.
Phosphates, Ground, New Zealand product. Owners' risk	Q
Bedsteads, Brass and iron, consigned from factory in lots of 10 cwt., New Zealand manufacture. Owners' risk	B
Removed: Ice, packed. Owners' risk	C
Ice, packed: Not otherwise specified. Owners' risk	D
Ice, in 4-ton lots. Owners' risk	N
Meal: Imported for cattle-feeding	D
Egg-preserver, New Zealand manufacture: Packed. Owners' risk	C
Seaweed, Edible: Packed. Owners' risk	D

PART VI.—WHARVES.

Helensville Wharf.

Wharfage charge for calves inserted.

By Authority: JOHN MACKAY, Government Printer, Wellington. 1906.
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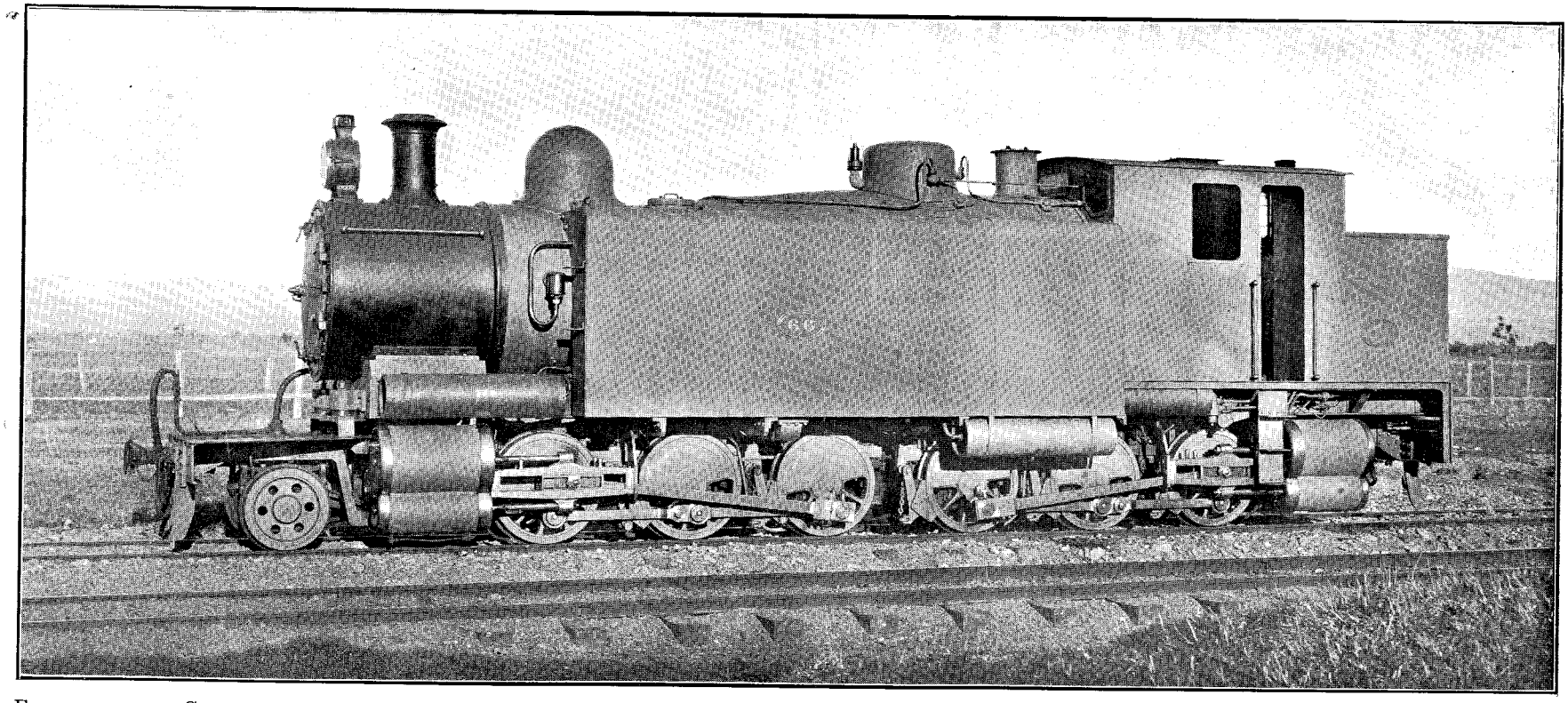
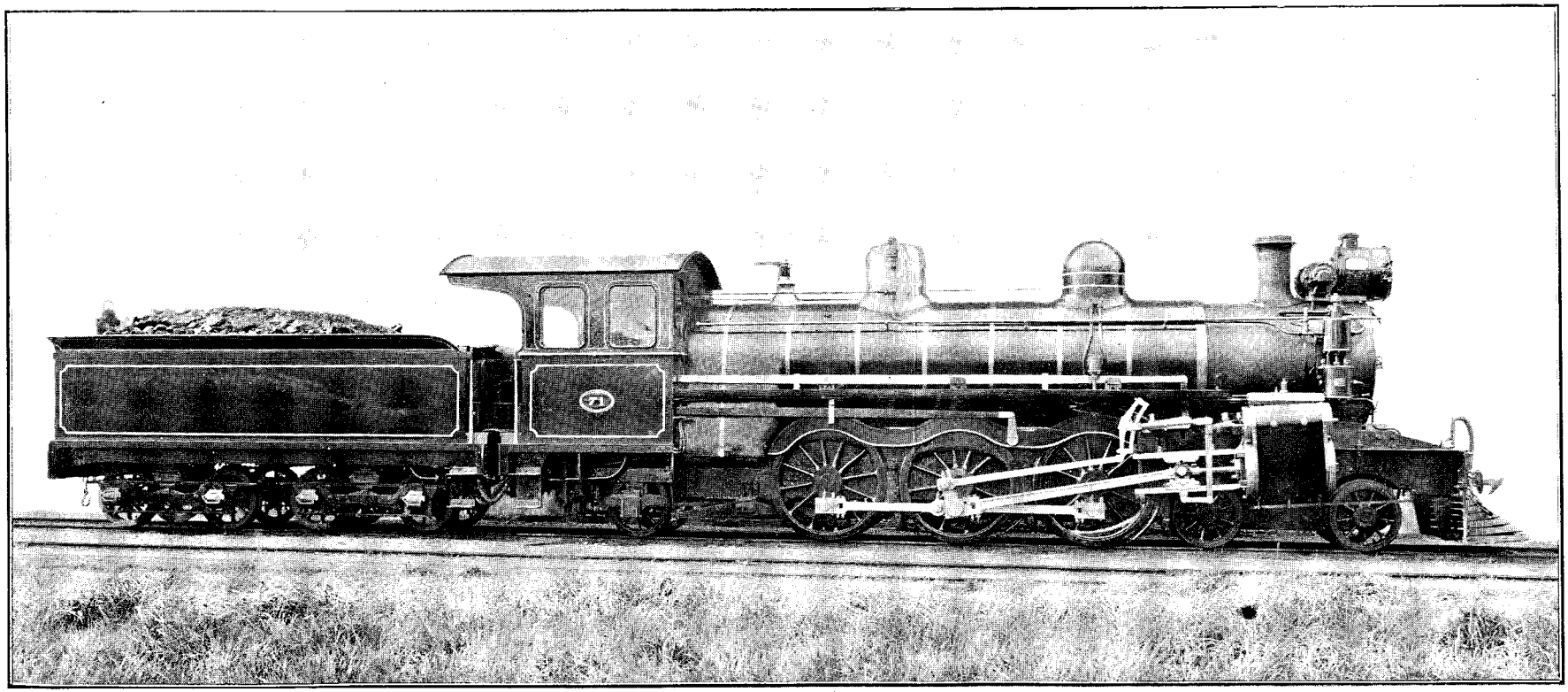


