

1908.
NEW ZEALAND

RAILWAYS STATEMENT

(14th July, 1908).

BY THE MINISTER FOR RAILWAYS. THE HON. WM. HALL-JONES.

MR. SPEAKER,—

The presentation of the Railways Statement for the year ending 31st March, 1908, imposes on me the pleasing duty of having to announce that the result of the year's operations has been satisfactory. The revenue has maintained that buoyancy that has characterised it for the past thirteen years, and, notwithstanding the liberality of the forecast made at the close of the previous financial year, the actual earnings have exceeded the estimate then given by no less than £211,938. The results may be summarised thus:—

				Year 1908. £	Year 1907. £
Total earnings	...	...	...	2,761,938	2,624,600
Total expenditure	...	...	...	1,949,759	1,812,482
Net profit on working	...	...	...	<u>£812,179</u>	<u>£812,118</u>

GENERAL.

The mileage of line open for traffic on the 31st March, 1908, was 2,471 miles as against 2,456 for the previous year. The average number of miles operated during the year was 2,469.

THE FOLLOWING EXTENSIONS WERE OPENED DURING THE YEAR.

						M.	Ch.
Alexandra-Clyde	...	...	...	...	...	5	49
Taupoiti-Reefton	...	...	...	...	...	1	22
Taihape-Mataroa	...	...	...	...	...	5	79
Te Karaka-Puha	...	...	...	...	...	1	79
Kaipara Flats-Tauhoa	...	...	...	...	...	2	40
						17	29

The Shag Point Branch 2 10 was closed.

The net revenue, £812,179, is equal to a return of 3·33 per cent. on the capital invested in the open lines, and 3·04 per cent. on the total capital, £26,735,140, invested in opened and unopened lines.

The cost of working the Kawakawa Section exceeded the earnings by £912. The Kaihu Section has also been worked at a loss of £463.

The number of train-miles run during the year was 7,051,274, being an increase of 295,820. The increased train-mileage represents additional facilities to meet the requirements of the business and the public convenience, and has cost over £81,000. The permanent increase to the train service represents 165,594 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.	
		Min.	Min.
For long-distance passenger-trains		1.43, against	1.39 last year.
For suburban trains		0.38, "	0.34 "
For long-distance mixed trains		1.75, "	1.63 "

The total number of ordinary passengers carried was 9,756,716, an increase of 155,930 over the previous year.

This is very gratifying, as the returns for the previous year showed the phenomenal increase of 774,404 passengers over 1906, consisting largely of traffic of a non-recurring character which was induced by the New Zealand International Exhibition. Season tickets issued numbered 185,174, an increase of 19,670. The number of workers' twelve-trip tickets was 43,961 and of workers' weekly tickets available on suburban lines 101,199. These tickets, I am pleased to say, continue to maintain their popularity. Their regular use by a large body of the community is practical testimony of the appreciation by the workers of the advantages to be derived by living in healthy surroundings away from the crowded city areas, and of being enabled to travel to and from their work at a nominal cost.

Holiday-excursion tickets numbered 732,135, being a decrease of 124,277 when compared with the previous year. This, however, is accounted for by the fact that this class of ticket was issued to Christchurch during the whole currency of the Exhibition. School, factory, and friendly societies' excursion tickets numbered 113,080, an increase of 17,416. The number of school, factory, and friendly societies' excursions run during the year in the principal districts was—Auckland 27, Wanganui 60, Wellington–Napier 42, Christchurch 141, Dunedin 95, Invercargill 39.

The coaching and goods traffic show large increases under each of the respective heads that the traffic is grouped, sheep, wool, and grain excepted. In coaching, the increases have been—parcels, 7,636; horses, 653; carriages, 389; dogs, 5,685; and in live-stock and goods traffic—cattle, 17,720 head; pigs, 10,765; chaff, lime, &c., 1,451 tons; firewood 918 tons; timber, 49,057 tons; merchandise, 45,248 tons; minerals, 184,467 tons. The decrease in the wool traffic is 7,568 tons, grain 31,138 tons, and sheep 67,901 head. The net increase in the gross tonnage was 246,000 tons.

The decrease in sheep traffic is due entirely to the heavy movement of sheep that took place during the previous year owing to drought. Although, therefore, the sheep traffic for the year under review compared unfavourably with that for 1907, it is nevertheless greater by some 700,000 head than the traffic of any other year when normal conditions have prevailed.

The average number of men employed during the year was 12,338, against 10,858 the previous year, an increase of 1,480.

During the year 335 members of the permanent staff resigned, 87 retired on superannuation, 34 died, 76 were dismissed, and 980 engaged.

Three appeals against decisions of the Department were heard by the Railway Boards during the year—one was dismissed, and in two cases the punishment was mitigated.

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

The sum of £5,418 has been paid as compensation during the year to members retired from the service and to relations of members deceased. This sum includes £5,364 paid under the Workers' Compensation for Accidents Act.

The Railway workshops of the Dominion have been kept going at high pressure on the construction of new rolling-stock for increasing the equipment of the existing lines and providing for the requirements of new lines to be opened in the near future. The new stock actually completed and turned out of the shops during the year consists of 3 tender engines four-cylinder balanced compound type, 1 single-expansion tender engine, and 6 heavy tank-engines; 3 60 ft. suburban cars, 1 60 ft. motor-train car, and 49 47½ ft. cars; 18 brake-

vans, 855 goods-wagons, and 2,889 new tarpaulins. The carrying-capacity of the wagon-stock was, moreover, increased by 9,670 tons, which is equivalent to a further addition of 1,612 ordinary 6-ton trucks. 2,095 new steel axles were fitted to carriages, vans, and wagons in substitution of old iron axles; greater strength and increased carrying-capacity have thereby been secured.

The whole of the new stock built on the Auckland, Wellington—Napier—New Plymouth and Hurunui—Bluff Sections has been equipped with the Westinghouse brake. All new stock is fitted with modern steel axles.

The whole of the rolling-stock, machinery and appliances, track, bridges, buildings, and structures connected with the lines throughout the Dominion have been kept in a thoroughly efficient condition.

Considerable progress has been made in the important work of relaying. Ninety-eight miles of main line were relaid during the year with 70 lb. standard steel rails, $1\frac{1}{2}$ miles with 100 lb. steel rails, and 35 miles of branch lines had 30 lb. and 40 lb. rails replaced with 53 lb. steel rails that had been taken out of the main line. The total distance relaid was therefore $134\frac{1}{2}$ miles.

A large number of new sleepers (331,678) were placed in the track. Ballast amounting to 363,246 cubic yards was also used. Considerable improvements have been made at stations throughout the Dominion in respect to siding accommodation, water-services, lighting station buildings, signalling appliances, road approaches, stock-yards, sanitation arrangements, and dwellings for staff. In addition to these a large number of other works for the promotion of the public interests and increasing the efficiency of the railway were undertaken. Many were completed, while others incomplete at the close of the year were being pushed on with the utmost speed.

On the 3rd August a train-accident of a serious nature happened near Ngatira, on the Rotorua line. A double-headed goods-train with passenger-car attached was proceeding to Rotorua when the engine-driver, without consulting the guard, detached the engines for examination purposes while the train was still on an ascending grade. The train immediately afterwards commenced to run back and ultimately became derailed near the foot of the grade. I regret to say that the guard was killed and two passengers and three railway employees injured. The accident was due to the brakes failing to hold the train, owing to their having been tampered with by some person unknown at the previous stopping-station.

REVENUE.

The gross revenue for the year amounted to £2,761,938. It exceeded the estimate by £211,938, and the gross revenue for the preceding year by £137,338. Passenger revenue shows an increase of £12,406; season tickets, £8,519; coaching traffic, £24,963; goods and live-stock, £83,642; miscellaneous and rents, £7,808. The receipts per train-mile amounted to 93·75d., as against 93·00d for the previous year. The earnings of the Lake Wakatipu steamers amounted to £6,637, as against £6,159 last year. The net return was equal to a return of 3·33 per cent. on the capital cost.

EXPENDITURE.

The expenditure for the year, including £5,377 incurred in connection with the Lake Wakatipu steamers, amounted to £1,949,759, an increase of £137,277 over the previous year, and absorbed 70·59 per cent. of the revenue as against 69·06 per cent. for the previous year:—

Expenditure.				Per Cent. of Revenue.	
1907-8.				1907-8.	1906-7.
£					
Traffic ...	...	534,634	494,942	19·40	18·90
Locomotive ...	...	733,403	657,893	26·62	25·13
Maintenance ...	...	638,560	613,890	23·18	23·45
Management ...	...	76,082	73,376	2·76	2·80
1,982,679				71·96	70·28
Less credit recoveries	...	38,297	32,701	1·39	1·25
1,944,382				70·57	69·03
Lake Wakatipu steamers	...	5,377	5,082	0·02	0·03
£1,949,759				70·59	69·06

The sum of £333,386 was expended under the head "Additions to Open Lines," and charged to Capital Account. Of this amount £243,262 was expended on rolling-stock, tarpaulins, gas storeholders, foot-warmers, and machinery for workshops. The rolling-stock, in respect of which the charges are made, consists of 12 locomotives, 47 carriages, 7 brake-vans, 99 bogie-wagons, 667 four-wheeled wagons, 435 tarpaulins, and 4 cranes, completed on the 31st March, 1908; and 35 locomotives, 74 carriages, 11 brake-vans, 20 bogie and 946 four-wheeled wagons, 75 tarpaulins, and 2 cranes, incomplete, but in hand on that date; £90,124 was spent on tablet and interlocking, telegraph and telephone extensions, bridges, sidings, purchase of land, extension of wharves, stone-crushing plant, fencing, furnaces for foot-warmers, additions to workshops, and dwellings.

DUPLICATION OF LINES.

On duplication-work 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	...	...	...	...	£ 38,830
New Hutt Road, and purchase of land for same	...	...	...	...	7,391
					46,221
Auckland-Penrose duplication-works	...	...	...	...	54,302
Addington-Rolleston duplication-works	...	...	...	...	11,031
Dunedin-Mosgiel duplication and deviation of line	...	...	...	...	74,720
					140,053
Less profit on sale of debentures, as per Treasury Accounts	...	...	...	...	891
					139,162

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1908, as compared with 1907 :—

PARTICULARS.	Year ended 31st March.	
	1907.	1908.
Total miles open for traffic	2,456	2,471
Average miles open for year	2,427	2,469
Capital cost of opened and unopened lines	£25,438,568	£26,735,140
Capital cost of open lines	£23,504,272	£24,365,647
Capital cost per mile of open lines	£9,570	£9,861
Gross earnings	£2,624,600	£2,761,938
Working-expenses	£1,812,482	£1,949,759
NET PROFIT ON WORKING	£812,118	£812,179
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·45	3·33
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	69·06	70·59
Earnings per average mile open	£1,078	£1,114
Working-expenses per average mile open	£744	£786
NET EARNINGS PER AVERAGE MILE OPEN	£334	£328
Earnings per train mile	d. 93·00	d. 93·75
Working-expenses per train mile	64·21	66·18
NET EARNINGS PER TRAIN MILE	28·79	27·57
Passengers, ordinary	9,600,786	9,756,716
Season tickets	165,504	185,174
Goods tonnage	4,592,099	4,834,534
Live-stock tonnage	232,464	235,642
Train mileage	6,755,454	7,051,274
Locomotives	398	410
Passenger-cars	966	1,002
Wagons and brake-vans	14,605	15,475

CONCLUDING REMARKS AND FORECAST.

The anticipations respecting the completion of the New Plymouth deviation have been fulfilled, the line being completed and open for traffic on 15th December. It has been found to be of considerable advantage in dealing with the traffic.

The expenditure for maintenance of lines, buildings, and other structures has increased from £613,890 to £638,560, representing an average expenditure of £258·31 per mile of railway, against £252·78 for the previous year. The increased expenditure has been incurred on the Kawakawa Section, £557; Whangarei, £77; Kaihu, £145; Auckland, £8,010; Hurunui-Bluff, £13,058; Westland, £3,849; Westport, £2,072; Nelson, £528; Picton, £401. The cost of maintenance has decreased on the Gisborne Section £293; Wellington—Napier—New Plymouth, £3,734.

The increased cost of maintenance is very largely due to the policy of betterment that has been followed during the past few years, under which the pioneer main lines of the Dominion, originally designed and equipped for dealing with a small business by trains run at low speeds, have been gradually converted into standard lines, capable of meeting the requirements of the ever-expanding traffic and the demands that have arisen for fast passenger-services between the important business centres of the Dominion. The lines are in excellent condition, and, in view of the important functions they perform in the development of settlement and commerce of the Dominion, it is essential that the present high standard be maintained.

Additions and improvements to lines and structures amounting to £23,996, which might fairly have been charged to capital, have been made during the year and charged to Working Expenses.

The additional expenditure in the Traffic Branch is due to the additional train-mileage, consequent on improved train services and extra train staff to meet the requirements of the expanding business, and for working interlocking-signalling and electric train tablet systems. In the Locomotive Branch the increase is due to extra train-mileage, heavy renewals and repairs, increased cost and consumption of coal, and increased staff to meet the requirements of the traffic, and the improved condition in respect to hours. The increase in the cost of management is mainly incidental to the scale increases of salaries to the staff under the Classification Act.

A Railway Classification Act was submitted to and duly passed by Parliament during the last session. It embodies the allowances granted in November, 1905, to certain members of the Railway service, and provides for improved pay to the staff generally.

Regulations under section 4 thereof relative to the payment of a minimum salary of £130 to married members of the service or to members of the service who are widowers with children dependent upon them, and also relative to the payment of a minimum salary of £100 to members who are 22 years of age or over, have been approved and are now being gazetted.

Arrangements have been made by which all railway employees who have been employed in the Railway service continuously for a period of five years or over, but whose status has only been that of casual employee, will be placed upon the permanent staff.

Considerable progress has been made with the Auckland—Penrose duplication. The double line between Newmarket and Penrose will, in all probability, be ready for opening by September, but the portion between Auckland and the Parnell Tunnel will not be ready for some time, being dependent on the completion of the Parnell Bridge.

The Addington—Rolleston duplication is progressing favourably, and will be ready for opening in the course of a few months.

Over four miles of the Lower Hutt—Wellington duplication have been completed, and the duplicate line will be opened to Ngahauranga shortly. Road formation and metalling will also be gone on with at an early date.

A large amount of work has been carried out in connection with the Dunedin—Mosgiel duplication. The Caversham Tunnel drive has been put in some eight chains, and a start is contemplated at the new Chain Hills Tunnel, Wingatui.

Interlocking points and signals were installed and brought into operation at Timaru, Waiareka Junction, Oamaru, Pukeuri, Pelichet Bay, Paparangi, Strat-

ford, New Plymouth, and the permanent electro-pneumatic system at Dunedin. The equipment of Lepperton Junction, Milton, Clinton, Parnell Tunnel, Remuera, Green Lane, Ellerslie, and Ngahauranga is in hand.

Eighty-two Tyers' electric tablet train-signalling instruments were installed between Waihi—Paeroa, Masterton—Woodville, Oamaru—Pukeuri, and Mosgiel—Gore, embracing 160 miles of line. Extensions of the system between Marton and Mataroa, Woodville and Dannevirke, and Frankton and Taumarunui are in hand.

For train-signalling on the double lines between Auckland and Penrose, Wellington—Lower Hutt, Heathcote—Rolleston, Sykes' lock and block system is being installed.

Automatic tablet exchangers were installed at 19 stations during the year.

The electric tablet train-signalling system has been installed over a total of 848 miles, covering the Sections—Henderson—Auckland, Onehunga—Morrinsville, Paeroa—Waihi, Longburn—New Plymouth, Te Aro—Woodville, Palmerston North—Woodville, Lyttelton—Heathcote, Rangiora—Rolleston, Pukeuri—Gore, Wingatui—Omakau, Bluff—Winton, Makarewa—Riverton, Westport—Granity, and Greymouth—Ngahere. The staff and ticket working is also in operation over 67 miles of line.

The Railway telegraph and telephone system was extended by 518 miles during the year, and now comprises 2,391 miles of wire. This system is most essential to successful and economic working of the Railway traffic.

With a view to giving better facilities for travel between the railway terminus at Culverden and the Hanmer Spa, a road motor service was established on 1st October, 1907, to run in conjunction with the trains. The cars, however, cannot run beyond Waiau Ferry at present. They have proved a convenience, are quicker than the coaches, and when the bridges over the Hanmer, Percival, and Rogerson Streams are finished, so that the cars can run right through to Hanmer, there is no doubt they will be found to afford a reliable service that will be appreciated by those who visit Hanmer Springs. The coach journey is at present six miles.

Under the Civil Service Superannuation Act passed last session it was provided that the Wellington and Manawatu Railway employees might, subject to certain conditions, become participators in the Government Railways Superannuation Fund. On particulars of the arrangements being given, the whole of the company's staff availed themselves of the privilege and are now subscribers. They have, moreover, paid up the greater part of the arrears of contributions in respect to the period intervening between the passing of the Government Railways Superannuation Fund and the Civil Service Superannuation Fund Acts. The Company has likewise paid £2,500 into the Fund, being one-half of the full sum of £5,000 authorised to be paid by them in instalments of £1,000 per annum for five years.

The increase in shipping at Picton, Nelson, and Greymouth has necessitated considerable improvements being undertaken in the matter of wharf accommodation. A ferro-concrete wharf is being erected at Picton, an extension of wharf and breastwork at Nelson, and strengthening and renewals are in hand at Greymouth.

At the close of the year the rolling-stock under order and in course of erection in the Railway workshops consisted of 8 four-cylinder balanced compound tender engines for North Island Main Trunk line, and 10 heavy tank engines, 32 boilers, 104 bogie carriages, 29 bogie brake-vans, 75 bogie and 1,661 four-wheeled wagons.

Messrs. A. and G. Price, of the Thames, have delivered four of the four-cylinder balanced compound locomotives, and are making satisfactory progress with the remaining 16 comprised in their contract.

A comprehensive programme for rolling-stock has been prepared for the year ending 31st March, 1909. It comprises 28 50 ft. cars, 18 bogie brake-vans, 1,066 wagons, and a 1,000 tarpaulins.

In view of the early completion of the North Island Main Trunk line, the all-important question of train service has been engaging my close attention for some time past. Many important issues are involved, but after mature consideration I have come to the conclusion that the Railway time-table must be

framed on lines that will furnish the people of the Dominion with the most convenient and rapid means of transport between Auckland, the Bluff, and the important business centres of both Islands lying between those points.

The commercial interests of the country demand that mails should receive quick despatch, and those engaged in business pursuits in the various important centres be given reasonable facilities for replying promptly to oversea communications.

The distance intervening between Auckland and Invercargill renders night-travelling by land and sea unavoidable. It also makes the curtailment of the stopping-places of the through trains, which must in the future be regarded as essentially fast passenger and mail trains, an imperative necessity.

It follows, therefore, that a satisfactory service between the north and south portions of the Dominion can be given only by limiting the number of stopping-places for the through trains, and this will be done accordingly. The through trains in the North Island will consist of 50 ft. cars, convertible into sleeping-cars at night, and the time-table will be approximately: *South bound*.—Leave Auckland 8.30 p.m. Monday; arrive Wellington 3.30 p.m. Tuesday; leave by steamer for Lyttelton 8 p.m. same evening; connect with first express at Christchurch Wednesday; arrive Invercargill 9.30 p.m. same night. *North bound*.—Leave Invercargill 7.10 a.m. Monday, Lyttelton by steamer 10 p.m. same night; arrive Wellington 9 a.m. Tuesday, leave 12 noon; arrive Auckland 7.15 a.m. Wednesday. Similarly on other days daily connections will also be provided between Napier and New Plymouth and Auckland.

The success of the operations of the North Island Main Trunk Railway will be materially assisted by the acquisition of the Wellington and Manawatu Company's line, which now forms the direct connecting-link between Wellington and the North, and over which a very large portion of the traffic originating on the State railways now passes. It is desirable that the company's line be taken over at the earliest possible date.

The linking-up of the chief cities of the Dominion and the settlement of the inland district traversed by the Main Trunk line will undoubtedly result in a large increase of traffic at Wellington and Auckland respectively. Increased accommodation is therefore essential, and with a view to providing this, it is proposed to erect new station-buildings and to remodel the yard accommodation at both centres. Plans for these important works are in course of preparation.

In view of the large economies that can be effected in the cost of operating the railways of the Dominion if the gradients were flattened and alignment improved, thus enabling increased loads to be hauled, arrangements are to be made to obtain the data necessary to formulate a scheme for dealing with the matter in a practical and comprehensive manner.

As some misunderstanding appears to exist in the minds of those concerned respecting the course they should adopt in respect to appliances invented, or improvements discovered in methods of working, I have directed that notices setting out what is necessary are to be posted in each Railway workshop in the Dominion.

I propose shortly to extend the issue of fifty-trip family and fifty-trip single commutation tickets to distances up to twenty-five miles, to issue workers' weekly tickets under the usual conditions to stations between Lower Hutt and Upper Hutt, and to extend the Wellington suburban area to Upper Hutt. I also purpose during the next summer season to make an experimental issue of week-end tickets to and from the various week-end resorts served by the railways, and, in the event of the result being satisfactory, to further extend the issue as circumstances warrant.

With a view to dispelling the misunderstanding that exists as to the extent of the rolling-stock equipment of the railways of the Dominion I append a table which shows the position clearly and concisely.

The tonnage shown represents the actual traffic in goods of every description dealt with during the financial year ending 31st March, 1908; the wagons shown are those actually available and suitable for dealing with that business. The wagon capacity has been calculated on the basis of the trucks being made use of for conveyance of traffic on two days per week only, yet even on this very low basis the capacity of the wagons is sufficient to deal with two and a-quarter times the existing goods traffic. If every goods-wagon was loaded to its full carrying-

capacity and made one trip per week only the present stock would still be sufficient to deal with a tonnage greatly in excess of the present business.

It is evident that the equipment has a very large margin over normal requirements, and that margin would be ample to meet the fluctuations that occur during the year if users of the wagons loaded them to their full capacity and discharged them with reasonable despatch.

STATEMENT showing GOODS, TONNAGE, and WAGONS available and suitable for dealing with same at 31st March, 1908.