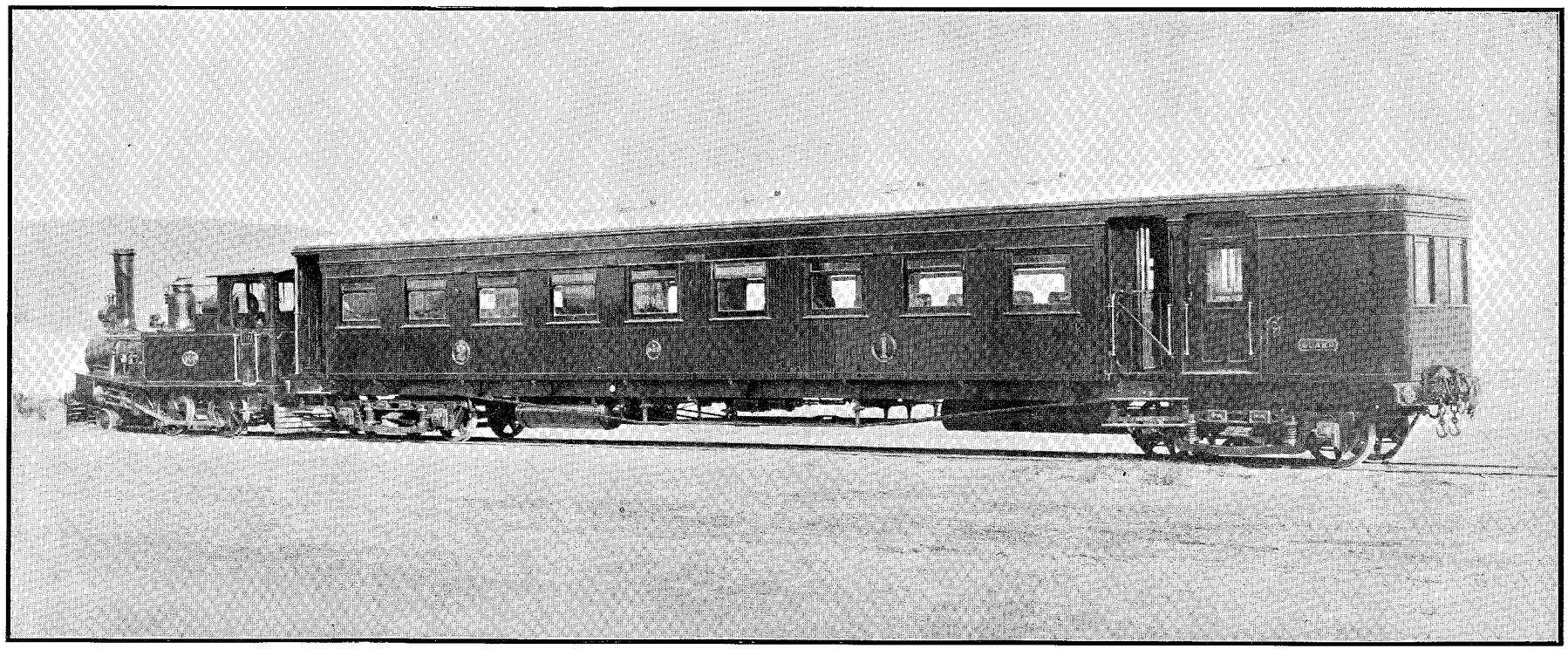
EIGHT-CYLINDER COMPOUND ARTICULATED TANK LOCOMOTIVE, CLASS E, FOR SERVICE ON STEEP GRADIENTS. BUILT IN NEW ZEALAND GOVERNMENT RAILWAY WORKSHOPS.

Cylinders, 9½ in. and 16 in. diameter; stroke, 18 in.; diameter of coupled wheels, 3 ft.; tractive power (at 80 per cent. boiler-pressure), 28,500 lb.; boiler-pressure, 200 lb.; total weight in working-trim, 66 tons. Gauge, 3 ft. 6 in.