Section.	Goods Traffic for Year 1908. (Exclusive of Live-stock.)	Goods-wagons.		Capacity per Annum, calculated at Two Trips only per Week.	Excess of Capacity of Wagons over Traffic offering.
		No.	Tonnage Capacity per Day.		
	Tons.			Tons.	Tons.
Kawakawa	4,926	30	190	19,760	14,834
Whangarei	160,348	206	1,256	130,624*	...
Kaihu	11,953	59	374	38,896	26,943
Auckland	571,433	1,884	17,185	1,787,240	1,215,807
Gisborne	13,498	28	188	19,552	6,054
Wellington-Napier-New Plymouth	791,300	2,764	24,158	2,512,432	1,721,132
Picton	55,022	132	812	84,448	29,426
Nelson	31,853	93	578	60,112	28,259
Westport	662,812	588	4,498	467,792*	...
Westland	538,134	673	5,848	608,192	70,058
Hurunui-Bluff	1,986,509	6,974	53,781	5,593,224	3,606,715
Total	4,827,788	13,431	108,868	11,322,272	6,494,484

* In these cases the wagons are made use of at least four times per week, the capacity therefore exceeds the traffic by 100,900 tons in the case of Whangarei, and by 272,772 tons in respect to Westport.

The following statement shows a brief comparison of the traffic and the rolling-stock for dealing therewith when the Government resumed control of the railways in 1895 with that at 31st March of the present year:—

	31st March, 1895.	31st March, 1908.	Increase.	Per Cent of Increase.
Passengers (number) ...	3,905,578	9,756,716	5,851,138	150
Season tickets " ...	28,623	185,174	156,551	547
Parcels " ...	444,981	937,565	492,584	111
Horses " ...	11,185	18,423	7,238	65
Carriages " ...	750	2,829	2,079	277
Dogs " ...	23,517	47,766	24,249	103
Drays " ...	705	2,530	1,825	259
Cattle " ...	40,890	150,751	109,861	269
Sheep " ...	1,519,921	4,593,100	3,073,179	202
Pigs " ...	43,292	125,987	82,695	191
Chaff, lime (tons) ...	36,972	169,767	132,795	359
Wool " ...	103,328	120,593	17,265	17
Firewood " ...	85,102	110,154	25,052	29
Timber " ...	198,578	616,892	418,314	211
Grain " ...	388,556	739,568	351,012	90
Merchandise " ...	377,938	757,647	379,709	100
Minerals " ...	857,917	2,319,913	1,461,996	170
Total tonnage ...	2,048,391	4,834,534	2,786,143	136
Total revenue ...	£1,150,851	£2,761,938	£1,611,087	140
Locomotives (number) ...	269	410	141	52
" tractive power (lb.) ...	1,756,178	4,516,250	2,760,072	157
Passenger-cars (number) ...	498	1,002	504	101
Passenger-cars, seating accommodation ...	17,455	42,861	25,406	145
Brake-vans (number) ...	204	333	129	63
Sheep-wagons " ...	390	1,008	618	158
Total wagons, all classes (number) ...	8,264	15,142	6,878	83
Wagon carrying-capacity (tons) ...	50,861	117,255	66,394	131
Tram mileage run... ..	3,221,620	7,051,274	3,829,654	119

Notwithstanding the drought experienced during the last summer, I confidently anticipate that the commercial prosperity that has existed of late years will continue to manifest itself during the next financial year, and I estimate the revenue for the year ending the 31st March, 1909, at £2,835,000, and the expenditure at £2,020,000.

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

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

SIR,— New Zealand Government Railways, Head Office, Wellington, 7th July, 1908.

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1908.

The capital cost has increased from £23,504,272 to £24,365,647. The revenue was £2,761,938 against £2,624,600, an increase of £137,338. The net revenue was £812,179 against £812,118 last year. The expenditure for the year under review has been £1,949,759 against £1,812,482, an increase of £137,277. The expenditure per cent. of revenue was 70·59 as compared with 69·06. The rate of interest on capital £3 6s. 8d. as compared with £3 9s. 1d. last year. The revenue per train-mile was 7s. 9½d., and the expenditure per train-mile 5s. 6¼d., as compared with 7s. 9d. and 5s. 4¼d. respectively last year.

The following extensions have been opened during the year :—

	M. ch.
Alexandra—Clyde	5 49
Taupoiti—Reefton	1 22
Taihape—Mataroa	5 79
Te Karaka—Puha	1 79
Kaipara Flats—Tauhoa	2 40
	17 29

The Shag Point Branch ... 2 10 was closed.

The total mileage added to the system was thus 15 miles 19 chains, making the total mileage open for traffic on the 31st March last 2,471 miles as against 2,456 miles at the close of the previous year.

During the year 9,756,716 ordinary passengers were carried, yielding a revenue of £835,473 and 185,174 season tickets were issued, the revenue derived therefrom being £77,505. There was thus an increase of 155,930 passengers and £12,406 revenue and 19,670 season tickets and £8,518 revenue over the preceding year.

59,194 children and teachers and 53,886 adults travelled by school and factory excursions during the year, the revenue derived therefrom being £7,604, an increase of 3,313 children and teachers and 14,103 adults and £1,089 revenue over the preceding year.

732,135 passengers travelled at holiday-excursion rates, yielding a revenue of £141,520.

The coaching and goods traffic have been well maintained during the year, and show increases under all heads with the exception of sheep, wool, and grain.

Increases.

Coaching.—Parcels, 7,636; horses, 653; carriages, 389; dogs, 5,685. Revenue, £24,963.

Goods.—Cattle, 17,720; pigs, 10,765; chaff, lime, &c., 1,451 tons; firewood, 918 tons; timber, 49,057 tons; merchandise, 45,248 tons; minerals, 184,467 tons: revenue, £91,450. Total increase in goods and live-stock tonnage, 245,612 tons.

Decreases.

Sheep, 67,901 head; wool, 7,568 tons; grain, 31,138 tons.

The train-services have been materially improved during the year. Additional trains were placed on the Auckland—Henderson and Auckland—Otahuhu suburban lines and Auckland—Frankton and Taumarunui main lines. The goods and passenger business on the Waihi line were separated as far as circumstances permitted.

Additions were also made on the Wellington—Napier—New Plymouth, Hurunui—Bluff, Picton, and Westland Sections. These extra facilities amounted to over 200,000 train-miles.

Satisfactory progress is being made in regard to the extension of the interlocking of points and signals, installation of electric tablet, and extension of railway telegraph and telephone facilities.

I regret to report that a serious train accident occurred on the 3rd August, 1907, when a goods-train with passenger-car attached, from which the engine had been detached for examination, ran back down the grade and became derailed near the bottom of the grade. The guard was killed, and two passengers and three railway employees injured.

On the 31st March Mr. John Coom, M.I.C.E., who has occupied the position of Chief Engineer to the Department since 1899, voluntarily resigned his position and retired on superannuation. Mr. Coom's service extended over a period of thirty-two years. He was closely connected with the surveys of the routes of the main lines of railway in various parts of the Dominion, and, after joining the Working Railways staff, occupied in turn responsible positions as District Engineer in Auckland, Invercargill, Dunedin, Inspecting Engineer for the whole railway system, with headquarters at Wellington, ultimately attaining the position of Chief Engineer in 1899.

Mr. Coom was a painstaking, capable officer, and he administered his branch with considerable ability.

LOCOMOTIVE.

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

The engines, rolling-stock, plant, and appliances have been maintained in good and efficient order, the details of work being as follows :—

Locomotives.—The number of engines in service on 1st April, 1907, was 398, and the number on 31st March, 1908, was 410. Twelve new engines were added to the stock; of these ten were built in

the Government Railway Workshops, and comprised three large tender engines, four-cylinder, “*balanced compound*,” one large tender engine, “*single expansion*” type, and six heavy tank engines; and two large tender engines of the four-cylinder “*balanced compound*” type were completed under Messrs. A. and G. Price’s contract.

In the Railway Workshops to date 63 engines have been built, and 24 old locomotives rebuilt to more modern types.

Four hundred and sixty-two 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	17	182	3	224	6	25	5	462
Built new	3	1	...	6	...	...	...	10
Re-erected	...	2	...	2	...	...	...	4
Thoroughly overhauled	...	22	...	20	...	1	...	43
Heavy repairs	...	77	3	106	6	18	3	213
Light repairs	14	80	...	90	...	6	2	192
Painted and varnished	3	22	...	49	...	5	...	79
Touched up	8	65	...	39	...	5	...	117

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

In the Railway Workshops the following locomotives were under construction at close of year—viz., 8 large tender engines, four-cylinder “*balanced compound*” type, specially designed for the heavy gradients on the North Island Main Trunk Railway, and 10 heavy tank engines.

Under the contract with Messrs. A. and G. Price, Thames, 18 engines were incomplete, so that altogether there were in hand at close of year 36 locomotive engines.

Boilers.—Very satisfactory progress has been made with boiler renewals and repairs. Eighteen new boilers were completed. The details of boiler work done are as follows :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	New Smoke-box Tube-plate.	New Fire-box Tube-plate.	Boilers patched.
Boilers	224	18	87	119	64	15	2	7	50

Thirty-two new boilers are under construction, comprising 3 Class D, 4 Class F, 6 Class J, 1 Class S, 10 Class W_F, and 8 Class X.

Carriages.—The car stock on 1st April, 1907, consisted of 966 cars, and the stock on 31st March, 1908, was 1,002 cars. Fifty new cars, Class A, were built in the Railway Workshops and put into service; these comprised three 60 ft. suburban cars, one 60 ft. motor-train car, and forty-six 47½ ft. cars. Three old D, four-wheel, cars were sold, and are being replaced with standard-type cars; eight old cars were altered to goods-wagons, and three condemned cars were replaced by new cars provided out of revenue.

The seating accommodation has been increased by the additional cars 6 per cent.

A number of additional cars have been equipped with lavatory accommodation, cushioned seats in second-class compartments, platform gates and gangways.

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

Particulars.	Number and Type of Cars.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	1,462	40	23	1,525
Built new	50	...	...	50
Rebuilt	1	...	...	1
Converted	26	...	...	26
Heavy repairs	380	6	6	392
Light repairs	1,005	34	17	1,056
Painted and varnished	354	18	8	380
Touched up and revarnished	491	3	1	495

One hundred and four new bogie cars are under construction in Railway Workshops.

Brake-vans.—The number of brake-vans on 1st April, 1907, was 326, and the number on 31st March, 1908, was 333. Eighteen new bogie brake-vans were built; seven of these were additional stock, and eleven, debited to revenue, replaced eleven old four-wheel brake-vans written off.

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans	498	18	2	2	126	350	128	145

Twenty-nine new bogie brake-vans are under construction in Railway Workshops.

Wagons.—The wagon stock on 1st April, 1907, comprised 14,279 vehicles, and on 31st March, 1908, the number was 15,142 vehicles. One new wagon was built to replace a similar wagon sold. Eight hundred and fifty-five new wagons were built for ordinary traffic. Eight old cars were converted to goods-wagons. One obsolete brake-van was altered to a sleeping-van. Two worn-out obsolete wagons were written off, and are being replaced with standard wagons at the cost of revenue.

In addition, there were built in the Railway Workshops, 25 wagons for Mines Department, and 2 wagons for Napier Harbour Board.

The carrying-capacity of wagon stock was increased by 9,670 tons, equal to 9 per cent., being an equivalent of 1,612 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Converted.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	13,495	883	29	12	2,616	9,955	2,724	4,275

One thousand seven hundred and thirty-six wagons are under construction, comprising 75 bogie and 1,661 four-wheelers.

Tarpaulins.—The stock on 1st April, 1907, was 10,987 tarpaulins, and on 31st March, 1908, the stock was 11,422 tarpaulins. Four hundred and thirty-five new tarpaulins were made and added to stock, and 2,454 worn-out tarpaulins were written off and replaced with a similar number of new tarpaulins, made in the Railway Workshops, and charged to working-expenses.

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

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Tarpaulins.	Repaired.
Tarpaulins	15,491	435	2,454	12,602

There were 1,075 new tarpaulins in hand at close of year.

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

Description.	Number passed through Shops.	Built new.	Erected.	Re-erected.	Converted.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.					
										Heavy Repairs.	Light Repairs.	New Tubes.	New Boilers.	New Smoke-box Tube-plate.	Boiler patched.
Hand-cranes	20	...	...	...	1	6	13	...	3	...	...	...	...	...	...
Steam-cranes	49	2	1	1	...	10	35	8	9	2	5	...	4	...	3
Hydraulic cranes ...	3	...	...	...	...	...	3	...	...	...	...	...	...	...	...
Stationary engines ...	14	...	...	...	...	...	14	...	...	3	9	2	...	1	5
Pile-drivers and hoisting-engines	2	...	...	...	...	...	2	...	...	...	...	...	1	...	...

Wharves.—These structures were maintained in good condition. Strengthening and renewal of Greymouth wharves in hand. The construction of a ferro-concrete wharf in a new and more convenient site at Picton has been commenced, also the extension of the Nelson wharf and breast-work.

Buildings.—Additions were made to several station buildings, and a number of houses were built.

The expenditure on maintenance of buildings was £65,208, or about £12,000 more than the previous year. Many of the older buildings are now coming in for renewal.

Miscellaneous Works.—Additions and improvements were carried out during the year amounting to £19,418, which was charged to working-expenses. The most important works were: Additions and alterations to sidings—Auckland, Penrose, Whangarata, New Plymouth, Hawera, Utiku, Napier, Lyttelton, Addington, Oamaru, and Moana. Additions and improvements to water services—Tahekeroa, Huntly, Ashburton, Thornbury, Colac, and Koromiko. Improvements to lighting—Auckland goods-yard, Marton, Woodville, Carterton, Wellington, Opawa, Rangiora, Temuka, Timaru, Maitara, and Invercargill Workshops. Reading-rooms and libraries—Newmarket, Frankton, Upper Hutt, Greymouth, and Hillside (additions). W.C.s and urinals—Matatoke, Bunnythorpe, Irwell, Lake Road, and Clifton. Purchase of land—Paerata, Ngawapurua, Winslow, Milton, and Bluff. Miscellaneous—Additions to station building, Kawakawa; additional gas-filling valves, Auckland; drainage of cottages, Newmarket; weighbridge and siding, Newmarket Workshops; improvement to road approach and lighting cattle-yards, Matamata; shifting houses and engine-shed, Putaruru; stock-yards and siding, Manurewa; sanitary improvements, engine-shed, Palmerston North; new station, &c., Sentry Hill; verandah, St. John's; asphaltting coal-yard and erection of hydraulic crane, Woodville; addition to creosote shed, Woodville; coal-yard, Cross Creek; approach road to goods-shed, Featherston; fencing main line 94 m. 60 ch. to 95 m. 70 ch., Wellington-Napier district; respacing sidings on wharf, Timaru; office for Car and Wagon Inspector, Christchurch; shelter-shed, Opawa; drop pit, Addington; skylights, Westinghouse brake shed, Addington; telephone service, Culverden—Waiau Ferry; stone protection, foreshore, Oamaru; improvements, ladies' waiting-room, Oamaru; wagon-lifting shed, Hillside; closing-in riveting-shed, Hillside; overbridge, south end of platform, Dunedin; Stationmaster's house and station building, Waiwera; addition to creosote-shed, Kew; fencing, Waimea Plains railway; additions to coal-shed, Greymouth; alterations to station building, Greymouth; additions to workshops, Greymouth; erecting telegraph-wire, Greymouth—Stillwater; additional office-accommodation, Otira; extension of eastern small wharf, Picton; connecting station and houses with town water-supply, Gisborne; additions to thirty-seven dwellings; providing bath-rooms for fifty-seven dwellings, and washing-coppers for ten dwellings; building fifty-six portable huts.

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

Additions to station buildings, station-yards, and sidings—Morningside, Auckland, Newmarket, Pukekohe, Wairangi, Frankton, Morrinsville, Karangahake Tunnel (relief siding), Waihi, Te Kuiti, Inglewood, Hawera, Waverley, Wanganui, Marton, Rata, Taihape, Ashhurst, Woodville, Awatoto, Port Ahuriri, Masterton, Amberley, Christchurch (part), Sandy Knolls, Waihao Downs, Waimate, Oamaru, Tokarahi, Burnside, Shands, Milton, Riversdale, One Tree Point.

Erection of new houses—Te Kuiti, Putaruru, Turakina, Marton, Karere, Waihao Downs.

Stationmasters' houses—Eltham, Lovell's Flat, Fairfax, Bluff (completion).

Miscellaneous: Footbridge, Otahuhu (part); overbridge, Timaru (part); strengthening Hamilton Bridge (part); verandahs—Fairlie, Waipawa, Edendale, Marton; drainage—Bluff (completion); additions to goods-sheds—Hamilton, Pahiatua (part), Wellington (part); goods-shed—Runciman; additions to car-shed, Invercargill; approaches for viaduct, Mangatowainui (part); purchase of land—Linwood, Christchurch, Fairfax; additions to water services—Waitakerei, Te Kuiti, Kaitoke; additions, engine-depot, Dunedin (part); fencing-line, Wanganui district (part); shelter-sheds and platforms—Glasgow, Ashhurst (extension), Riversdale (extension); jetty at Elfin Bay, Lake Wakatipu; foot-warmer furnaces—Auckland, Wanganui, Wellington, and Nelson districts; new wharf, Picton; stock-yards—Bonny Glen, Amberley, Windsor; stone-crushing plants—Te Kuiti, Auckland district (part), Kai Iwi, Wanganui district (part), Fernside, Wellington district; additions, erecting shop, Napier; pneumatic interlocking, Dunedin; vat and lamp, Timaru; 3/55 ft. engine turntables, Auckland Section.

The cost of these works, charged to capital, amounts to £90,124.

Doubling and Improvement of Lines.—Auckland—Penrose: Good progress was made with this work, the bulk of the formation and platelaying having been completed. The principal works still to complete are the superstructure of the Parnell Bridge, the Remuera Road Bridge at Newmarket, and the bridges at Racecourse platform and Gladstone Road. The double line between Newmarket and Penrose will be brought into use on completion of the interlocking and block-working appliances, probably about September. The portion between Parnell Tunnel and Auckland cannot be opened till the Parnell Bridge is completed, probably a year hence.

Hutt Road and Railway Improvement: Progress on this work has been retarded by the difficulty of obtaining adequate supplies of suitable rock for the sea-wall. About four miles of the duplicated line between Lower Hutt and Paparangi Point is now open for traffic, and a further length to Ngahauranga will be opened very shortly. It will now be possible to push on with the road-forming and metalling.

Addington—Rolleston: Formation has been completed, and platelaying is being proceeded with. The remodelling of Addington and Hornby Junction station-yards is in hand, several new station buildings are in course of construction, and the double line will probably be ready for opening about November or December.

Dunedin-Mosgiel: A large proportion of the earthworks between Dunedin and Caversham has been completed. The foundations and abutments of bridges between these places are ready for the superstructures, which are being made under contract. The new Caversham Tunnel is driven over 8 chains at the north end, and driving at the south end will shortly be started. Earthworks between Cattle-yards and Abbotsford are being pushed on, and will soon be started at the Wingatui end. The new Chain Hills Tunnel will be commenced at an early date. The new engine depot, Dunedin, is being pushed on.

New Plymouth Railway deviation, of about $1\frac{1}{4}$ miles, has been completed, and opened for traffic. It has already proved a great assistance to the traffic.

Expenditure.—The expenditure on maintenance, including general charges, amounted to £638,560, equal to nearly £259 per mile. The increase is mainly due to additional staff necessitated by the development of traffic, the maintenance of telegraph-lines not previously charged under this head, and to the increase in the charges for maintenance of buildings.

Mileage.—The mileage open for traffic on 31st March was 2,471 miles 20 chains. 17 miles 30 chains were opened during the year.

Private Sidings.—On the 31st March there were 322 private siding rights, with an annual rental of £5,612. New rights granted during the year were fourteen.

Leases.—The number of leases on the 31st March was 2,771, with an aggregate annual rental of £18,793. New leases issued during the year, 378.

Staff.—Maintenance working staff, 3,849 men; office staff, 123: total, 3,972.

SIGNAL AND ELECTRICAL.

Fixed Signals.—During the past year seven stations have been fitted with fixed signals—viz., Ruakura, New Lynn, Bonny Glen, Rata, Mataroa, Amberley, and Waikari.

The expenditure for the year on new work was £327 11s. 6d., and for maintenance £661 1s. 4d.

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: Timaru, Waiareka, Oamaru, Pukeuri, Pelichet Bay, Dunedin (permanent scheme electro-pneumatic system), Paparangi, Stratford, and New Plymouth.

The work has also been commenced at Lepperton Junction, Milton, and Clinton, rearrangement of Newmarket (to suit double-line working), Parnell Tunnel, Remuera, Green Lane, Ellerslie, and Ngahauranga.

The expenditure for the year on new work was £21,141, and for maintenance £3,501 19s. 1d.

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

During the year eighty-two tablet instruments and 160 miles of line have been fitted and brought into operation, embracing the following sections: Waihi to Paeroa, Masterton to Woodville, Oamaru to Pukeuri, and Mosgiel to Gore.

The following have been converted into switch-out stations: Eyreton Junction, Puketeraki, and Westmere, and service siding near Burnside and Morningside installed as tablet stations.

The equipment of the sections from Marton to Mataroa, Woodville to Dannevirke, and Frankton to Taumarunui is in progress.

Automatic tablet-exchanging apparatus has been installed at nineteen additional stations, and is giving every satisfaction.

The installation of the Sykes lock and block system for the double lines between Auckland-Penrose, Wellington-Lower Hutt, Heathcote-Christchurch, and Christchurch-Rolleston has been commenced.

Telegraph and Telephone Facilities.—During the year 518 miles of wire and ninety miles of poles have been erected and brought into use, also various alterations and additions have been made to improve existing lines.

The construction of new Morse telegraph-lines between Wanganui and Mataroa and Auckland and Taumarunui, ready for the opening of the Auckland-Wellington Main Trunk line, is in progress; forty-nine telephones have been fixed and brought into operation, twenty additional and seven extension connections have been made with the public telephone exchanges, and six portable telephones brought into use.

Seven old-pattern telephones have been replaced by new and modern ones, and thirteen extension telephone-bells installed and seven telephones have been fitted in brake-vans.

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, £19,584; maintenance, £8,564 15s. 8d.; public telephone exchange connections, £1,764 10s.

Electric Light.—The electric light at stations where installed is giving every satisfaction.

During the year light has been installed at Mataura Station and the signals at Dunedin and Stratford, and is in progress at Invercargill Workshops and the signals at New Plymouth Station.

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

Hurunui-Bluff.

Revenue, £1,218,903; decrease, £1,563.

	No.	Amount. £		No.	Amount. £
Passengers ...	4,165,792	366,396	Decrease	218,863	Decrease 22,899
Season tickets	74,819	35,255	Increase	3,548	Increase 2,851
Parcels, &c. ...	540,127	85,759	Increase	20,698	Increase 9,460
Live-stock ...	2,455,921	692,361	(Decrease	177,232)	Increase 6,137
	Tons.			Tons.	
Goods ...	1,986,509)	39,132	(Decrease	7,490)	Increase 2,888
Miscellaneous ...	...			...	

The Christchurch district contributed £559,000, a decrease of £14,766 as compared with previous year, but an increase of £43,000 as compared with 1906.

Passengers show a decrease in number of 230,006. The decreases were at the stations in the vicinity of Christchurch which showed unusually large booking for the previous year on account of the Exhibition.

School and factory excursions and season tickets show an increase. Coaching traffic (parcels, horses, dogs, &c.) also increased.

With the exception of chaff, firewood, and timber the goods traffic decreased.

The tonnage totalled 43,391 tons less than for the previous year.

Grain fell off by 41,800 tons, and wool by 8,800 tons—the effect of the very dry season last year.

There was a decrease of 146,832 sheep as compared with previous year, but in the previous year large numbers were railed from Canterbury owing to the shortage of feed due to dry weather.

The Dunedin district contributed £393,830; a decrease of £6,170.

Passengers decreased by 11,088. The ordinary bookings increased considerably, but the holiday excursion bookings showed a decrease of 44,000. The larger bookings of the previous year under this head were owing to the Exhibition.

The sale of season tickets increased by 2,402.

Coaching revenue was about the same as for the previous year.

Fruit and rabbit traffic increased largely.

Live-stock showed decreases owing to the previous year's traffic being increased abnormally by the dry season.

Chaff, firewood, merchandise, coal, and other minerals show increases; timber, grain, and wool decreased.

The net increase of tonnage was 13,898 tons, due chiefly to an increase of 14,363 tons of merchandise, of which 11,418 tons was in shipping traffic from Port Chalmers.

The Invercargill district contributed £266,073, an increase of £19,373.

The season was exceptionally favourable in Southland for all classes of traffic, which consequently show satisfactory increases.

Passengers increased by 22,246, but passenger revenue decreased by £2,087 owing to the shorter journeys made.

The passenger revenue for the previous year was increased by about £10,000 by traffic to Christchurch to the Exhibition.

Parcels show an increase of 10,106, cattle 4,291, and sheep 45,487.

Goods traffic increased by 29,000 tons.

Lake Wakatipu Steamers.

Revenue, £6,637; increase, £478. The improvement was general in all classes of traffic. The passenger revenue increased by £43.

Picton, Nelson, and West Coast Sections.

Picton.—Revenue, £25,142; decrease, £249. Passengers and live-stock increased, but goods traffic declined. The latter business was affected by the closing of the cement works and by the improved condition of the Wairau bar. There was an increase of 3,500 tons of grain.

Nelson.—Revenue, £20,756; increase, £1,381. The increase was general in all branches of business.

Westport.—Revenue, £97,980; increase, £5,360. Passengers and coaching traffic show satisfactory increases, and there was an increase of 17,836 tons of coal.

Westland.—Revenue, £121,206; increase, £18,229. The increases under the various headings were: Passengers, 31,312; season tickets, 1,192; live-stock, 3,614; firewood, 128 tons; timber, 24,855 tons; grain, 796 tons; merchandise, 2,177 tons; coal, 66,162 tons.

Wellington—Napier—New Plymouth.

Revenue, £786,843; increase, £62,256.

	No.	Amount. £		No.	Amount. £
Passengers ...	3,175,963	279,081	Increase	147,441	Increase 16,570
Season tickets	59,877	24,916	Increase	10,073	Increase 3,893
Parcels, &c. ...	281,614	56,806	Decrease	6,899	Increase 8,686
Live-stock ...	1,959,984	398,850	(Increase	65,709)	Increase 31,288
	Tons.			Tons.	
Goods ...	791,300)	27,189	(Increase	74,140)	1,819
Miscellaneous ...	...			...	

The Wellington-Napier district contributed £424,476; an increase in round figures of £23,000. Passengers increased by 68,000.

Parcels, luggage, and mails yielded an additional £750, though the number of parcels shows a decrease of 4,000.

The number of cattle increased by 3,100, and pigs by 3,600, but the sheep decreased by 55,000.

Chaff, wool, grain, merchandise (13,000 tons), coal (16,000 tons), and other minerals (9,000 tons) improved, but 16,400 tons less timber and 2,800 tons less firewood were carried.

The Wanganui district contributed £362,367; an increase of £39,000.

Passengers increased by 80,000, and passenger revenue by over £9,000.

Sheep increased by 112,000 and pigs by 17,000, but there was a slight falling-off in cattle.

All classes of goods traffic increased, the principal improvements being in timber, which shows an increase of 15,000 tons, minerals 18,000 tons, and merchandise 9,000 tons.

The business in this district shows rapid expansion generally, but particularly on the main trunk line.

Auckland Section.

Revenue, £439,097; increase, £46,749.

	No.	Amount. £		No.	Amount. £
Passengers ...	1,498,942	136,755	Increase	169,568	Increase 15,722
Season tickets	42,709	12,830	Increase	4,152	Increase 968
Parcels, &c. ...	133,972	25,815	Decrease	1,702	Increase 4,437
Live-stock ...	322,582	254,527	(Increase	53,393	Increase 24,041
	Tons.		Tons.		
Goods ...	571,433	9,170	(Increase	51,901	Increase 1,582
Miscellaneous ...	...		...	...	

In this district the traffic continues to increase rapidly.

Cattle increased by 8,592, sheep by 40,000, timber by 10,000 tons, merchandise 4,000 tons, coal 11,000 tons, and other minerals 31,000 tons.

The export of butter dropped slightly in consequence of the dry season.

North of Auckland Sections.

Whangarei.—Revenue, £30,566; increase, £3,639. Increases are shown in all classes of traffic. Timber increased by 9,000 tons, and coal by 13,500 tons.

Kawakawa.—Revenue, £1,984; increase, £49. The passenger revenue accounts for the increase. The coal traffic totalled only 900 tons.

Kaihu.—Revenue, £4,426; decrease, £792. The timber traffic continues to decline owing to the exhaustion of supplies.

Gisborne Section.

Revenue, £8,397; increase, £1,802. The increase is general in all classes of traffic.

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 27	May 25	June 22	July 20	Aug. 17	Sept. 14	Oct. 12	Nov. 9	Dec. 7	Jan. 4	Feb. 1	Feb. 29	Mar. 31	

Express and Mail Trains.

Year ending 31st March, 1908	3·55	1·22	0·98	1·36	0·50	0·82	1·99	0·81	0·98	2·18	1·44	1·43	1·32	1·43
Year ending 31st March, 1907	1·66	0·48	1·04	1·49	0·54	0·37	0·35	0·87	0·64	3·09	2·52	2·48	2·52	1·39

Long-distance Mixed Trains.

Year ending 31st March, 1908	2·43	1·95	1·75	1·31	1·07	1·25	1·14	1·20	1·27	1·67	1·88	3·11	2·70	1·75
Year ending 31st March, 1907	2·33	1·33	1·54	1·63	1·37	0·87	0·57	0·83	1·06	2·32	2·35	2·52	2·43	1·63

Suburban Trains.

Year ending 31st March, 1908	0·52	0·36	0·53	0·40	0·29	0·13	0·23	0·18	0·20	0·53	0·38	0·73	0·51	0·38
Year ending 31st March, 1907	0·29	0·34	0·32	0·22	0·23	0·13	0·22	0·24	0·17	0·55	0·59	0·72	0·43	0·34

STORES.

Mr. H. Baxter, Stores Manager, reports as follows :—

The value of stores (purchased under the Railway vote) on hand on the 31st March, 1908, at the various depots amounted to £233,134 18s. 7d., as against £195,056 10s. 5d. on 31st March, 1907, an increase of £38,078 8s. 2d.

The value of the stores on hand on account of additions to open lines amounted to £39,117 14s. 2d. on 31st March, 1908, as against £8,435 12s. 4d. on 31st March, 1907, an increase of £30,682 1s. 10d.

The total value of stores on hand has therefore increased during the past year by £68,760 10s.

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

Notes

The value of the property (including the right of way) owned by the State of Maryland, as shown on the map of the State of Maryland, is \$1,000,000.00. The value of the property owned by the State of Maryland, as shown on the map of the State of Maryland, is \$1,000,000.00. The value of the property owned by the State of Maryland, as shown on the map of the State of Maryland, is \$1,000,000.00.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1907-1908.

-
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 3. Details of Classified Expenditure.
 4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.
 5. Comparative Statement of Passenger and Goods Traffic.
 6. Cost of Construction, Net Revenue, and Rate of Interest on Capital.
 7. Expenditure under Vote "Additions to Open Lines" charged to Capital Account.
 8. Return of Revenue received by Railway Department from other Government Departments.
 9. Statement of Season Tickets issued.
 10. Classified Maintenance Expenditure.
 11. Return of Passenger Bookings at Excursion Fares.
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 17. Stores Contracts.
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 19. Renewals of Rails.
 20. Renewals and Removals of Sleepers.
 21. Number of Stations and Private Sidings.
 22. Mileage of Railways open for Traffic and under Maintenance.
 23. Weights of Rails in various Lines.
 24. Particulars of Private-siding Traffic.
 25. Sleepers Laid and Removed each Year.
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 29. Traffic from Coal-mines, Hurunui-Bluff.
 30. Vessels Loaded and Discharged at Different Ports, Hurunui-Bluff.
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EXHIBIT NO. 100

EXHIBIT NO. 100

EXHIBIT NO. 100

RETURN NO. 1.
GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1908.

Dr.		£	s.	d.	Cr.		£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1907	...	...	59,223	19	3	By Gross payment to Public Account	...	...	2,944,016
Revenue from passenger, parcels, and goods traffic, as per Return No. 5	...	...	2,761,937	18	4	Less Collections for refund	...	...	178,588
									11 7
						Cash in hand, freights, &c., outstanding at stations, 31st March, 1908	...	...	*2,765,428
									7 11
									55,733
									9 8
									£2,821,161
									17 7
To Net payment to Public Account	...	...	2,765,428	7	11	By Working expenses, as per Return No. 4	...	...	1,949,758
Less Cash in hand, freights, &c., outstanding, 1st April, 1907, as above	...	...	59,223	19	3	Balance—Net earnings, available for interest	...	...	812,179
									8 0
						* Receipts as per Treasury Accounts	...	...	£2,765,395
						Balance Refund Account, 31st March, 1907, as below	...	...	16,988
									4 4
									5.
						Balance Refund Account, 31st March, 1908, as below	...	...	2,782,384
									16,955
									12 10
									£2,765,428
									7 11
Cash in hand, freights, &c., outstanding, 31st March, 1908, as above	...	...	55,733	9	8				£2,761,937
									18 4

COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1908.

Dr.		£	s.	d.	Cr.		£	s.	d.
To Balance brought forward, 1st April, 1907	...	...	16,988	16	5	By Treasury payments	...	...	178,621
Collections for refund	...	...	178,588	11	7	Balance, 31st March, 1908, carried forward	...	...	16,955
									12 10
									£195,577
									8 0
									£195,577
									8 0

H. DAVIDSON, Chief Accountant.

RETURN! No. 2.

GENERAL EXPENDITURE ACCOUNT for the Year ended 31st March, 1908.

Dr.		Cr.	
£	s. d.	£	s. d.
To Balance brought forward:—		By Payments outstanding at 31st March, 1907, brought forward	
Accounts due to the Department outstanding at 1st April, 1907,—		...	...
Other Government Departments, for stores, work done, &c....	24,674 14 7		
Personal accounts, for stores, work done, &c.	1,227 6 4		
	<u>25,902 0 11</u>		
Stock of stores on hand at 1st April, 1907	195,056 10 5		1,949,758 10 4
Payments per Treasury, Vote 18*	2,358,570 6 2		
Unauthorised expenditure	200 12 6		
	<u>2,358,770 18 8</u>		395,342 11 0
Deposit Account—Permanent-way material	25,000 0 0		25,000 0 0
Payments outstanding at 31st March, 1908, carried forward	156,471 6 11		
* <i>NOTE</i>.—Payments per Treasury ...£2,358,570 6 2 Recoveries " ... 395,342 11 0 Net charge to Vote ...£1,963,227 15 2			38,675 14 10
Balance:—			
Accounts due to Department outstanding at 31st March, 1908,—			
Other Government Departments, for stores, work done, &c.		35,384 4 6	
Personal accounts, for stores, work done, &c.		3,291 10 4	
			<u>233,134 18 7</u>
Stock of stores in hand at 31st March, 1908			2,761,200 16 11

H. Davidson, Chief Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Year ended 31st March, 1908.

Sections.	Maintenance of Way and Works.						Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Credit Recoveries.	Total
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotive.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.								
WAGES AND SERVICES.																				
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	569 15 5	191 6 4	95 5 4	109 14 8	..	966 1 9	300 9 5	31 14 10	..	55 13 6	..	387 17 9	61 2 2	93 13 3	731 5 5	18 2 11	187 7 1	..	243 11 8	2,201 18 8
Whangarei	1,953 1 7	430 6 8	241 15 4	..	..	2,625 3 7	1,613 13 7	140 4 9	..	483 8 0	..	2,237 6 4	141 17 9	583 8 0	2,941 8 10	280 12 6	733 19 2	..	112 10 4	9,431 5 10
Kaihu	1,250 5 11	144 19 1	41 19 2	..	..	1,437 4 2	429 3 4	25 14 0	..	145 2 1	..	599 19 5	205 18 4	369 8 0	1,010 9 11	40 8 8	281 16 9	..	132 17 9	3,812 7 6
Auckland	41,864 12 10	12,669 7 3	6,381 17 3	1,937 11 4	..	62,853 8 8	29,943 8 3	2,507 7 0	..	10,119 5 5	..	42,570 0 8	4,597 12 4	9,910 9 2	57,976 2 10	4,005 12 11	8,019 3 7	..	2,384 15 4	187,547 14 10
Gisborne-Karaka ..	1,212 17 2	309 7 5	92 13 5	0 18 0	..	1,615 16 0	758 10 2	100 14 10	..	242 9 3	..	1,101 14 3	191 1 4	64 3 2	769 3 1	76 4 0	375 11 7	..	0 0 4	4,193 13 1
Wellington - Napier - New Plymouth	62,599 7 1	21,295 8 2	9,702 7 1	2,419 7 0	..	96,016 9 4	60,913 9 0	5,459 8 0	..	26,113 18 2	..	92,486 15 2	12,431 1 5	12,578 7 4	115,804 1 2	7,149 1 11	13,816 3 9	..	2,586 4 10	347,695 15 3
Hurunui-Bluff	132,342 13 11	34,456 5 3	20,511 8 1	2,443 13 9	..	189,754 1 0	93,643 17 3	9,024 10 9	..	32,526 13 11	..	135,195 1 11	18,187 4 8	22,253 11 7	222,802 16 0	11,109 0 7	21,212 12 2	..	7,476 5 3	613,038 2 8
Westland	13,055 10 4	5,008 19 9	1,541 8 1	585 10 2	..	20,191 8 4	6,765 9 0	232 5 9	..	1,805 9 1	..	8,803 3 10	1,523 14 9	3,062 5 5	18,855 0 5	1,116 3 0	2,930 12 2	..	283 5 5	56,199 2 6
Westport	5,893 4 4	1,523 17 8	605 17 4	70 2 0	..	8,163 1 4	5,210 0 1	292 9 3	..	1,408 4 10	..	6,910 14 2	395 17 5	2,915 2 3	11,388 18 7	907 0 8	2,173 11 6	..	121 5 5	32,733 0 6
Nelson	3,870 19 3	1,475 4 0	495 5 11	15 10 1	..	5,856 19 3	1,253 5 4	72 17 9	..	396 11 6	..	1,722 14 7	247 17 7	297 15 7	4,264 3 5	189 1 8	625 13 3	..	257 4 10	12,947 0 6
Picton	3,582 14 5	1,490 17 8	214 18 4	137 1 6	..	5,425 11 11	1,637 3 4	93 16 4	..	624 10 2	..	2,355 9 10	178 17 3	258 17 1	4,103 4 0	229 4 7	604 6 0	..	122 11 6	13,032 19 2
Lake Wakatipu Steamers ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,039 7 3	..	4,039 7 3
Totals	268,195 2 3	79,065 19 3	39,924 15 4	7,719 8 6	..	394,905 5 4	202,468 8 9	17,981 3 3	..	73,921 5 11	..	294,370 17 11	38,162 5 0	52,387 0 10	440,646 13 8	25,120 13 5	50,960 17 0	4,039 7 3	13,720 12 8	1,286,872 7 9
STORES.																				
Kawakawa	104 4 0	145 9 1	36 19 9	124 12 6	..	411 5 4	..	140 3 4	17 8 7	7 15 10	..	165 7 9	9 12 1	39 3 4	38 13 3	..	..	..	9 16 3	654 5 6
Whangarei	328 6 1	88 17 3	65 19 2	12 2 11	..	495 5 5	..	860 0 11	92 8 9	247 4 3	..	1,199 13 11	112 17 4	405 14 0	275 8 2	..	..	..	18 6 2	2,470 12 8
Kaihu	258 13 4	94 11 8	47 8 0	..	..	400 13 0	..	226 16 7	16 15 8	22 8 11	..	266 1 2	148 4 1	127 17 3	60 8 1	..	..	..	..	1,003 3 7
Auckland	27,792 8 0	5,284 8 2	5,034 7 0	2,603 17 10	..	40,715 1 0	..	32,755 15 9	1,622 9 8	6,103 3 1	..	40,481 8 6	2,797 8 0	8,404 1 1	7,317 18 9	..	..	..	1,702 6 8	98,013 10 8
Gisborne-Karaka ..	16 5 6	2 14 4	32 4 10	60 15 9	..	112 0 5	..	495 18 8	38 16 8	152 16 2	..	687 11 6	79 9 11	38 19 1	91 1 3	..	..	..	..	1,009 2 2
Wellington - Napier - New Plymouth	35,765 17 6	6,077 18 2	7,375 5 1	2,533 9 0	..	51,752 9 9	..	72,221 0 7	4,179 10 11	13,928 11 11	..	90,329 3 5	8,445 5 4	6,541 15 8	15,010 10 2	..	..	..	8,009 6 3	164,069 18 1
Hurunui-Bluff	93,862 13 3	12,199 1 11	11,060 0 0	5,510 8 8	..	122,632 3 10	..	92,434 17 1	5,620 4 8	21,085 12 1	..	119,140 13 10	9,873 7 7	11,330 11 7	24,265 15 1	..	..	..	12,810 10 2	274,432 1 9
Westland	5,024 6 7	2,791 6 11	1,010 0 4	411 13 4	..	9,237 7 2	..	2,534 3 11	356 3 9	870 0 3	..	3,760 7 11	750 11 1	2,227 2 3	2,507 19 3	..	..	..	164 7 11	18,318 19 9
Westport	4,885 17 7	579 12 5	247 15 4	67 11 5	..	5,780 16 9	..	1,944 8 5	330 2 11	655 19 8	..	2,930 11 0	100 16 8	770 1 7	895 17 0	..	..	..	1,160 12 7	9,317 10 5
Nelson	1,624 13 5	328 7 5	285 3 1	27 6 9	..	2,265 10 8	..	1,146 13 4	69 10 0	217 2 11	..	1,433 6 3	105 16 6	117 18 11	420 15 2	..	..	..	543 15 5	3,799 12 1
Picton	1,234 11 5	514 15 2	62 6 8	195 3 5	..	2,006 16 8	..	1,328 17 8	140 2 0	255 4 3	..	1,724 3 11	65 9 6	143 3 7	276 15 5	..	..	..	157 19 5	4,058 9 8
Lake Wakatipu Steamers ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	986 10 0	..	12 13 0	973 17 0
Totals	170,897 16 8	28,107 2 6	25,257 9 3	11,547 1 7	..	235,809 10 0	..	206,088 16 3	12,483 13 7	43,545 19 4	..	262,118 9 2	22,488 18 1	30,146 8 4	51,161 1 7	..	..	986 10 0	24,589 13 10	578,121 3 4
MISCELLANEOUS.																				
Kawakawa	..	..	..	..	2 14 5	2 14 5	..	0 4 7	..	0 9 8	1 8 4	2 2 7	0 14 2	5 4 6	29 14 5	..	..	..	..	40 10 1
Whangarei	5 1 2	..	..	..	49 18 7	54 19 9	..	1 19 8	..	25 17 4	22 0 8	49 17 8	31 7 5	49 10 1	154 7 7	..	..	..	..	340 2 6
Kaihu	1 18 6	..	..	..	6 2 10	8 1 4	..	0 7 2	..	2 17 4	3 2 10	6 7 4	17 19 2	21 11 9	20 0 7	..	..	..	..	74 0 2
Auckland	220 7 5	46 4 3	1 11 10	37 8 5	758 9 1	1,064 1 0	..	27 13 6	..	1,708 7 10	437 17 7	2,173 18 11	690 17 1	2,331 1 11	6,674 14 2	..	..	..	..	12,934 13 1
Gisborne-Karaka ..	..	..	..	..	16 17 4	16 17 4	..	1 13 0	..	45 5 6	6 1 2	52 19 8	24 7 10	13 8 0	488 5 3	..	..	..	..	595 18 1
Wellington - Napier - New Plymouth	236 14 9	140 13 2	5 9 2	25 10 7	1,246 18 7	1,655 6 3	..	47 15 1	..	3,934 19 3	816 10 2	4,799 4 6	1,566 18 7	1,591 12 2	9,611 17 11	..	..	..	..	19,224 19 5
Hurunui-Bluff	716 3 2	205 13 1	16 14 4	84 7 6	3,159 2 2	4,182 0 3	..	25 1 8	..	7,341 13 9	1,186 8 1	8,553 3 6	4,585 18 7	5,726 15 6	21,190 4 1	..	..	..	..	44,238 1 11
Westland	28 12 3	21 16 7	1 4 4	3 17 11	417 16 2	473 7 3	..	23 1 11	..	83 11 1	94 16 6	201 9 6	92 9 9	540 13 10	1,792 0 10	..	..	..	..	3,100 6 2
Westport	62 17 6	52 12 2	0 8 0	0 2 11	161 17 10	277 18 5	..	2 12 1	..	74 2 2	84 15 8	161 9 11	Cr. 85 0 9	346 8 9	2,030 16 11	..	..	..	..	2,731 13 3
Nelson	21 17 2	4 6 7	..	0 1 7	47 6 9	73 12 1	..	..	..	15 19 11	14 14 2	30 14 1	14 11 2	19 4 3	352 17 5	..	..	..	..	490 19 0
Picton	0 11 5	..	..	0 7 7	35 5 0	36 4 0	..	..	..	47 9 1	17 12 0	65 1 1	16 10 0	31 0 7	481 2 4	..	..	..	..	629 18 0
Lake Wakatipu Steamers ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	363 17 7	..	363 17 7	..
Totals	1,294 3 4	471 5 10	25 7 8	151 16 6	5,902 8 9	7,845 2 1	..	130 8 8	..	13,280 12 11	2,685 7 2	16,096 8 9	6,956 13 0	10,676 16 4	42,826 1 6	..	..	363 17 7	..	84,764 19 3
Grand totals	440,387 2 3	107,644 7 7	65,207 12 3	19,418 6 7	5,902 8 9	638,559 17 5	202,468 8 9	224,200 8 2	12,483 13 7	130,747 18 2	2,685 7 2	572,585 15 10	67,607 16 1	93,210 5 6	534,633 16 9	25,120 13 5	50,960 17 0	5,389 14 10	38,310 6 6	1,949,758 10 4