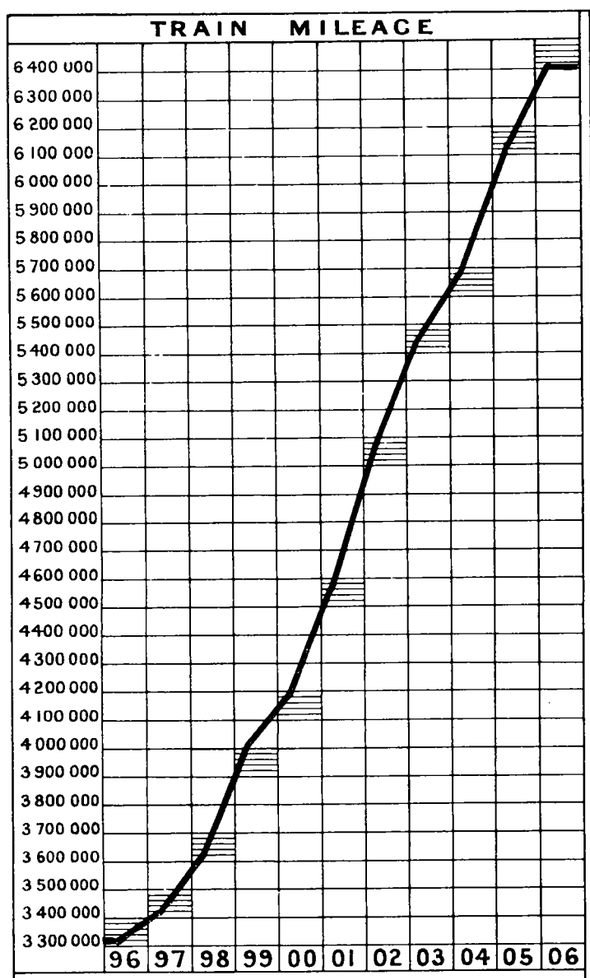
FOUR-CYLINDER BALANCED COMPOUND LOCOMOTIVE, CLASS A, FOR PASSENGER AND MIXED TRAIN SERVICE. BUILT IN NEW ZEALAND GOVERNMENT RAILWAY WORKSHOPS.

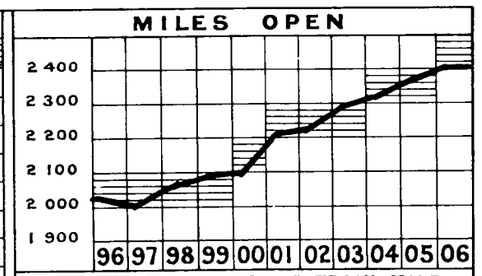
Cylinders, 12 in. and 19 in. diameter; stroke, 22 in.; diameter of coupled wheels, 4 ft. 6 in.; tractive power (at 80 per cent. boiler-pressure), 19,000 lb.; boiler-pressure, 225 lb.; total weight in working-trim, 72 tons. Gauge, 3 ft. 6 in.

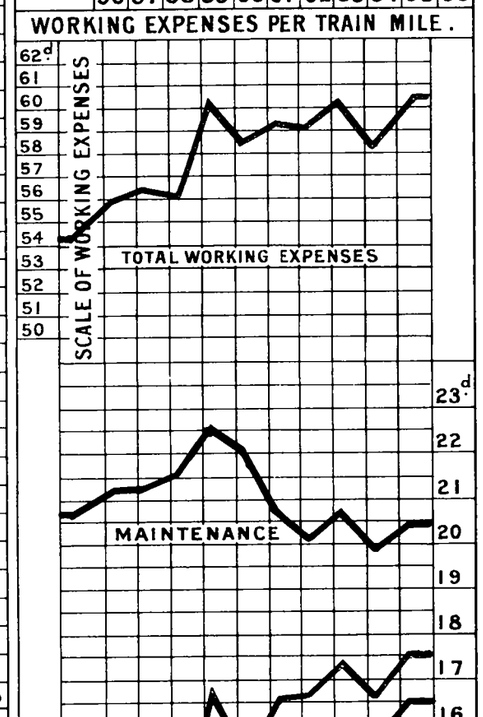


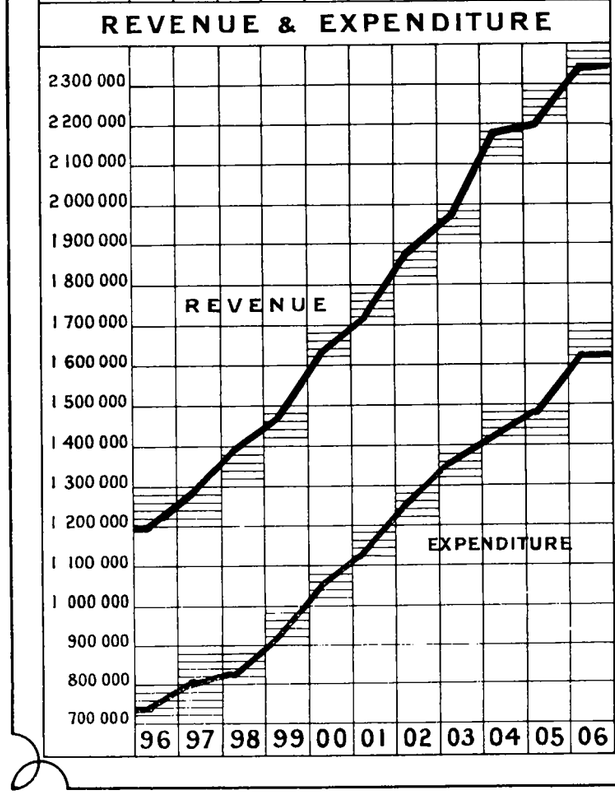
MOTOR TRAIN. CAR BUILT IN NEW ZEALAND GOVERNMENT RAILWAY WORKSHOPS.
Length over headstocks, 60 ft.; with guard's compartment, and seating-accommodation for seventy-two passengers.

NEW ZEALAND GOVERNMENT RAILWAYS

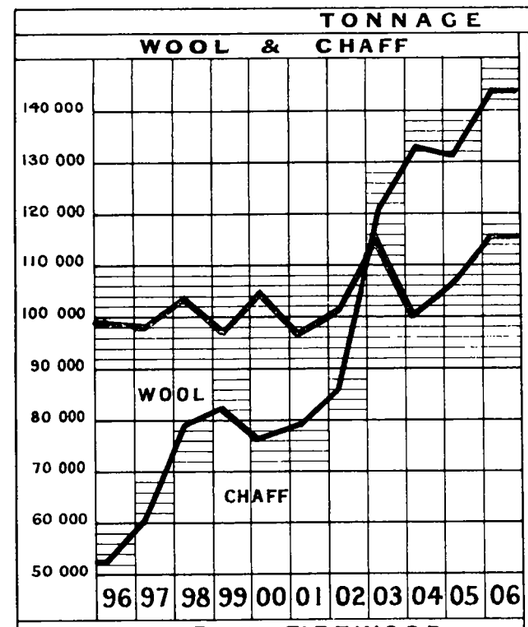


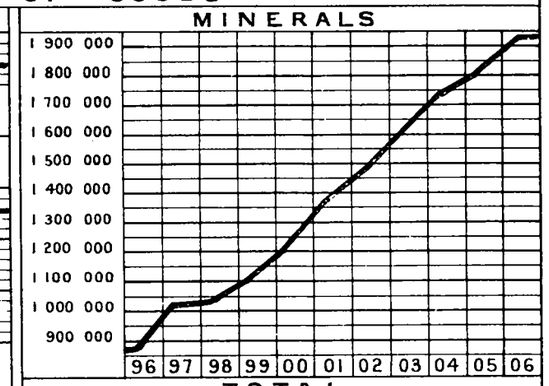


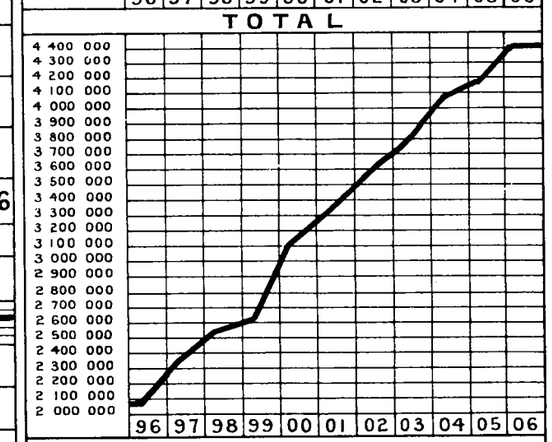


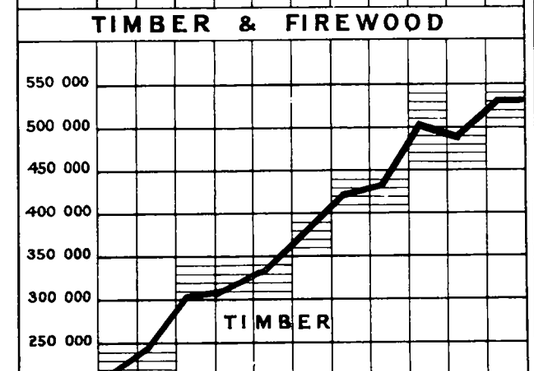


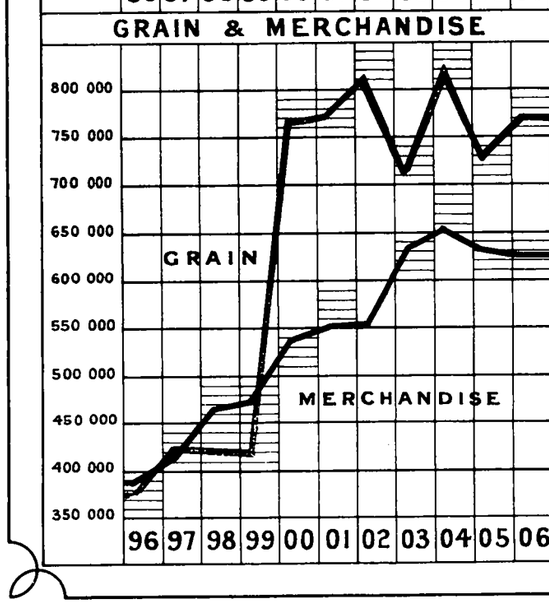
NEW ZEALAND GOVERNMENT RAILWAYS

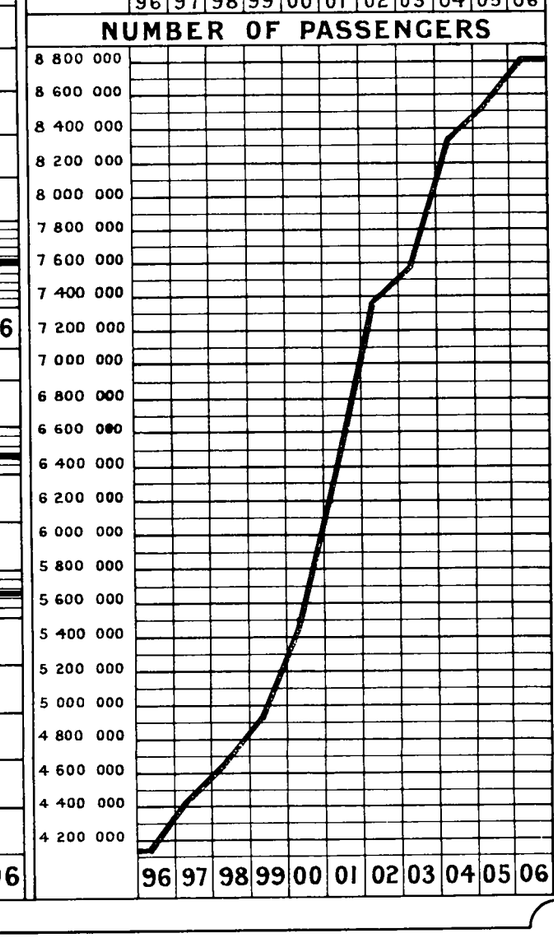




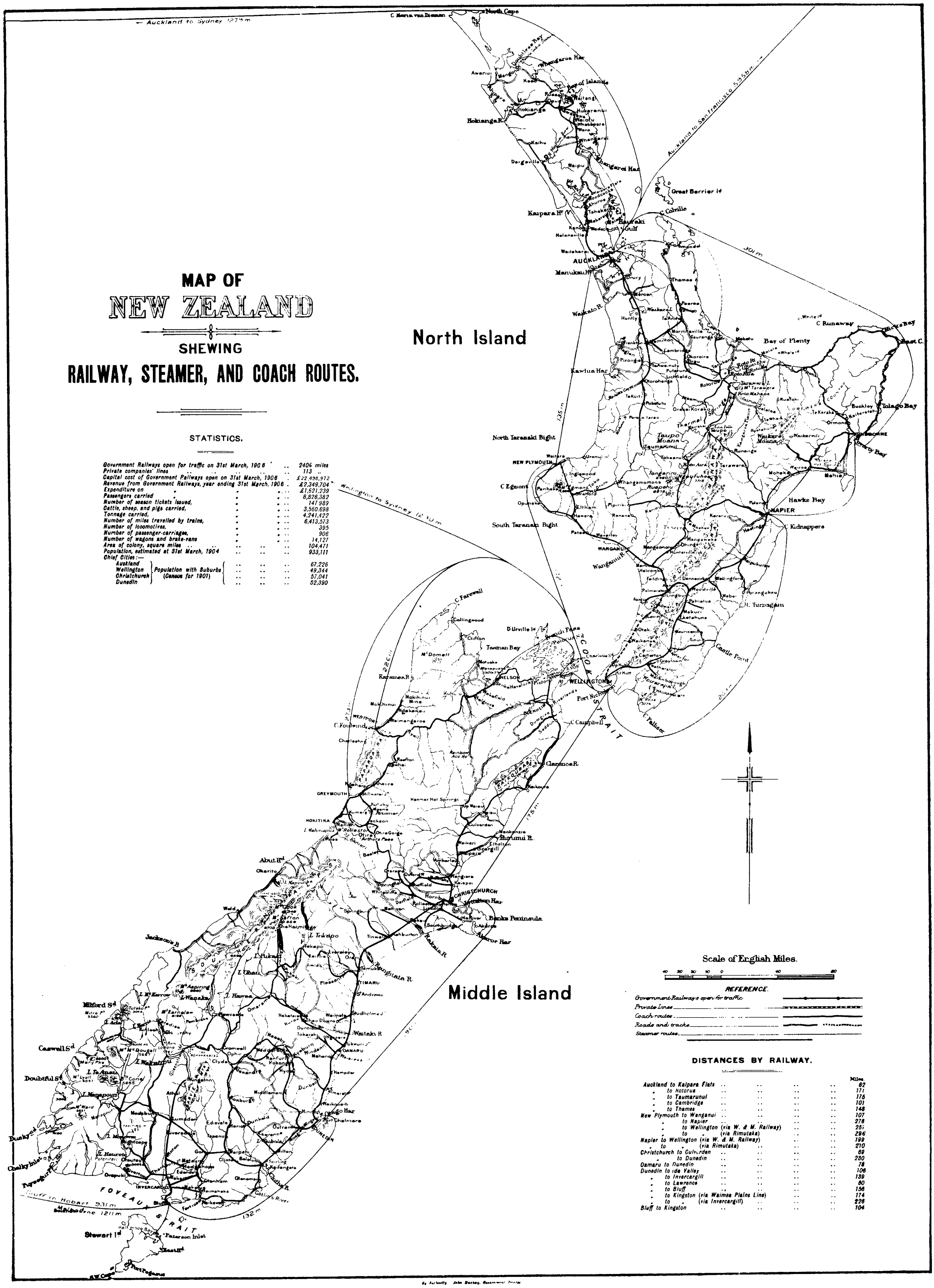








MAP OF
NEW ZEALAND
SHEWING
RAILWAY, STEAMER, AND COACH ROUTES.



STATISTICS.

Government Railways open for traffic on 31st March, 1906	2406 miles
Private companies' lines	113 „
Capital cost of Government Railways open on 31st March, 1906	£22,498,972