H. DAVIDSON, Chief 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, 1908.

Section.	Mileage.		Revenue.			Classified Expenditure.										Proportion of each Class of Expenditure to Mileage and Revenue.																					
	Length open for Traffic.	Train-mileage.	Total.	Per Mile of Railway per Annum (Average).	Per Train-mile.	Maintenance of Way.	Locomotive Power.	Repairs of Carriages and Wagons.	Traffic Expenses.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.	Maintenance.			Locomotive.			Carriages and Wagons.			Traffic.			Head Office.			Departmental Offices.			Credit Recoveries.			Total.		
														Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.
1907-8.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.			
Kawakawa	8	6,984	1,984 6 2	248 0 9	5 8 1/2	1,380 1 6	555 8 1	209 9 6	799 13 1	18 2 11	187 7 1	253 7 11	2,896 14 3	69 55	172 50	47 43	27 99	69 43	19 08	10 56	26 18	7 20	40 30	99 96	27 48	0 91	2 27	0 62	9 44	23 42	6 44	12 77	31 67	8 71	145 98	362 09	99 54
Whangarei	23	59,171	30,566 6 1	1,328 19 5	10 4	3,175 8 9	3,486 17 11	1,324 14 7	3,371 4 7	280 12 6	733 19 2	130 16 6	12,242 1 0	10 39	138 06	12 88	11 41	151 60	14 14	4 33	57 60	5 37	11 03	146 58	13 67	0 92	12 20	1 14	2 40	31 91	2 98	0 43	5 69	0 53	40 05	532 26	49 65
Kaihu	17	13,596	4,426 10 8	260 7 8	6 6 1/2	1,845 18 6	872 7 11	890 18 7	1,090 18 7	40 8 8	281 16 9	132 17 9	4,889 11 3	41 70	108 58	32 58	19 71	51 31	15 40	20 13	52 41	5 73	24 64	64 17	19 26	0 91	2 38	0 71	6 37	16 58	4 98	3 00	7 81	2 35	110 46	287 62	86 31
Auckland	395	1,163,824	439,097 1 9	1,112 14 5	7 6 1/2	104,632 10 8	85,225 8 1	28,731 9 7	71,968 15 9	4,005 12 11	8,019 3 7	4,087 2 0	298,495 18 7	23 83	265 15	21 58	19 41	215 97	17 57	6 54	72 81	5 92	16 39	182 38	14 84	0 91	10 15	0 83	1 83	20 32	1 65	0 93	10 36	0 84	67 98	756 42	61 55
Gisborne-Karaka	20	27,466	8,396 19 8	427 4 10	6 1 1/2	1,744 13 9	1,842 5 5	411 9 4	1,348 9 7	76 4 0	375 11 7	0 0 4	5,798 13 4	20 78	88 77	15 25	21 94	93 74	16 10	4 90	20 93	3 59	16 06	68 61	11 78	0 91	3 88	0 67	4 47	19 11	3 28	...	...	...	69 06	295 04	50 67
Wellington-Napier-																																					
New Plymouth	490	2,207,607	786,842 14 6	1,609 4 3	7 1 1/2	149,424 5 4	187,615 3 1	43,155 0 6	614,026 9 3	7,149 1 11	13,816 3 9	9,10,595 11 1	530,990 12 9	18 99	305 60	16 24	23 84	383 70	20 40	5 48	88 26	4 69	17 85	287 19	15 27	0 91	14 62	0 78	1 76	28 26	1 50	1 35	21 67	1 15	67 48	1,085 06	57 73
Hurunui-Bluff	1,288	3,135,603	1,218,903 3 9	946 7 1	7 9 1/2	316,568 5 1	262,888 19 3	71,957 9 6	626,258 15 2	211,109 0 7	21,212 12 2	22,286 15 5	931,708 6 4	25 07	245 78	24 23	21 57	204 11	20 12	5 90	55 87	5 51	22 01	208 28	20 53	0 91	8 62	0 85	1 74	16 47	1 62	1 66	15 75	1 55	76 44	723 38	71 31
Westland	125	198,933	121,205 19 7	970 10 10	12 2 1/2	29,902 2 9	12,765 1 3	8,197 2 1	23,155 0 6	1,116 3 0	2,930 12 2	447 13 4	77,618 8 5	24 67	239 43	36 08	10 53	102 21	15 40	6 76	65 64	9 89	19 11	185 41	27 93	0 92	8 94	1 35	2 42	23 47	3 53	0 37	3 58	0 54	64 04	621 52	93 64
Westport	31	108,872	97,979 19 6	3,160 12 10	18 0	14,221 16 6	10,002 15 1	4,443 5 11	14,315 12 6	967 0 8	2,173 11 6	1,281 18 0	44,782 4 2	14 52	458 77	31 35	10 21	322 67	22 05	4 53	143 33	9 79	14 61	461 79	31 56	0 93	29 26	2 00	2 22	70 12	4 79	1 31	41 35	2 82	45 71	1,444 59	98 72
Nelson	43	63,669	20,756 8 10	482 14 2	6 6 1/2	8,196 2 0	3,186 14 11	805 4 0	5,037 16 0	189 1 8	625 13 3	801 0 3	17,237 11 7	39 49	190 66	30 90	15 35	74 11	12 01	3 87	18 68	3 03	24 27	117 15	18 09	0 91	4 40	0 71	3 02	14 55	2 36	3 86	18 63	3 02	83 05	400 87	64 98
Pictou	34	65,489	25,141 17 5	739 9 4	7 8 1/2	7,468 12 7	4,144 14 10	693 18 0	4,861 1 9	229 4 7	604 6 0	280 10 11	17,721 6 10	29 71	219 67	27 37	16 49	121 91	15 19	2 76	20 41	2 54	19 33	142 97	17 82	0 91	6 74	0 84	2 40	17 77	2 21	1 11	8 25	1 03	70 49	521 22	64 94
Totals	2,474	7,051,274	2,755,301 7 11	1,114 11 0	7 9 1/2	638,559 17 5	572,585 15 10	160,818 1 7	7,534,633 16 9	25,120 13 5	50,960 17 0	38,297 13 6	1,944,381 8 6	23 18	258 31	21 73	20 78	231 62	19 49	5 84	65 05	5 47	19 40	216 27	18 20	0 91	10 16	0 86	1 85	20 61	1 73	1 39	15 49	1 30	70 57	786 53	66 18
Lake Wakatipu Steamers			6,636 10 5										5,377 1 10																								
			2,761,937 18 4										1,949,758 10 4																								
1906-7.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Kawakawa	8	6,290	1,935 15 0	241 19 4	6 1 1/2	822 18 7	514 1 4	223 18 4	767 1 9	18 2 7	212 12 4	231 1 0	2,327 13 11	42 51	102 86	31 40	26 56	64 26	19 62	11 57	27 99	8 54	39 63	95 88	29 27	0 94	2 27	0 69	10 98	26 58	8 11	11 94	28 88	8 81	120 25	290 96	88 82
Whangarei	23	53,779	26,927 6 4	1,170 15 1	10 0 1/2	3,097 18 3	3,189 4 2	1,250 8 6	2,927 5 3	257 1 7	703 6 5	105 8 1	11,319 16 1	11 51	134 69	13 83	11 84	138 66	14 23	4 64	54 37	5 58	10 87	127 27	13 06	0 96	11 18	1 15	2 61	30 58	3 14	0 39	4 58	0 47	42 04	492 17	50 52
Kaihu	17	13,485	5,218 10 8	306 19 6	7 9	1,701 2 2	914 12 9	303 14 1	1,165 1 1	49 13 11	312 13 10	102 0 9	4,344 17 1	32 60	100 07	30 28	17 53	53 30	16 28	5 82	17 87	5 40	22 33	68 53	20 74	0 95	2 92	0 88	5 99	18 39	5 57	1 96	6 00	1 82	83 26	255 58	77 33
Auckland	393	1,013,265	392,347 6 4	998 6 9	7 9	96,622 7 5	67,722 14 8	18,582 14 9	60,979 18 3	3,726 7 4	7,271 8 2	3,403 6 1	251,502 4 6	24 63	245 86	22 89	17 26	172 32	16 04	4 74	47 28	4 40	15 54	155 17	14 44	0 95	9 48	0 88	1 85	18 50	1 72	0 87	8 66	0 80	64 10	639 05	59 57
Gisborne-Karaka	18	24,768	6,594 11 9	366 7 4	5 4	2,038 3 8	1,465 3 2	354 0 5	874 8 8	62 2 3	256 0 7	4 9 0	5,045 9 9	30 91	113 23	19 75	22 22	81 40	14 20	5 37	19 67	3 43	13 26	48 58	8 47	0 94	3 45	0 60	3 88	14 22	2 48	0 07	0 25	0 04	76 51	280 30	48 89
Wellington-Napier-																																					
New Plymouth	484	2,111,414	724,587 16 9	1,497 1 8	6 10 1/2	153,158 5 7	169,618 5 2	39,956 19 7	127,669 4 11	6,808 15 11	13,074 17 4	9,617 2 5	500,669 6 1	21 14	316 44	17 41	23 41	350 45	19 28	5 51	82 56	4 54	17 62	263 78	14 51	0 94	14 07	0 77	1 81	27 01	1 49	1 33	19 87	1 09	69 10	1,034 44	56 91
Hurunui-Bluff	1,283	3,124,373	1,220,466 3 11	967 12 5	7 9 1/2	303,510 7 4	250,082 2 7	61,095 15 7	257,939 6 6	11,494 1 9	21,030 16 4	17,639 2 5	887,513 7 8	24 87	240 63	23 31	20 49	198 27	19 21	5 01	48 44	4 69	21 13	204 50	19 81	0 94	9 11	0 88	1 72	16 68	1 62	1 44	13 98	1 35	72 72	703 65	68 17
Westland	124	184,022	102,977 6 8	860 7 0	11 2 1/2	26,053 10 4	12,106 2 11	7,618 0 7	19,747 3 11	983 8 11	2,581 2 3	403 4 3	68,626 4 8	25 30	217 67	33 98	11 75	101 14	15 79	7 40	63 65	9 93	19 18	164 98	25 75	0 95	8 22	1 28	2 51	21 57	3 37	0 45	3 87	0 60	66 64	573 36	89 50
Westport	31	105,205	92,620 7 2	2,987 15 1	17 7 1/2	12,149 15 4	9,365 17 9	4,707 0 4	12,923 19 3	892 9 1																											

RETURN No. 5.
COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1908.

Sections.	Length Open for Traffic.	Passengers.						Parcels, &c.										Live-Stock, Goods, &c.												Grand Total Tonnage.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		First Class.		Second Class.		Total.	Total Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Total.	Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.		Chaff, Lime, &c.		Wool.		Firewood.		Timber.		Grain.		Merchandise.		Minerals.		Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		Single.	Return.	Single.	Return.														Tons	c. q.	Tons	c. q.	Tons	c. q.	Tons	c. q.	Tons	c. q.	Tons		c. q.	Tons	c. q.	Tons		c. q.	Tons	c. q.	Tons	c. q.	Tons	c. q.	Tons	c. q.	Tons	c. q.	Tons	c. q.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
1907-8.	Miles.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

Sections.	Revenue.										Mileage.		
	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, Mails, and Miscellaneous.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Train.	Shunting and Ballasting.	Total.	
1907-8.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.	
Kawakawa ...	560 9 2	44 13 3	113 17 7	719 0 0	1,229 15 10	12 9 10	23 0 6	1,265 6 2	1,984 6 2	6,984	2,987	9,971	
Whangarei ...	3,852 14 10	418 12 7	381 19 10	4,653 7 3	25,203 11 8	419 2 11	290 4 3	25,912 18 10	30,566 6 1	59,171	22,009	81,180	
Kaihu ...	1,415 15 10	90 19 3	273 16 11	1,780 12 0	2,519 7 3	27 7 4	99 4 1	2,645 18 8	4,426 10 8	13,596	5,672	19,268	
Auckland ...	136,754 11 7	12,830 8 1	25,814 17 8	175,399 17 0	254,526 18 4	3,726 11 5	5,443 14 8	263,697 4 5	439,097 1 9	1,163,824	317,380	1,481,204	
Gisborne-Karaka ...	4,105 7 4	449 16 9	405 17 11	4,961 2 0	3,047 16 2	194 5 5	193 16 1	3,435 17 8	8,396 19 8	27,466	4,826	32,292	
Wellington-Napier- New Plymouth	279,081 9 5	24,916 3 3	56,805 19 9	360,803 12 5	398,849 15 2	14,872 4 3	12,317 2 8	426,039 2 1	786,842 14 6	2,207,607	780,542	2,988,149	
Hurunui-Bluff	366,396 11 11	35,254 12 0	85,759 4 1	487,410 8 0	692,360 18 5	5,206 7 9	18,524 9 7	731,492 15 9	1,218,903 3 9	3,135,663	1,214,055	4,349,718	
Westland ...	20,647 11 8	1,656 4 9	3,686 0 6	25,989 16 11	91,021 13 4	3,257 10 11	936 18 5	95,216 2 8	121,205 19 7	198,933	112,571	311,504	
Westport ...	5,321 18 4	373 1 8	737 7 5	6,432 7 5	85,944 9 11	5,165 13 9	437 8 5	91,547 12 1	97,979 19 6	108,872	108,810	217,682	
Nelson ...	6,492 2 8	736 6 5	1,144 6 3	8,372 15 4	10,741 11 11	832 1 7	810 0 0	12,383 13 6	20,756 8 10	63,666	8,882	72,551	
Pictou ...	7,975 0 3	467 7 6	904 13 8	9,347 1 5	14,267 2 10	1,018 17 4	508 15 10	15,794 16 0	25,141 17 5	65,489	25,048	90,537	
Lake Wakatipu Steamers	2,869 13 2	266 6 10	847 12 9	3,983 12 9	2,615 0 11	9 16 9	28 0 0	2,652 17 8	6,636 10 5	...	...	...	
Totals	835,473 6 2	77,504 12 4	176,875 14 4	1,089,853 12 10	1,582,328 1 9	50,143 9 3	39,612 14 6	1,672,084 5 6	2,761,937 18 4	7,051,274	2,602,782	9,654,056	
1906-7.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.	
Kawakawa ...	437 19 10	39 0 2	95 2 11	572 2 11	1,326 8 10	13 19 6	23 3 9	1,363 12 1	1,935 15 0	6,290	2,472	8,762	
Whangarei ...	3,610 15 1	411 6 10	279 19 3	4,302 1 2	22,406 16 10	327 13 1	250 15 1	22,627 6 4	26,927 6 4	53,779	19,060	72,839	
Kaihu ...	1,339 10 6	84 17 2	198 0 10	1,632 8 6	3,421 8 6	76 2 9	98 10 11	3,596 2 2	5,218 10 8	13,485	5,138	18,623	
Auckland ...	121,032 16 0	11,862 3 0	21,377 11 8	154,272 10 8	230,486 4 6	2,558 11 10	5,029 19 4	238,074 15 8	392,347 6 4	1,013,265	292,162	1,305,427	
Gisborne-Karaka ...	3,607 8 4	457 12 4	285 11 3	4,350 11 11	2,053 13 6	9 15 2	180 11 2	2,243 19 10	6,594 11 9	24,768	6,138	30,906	
Wellington-Napier- New Plymouth	262,511 12 8	21,023 7 1	48,120 3 5	331,655 3 2	367,561 13 2	13,846 4 1	11,524 16 4	392,932 13 7	724,587 16 9	2,111,414	688,262	2,799,676	
Hurunui-Bluff	389,294 12 9	32,403 19 9	76,299 10 1	497,998 2 7	686,223 14 11	18,538 7 4	17,705 19 1	722,468 1 4	1,220,466 3 11	3,124,373	1,175,054	4,299,427	
Westland ...	19,516 0 1	1,297 13 9	2,699 11 9	23,513 6 5	75,803 10 5	2,845 11 5	814 18 5	79,464 0 3	102,977 6 8	184,022	97,344	281,366	
Westport ...	4,933 13 2	280 4 4	514 10 10	5,731 8 4	81,949 16 8	4,581 18 6	357 3 8	86,888 18 0	92,620 7 2	105,205	95,278	200,483	
Nelson ...	6,047 0 1	519 14 6	761 7 9	7,328 2 4	10,436 12 8	852 12 9	707 13 0	12,046 18 5	19,375 0 9	56,628	8,523	65,151	
Pictou ...	7,902 10 7	349 7 5	684 7 1	8,930 5 1	14,947 0 1	1,036 14 6	477 4 4	16,460 18 11	25,391 4 0	62,225	21,374	83,599	
Lake Wakatipu Steamers	2,830 2 4	262 16 10	596 15 6	3,688 14 8	2,439 1 11	4 5 1	25 12 0	2,468 19 0	6,158 13 8	...	...	...	
Totals	823,067 2 3	68,986 3 2	151,912 12 4	1,043,965 17 9	1,498,686 2 0	44,691 16 0	37,256 7 3	1,580,634 5 3	2,624,600 3 0	6,755,454	2,410,805	9,166,259	

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, &c., to 31st March, 1908;
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	-912	..
"	Unopened	57,802	..	..
Whangarei	Opened	177,996	18,324	10 5 10
"	Unopened	38,388	..	..
Kaihu	Opened	67,891	-463	..
Auckland	"	3,645,173	140,601	3 17 1
"	Unopened	645,321	..	..
Gisborne-Karaka	Opened	149,059	2,598	1 14 10
"	Unopened	25,516	..	..
Wellington-Napier-New Plymouth	Opened	5,580,650	255,852	4 11 8
"	Unopened	823,581	..	..
Wellington-Foxton (private line)	"	42,116	..	..
Surveys, North Island	"	27,022	..	..
Miscellaneous	"	5,169	..	..
Hurunui-Bluff	Opened	11,997,562	287,195	2 7 10
"	Unopened	264,174	..	..
Westland	Opened	1,391,167	43,588	3 2 8
"	Unopened	222,820	..	..
Westport	Opened	490,044	53,198	10 17 1
"	Unopened	24,859	..	..
Nelson	Opened	384,399	3,519	1 1 0
"	Unopened	44,823	..	..
Picton	Opened	358,887	7,420	2 1 5
"	Unopened	43,823	..	..
Lake Wakatipu steamer service	Opened	16,436	1,259	7 13 2
Stock, permanent-way	"	90,966	..	..
Stock, A.O.L. stores	"	39,118	..	..
Surveys, South Island	"	8,445	..	..
Miscellaneous	"	5,168	..	..
Stock in suspense	"	25,000	..	..
Total opened	..	24,365,647	812,179	5 6 8
Total unopened	..	2,369,493	..	..
Gross total	..	26,735,140	812,179	3 0 9

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, Chief Accountant.

RETURN No. 7.

EXPENDITURE under Vote for ADDITIONS to OPEN LINES, charged to Capital Account, for the Year ended 31st March, 1908.

						Total Expenditure.
						£ s. d.
Material on hand at 31st March, 1907	..	..	..	..	..	8,435 12 4
Expenditure charged to Vote 94 by Treasury	..	..	..	..	..	364,068 6 9
						372,503 19 1
Less material on hand at 31st March, 1908	..	..	..	..	..	39,117 14 2
Expenditure on Works, &c.—						
Way and Works Branch	..	..	..	..	£90,124 7 8	
Locomotive Branch	..	..	..	..	243,261 17 3	
						£333,386 4 11

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Auckland	Sidings, loading-banks, stockyards, approaches, crossings, &c.	2,502 16 11	
	Additions to station buildings	1,329 8 2	
	Additions to dwellings	2,067 14 2	
	Bridge-work, Hamilton	6,386 8 11	
	Additional works for Locomotive Department	534 13 6	
	Additions to workshops	552 15 10	
	Ballast-quarry and plant	645 17 3	
	Turntables	303 2 7	
	Footwarmer furnaces	280 1 6	
	Signals and interlocking	3,109 6 4	
	Tablet-working	1,987 15 1	
	Telegraphs and telephones	1,526 0 7	
			21,226 0 10
Wellington—Napier—New Plymouth	Sidings, loading-banks, stockyards, approaches, crossings, &c.	4,227 10 11	
	Additions to station buildings	961 18 10	
	Additions to dwellings	1,739 7 3	
	Additional works for Locomotive Department	448 19 5	
	Stone-crushing plant	1,826 17 5	
	Viaduct, Mangatewainui	2,055 9 11	
	Footwarmer furnaces	800 4 11	
	Oil-engine, Pahiatua	209 0 7	
	Fencing	61 2 9	
	Additional track, Sentry Hill	500 0 0	
	Signals and interlocking	10,825 5 8	
	Tablet-working	8,754 19 6	
	Telegraphs and telephones	3,209 10 0	
		35,620 7 2	
	Less cost of reclamation of land refunded by Wellington Harbour Board	210 0 0	
			35,410 7 2
Hurunui—Bluff— (Christchurch District)	Sidings, loading-banks, stockyards, approaches, crossings, &c.	608 1 3	
	Additions to station buildings	691 16 8	
	Additions to dwellings	230 7 8	
	Additional works for Locomotive Department	198 7 8	
	Additions to workshops, Addington	358 18 8	
	Turntables	572 10 5	
	Land, Christchurch	3,932 10 0	
	Overbridge, Timaru	242 9 3	
	Signals and interlocking	110 15 1	
	Tablet-working	26 19 9	
			6,972 16 0
(Dunedin District)	Sidings, loading-banks, stockyards, approaches, crossings, &c.	2,414 0 10	
	Additions to station buildings	1,568 12 9	
	Additions to dwellings	677 5 2	
	Additional works for Locomotive Department	880 16 4	
	Duplication, Milton—Clarksville	2,661 1 5	
	Signals and interlocking	7,064 13 11	
	Tablet-working	3,777 5 11	
			19,043 16 4
(Invercargill District)	Sidings, loading-banks, stockyards, approaches, crossings, &c.	645 6 7	
	Additions to station buildings	1,213 14 7	
	Additions to dwellings	1,185 5 8	
	Additional works for Locomotive Department	278 12 1	
	Drainage-works, Bluff	349 9 7	
	Tablet-working	301 9 0	
			3,973 17 6
Westland	Signals and interlocking		32 5 7
Nelson	Footwarmer furnaces	159 12 0	
	Wharf-extension	2,116 2 10	
			2,275 14 10
Picton	Storage-shed	42 13 8	
	New wharf, Picton	946 9 6	
			989 3 2
Lake Wakatipu steamer service	Jetty, Elfin Bay, Lake Wakatipu		200 6 3
			£90,124 7 8

RETURN No. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1907.	Number Complete on 31st March, 1908.	Number Incomplete on 31st March, 1908.	Expenditure in Year ended 31st March, 1908.
					£ s. d.
Carriages, Class A, 1904-1905 programme ..	D-6	6	6	..	628 19 9
Brake-vans, Class F, 1904-1905 programme*	E-6	..	..	..	83 6 5
Wagons, four-wheel, 1904-1905 programme ..	F-6	29	29	..	280 0 5
Wagons, bogie, 1904-1905 programme ..	G-6	10	10	..	211 6 11
Locomotives, four-cylinder balanced compound, Class A*	J-6	..	..	..	499 11 6
Locomotives, Class Wf ..	N-6	6	6	..	9,032 15 9
Locomotives, Class A, four-cylinder balanced compound ..	O-6	3	3	..	11,373 2 7
Locomotives, Class A, simple ..	P-6	1	1	..	4,087 18 1
Carriages, Class A, 1905-1906 programme ..	Q-6	31	31	..	17,584 1 6
Brake-vans, Class F, 1905-1906 programme ..	R-6	4	4	..	1,474 14 9
Wagons, four-wheel, 1905-1906 programme ..	S-6	184	184	..	15,332 4 2
Wagons, bogie, 1905-1906 programme ..	T-6	41	41	..	6,658 19 9
Carriages, Class A, 1906-1907 programme†	W-6	30	10	20	16,955 15 3
Brake-vans, Class F, 1906-1907 programme ..	X-6	3	..	3	392 14 5
Wagons, four-wheel, 1906-1907 programme ..	Y-6	535	248	287	42,976 10 4
Wagons, bogie, 1906-1907 programme† ..	Z-6	68	48	20	14,003 0 6
Carriages, Class A, for North Island Main Trunk Railway ..	B-7	40	..	40	5,524 19 5
Carriages, refreshment, for North Island Main Trunk Railway ..	C-7	4	..	4	1,080 13 2
Brake-vans, Class F, for North Island Main Trunk Railway ..	D-7	8	..	8	1,046 1 8
Cranes, steam, 5-ton* ..	E-7	..	..	..	1,117 0 1
Locomotives, Class A (contract) ..	F-7	20	2	18	19,973 13 5
Wagons, four-wheel, 1907-1908 programme ..	G-7	765	205	560	44,600 16 6
Postal-cars, 50 ft. ..	H-7	10	..	10	1,589 0 1
Wagons, four-wheel, Class Q ..	I-7	100	1	99	460 3 1
Cranes, steam ..	J-7	2	2	..	1,737 11 10
Locomotives, Class X ..	K-7	8	..	8	1,933 17 0
Cranes, steam ..	L-7	4	2	2	2,813 3 2
Locomotives, Class Wf ..	M-7	9	..	9	3,394 0 11
Brake-vans, Class F ..	N-7	3	3	..	1,111 14 1
Tarpaulins, 1907-1908 programme ..	O-7	510	435	75	1,475 8 8
Gas-storeholders ..	..	..	..	..	399 6 0
Footwarmers ..	..	..	..	..	1,284 5 0
Machinery for workshops ..	..	..	..	..	12,195 1 1
Total ..	..	..	..	..	£243,261 17 8
Total locomotives ..	..	47	12	35	..
" carriages ..	..	121	47	74	..
" brake-vans ..	..	18	7	11	..
" wagons, bogie ..	..	119	99	20	..
" wagons, four-wheel ..	..	1,613	667	946	..
" tarpaulins ..	..	510	435	75	..
" cranes ..	..	6	4	2	..

* Additional charges.

† W-6: 31 carriages, order amended to 30 carriages. Z-6: 88 bogie-wagons, order amended to 68 bogie wagons.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1908.

Railway Capital Account:—	£	s.	d.
Straightening and doubling Wellington-Hutt Railway ..	38,829	17	3
For Recovery in terms of Act:—			
New Hutt Road (including land for same) ..	7,391	2	5
	£46,220	19	8

EXPENDITURE under "The Railways Improvements Authorisation Act, 1904," charged to Capital Account for the Year ended 31st March, 1908.

Auckland-Penrose, duplication of line ..	£	s.	d.
Addington-Rolleston, ..	54,301	11	7
Dunedin-Mosgiel, duplication and deviation of line ..	11,031	1	1
	74,720	3	8
	£140,052	16	4
Less profit on sale of debentures, as per Treasury accounts ..	891	9	6
	£139,161	6	10

RETURN No. 8.

RETURN of REVENUE received by Railway Department from other Departments of the Public Service for the Year ended 31st March, 1908.

Department.	Passengers.	Mails.	Goods.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Defence	3,913 2 5	..	992 13 8	4,905 16 1
Police	2,364 1 10	..	488 0 11	2,852 2 9
Public Works	900 7 6	..	36,015 14 11	36,916 2 5
Mines and State Coal-mines	243 5 0	..	29,608 11 8	29,851 16 8
Agricultural	1,623 10 7	..	1,456 12 1	3,080 2 8
Lands and Survey and Forests	975 11 2	..	383 10 2	1,359 1 4
Roads	337 9 8	..	833 3 6	1,170 13 2
Customs	62 16 11	..	14 18 2	77 15 1
Department of Internal Affairs	334 16 0	..	7 9 3	342 5 3
Mental Hospitals	144 1 4	..	1,161 2 2	1,905 3 6
Marine and Machinery	479 8 7	..	33 5 11	512 14 6
Prisons	383 17 2	..	246 15 6	630 12 8
Audit	255 16 6	..	..	255 16 6
Education	14,881 14 6	..	176 10 0	15,058 4 6
Labour	1,219 9 5	..	29 9 0	1,248 18 5
Lands and Income Tax, &c.	212 18 3	..	..	212 18 3
Justice	708 1 9	..	21 14 8	729 16 5
Tourist and Health Resorts	133 8 8	..	593 6 11	726 15 7
Industries and Commerce	..	..	0 4 3	0 4 3
Public Trustee	20 5 0	..	..	20 5 0
Government Printer	0 3 0	..	149 15 4	149 18 4
Legislative	3 10 9	..	..	3 10 9
Stamps and Deeds	42 19 6	..	0 7 3	43 6 9
Public Health	592 0 5	..	272 19 10	865 0 3
Museums and Meteorological	8 17 6	..	..	8 17 6
Old-age Pensions	30 0 0	..	0 5 0	30 5 0
Postal and Telegraph	1,862 8 11	46,699 0 0	3,675 11 4	52,237 0 3
State Fire Insurance	..	..	0 1 6	0 1 6
Native	72 13 8	..	0 6 9	73 0 5
Totals	31,806 16 0	46,699 0 0	76,162 9 9	154,668 5 9

H. DAVIDSON, Chief Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1908.

Description.	Number.	Amount.
		£ s. d.
Travellers' tickets, all lines...	7	435 0 0
Travellers' tickets, North Island ..	104	3,720 0 0
Travellers' tickets, South Island ..	45	2,300 0 0
Reporters' tickets	92	788 7 0
Sectional tickets, North Island	135	3,305 18 6
Sectional tickets, South Island	273	7,330 13 10
Tourists' tickets, North Island	693	2,773 10 0
Tourists' tickets, South Island	256	1,280 0 0
Tourists' tickets, all lines	354	2,524 10 0
Fifty-trip commutation tickets (ordinary) ..	2,090	1,605 7 6
Fifty-trip commutation tickets (family) ..	1,632	2,423 3 10
School tickets	18,623	11,178 5 4
Twenty-trip commutation tickets	838	609 18 8
Twelve-trip workmen's tickets	43,961	6,755 4 6
Weekly workmen's tickets	101,199	10,161 7 6
All other season tickets	14,872	20,313 5 8
Totals	185,174	77,504 12 4

H. DAVIDSON, Chief Accountant.

RETURN NO. 10.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1908.

Classification of Work.	SECTIONS.													Total.
	Kawakawa.	Whanga- rei.	Kaihu.	Auckland.	Gisborne- Karaka.	Wellington- Napier- New Plymouth	Christchurch.	Dunedin.	Invercargill.	Westland.	Westport.	Nelson.	Pictou.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Track-surfacing	486 18 0	1,496 16 10	968 3 3	29,524 17 9	1,178 12 5	43,687 18 5	36,392 2 9	35,758 6 11	24,188 3 2	9,473 16 7	3,386 13 4	2,627 11 1	12,638 9 11	191,808 10 5
Track-renewals	158 8 11	321 8 6	284 16 6	732,996 15 9	..	43,513 0 6	46,152 3 2	36,439 16 5	33,162 17 2	6,278 8 2	2,222 8 8	2,558 19 8	1,881 5 11	209,970 9 5
Ballasting	10 10 5	335 17 6	113 1 6	2,366 0 10	2 8 6	4,884 14 2	3,079 0 3	3,690 15 1	3,578 10 8	1,045 2 2	1,051 13 4	73 5 5	197 18 9	20,428 18 7
Banks, outtings, ditches, tunnels	18 2 1	132 6 0	144 16 5	4,989 13 11	48 1 9	6,516 6 3	1,055 14 2	1,757 2 1	1,666 18 6	1,311 2 3	181 4 1	257 13 8	100 2 8	18,179 3 10
Bridges, culverts, drains ..	268 11 9	66 10 6	173 17 7	9,419 8 9	258 19 0	15,282 7 1	12,283 15 0	7,711 11 7	5,571 16 6	2,858 14 11	556 6 10	1,031 10 1	1,395 10 8	56,879 0 3
Fences, gates, cattle-stops, hedges	0 11 2	116 6 7	..	2,556 10 0	2 9 5	4,436 4 8	2,377 6 5	2,698 0 3	2,577 0 2	654 13 11	95 18 5	381 19 3	207 12 5	16,104 12 8
Roads, approaches, &c. ..	1 6 3	26 6 10	..	803 4 2	14 2 7	1,482 8 11	601 16 0	781 5 11	515 7 10	114 5 7	30 9 2	26 14 8	32 1 0	4,429 8 11
Water-services, signals, cranes, appliances	15 4 0	41 15 1	33 15 5	3,431 19 3	36 10 9	6,011 2 0	3,322 13 10	6,150 19 4	2,109 5 10	777 3 5	548 18 0	158 13 4	123 9 4	22,761 9 7
Wharves	51 2 3	268 4 11	31 17 9	1,788 17 6	..	301 16 10	..	121 16 7	38 5 0	3,417 5 5	994 9 10	209 0 8	246 19 5	7,469 16 2
Buildings	132 5 1	307 14 6	89 7 2	11,417 16 1	124 18 3	17,083 1 4	12,856 12 5	13,286 12 7	5,444 17 5	2,552 12 9	854 0 8	780 9 0	277 5 0	65,207 12 3
Miscellaneous	234 7 2	12 2 11	..	4,578 17 7	61 13 9	4,978 6 7	3,581 19 1	2,943 11 0	1,512 19 10	1,001 1 5	137 16 4	42 18 5	332 12 6	19,418 6 7
General charges	2 14 5	49 18 7	6 2 10	758 9 1	16 17 4	1,246 18 7	1,047 1 7	1,422 8 4	689 12 3	417 16 2	161 17 10	47 6 9	35 5 0	5,902 8 9
Totals	1,380 1 6	3,175 8 9	1,845 18 6	104,632 10 8	1,744 13 9	149,424 5 4	122,750 4 8	112,762 6 1	181,055 14 4	29,902 2 9	14,221 16 6	8,196 2 0	7,468 12 7	638,559 17 5
Rate per mile opened ..	172 10 2	138 1 3	108 11 8	265 3 0	88 15 5	305 11 11	245 19 10	258 12 7	229 14 5	239 8 9	458 15 4	190 12 2	219 13 4	258 6 1

H. DAVIDSON, Chief Accountant.

RETURN NO. 11.

STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1908.

D. 1 1 2

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.		
	Schools, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, and 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	27	...	183	210	7 6 3	...	656	656	42 9 7	866	49 15 10	
Whangarei	240	1	233	474	19 1 5	48	526	574	60 10 6	1,048	79 11 11	
Kaihu	426	22	165	613	27 2 2	40	633	673	69 12 0	1,286	96 14 2	
Auckland	3,018	398	3,239	6,655	422 9 4	5,358	110,609	115,967	20,232 17 9	122,622	20,655 7 1	
Gisborne	569	50	103	722	22 6 9	154	4,615	4,769	509 16 6	5,491	532 3 3	
Wanganui	4,738	1,068	3,384	9,190	639 0 8	10,670	75,327	85,997	19,728 18 3	95,187	20,367 18 11	
Wellington-Napier	6,760	1,356	4,104	12,220	651 19 8	34,253	98,987	133,240	23,590 6 3	145,460	24,242 5 11	
Picton	1,963	267	910	3,140	79 18 7	3,190	15,933	19,123	1,266 11 5	22,263	1,346 10 0	
Nelson	1,289	379	411	2,079	103 10 4	1,180	6,576	7,756	840 17 8	9,835	944 8 0	
Westport	378	11	634	1,023	55 8 4	30	4,235	4,265	410 14 10	5,288	466 3 2	
Westland	3,814	528	3,472	7,814	426 0 11	1,652	21,633	23,285	2,795 8 2	31,099	3,221 9 1	
Christchurch	12,964	2,238	17,806	33,008	2,616 14 0	30,793	146,426	177,219	34,367 19 2	210,227	36,984 13 2	
Dunedin	8,255	869	13,063	22,187	1,341 10 11	21,113	83,469	104,582	23,760 5 2	126,769	25,101 16 1	
Invercargill	6,590	976	6,179	13,745	1,192 1 0	5,136	48,893	54,029	13,843 9 8	67,774	15,035 10 8	
Totals (1908)	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3	
(1907)	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1	
Increase	2,987	326	14,103	17,416	1,089 12 0	11,663	112,614	124,277	52,665 5 10	106,861	51,575 13 10	
Decrease	...	...	...	...	...	...	...	...	...	...	...	
Total, year ending—	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, 1896	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, 1897	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, 1898	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, 1899	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, 1900	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, 1901	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, 1902	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, 1903	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	807,067	137,049 3 7	
31st March, 1904	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,455	693,453	130,068 16 9	807,112	137,559 12 9	
31st March, 1905	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,395	148,822 12 4	
31st March, 1906	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1	
31st March, 1907	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3	
31st March, 1908	...	...	...	...	...	...	...	...	...	...	...	

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1908.

6—D. 2.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1908—continued.

Main Trunk Line
through traffic.
Accountant.
Tablet stations.
General.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1908—*continued*

7-D. 2.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1908—continued

H. DAVIDSON, Chief Accountant.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1908.

Description.	Class.	Kawakawa.	Whangarei.	Kaiku.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Huronui-Bluff.	Westland.	Westport.	Nelson.	Pictou.	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	...	...	...	...	...	...	6	...	...	...	...	6
" " 44 feet	A	...	...	...	3	...	3	1	...	...	...	...	7
Motor-train cars, bogie, 60 feet	A	...	...	...	1	...	2	1	...	...	...	...	4
First-class, bogie, 47½ feet	A	...	...	...	7	...	26	24	...	...	...	...	57
" " 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	...	...	...	...	2	...	...	...	...	4
Composite, bogie, 60 feet	A	...	...	...	...	...	3	...	...	...	...	...	3
" " 47½ feet	A	...	...	...	37	...	53	73	5	1	1	2	172
" " 46 feet	A	...	...	...	...	...	...	8	...	...	...	...	8
" " 44 feet	A	...	...	...	36	...	63	80	9	2	2	3	195
" " 42½ feet	A	...	...	...	...	...	13	30	...	...	...	...	43
" " 39½ feet	A	...	...	...	2	...	2	4	2	1	1	1	13
" " 30 feet	B	...	...	...	5	...	15	21	...	...	...	...	41
" 6-wheel	C	...	4	2	...	2	...	6	2	...	2	...	18
" 4-wheel	D	2	...	...	...	...	...	...	...	...	...	...	2
Second-class, bogie, 47½ feet	A	...	...	...	19	...	25	51	...	1	...	...	96
" " 46 feet	A	...	...	...	...	...	...	4	...	...	...	...	4
" " 44 feet	A	...	...	...	34	...	30	101	7	3	2	2	179
" " 42½ feet	A	...	...	...	...	...	1	6	...	...	...	...	7
" " 39½ feet	A	...	...	...	...	...	4	...	1	...	...	...	6
" " 35 feet	A	...	...	...	...	...	3	...	...	...	...	...	3
" " 30 feet	B	...	...	...	...	...	2	10	...	...	...	1	13
" 6-wheel	C	...	3	2	...	5	1	12	2	...	2	...	27
" 4-wheel	D	1	3	1	...	...	...	6	...	...	...	2	13
Postal, bogie, 44 feet	A	...	...	...	...	...	...	4	...	...	...	...	4
" " 39½ feet	A	...	...	...	...	...	6	...	...	...	...	...	6
" " 30 feet	B	...	...	...	...	...	...	3	...	...	...	...	3
" " composite, 44 feet	A	...	...	...	3	...	1	...	...	...	...	...	4
Totals	...	3	12	5	153	7	267	495	30	8	11	11	1,002
WAGONS, ETC.													
Brake-vans, 4-wheel	F	2	4	2	5	2	18	54	7	2	4	3	103
" bogie	F	...	...	...	50	...	67	93	8	4	...	1	223
" Fell	F	...	...	...	...	...	7	...	...	...	...	...	7
Horse-boxes	G	...	...	...	28	...	75	71	4	...	1	2	181
Cattle	H	2	2	...	90	...	81	171	6	2	3	2	359
Sheep	J	...	...	...	114	...	412	356	3	...	2	24	911
Covered goods	K	1	5	1	83	...	107	319	15	3	6	3	543
Sleeping-vans	K	...	...	...	8	...	16	46	3	1	1	...	75
High-sides	L	5	12	4	933	16	1,599	3,977	138	12	63	99	6,858
"	LA	...	...	...	200	...	...	1,185	...	...	...	...	1,385
Wharf	LB	...	...	...	...	...	...	...	45	...	...	...	45
Low-sides	M	4	18	12	88	10	225	815	50	24	14	21	1,281
" steel	MA	...	...	...	...	...	50	...	...	...	...	...	50
Work-train	MB	...	...	...	50	...	20	75	...	...	...	...	145
Timber	N	10	72	40	102	...	99	165	36	32	8	...	564
Iron hopper	O	...	...	...	50	...	...	...	217	159	...	...	426
Platform coal	P	9	95	...	...	...	...	...	...	...	...	...	104
Movable hopper	Q	...	...	...	...	...	...	...	67	358	...	...	425
Frozen meat	W	...	...	...	47	...	30	70	...	...	...	...	147
Cool, insulated	X	...	2	...	42	...	113	11	...	...	...	...	168
" ventilated	XA	...	...	...	33	...	43	63	...	...	...	7	146
Work-train hopper	Y	...	...	...	40	...	50	50	20	...	...	...	160
"	YB	...	...	...	...	...	26	25	...	...	...	...	51
High-side, bogie	R	...	...	2	90	...	94	51	9	...	...	...	246
"	RB	...	...	...	20	...	20	21	...	...	...	...	61
Sheep, "	S	...	...	...	8	...	37	52	...	...	...	...	97
Cattle, "	T	...	...	...	8	...	27	21	...	...	...	...	56
Platform, "	U	1	2	...	65	2	127	41	42	...	2	2	284
Gas storeholders, bogie	UA	...	...	...	1	...	5	6	...	...	...	...	12
Platform, "	UB	...	...	...	41	...	96	30	34	...	...	...	201
Horse-boxes, "	UG	...	...	...	...	...	8	12	...	...	...	...	20
Frozen meat, "	V	...	...	...	...	...	42	55	...	...	...	...	97
Covered goods, "	Z	...	...	...	...	...	23	21	...	...	...	...	44
Totals	...	34	212	61	2,196	30	3,517	7,856	704	597	104	164	15,475
TARPAULINS	...	13	37	24	1,325	35	2,660	6,862	170	30	96	170	11,422

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1908.