Revenue from Government Railways, year ending 31st March, 1906	£2,349,704
Expenditure on „ „ „	£1,621,239
Passengers carried „ „ „	8,826,382
Number of season tickets issued, „ „	147 989
Cattle, sheep, and pigs carried, „ „	3,560.698
Tonnage carried, „ „	4,241,422
Number of miles travelled by trains, „ „	6,413,573
Number of locomotives, „ „	395
Number of passenger-carriages, „ „	906
Number of wagons and brake-vans „ „	14,127
Area of colony, square miles	104,471
Population, estimated at 31st March, 1904	933,111
Chief Cities:—	
Auckland } Population with Suburbs (Census for 1901)	67,226
Wellington	49,344
Christchurch	57,041
Dunedin	52,390

REFERENCE.

Government Railways open for traffic	——●——●——
Private Lines	▬▬▬
Coach routes	━━━
Roads and tracks	━━━ ┅┅┅
Steamer routes	———

DISTANCES BY RAILWAY.

	Miles.
Auckland to Kaipara Flats	62
„ to Rotorua	171
„ to Taumarunui	175
„ to Cambridge	101
„ to Thames	148
New Plymouth to Wanganui	107
„ to Napier	278
„ 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	60
„ to Bluff	156
„ to Kingston (via Waimea Plains Line)	174
„ to „ (via Invercargill)	226
Bluff to Kingston	104

By Authority: John Mackay, Government Printer.