Class.	Type.	Cylinders.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Haurangi-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.												
A	Tender (4 cyl. balanced compound)	12 & 19	22	6	4 6	6	30½	...	...	...	2	...	...	7	...	...	...	...	9
A	Tender, simple	17	26	6	4 6	6	30½	...	...	...	...	...	...	1	...	...	...	...	1
B	"	16	22	8	3 6½	4	30½	...	...	...	...	...	...	8	...	...	...	...	8
C	Tank	9½	18	4	2 6½	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	24	...	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 6½	2	24½	...	...	...	7	...	10	15	...	...	...	...	32
K	"	12	20	6	4 1½	4	30½	...	...	...	2	...	...	6	...	...	...	...	8
L	Tank	12	18	4	3 6½	6	26½	...	...	...	4	...	5	1	...	...	...	...	10
LA	"	12	18	4	3 9	4	26½	...	...	...	...	...	...	...	5	...	...	...	5
M	"	13	20	4	3 6½	6	28½	...	...	...	...	...	4	...	...	...	...	...	4
N	Tender	15	20	6	4 1½	4	28½	...	...	...	4	...	6	...	...	...	...	...	10
O	"	15	18	8	3 0½	2	28½	...	...	...	...	...	6	...	...	...	...	...	6
P	"	15	20	8	3 5	2	26½	...	...	...	4	...	...	6	...	...	...	...	10
Q	"	16	22	6	4 1½	2	30 26½	...	...	...	6	...	...	7	...	...	...	...	13
R	Single Fairlie	12½	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 0½	2	24½	...	...	...	2	...	...	4	...	...	...	...	6
U	"	16	20	6	4 6	4	30½	...	...	...	...	...	...	9	...	...	...	...	9
UA	"	16	20	6	4 1½	4	30	...	...	...	...	...	...	6	...	...	...	...	6
UB	"	16	20	6	4 1½	4	26½	...	...	...	...	...	...	20	...	...	...	...	20
UB	"	16	22	6	4 1½	4	30	...	...	...	...	...	...	2	...	...	...	...	2
UC	"	16	22	6	4 1½	4	30	...	...	...	...	...	...	10	...	...	...	...	10
V	"	15	20	6	4 1½	4	26½	...	...	...	...	...	...	10	...	...	...	...	10
W	Tank	14	20	6	3 0½	4	26½	...	...	...	...	...	...	...	2	...	...	...	2
WA	"	14	20	6	3 3½	4	28½	...	...	1	...	...	8	...	2	...	...	...	11
WB	"	14	20	6	3 3½	4	25	...	2	...	...	...	7	...	3	...	...	...	12
WD	"	14	20	6	3 3½	6	25	...	...	2	...	...	12	4	...	...	...	...	18
WE	"	16	22	6	3 6½	8	30½	...	...	...	...	...	2	...	...	...	...	...	2
WF	"	14	22	6	3 9	6	30½	...	...	...	7	...	8	11	...	...	...	...	26
	Totals	...	...	...	...	...	...	2	5	2	59	2	111	195	15	10	4	5	410

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.	Cost of Road of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.	Working expenses.	Working expenses per Train Mile.	Profit on Working.	Percentage of Net Earnings to Capital.	Percentage of Working expenses to Earnings.	Head of Population.	Passengers carried.	Tonnage of Goods.	Earnings per Average Mile open.	Working expenses per Average Mile open.	Net Earnings per Average Mile.	Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train Mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Brake-Vans.	Year ending
Victoria	87,884	1,246,644	3,395	5 3	41,533,136	12,230,367	£ s. d. 33 6 4	10,035,914	4,012,641	95.96	2,076,673	49.66	1,935,968	46.30	4.24	51.75	3 4	5 69,920,583	3,965,792	£ 612	£ 1,192	570	174	20.20	14.78	1.22	497	1,233	11,119	1907.
New South Wales	310,700	1,555,253	3,428	4 8½	44,700,230	12,946,454	28 14 10	12,949,068	4,709,406	87.25	2,499,741	46.25	2,209,665	41.00	4.96	53.08	3 0	7 41,413,084	8,793,832	729	729	645	173	20.99	14.50	1.94	656	764	13,142	1906.
Bay of Good Hope	221,311	579,741	3,074	3 6	30,642,453	9,963,189	52 17 2	9,207,725	3,772,770	98.30	2,981,350	77.70	791,420	20.60	2.58	79.00	6 10	2 20,691,686	1,716,682	970	970	237	163	37.16	17.80	4.46	666	938	10,453	1907.
Queensland	668,224	535,113	3,137	3 6	21,839,081	6,961,171	40 16 3	6,126,136	1,829,673	71.75	912,638	35.75	917,035	36.00	4.20	49.88	3 8	5 9,301,542	2,357,156	291	291	292	94	14.00	13.01	1.77	350	462	7,735	1907.
South Australia	903,690	383,000	1,960	3 6	14,904,696	7,604,195	38 18 4	4,365,144	1,589,386	87.38	881,285	48.45	708,101	38.93	4.75	55.45	4 3	0 11,501,007	2,046,182	450	450	361	120	20.10	10.96	1.15	334	436	6,498	1906.
Natal	20,461	97,109	880	3 6	13,536,536	15,296,110	139 7 11	4,628,953	1,836,916	95.24	1,236,611	64.12	600,305	31.12	4.43	67.32	18 4	2 639,848	2,388,152	1,406	1,406	688	136	32.14	19.58	5.06	333	424	3,550	1907.
Western Australia	975,876	264,269	1,676	3 6	10,300,938	6,146,158	38 19 6	4,180,796	1,537,333	88.25	1,135,907	65.21	401,426	23.04	3.90	73.89	5 16	4 13,180,161	2,330,303	917	917	239	158	30.70	19.56	2.25	321	324	6,322	1907.
Tasmania	26,215	178,296	462	3 6	3,943,359	8,526,386	22 2 5	981,379	258,223	63.04	185,500	45.36	72,723	17.68	1.84	71.83	1 9	0 951,823	428,387	395	395	154	122	17.88	17.76	3.50	76	186	1,592	1899.
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	31 Mar. 1900.
"	104,471	758,616	2,099	3 6	16,703,887	7,958,361	22 0 5	4,187,893	1,623,891	93.00	1,052,358	60.31	571,533	32.69	3.42	64.80	2 2	10 5,468,284	3,127,824	774	501	273	188	21.32	16.17	2.93	304	577	10,295	31 Mar. 1901.
"	104,471	815,349	2,174	3 6	17,207,328	7,915,375	21 2 1	4,620,971	1,727,236	89.75	1,127,848	58.58	599,388	31.17	3.47	65.30	2 2	4 6,243,593	3,339,687	794	519	275	196	19.99	17.15	2.09	306	603	10,868	31 Mar. 1902.
"	104,471	833,137	2,227	3 6	18,170,722	8,159,374	21 16 2	5,066,360	1,874,586	88.75	1,252,237	59.32	622,349	29.43	3.43	66.80	2 5	0 7,356,136	3,529,177	842	562	280	196	21.35	17.78	3.03	362	701	12,444	31 Mar. 1903.
"	104,471	857,985	2,262	3 6	19,081,735	8,436,379	22 4 10	5,443,333	1,974,038	87.00	1,343,415	59.23	630,628	27.77	3.30	68.05	2 6	0 7,575,390	3,730,394	873	594	279	204	21.36	18.24	3.19	372	751	12,992	31 Mar. 1904.
"	104,471	882,097	2,305	3 6	20,692,911	8,977,333	23 9 2	5,685,399	2,180,641	91.75	1,438,724	60.48	741,917	31.27	3.58	65.96	2 9	5 8,306,383	4,072,576	943	622	321	213	22.21	17.22	3.14	377	809	13,433	31 Mar. 1905.
"	104,471	908,114	2,347	3 6	21,701,572	9,141,337	23 17 11	6,107,079	2,209,231	86.50	1,492,900	58.46	716,331	28.04	3.30	67.53	2 8	8 8,514,112	4,011,511	938	634	304	217	21.05	18.28	3.10	389	864	13,865	31 Mar. 1906.
"	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	31 Mar. 1907.
"	104,471	961,604	2,427	3 6	23,504,272	9,570,396	24 8 10	6,755,454	2,624,600	93.00	1,812,482	64.21	812,118	28.79	3.45	69.06	2 14	7 6,600,786	4,592,099	1,078	744	334	253	23.37	18.90	2.80	398	966	14,605	31 Mar. 1908.
"	104,471	985,318	2,469	3	24,366,539	9,861,899	24 14 7	7,051,274	2,761,938	93.75	1,949,759	66.18	812,179	27.57	3.33	70.59	2 16	1 7 53,716	4,834,534	1,114	786	328	258	24.96	19.40	2.76	410	1,002	15,475	31 Mar. 1908.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1908.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.			Dogs.	Revenue.	Draughts.	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.																			
		£		No.	£	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	78,040	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	957,397	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	12,811	21,504	375,271	9,358	708	21,209	37,097	678	31,700	985,336	51,539	27,900	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	538,683	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	533,637	397,411	884,031	2,193,330	707,786	18,390	19,486	1,181,522	94-50
1893-94	1,948	15,137,036	3,113,231	3,972,701	378,480	17,226	23,540	448,770	12,350	793	25,667	45,206	831	39,223	1,356,434	38,022	38,610	101,340	84,658	183,192	411,191	377,116	864,538	2,060,645	686,469	18,563	20,535	1,172,793	90-25
1894-95	1,993	15,352,613	3,221,620	3,905,578	360,243	28,623	24,906	444,981	11,185	750	23,517	43,270	705	40,890	1,519,921	43,292	36,972	103,328	85,102	193,578	388,556	377,938	857,917	2,048,391	683,726	17,265	21,441	1,150,851	85-75
1895-96	2,014	15,425,532	3,307,226	4,162,426	359,822	36,233	29,412	455,511	11,115	716	22,551	54,736	693	39,651	1,399,712	53,346	53,260	99,363	78,804	213,132	374,699	389,851	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	433,898	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	437,448	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	310,256	430,071	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	5,468,294	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	92,890	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	830,453	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	140,459	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	628,603	1,938,548	4,241,422	1,346,038	38,518	35,633	2,349,704	87-75
1906-1907	2,456	23,504,272	6,755,454	9,600,786	823,067	165,504	68,986	929,929	17,770	2440	42,081	151,913	2496	133,031	4,661,001	115,222	168,316	128,161	109,236	567,835	770,706	712,399	2,135,446	4,592,099	1,498,686	44,692	37,256	2,624,600	93-00
1907-1908	2,471	24,365,647	7,051,274	9,756,716	835,473	185,174	77,505	937,565	18,423	2829	47,766	176,876	2530	150,751	4,593,100	125,987	169,767	120,593	110,154	616,892	739,568	757,647	2,319,913	4,834,534	1,582,328	50,143	39,613	2,761,938	93-75

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	16-66	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	58,962	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	1-89	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	15-38	62,997	3-19	2-77	..	..	..	24,592	1-25	1-08	1,343,415
Lake Wakatipu Steamers.																									
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	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	2-61	5,227	87-33	..	31,148	1-33	1-16	1,621,239
1906-1907	64-21	69-06	613,890	23-45	252-78	21-81	522,100	19-94	18-55	135,793	5-19	4-82	494,942	18-90	17-58	73,376	2-80	2-61	5,082	82-52	..	32,701	1-25	1-16	1,812,482
1907-1908	66-18	70-59	638,560	23-18	258-31	21-73	572,586	20-78	19-49	160,818	5-84	5-47	534,634	19-40	18-20	76,082	2-76	2-59	5,377	81-02	..	38,298	1-39	1-30	1,949,759

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1908.

Service.	Period.	Name of Contractor.	Rate
General stores—			
Auckland—			
General ironmongery	31/3/1908	John Burns and Co. (Limited) ..	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. (Limited) ..	"
Disinfectants ..	"	" " " ..	"
Oils, colours, &c. ..	"	John Burns and Co. (Limited) ..	"
Oils, kerosene ..	"	Colonial Oil Company ..	"
Ship-chandlery, &c. ..	"	Briscoe and Co. (Limited) ..	"
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. (Limited) ..	"
Colonial cement and lime ..	"	J. J. Craig " ..	"
Brushware, N.Z. manufacture ..	"	Briscoe and Co. " ..	"
Wellington—			
General ironmongery	"	Briscoe and Co. " ..	"
Furnishing ironmongery ..	"	Geo. Winder " ..	"
Ironmongery — Bolts, nuts, and rivets ..	"	Briscoe and Co. (Limited) ..	"
" 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. (Limited) ..	"
Disinfectants ..	"	" " " ..	"
Oils, colours, &c. ..	"	Smith and Smith (Limited) ..	"
Oil, kerosene ..	"	Colonial Oil Company ..	"
Ship-chandlery, &c. ..	"	Briscoe and Co. (Limited) ..	"
Drain-pipes ..	"	" " " ..	"
Indiarubber goods ..	"	A. R. Hislop " ..	"
Brushware, N.Z. manufacture ..	"	George Winder " ..	"
Iron and steel ..	"	Briscoe and Co. (Limited) ..	"
Leather, &c. ..	"	" " " ..	"
Colonial cement and lime ..	"	P. Hutson and Co. " ..	"
Christchurch—			
General ironmongery	"	Ashby, Bergh, and Co. (Limited) ..	"
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. (Limited) ..	"
Disinfectants ..	"	" " " " " ..	"
Oils, colours, &c. ..	"	E. Reece and Sons " ..	"
Oil, kerosene ..	"	Colonial Oil Company ..	"
Ship-chandlery, &c. ..	"	E. Reece and Sons " ..	"
Drain-pipes, &c. ..	"	Ashby, Bergh, and Co. (Limited) ..	"
Indiarubber goods ..	"	" " " " " ..	"
Brushware, N.Z. manufacture ..	"	Aitkin and Roberts " ..	"
Iron and steel ..	"	Anderson's (Limited) " ..	"
Colonial cement and lime ..	"	Ashby, Bergh, and Co. (Limited) ..	"
Leather, &c. ..	"	" " " " " ..	"
Dunedin—			
General ironmongery	"	Briscoe and Co. (Limited) ..	"
Furnishing ironmongery ..	"	John Edmond " ..	"
Ironmongery — Bolts, nuts, and rivets ..	"	" " " " " ..	"
" Tools, &c. ..	"	" " " " " ..	"
" Plumbers' and gas-fitters' ..	"	Briscoe and Co. (Limited) ..	"
Explosives ..	"	" " " " " ..	"
Weighing machines and balances ..	"	John Edmond " ..	"
Galvanised iron and tinware ..	"	Briscoe and Co. (Limited) ..	"
Chemicals, drugs, &c. ..	"	Kempthorne, Prosser, and Co. (Limited) ..	"
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. (Limited)	As per tender.
Oil, kerosene	"	Colonial Oil Company	"
Ship-chandlery, &c.	"	Brace, Windle, Blyth Company	"
Drain-pipes, &c.	"	C. and W. Gore	"
Indiarubber goods	"	A. and T. Burt (Limited)	"
Brushware, N.Z. manufacture	"	John Allen	"
Iron and steel	"	John Edmond	"
Leather, &c.	"	"	"
Colonial cement and lime	"	Milburn Lime and Cement Coy. (Ltd.)	"
Printed stationery	"	Government Printer	"
Chrome tanned-leather hose-pipes	"	R. A. Cleland	"
Horse-forage, at Auckland	"	J. J. Craig (Limited)	"
" Christchurch	"	T. Wreaks	"
Native-timber supply—			
Christchurch	"	Riccarton Timber Company	"
Dunedin and Invercargill	"	Massey and Co.	"
Coal-supply—			
Whangarei	"	Hikurangi Coal Company	"
Auckland	"	Taupiri Coal-mines (Limited)	"
Dunedin-Gore	"	New Zealand Coal and Oil Company	"
South of Gore	"	Nightcaps Coal Company	"
Uniforms—			
Stationmasters	31/3/1910	Ross and Glendining	"
Guards and porters	"	A. Levy	"
Uniform caps—			
Stationmasters, summer	"	Ross and Glendining	9/3 each.
Stationmasters, winter	"	"	9/9 "
Drivers and firemen, summer	"	"	3/6 "
Drivers and firemen, winter	"	"	4/6 "
Guards and porters, summer	"	"	3/6 "
Guards and porters, winter	"	"	3/9 "
Puggarees	"	"	10½d. "
Rain-proof cap covers	"	"	2/ "
30,000 gallons castor-oil	30/9/1907	Ashby, Bergh, and Co. (Limited)	2/10½d. per gal.
30,000 "	31/4/1908	National Mortgage & Agency Coy. (Ltd.)	2/5½d. "
7,000 " boiled linseed-oil	31/10/1907	Murray, Roberts, and Co.	2/6½d. "
4,000 " raw linseed-oil	"	"	2/4½d. "
16,000 " filtered valve-oil	17/7/1908	Philips and Pike	2/ "
Ironbark timber at Auckland			
" piles	11/4/1908	Richardson and Blair	24/9 & 29/3 per 100 ft.
" timber at Wanganui	"	E. D. Pike and Co.	2/9 per lin. ft.
" piles	"	"	30/ and 26/ per 100 ft.
" timber at Wellington	11/10/1907	Fraser and Co.	2/7 per lin. ft.
" timber at Wellington	11/4/1908	"	30/ and 28/ per 100 ft.
" timber at Lyttelton	"	E. D. Pike and Co.	27/ and 28/
" piles	"	"	25/ and 26/ per 100 ft.
" timber at Dunedin	"	"	2/5 per lin. ft.
"	"	"	28/9 to 30/9 per 100 ft.
4,000 iron-bark sleepers at Dunedin	13/9/1907	Richardson and Blair	4/2 each.
Brush-box timber at Auckland			
" at Wellington	11/4/1908	Fraser and Co.	22/9 per 100 ft.
" at Dunedin	"	E. D. Pyke and Co.	23/ per 100 ft.
Jarrah sleepers—			
10,000 at Wellington	30/11/1907	Millar's West Australian Hardwood Company (Limited)	3/10½ each.
20,000 " Lyttelton	"	Ditto	"
20,000 " Dunedin	"	"	"
10,000 " Dunedin or Bluff	31/3/1908	"	3/9½ each
30,000 " Wellington	30/4/1908	Samuel Brown (Limited)	3/9½ "
20,000 " Timaru	"	"	3/9½ "
30,000 " Wellington	31/3/1908	Millar's West Australian Hardwood Company (Limited)	3/9½ and 3/10½ each
20,000 " Lyttelton	"	Ditto	"
20,000 " Timaru	"	"	3/11½ each
25,000 " Auckland	13/8/1908	South-west Timber-hewers' Co-operative Society (Limited)	3/6 "
25,000 " Wellington	"	Ditto	3/6 "
25,000 " Lyttelton	"	"	3/6 "
25,000 " Dunedin or Port Chalmers	"	"	3/6 "
10,000 " Bluff	"	"	3/6 "
New South Wales hardwood sleepers—			
10,000 at Auckland	31/8/1908	Samuel Brown (Limited)	3/8½ "
10,000 " Dunedin	"	E. W. Fitzgerald	4/1 "

RETURN No. 17—continued.
STATEMENT of STORES CONTRACTS current, &c.—continued.

Service.	Period.	Name of Contractor.	Rate.
Auckland District—			
102,800 sup. ft. kauri timber ..	31/3/1908	Merchants and mills in district ..	8/ to 25/6 per 100 ft.
155,500 " white-pine timber ..	"	Merchants, mills, and Public Works Department	7/ to 13/6 "
114,600 " matai timber ..	"	Ditto	9/ to 18/6 "
504,700 " red-pine " ..	"	"	7/6 to 19/6 "
219,900 " totara " ..	"	"	9/ to 21/ "
26,000 ft. mouldings ..	"	Merchants in district ..	Various
69,000 sup. ft. jarrah timber ..	"	Millar's West Australian Hardwood Company (Limited)	17/ to 27/ per 100 ft.
Wellington—Napier—New Plymouth District—			
22,900 sup. ft. kauri timber ..	"	Parker, Lamb, and Co. ..	32/ to 42/6 per 100 ft.
33,000 sup. ft. kauri timber ..	"	Merchants in district ..	18/6 to 38/ "
724,000 sup. ft. red-pine timber ..	"	Merchants and mills in district ..	8/6 to 17/6 "
119,500 sup. ft. matai timber ..	"	"	8/6 to 14/6 "
216,000 sup. ft. totara timber ..	"	"	18/3 to 24/ "
185,400 sup. ft. white-pine timber ..	"	"	7/6 to 12/3 "
31,000 ft. mouldings ..	"	Merchants in district ..	Various
162,300 sup. ft. jarrah timber ..	"	Millar's West Australian Hardwood Company (Limited)	19/ to 28/ per 100 ft.
15,100 sup. ft. Tuart timber ..	"	Ditto	30/
13,700 lin. ft. jarrah piles ..	"	"	3/ per lin. ft. "
Christchurch District—			
86,600 sup. ft. kauri timber ..	"	Mitchelson Timber Company ..	15/9 to 32/ per 100 ft.
113,500 sup. ft. " ..	"	Merchants in district ..	18/ to 32/ "
1,800 sup. ft. red-pine figured timber ..	"	"	30/ "
5,400 sup. ft. clear-pine timber ..	"	"	40/ to 75/ "
12,200 sup. ft. V.D.L. timber ..	"	"	16/ to 17/6 "
174,000 sup. ft. jarrah timber ..	"	Millar's West Australian Hardwood Company (Limited)	19/6 to 29/6 "
4,500 sup. ft. architraves ..	"	Merchants in district ..	15/3 to 17/ "
3,400 sup. ft. skirting ..	"	"	18/ "
14,100 lin. ft. mouldings ..	"	"	7/ to 20/ "
7,600 palings and pickets ..	"	"	18/6 to 22/6 per 100
Dunedin District—			
203,200 sup. ft. kauri timber ..	"	Merchants in Dunedin and Auckland Districts	15/6 to 31/ per 100 ft.
5,200 sup. ft. matai timber ..	"	Merchants in district ..	17/ to 22/6 "
2,500 sup. ft. clear-pine timber ..	"	"	50/ to 55/ "
1,700 sup. ft. deal timber ..	"	"	30/ to 40/ "
17,100 sup. ft. birch timber ..	"	"	7/6 to 15/ "
8,200 sup. ft. V.D.L. timber ..	"	"	13/9 to 18/6 "
315,300 sup. ft. jarrah timber ..	"	Millar's West Australian Hardwood Company (Limited)	16/ to 25/ "
15,800 lin. ft. " ..	"	Ditto	6/ per 100 lin. ft.
21,000 droppers ..	"	Merchants in district ..	18/6 per 100.
40,500 ft. mouldings ..	"	"	6/6 to 20/ per 100 ft.
Greymouth District—			
267,000 sup. ft. red-pine timber ..	"	Mills and merchants in district ..	6/ to 14/ "
33,000 sup. ft. silver-pine timber ..	"	"	16/ to 18/ "
9,900 sup. ft. white-pine timber ..	"	"	6/6 to 20/ "
Westport District—			
77,000 sup. ft. red-pine timber ..	"	"	8/ to 14/6 "
Nelson District—			
21,200 sup. ft. red-pine timber ..	"	Merchants in district ..	6/ to 17/ "
4,600 sup. ft. white-pine timber ..	"	"	3/ to 10/6 "
Picton District—			
2,300 sup. ft. matai timber ..	"	"	23/6 "
15,000 sup. ft. red-pine timber ..	"	"	12/6 to 20/ "
Auckland District—			
1,500 puriri sleepers ..	"	Settlers and mills in district ..	4/ to 4/3 each.
29,800 totara " ..	"	"	3/3 "
Wellington—Napier—New Plymouth District—			
3,300 totara sleepers ..	"	"	3/6 "
6,500 creosoting sleepers ..	"	"	1/5 1/4 "
Dunedin District—			
36,000 creosoting sleepers ..	"	"	1/6 to 2/ "
Greymouth District—			
60,200 silver-pine sleepers ..	"	"	3/3 "
Westport District—			
34,600 yellow-pine sleepers ..	"	"	3/3 and 3/5 each.

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1908.

Description.	Kawakawa.	Whangarei.	Kaibu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
WEIGHING-MACHINES :—												
4 lb							1					1
½ cwt.							1					1
1 "				1			3	3				7
1½ "							2					2
2 "			3	1		9	12	3	1			29
2½ "		1				1	18					20
2¾ "							1					1
3 "				4		2	6	3		2		17
3½ "							1					1
4 "	1			22		24	33	3	1			84
5 "		1		10		18	28	3		6		66
5½ "							6					6
6 "							1					1
6½ "			1	17	2	8	35		1			64
7 "				6			1					1
8 "				3		4	8					19
9 "						5	6					14
10 "		2		3		1	5					6
11 "	1		1	2	1	14	52	7			3	81
12 "				1		19	28		2	2		56
13 "							9	1				11
14 "						4	6					10
15 "							1					1
16 "				3		7	9					19
17 "				1	1	12	22		1	2		39
20 "							1					1
21 "				2		2	4				1	9
22 "						3	1					4
23 "						1	5					6
25 "				1			1					1
27 "							1					1
60 "				2								2
Totals ...	2	5	5	79	4	134	308	23	6	12	4	582
WEIGHBRIDGES :—												
3 tons (cart)				1			1					2
6 "							1					1
7 "							1					1
8 "							2					2
10 "							1					1
10 " (wagon)							2					2
11 "				2								2
12 "				1		6	2			1	1	11
14 "						2						2
15 "						1						1
18 "							1					1
20 "		1		4		5	17	1	4		1	33
25 "				2			2	1				5
30 "							2					2
40 "							1					1
Total ...		1		10		14	33	2	4	1	2	67
TRAVERSERS												
				2			19			1	1	23
TURNTABLES :—												
43-feet (engine)							1					1
50 "				9		8	28					45
55 "				2			7					9
12 " (wagon)						1	3					4
13 "				2		6	33			1		42
14 "						5	8	1		1		15
Total ...				13		20	80	1		2		116

RETURN No. 20.

STATEMENT of SLEEPERS RELAYD and REMOVED during the Year ending 31st March, 1908.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Gisborne.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAYD :—												
Black-pine ...	...	...	...	...	1,883	...	...	...	...	...	...	1,883
Totara ...	...	91	1,414	29,395	4,589	...	5,522	...	...	...	23	41,034
Birch ...	...	...	...	...	45	...	60	...	...	...	5,121	5,226
Jarrah ...	...	...	...	17,223	11,979	...	40,664	227	78	2,156	67	72,394
Silver-pine ...	...	...	...	8,293	36	53	70,491	16,886	10,542	5,259	1,195	112,755
Puriri ...	622	476	94	2,815	3	...	317	...	...	...	...	4,327
Creosoted ...	...	...	...	...	18,513	...	59,470	...	...	...	...	77,983
Ironbark ...	...	...	...	78	5,349	...	6,529	371	787	146	1,048	14,308
Grey-gum ...	...	...	...	1,211	...	...	557	...	...	...	...	1,768
Total ...	622	567	1,508	59,015	42,397	53	183,610	17,484	11,407	7,561	7,454	331,678
SLEEPERS REMOVED :—												
Black-pine ...	...	...	...	...	170	53	34,739	...	...	...	...	34,962
Totara ...	...	234	2	6,091	21,205	...	39,033	...	...	...	26	66,591
Birch ...	...	...	...	...	822	...	12,684	9,779	5,120	272	3,440	32,117
Jarrah ...	...	...	...	...	252	...	9,178	145	...	...	...	9,575
Silver-pine ...	...	150	...	80	5,237	...	55,482	4,499	4,743	6,035	3,388	79,614
Puriri ...	330	30	4	37,547	3,924	...	13,805	...	...	...	...	55,640
Kauri ...	292	153	1,502	11,396	610	...	688	...	...	...	...	14,641
Maire ...	...	...	...	...	458	...	...	...	...	...	...	458
Blue-gum ...	...	...	...	...	...	...	28	...	...	...	...	28
Rimu ...	...	...	...	...	2,869	...	...	...	...	...	...	2,869
Kamai ...	...	...	...	...	...	...	1,416	...	...	...	...	1,416
Ironbark ...	...	...	...	...	6,202	...	2,425	6	...	...	...	8,633
Mixed hardwoods ...	...	...	...	...	...	...	14	...	...	...	...	14
Creosoted ...	...	...	...	33	434	...	2,592	...	...	...	...	3,059
Grey-gum ...	...	...	...	132	747	...	3,940	...	...	...	...	4,819
Total ...	622	567	1,508	55,279	42,930	53	176,024	14,429	9,863	6,307	6,854	314,436

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1908.

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	5	8
Kaihu ...	17 15	11	...	3	3
Auckland ...	395 29	154	21	13	34
Gisborne ...	20 1	11	1	...	1
Wellington-Napier-New Plymouth	490 49	172	46	23	69
Hurunui-Bluff	1,286 50	475	124	24	148
Westland ...	125 12	61	21	8	29
Westport ...	30 17	16	4	...	4
Nelson ...	42 40	18	3	...	3
Picton ...	33 44	16	3	2	5
Total ...	2,471 20	950	226	79	305

RETURN NO. 22.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1908.

Section.	Mileage open for Traffic on 31st March, 1907.	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, 1908.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1908.
		Line opened.	Date of Opening.		Line.	Length.				
Kawakawa	M. ch. 7 39	...	...	M. ch. ...	...	M. ch. ...	M. ch. ...	M. ch. ...	M. ch. 7 39	M. ch. 7 39
Whangarei	...	...	...	...	...	...	...	...	22 44	22 44
Kaihu	...	...	...	...	...	...	...	...	17 15	17 15
Auckland	...	Kaipara Flats-Tauhoe	10th June, 1907	2 40	...	...	...	...	395 29	394 71
Wellington-Napier-New Plymouth	484 50	Tairāpe-Mataroa	1st June, 1907	5 79	...	...	...	...	490 49	489 49
Gisborne	18 2	Te Karaka - Puha	3rd June, 1907	1 79	...	...	...	...	20 1	19 54
Hurunui-Bluff	1,278 57	Alexandra-Clyde	2nd April, 1907	5 49	...	...	15 19	13 22	1,284 26	1,284 26
Ditto, Private Lines—										
Shag Point Branch	2 10	...	...	...	Shag Point Branch	2 10	...	...	...	...
Nightcaps Branch	2 24	...	...	...	...	...	...	...	2 24	2 24
Westland	123 70	Taupoiti-Reefton	13th May, 1907	1 22	...	...	...	...	125 12	125 0
Westport	30 17	...	...	...	...	...	...	...	30 17	30 17
Nelson	42 40	...	...	...	...	...	...	...	42 40	42 40
Pictou	33 44	...	...	...	...	...	...	...	33 44	33 44
Total	2,456 1	...	...	17 29	...	2 10	15 19	13 22	2,471 20	2,469 23

RETURN NO. 23.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1908.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	43 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	55 lb. Iron.	56 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Kawakawa Section—														
Opua-Kawakawa	..	0 2	..	..	..	..	6 7	..	0 72	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	..	..	..	..	..	..	85 6	..	..	42 5	..	47 0	..	174 11
Auckland-Tauhoa	..	..	..	..	..	..	38 8	..	..	21 12	..	3 20	..	62 40
Penrose-Onehunga	..	..	0 10	..	..	..	2 23	..	..	..	..	0 26	..	2 59
Frankton-Thames	..	..	0 2	..	..	..	26 24	..	..	18 77	..	17 52	..	62 75
Paeroa-Waihi	..	..	..	..	..	..	..	..	..	12 24	..	..	..	12 24
Cambridge Branch	..	..	9 32	..	..	..	2 48	..	..	..	..	..	..	12 0
Morrinsville-Rotorua	..	..	0 21	..	..	..	68 35	..	..	..	..	0 4	..	68 60
Wellington-Napier-New Plymouth Section—														
Longburn-Waitara	..	0 42	2 29	..	0 10	..	46 12	..	..	51 23	..	62 50	..	163 6
Foxton Branch	..	0 22	..	..	9 39	..	9 53	..	..	..	..	..	..	19 34
Hunterville Branch	..	..	..	..	0 21	..	24 7	..	..	9 55	..	16 78	..	50 60
Aramoho-Wanganui	..	..	..	..	..	..	..	..	..	1 78	..	1 1	..	3 20
Stratford-Huiroa	..	..	10 68	..	..	..	..	..	..	0 22	..	..	..	11 10
Sentry Hill-New Plymouth	..	..	..	..	..	..	2 44	..	..	..	..	7 48	..	10 12
Palmerston-Spit	..	2 12	..	..	0 35	..	60 4	..	..	35 66	..	15 70	..	113 72
Wellington-Woodville	..	..	..	..	3 7	..	40 44	..	..	17 21	..	57 33	..	115 53
Greytown Branch	..	..	..	..	..	..	..	..	..	..	..	..	..	3 7
Gisborne Section—														
Gisborne-Puha	..	0 20	..	..	..	..	..	1 79	..	17 62	..	..	..	20 1
Hurunui-Bluff Section—														
Lytelton-Bluff	..	0 11	..	..	..	..	108 25	..	0 11	29 11	..	252 54	1 49	392 1
Addington-Culverden	..	0 6	11 52	..	..	..	36 58	..	5 39	0 12	10 3	15 25	..	67 57
Oxford Branch	..	5 76	0 38	..	..	..	18 59	..	..	2 74	..	..	..	33 45
Eyreton Branch	..	..	..	..	..	..	1 76	..	..	..	..	..	..	20 11
Waipara-Domett	..	..	..	..	..	..	..	..	..	31 46	..	..	..	31 46
Southbridge Branch	..	1 34	13 60	..	1 59	..	23 19	1 0	..	1 20	..	..	..	25 39
Little River Branch	..	..	..	5 2	..	..	..	..	0 53	30 17	..	..	..	22 48
Springfield Branch	..	..	..	..	..	..	4 57	..	..	..	..	2 36	..	42 10
White Cliffs Branch	..	..	..	0 28	..	..	3 0	4 60	..	..	..	..	..	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	..	0 7	..	..	..	2 2	2 37	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	..	8 21	..	..	..	..	..	..	..	..	8 21
Duntroon Branch	..	14 66	0 12	..	4 34	..	18 9	..	..	..	..	..	..	37 41
Oamaru Breakwater Branch	..	0 23	..	..	..	..	0 40	..	..	..	..	..	..	0 63
Carried forward	20 13	56 43	81 70	5 30	27 66	24 22	665 14	7 59	7 15	328 64	10 3	500 17	1 49	1,736 65

RETURN NO. 23—continued.

STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1908—continued.

Line.	30lb. Iron.	40lb. Iron.	40lb. Steel.	45lb. Steel.	52lb. Iron.	52lb. Steel.	53lb. Steel.	55lb. Steel.	56lb. Iron.	56lb. Steel.	70lb. Iron.	70lb. Steel.	100lb. Steel.	Total.
Brought forward														
Hurunui-Bluff Section—continued.														
Ngapara Branch	20 13	56 43	81 70	5 30	27 66	24 22	665 14	7 59	7 15	328 64	10 3	500 17	1 49	1,736 65
Livingstone Branch		4 59	0 75				5 69			3 45				15 8
Waikato Branch		11 46	0 29		0 59		0 1			1 0				11 75
Port Chalmers Branch			7 5		0 12		1 4					0 10		8 65
Walton Park Branch							0 1							1 26
Fernhill Branch		2 48												2 49
Otago Central Railway			1 57											1 57
Outram Branch			1 19				65 73	3 0		65 58				134 51
Lawrence Branch		4 62	1 19				1 22			1 57				9 0
Catlin's River Branch		0 18			0 25		1 29	5 36		14 76		0 2		22 1
Tapaeui Branch		9 40	6 72				19 2			3 37				22 64
Wyndham Branch							3 10			6 59		0 22		26 21
Seaward Bush Branch			16 62				9 13			6 71				9 35
Invercargill-Kingston		43 55			0 20		1 66			9 55	18 14	0 27		25 39
Makarewa-Waihoaka							14 69			10 18	0 2	0 2		87 0
Thornbury-Nightcaps			22 32				29 74			2 3		0 1		40 16
Forest Hill Branch		12 66					0 15							24 51
Mararoa Branch			10 41											12 66
Waimaea Plains Railway					32 14		3 35			0 72				10 41
Westland Section—														36 41
Greymouth-Oira							33 13			11 28		6 7		50 48
Greymouth-Ruatapu							19 13			10 38		1 39		31 10
Stillwater-Reefton							37 13			1 22				38 35
Coal Creek Branch							0 13			4 64		0 2		4 79
Westport-Mokihinui					0 36		15 1			4 41		10 19		30 17
Nelson-Tadmor		4 38	3 2		1 1		17 4			16 75		0 2		42 40
Picton-Seddon		4 26	3 16		1 24		8 27			16 29				33 44
Total	20 13	155 21	156 0	5 30	64 17	24 22	952 21	16 15	7 15	521 32	28 19	518 70	1 49	2,471 4

RETURN NO. 24. PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1908.

Ref. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1908.				
										In.	Out.	£	s. d.	
KAWAKAWA SECTION.														
1040	R. 02/2353	Jan. 1, 1907	Hall and Black	M. ch. 6 79	Taunare	Govt. and grantees.	5 years*	†	£ ..	£ 2 2 6	£ 89 18 4	£ s. d. 92 0 10		
WHANGAREI SECTION.														
877	R. 03/3629	Jan. 1, 1904	Macklow Bros.	16 71	Otonga	Grantees	5 years*	Premium..	138 0 0	6 4 0	710 5 8	716 9 8		
929	R. 04/3988	Mar. 1, 1905	Northern Coal Company (Limited)	15 22	Waro	"	5 "	"	457 0 0	14 7 2	5,975 0 1	5,989 7 3		
950	R. 00/241	April 1, 1905	Mander and Bradley	18 32	Whakapara	"	5 "	†	..	26 7 5	2,482 18 11	2,509 6 4		
963	R. 05/3060	July 1, 1905	R. P. Gibbons	..	Hikurangi	"	5 "	Premium..	120 0 0	102 17 10	381 14 7	484 12 5		
1016	R. 02/551	Jan. 1, 1907	Hikurangi Coal Company (Limited)	..	Waro	"	5 "	†	..	32 6 1	7,479 8 1	7,511 14 2		
1037	R. 02/550	Jan. 1, 1907	Hikurangi Coal Company and Mary Belton	..	"	"	5 "	..	..	1 19 4	43 7 5	45 6 9		
1062	R. 06/3579	Oct. 26, 1907	A. L. Stokes	18 15	Whakapara	Govt. and grantees	5 "	..	..	..	722 14 10	722 14 10		
1065	R. 02/532	Jan. 1, 1908	Kauri Timber Company (Limited)	..	Mangahuru	Govt.	5 "	†	..	..	1,077 10 10	1,077 10 10		
KAIHU SECTION.														
1011	R. 06/2737	Oct. 1, 1906	H. P. Clear	3 2	Flaxmill	Grantees	5 years*	Premium..	85 0 0	30 3 6	10 15 10	40 19 4		
1023	R. 00/2111	Dec. 1, 1907	James Tounson	..	Ahikiwi	"	1 "	..	..	..	6 5 6	6 5 6		
1031	R. 02/1433	Jan. 1, 1907	Mitchelson Timber Company and James Tounson	16 15	Kaihu Booms	Govt.	5 "	..	..	4 6 9	1,163 6 7	1,167 13 4		
AUCKLAND SECTION.														
720	R. 00/107	Jan. 1, 1900	Kemphorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	7 48	Westfield	Grantees	10 years*	Premium..	160 0 0	1,713 8 4	2,632 1 8	4,345 10 0		
721	R. 99/1601	Jan. 1, 1900	R. and W. Hellaby (Limited)	7 52	"	Govt.	10 "	† Alter'ns..	120 0 0	..	87 7 0	87 7 0		
744	R. 00/668	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited)	1 5	Hamilton	Grantees	10 "	Premium..	175 0 0	190 2 2	31 10 2	221 12 4		
850	R. 98/1868	May 1, 1903	Taupiri Coal-mines (Limited)	..	Huntly	"	5 "	†	32 0 0	75 6 7	15,421 17 11	15,497 4 6		
855	R. 03/600	July 1, 1903	W. and G. Winstone	..	Auckland	"	5 "	Premium..	Rental, £25	1,849 6 1	50 3 8	1,899 9 9		
866	R. 93/3515	Oct. 1, 1903	Assets Realisation Board	..	Morrinsville	"	10 "	†	Rental, £250	54 5 0	35 7 3	89 12 3		
871	R. 03/4153	Jan. 1, 1904	Gardner Bros. and Parker	..	New Lynn	"	5 "	Premium..	96 0 0	443 2 2	1,074 0 1	1,517 2 3		
884	R. 03/1660	April 1, 1904	Taupo Totara Timber Company (Limited)	..	Putaruru	"	5 "	..	330 0 0	219 6 8	17,515 11 0	17,734 17 8		
885	R. 04/956	May 11, 1904	A. and G. Price	..	Thames	Govt.	Indefinite	..	98 0 0	442 11 5	978 10 6	1,421 1 11		
887	R. 04/945	June 1, 1904	New Zealand Brick, Tile, and Pottery Company	..	New Lynn	Grantees	5 years*	Premium..	262 0 0	19 7 4	22 9 8	41 17 0		
898	R. 04/1751	Aug. 1, 1904	Frank Coulthard	..	Helensville South	"	5 "	†	Rental, £25	3,221 8 0	107 4 0	3,328 12 0		
900	R. 04/2378	June 1, 1904	Auckland Veneer and Timber Company (Limited)	..	Onehunga	"	5 "	..	..	..	..	..		

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1908—continued.

No.	Reg. Co.	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, 1908.			
											In.	Out.	Total.	
WELLINGTON - NAPIER - NEW PLYMOUTH SECTION—continued.														
705	R. 97/2271	..	Aug. 1, 1899	Bartholomew Bros. ..	M. ch. 99 30	Feilding ..	Govt. ...	10 years*	..	Repairs, £2	£ s. d. 1,234 10 9	£ s. d. 15 18 0	£ s. d. 1,250 8 9	
725	R. 99/854	..	Jan. 1, 1900	Waitara Freezing and Cool-storage Company (Limited)	246 53	Waitara ..	Grantees	10	Premium..	Rental, £25	1,885 0 10	7 18 10	1,892 19 8	
735	R. 00/1180	..	Jan. 1, 1900	Williams and Kettle (Limited)	113 55	Port Ahuriri ..	..	10	"	Alter'n's, £35	2,047 15 0	151 3 9	2,198 18 9	
736	R. 00/1192	..	May 1, 1900	R. Holt ..	99 72	Hastings ..	..	10	"	Rental, £25	1,592 14 2	22 6 5	1,615 0 7	
758	R. 98/3937	..	Oct. 1, 1900	J. Garnett ..	99 71	Hastings ..	..	10	"	Repairs, £15s.	825 1 3	..	825 1 3	
759	R. 99/2633	..	April 1, 1901	Henry Brown and Co. ..	235 43	Inglewood ..	..	10	"	Rental, £25	59 12 11	351 17 5	411 10 4	
760	R. 01/299	..	April 1, 1901	Nelson Bros. (Limited) ..	96 17	Woodville ..	..	10	"	Repairs, £42	1,191 10 11	1,233 3 6	2,424 14 5	
786	R. 01/886	..	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea ..	..	10	"	Rental, £25	2,257 15 2	44 6 0	2,302 1 2	
792	R. 02/384	..	Jan. 1, 1902	Nelson Bros. (Limited) ..	68 3	Waipukurau ..	Govt. ..	10	"	Rental, £25	..	..	..	
828	R. 02/2624	..	July 1, 1902	B. L. Knight ..	91 52	Newman ..	Grantee	5	"	Rental, £25	218 4 3	142 5 0	360 9 3	
930	R. 02/2178	..	Sept. 1, 1902	Waverley Co-operative Dairy Factory Company (Limited)	..	Aramoho ..	Grantees	10	Premium..	Rental, £25	506 11 11	366 10 7	873 2 6	
831	R. 92/1948	..	Sept. 1, 1902	Williams and Kettle ..	..	Hastings ..	..	10	"	Rental, £25	2 0 1	47 17 6	49 17 7	
837	R. 03/478	..	Dec. 1, 1902	Taraki Co-operative Dairy Company ..	..	Taraki ..	..	5	"	..	26 13 11	222 13 0	249 6 11	
848	R. 00/2214	..	April 1, 1903	Kendrick Bros. ..	..	Aramoho ..	..	5	"	..	46 7 8	3,729 18 5	3,776 6 1	
851	R. 02/1854	..	April 1, 1903	W. F. Knight ..	..	Mangatera ..	..	5	"	..	131 18 11	381 4 0	513 2 11	
852	R. 00/2784	..	June 1, 1903	Mauriceville Lime Company (Ltd.) ..	..	Mauriceville ..	..	5	"	237 5 6	171 18 9	17 14 7	189 13 4	
857	R. 99/2458	..	Oct. 1, 1903	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Eltham ..	..	10	"	Rental, £25	3,152 18 9	636 11 2	3,789 9 11	
858	R. 99/2453	..	Oct. 1, 1903	Egmont Box Company (Limited)	..	..	..	10	"	Rental, £25	1,837 9 0	3,205 14 9	5,043 3 9	
868	R. 96/3827	..	Nov. 1, 1903	Nelson Bros. (Limited) ..	..	Tomdona ..	..	10	"	Rental, £25	471 10 3	572 3 3	572 3 3	
869	R. 03/3688	..	Nov. 1, 1903	R. and W. Pitcaithley ..	11 71	Belmont ..	..	5	Premium..	Rental, £25	100 13 0	4 16 3	858 11 7	
874	R. 03/2618	..	Sept. 1, 1903	A. Quinlan ..	93 37	Hukarui ..	..	5	"	100 0 0	524 10 11	24 3 6	548 14 5	
875	R. 98/3766	..	Jan. 1, 1904	Dalgaty and Co. (Limited)	..	Port Ahuriri ..	..	5	"	Rental, £25	11 18 4	2,560 4 3	2,572 2 7	
880	R. 03/3251	..	Jan. 1, 1904	Bartholomew Bros. ..	..	Matamau ..	..	5	"	..	955 7 4	30 7 8	985 15 0	
882	R. 03/4089	..	Mar. 1, 1904	Union Timber, Sash, and Door Company (Limited)	88 36	Palmerston North ..	..	10	Premium..	Rental, £25	510 6 6	166 6 2	676 12 8	
883	R. 04/291	..	Mar. 1, 1904	William Cook ..	88 36	..	..	10	"	Rental, £25	4,842 12 7	175 4 0	5,017 16 7	
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	..	..	..	
895	R. 01/2230	..	May 1, 1904	Henry Carlson ..	..	Pukehou ..	Grantees	5	Premium..	Rental, £25	44 19 5	1,196 3 5	1,241 2 10	
896	R. 04/955	..	July 1, 1904	McMurray and Co. (Limited)	..	Palmerston North ..	..	10	"	90 0 0	274 13 8	..	274 13 8	

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1908—continued.

H.R. No.	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1908.						
										£.	s.	d.	Total.			
HURUNUI-BLUFF SECTION.																
178	R. 96/1630	Dec. 28, 1870	J. Mill and Co.	M. ch.	Oamaru	Govt.	Indefinite	..	..	£	s.	d.	£	s.	d.	
179	R. 96/1630	Dec. 28, 1870	Public Works Department	..	Dunedin	..	For ever	..	..	1,071	19	5	398	13	3	
180	R. 82/2186	June 2, 1875	Richard Allen	1 17	Riccarton	Grantee	..	..	..	192	7	0	726	0	4	
181			Bank of New South Wales. (Used by White and Co.)	21 29	Leeston	Govt.	..	..	..	1,303	6	0	1,116	11	0	
182	R. 98/4310	Dec. 18, 1874	Oamaru Harbour Board . . .	157 77	Oamaru	..	Undefined	..	..	146	15	0	..	..	..	
183	R. 96/1984	Dec. 11, 1875	Richard Evans	1 52	Wilson's Siding	Grantee	For ever	..	..	3,537	19	7	1,766	18	0	
20	R. 99/3100	April 7, 1876	D. C. Turnbull and Co. . . .	105 54	Timaru	Govt.	..	..	..	463	0	0	1,947	16	2	
32	R. 00/945	April 22, 1876	J. Deans	8 75	Glentunnel	..	Undefined	..	..	552	19	11	281	18	1	
33	R. 02/641	July 18, 1876	Clark Bros.	166 27	Maheno	..	Indefinite	..	..	98	7	0	2,914	17	2	
120	R. 98/4310	Jan. 23, 1878	Oamaru Harbour Board . . .	157 65	Oamaru (1st sidg.)	..	Indefinite	300 0 0	50 0 0	69	6	10	1,089	4	2	
1258	R. 09/473	Jan. 10, 1882	Wigram Bros.	10 71	Mosgiel Township	..	For ever	..	..	1,223	5	9	1,256	16	0	
356	R. 02/3668	Nov. 1, 1905	T. Teschemaker	165 26	South Malvern	..	Indefinite	..	..	272	12	0	76	15	8	
544	R. 98/2669	Sept. 1, 1898	J. H. Lambert	237 2	Teschemaker's	..	10 years*	†	..	..	..	..	233	4	2	
6346	R. 96/4050	Sept. 1, 1898	Canterbury Frozen Meat and Dairy produce Export Company (Ltd.)	55 3	Kensington	..	10	Premium..	Rental, £25	58	16	4	354	14	0	
555	R. 99/490	Jan. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	0 21	Fairfield	Grantees	10	..	680 0 0	2,796	18	5	7,559	8	0	
558	R. 98/3247	April 1, 1899	Friedlander Bros. (Limited)	16 40	Lyttelton	..	10	..	Rental, £50	442	4	5	501	17	5	
662	R. 99/1727	May 1, 1899	Wm. Goss	6 62	Lyndhurst	Govt.	10	..	Rental, £25	..	..	..	676	3	5	
663	R. 99/1738	May 1, 1899	Canterbury (N.Z.) Seed Company (Limited)	2 4	Christchurch	..	10	..	Rental, £50	1,104	17	11	37	16	6	
665	R. 99/1728	May 1, 1899	Dalgaty and Co. (Limited)	6 45	Heathcote	..	10	..	Repairs, £6	687	8	2	485	5	1	
666	R. 99/1832	May 1, 1899	Belford Mills Company . . .	106 8	Christchurch	..	10	..	Rental, £25	2,354	4	1	495	1	2	
668	R. 99/1922	May 1, 1899	Friedlander Bros. (Limited)	60 68	Timaru	..	10	..	Repairs, £23	193	7	10	311	7	11	
669	R. 99/1936	May 1, 1899	Friedlander Bros. (Limited)	58 73	Tinwald	..	10	..	Rental, £50	26	6	7	1,151	9	3	
670	R. 99/1934	May 1, 1899	Fleming and Henderson . . .	335 5	Ashburton	..	10	..	Rental, £35	475	6	1	(Included in No. 821.)	916	0	3
671	R. 99/1935	May 1, 1899	J. B. Hobart	6 19	Gore	..	10	..	Repairs, £6	877	11	2	34	18	9	
673	R. 99/2066	June 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	236 32	Christchurch	Govt. and grantees	10	..	Rental, £50	577	11	2	912	9	11	
674	R. 99/2065	Aug. 1, 1899	W. Nicholls	7 2	Dunedin	Grantees	10	..	Rental, £50	1,406	6	1	373	7	0	
675	R. 99/2092	May 1, 1899	National Mortgage and Agency Com- pany of New Zealand (Limited)	374 56	Belfast	Govt.	10	..	Rental, £25	619	2	4	563	7	8	
677	R. 99/2174	May 1, 1899	Fleming and Co. (Limited)	374 5	Invercargill	..	10	..	Rental, £50	494	0	10	227	15	5	
680	R. 99/1120	July 1, 1899	Wright, Stephenson, and Co. .	375 11	Elles Road	..	10	..	Rental, £50	1,781	17	9	338	11	0	
683	R. 97/2821	Aug. 1, 1899	Dalgaty and Co. (Limited)	236 21	Invercargill	Grantees	10	Premium..	49 0 0	2,122	15	11	1,547	18	1	
						..	10	..	Rental, £50	3,750	17	6	940	4	2	
						..	10	..	Rental, £50	940	4	2	4,691	1	8	

696	R. 99/2422 ..	May	1, 1899	Friedlander Bros. (Limited)	58 72	Ashburton	Govt. ..	10 "	"	386 8 11	1,374 17 2	1,761 6 1
691	R. 99/2406 ..	Aug.	1, 1899	Christchurch Meat Company (Limited)	13 10	Islington (1st edg.)	Govt. and grantees	10 "	"	9,856 12 3	7,021 14 8	16,878 6 11
692	R. 99/2427 ..	May	1, 1899	Canterbury Roller Flour-mills Coy.	13 13	"	Grantees	10 "	"	129 5 4	521 16 4	651 1 8
695	R. 93/1963 ..	Aug.	1, 1899	W. Scott and Co.	58 3	Ashburton	Govt. ..	10 "	"	409 10 2	316 9 9	725 19 11
698	R. 99/2537 ..	June	1, 1899	Christchurch Meat Company (Limited)	25 39	Southbridge	Grantees	10 "	"	614 17 1	680 1 7	1,294 18 8
699	R. 99/2042 ..	Oct.	1, 1899	New Zealand Shipping Company (Limited)	155 23	Eveline	"	10 "	"	1,614 17 4	294 15 0	1,909 12 4
700	R. 99/2653 ..	May	1, 1899	W. White and Co.	391 47	Bluff	"	10 "	"	67 11 0	210 13 5	1,674 19 8
702	R. 93/1967 ..	June	1, 1899	Crown Milling Company (Limited)	7 46	Addington	Govt. ..	10 "	"	1,464 6 3	71 7 0	1,895 5 11
709	R. 99/2416 ..	Nov.	1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff	"	10 "	"	872 3 11	726 2 11	1,598 6 10
715	R. 99/1719 ..	Aug.	1, 1899	Bowron Bros. ..	3 73	Woolston	Grantees	10 "	"	1,178 2 4	395 8 4	1,573 10 8
716	R. 99/2905 ..	Oct.	1, 1899	Milburn Lime and Cement Company (Limited)	235 25	Dunedin	"	10 "	"	1,849 11 7	964 10 11	2,814 2 6
722	R. 00/141 ..	Jan.	1, 1900	H. Hartaway ..	0 14	Burnside	Govt. and grantees	10 "	"	594 0 9	298 8 10	892 9 7
729	R. 09/991 ..	April	1, 1900	G. G. Stead and Co.	7 59	Addington	Grantees	10 "	"	721 18 9	328 17 6	1,050 16 3
731	R. 99/3038 ..	May	1, 1900	Wright, Stephenson, and Co.	26 50	Balfour	"	10 "	"	391 12 1	1,077 10 11	1,469 3 0
732	R. 00/1193 ..	May	1, 1900	J. and T. Meek	158 18	Oamaru	Govt. ..	10 "	"	1,172 13 10	796 16 0	1,969 9 10
739	R. 99/357 ..	Feb.	1, 1900	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton	Grantees	10 "	"	1,146 18 5	832 13 0	1,979 11 5
740	R. 99/2357 ..	May	1, 1900	J. Craig and Co.	157 45	Oamaru	Govt. ..	10 "	"	652 17 7	156 4 4	809 1 11
749	R. 03/2042 ..	Oct.	1, 1900	D. Thomas ..	58 76	Ashburton	Grantees	10 "	"	252 6 6	523 8 0	775 14 6
751	R. 00/1147 ..	Aug.	1, 1900	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch	Govt. and grantees	10 "	"	1,988 10 3	100 2 5	2,088 12 8
754	R. 00/694 ..	Oct.	1, 1900	Timaru Harbour Board (National Mortgage and Agency Company, Ltd., Mill and Co., Shaw, Still, and Albion Company, and Westland-Timaru Timber and Coal Company, Ltd., tenants, Westport Coal Co., Mason, Struthers, & Co., Briscoe & Co.)	105 74	Timaru	Grantees	10 "	"	95 0 0	837 3 7	2,081 14 0
757	R. 00/1040 ..	Dec.	1, 1900	(Otago Farmers' Co-operative Association of New Zealand (Ltd.) (Wright, Stephenson, and Co. ..))	236 35	Dunedin	"	10 "	"	550 0 0	394 19 6	2,580 9 8
767	R. 00/478 ..	Feb.	1, 1901	Canterbury (N.Z.) Seed Company (Limited), and H. Matson and Co. National Mortgage and Agency Company of N.Z. (Limited)	7 60	Addington	"	8 "	"	Rental, each £50	751 14 9	5,245 15 3
774	R. 01/1837 ..	Sept.	1, 1901	Kenphorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	7 57	"	"	10 "	"	Rental, each £25	349 19 8	1,091 16 0
775	R. 01/1661 ..	July	1, 1901	Moir and Co. ..	239 24	Cattle-yards	"	10 "	"	Rental, £25	401 7 5	938 1 6
776	R. 01/1660 ..	Aug.	1, 1901	Federal Steam Navigation Company (Limited), (Birt and Co. may also use siding)	16 69	Southbrook	Govt. ..	10 "	"	Rental, £25	3,976 8 7	5,590 8 1
779	R. 03/2223 ..	Sept. 14, 1901	1, 1901	N.Z. Provision and Produce Coy. ..	390 12	Ocean Beach	Grantees	10 "	"	Rental, £25	1,651 2 9	2,710 4 1
782	R. 95/1853 ..	Oct.	1, 1901	Wood Bros. (Limited) ..		Belfast	"	10 "	"	Rental, £25	1,342 0 3	4,229 15 8
784	R. 01/2438 ..	Oct.	1, 1901			Addington	"	10 "	"	Rental, £25	523 4 1	1,091 6 8
											1,507 18 3	2,807 11 9

Three months' notice. + Siding originally laid under old agreement.

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1908—continued.

No. of Reg. Co.	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1908.				
										In.	Out.	Total.		
HURUNUI-BLUFF SECTION—continued.														
791	R. 01/2857 ..	Dec. 1, 1901	D. H. Brown and Son ..	M. ch. 7 29	Addington ..	Govt. and grantees	10 years* ..	†	£ s. d. Rental, £25	£ 1,618 1 9	£ s. d. 531 11 9	£ s. d. 2,149 13 6		
795	R. 00/1690 ..	Jan. 1, 1902	Christchurch Meat Company (Ltd.)	239 27	Cattle-yards	Grantees	10 " ..	†	Rental, £25	2,518 13 3	1,583 14 2	4,102 7 5		
809	R. 99/2324 ..	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Timaru ..	"	10 " ..	†	Rental, £50	1,610 14 5	1,135 13 11	2,746 8 4		
815	R. 02/1454 ..	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme ..	"	10 " ..	†	Rental, £25	536 16 8	949 16 0	1,546 12 8		
816	R. 92/806 ..	Mar. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Christchurch ..	"	10 " ..	†	Rental, £50	995 9 10	264 5 11	1,259 15 9		
818	R. 01/2143 ..	April 1, 1902	Wright, Stephenson, and Co. ..	..	Kelso ..	"	10 " ..	Premium ..	207 0 0	125 14 3	388 11 0	514 5 3		
819	R. 92/1000 ..	April 1, 1902	Southland Frozen Meat and Produce Export Company (Limited)	..	Mataura ..	"	10 " ..	†	Repairs, £48	1452 11 3	4,254 18 5	5,707 9 8		
821	R. 01/1450 ..	Dec. 18, 1901	Friedlander Bros. (Limited)	..	Ashburton ..	"	7 " ..	†	Rental, £25	386 8 11	1,374 17 2	1,761 6 1		
822	R. 02/2529 ..	Feb. 1, 1902	Guinness and LeCren (Limited)	..	Studholme ..	"	10 " ..	†	Rental, £25	476 14 3	679 19 0	1,156 13 3		
834	R. 02/3673 ..	Nov. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru ..	"	10 " ..	†	Rental, £50	883 5 3	345 0 8	1,178 5 11		
835	R. 03/477 ..	Dec. 1, 1902	Donald Reid and Co. (Limited)	..	Dunedin ..	"	10 " ..	†	Rental, £50	4,345 12 4	542 15 10	4,888 8 2		
840	R. 02/3422 ..	Jan. 1, 1903	William H. Martyn ..	..	Wetheral ..	"	10 " ..	†	Rental, £25	50 8 1	410 19 0	461 7 1		
843	R. 00/2781 ..	Jan. 1, 1903	Canterbury Central Co-operative Dairy Company (Limited)	..	Addington ..	"	10 " ..	†	Rental, £25	128 17 0	149 13 8	278 10 8		
844	R. 93/1075 ..	Feb. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	..	Gore ..	"	10 " ..	†	Repairs, £215s. Rental, £25	199 11 7	194 9 3	394 0 10		
845	R. 03/1083 ..	May 1, 1903	A. P. Tutton ..	..	Rangiora ..	"	10 " ..	Premium ..	100 0 0	33 4 4	105 4 4	138 8 8		
846	R. 03/1839 ..	Oct. 1, 1902	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	..	Belfast ..	"	10 " ..	†	Rental, £25	6,028 18 10	4,576 11 10	10,605 10 8		
847	R. 02/3211 ..	Jan. 1, 1903	T. D. Ward ..	..	Bluff ..	"	10 " ..	Premium ..	110 0 0	819 6 11	226 8 3	1,045 15 2		
849	R. 93/2140 ..	May 1, 1903	Nichol Bros.	..	Lyttelton	"	10 " ..	†	Rental, £50	3,175 0 2	859 5 4	4,034 5 6		
853	R. 99/1940 ..	May 1, 1903	Lyttelton Borough Council (Shaw, Savill, and Albion Company, Kaye and Carter, tenants)	..	Lyttelton ..	"	10 " ..	†	Rental, £50	3,601 11 2	840 17 10	4,442 9 0		
854	R. 02/3125 ..	June 1, 1903	Colonial Oil Company ..	..	Christchurch ..	Govt.	10 " ..	..	Rental, £50	451 16 8	137 13 5	589 10 1		
856	R. 03/1919 ..	June 1, 1903	Pyne and Co.	..	Christchurch ..	Grantees	10 " ..	Premium ..	350 0 0	1,270 8 9	272 15 2	1,543 3 11		
860	R. 03/2316 ..	Aug. 1, 1903	Canterbury Frozen Meat and Dairy-produce Export Company (Ltd.)	113 12	Pareora ..	"	10 " ..	Premium ..	615 0 0	2,923 6 11	2,327 12 5	5,250 19 4		
862	R. 98/4223 ..	Oct. 1, 1903	Oamaru Tree-stone Company (Ltd.)	..	Whitecraig	"	5 " ..	†	Rental, £50	..	412 6 2	412 6 2		
864	R. 98/4318 ..	Oct. 1, 1903	G. and W. Gore ..	..	Wingatui ..	"	5 " ..	†	..	144 13 6	906 0 5	1,050 13 11		
865	R. 00/1544 ..	Sept. 1, 1903	Lovell's Flat Coal Company	..	Lovell's Flat	"	8 years and 247 days*	†	..	..	..	..		

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1908—continued.

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, 1908.				
										In.	Out.	Total.	Total.	
HURUNUI-BLUFF SECTION—continued.														
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
999	R. 01/1604	July 1, 1906	William Borlase	..	Sawyer's Bay	Grantee	5 years*	+	..	0 1 11	200 3 11	200 5 10	200 5 10	
1000	R. 96/2443	July 1, 1906	Nelson Bros.	..	Hornby	"	10 "	+	Rental, £25	210 16 9	314 13 0	525 9 9	525 9 9	
1001	R. 96/3013	July 1, 1906	James Macfie and Co. (Limited)	..	Dunedin	"	10 "	+	Rental, £50	2,179 10 4	34 8 7	2,213 18 11	2,213 18 11	
1004	R. 06/1868	Sept. 1, 1906	N.M. and A. Co. of N.Z. (Limited)	..	Gore	Grantees	5 "	Premium..	100 0 0	309 9 7	137 7 6	446 17 1	446 17 1	
1015	R. 02/2502	Aug. 1, 1906	William Quinn	..	Otaio	Govt. and grantees	10 "	+	Rental, £25	360 18 9	87 1 9	448 0 6	448 0 6	
1017	R. 06/3093	Jan. 1, 1907	N.M. and A. Co. of N.Z. (Limited)	..	Invercargill	Grantees	10 "	Premium..	12 0 0	532 4 6	651 3 3	1,183 7 9	1,183 7 9	
1019	R. 98/410	Dec. 1, 1906	Christchurch Meat Company	..	Smithfield	"	10 "	+	Rental, £50	4,090 10 11	4,120 4 8	8,210 15 7	8,210 15 7	
1024	R. 99/2990	Jan. 1, 1907	Invercargill Corporation	..	Greenhills	Govt.	5 "	Premium..	17 0 0	59 4 7	291 16 8	351 1 3	351 1 3	
1027	R. 99/2523	Aug. 1, 1904	Hodgkinson and Co.	..	Lind's Bridge	Grantees	5 "	"	100 0 0	12 18 1	120 5 0	133 3 1	133 3 1	
1028	R. 99/671	Mar. 1, 1907	Bruce Woollen Manufacturing Coy.	..	Milton	"	10 "	..	Rental, £25	222 17 3	..	222 17 3	222 17 3	
1029	R. 99/1122	Mar. 1, 1907	Guinness and Le Oren	..	Winchester	"	5 "	..	Rental, £25	..	70 13 4	70 13 4	70 13 4	
1033	R. 05/754	Mar. 1, 1907	Lytelton Harbour Board	..	Lytelton	Govt.	5 "	..	..	1,183 0 11	197 18 1	1,380 19 0	1,380 19 0	
1032	R. 02/1439	April 1, 1907	Otago Dock Trust	..	Port Chalmers	"	5 "	..	..	237 3 4	350 17 6	588 0 10	588 0 10	
1039	R. 01/1860	July 1, 1907	Christchurch City Council	..	Sockburn	"	5 "	Premium..	137 0 0	..	..	..	..	
1044	R. 07/2596	Sept. 1, 1907	Watson Bros. and Harrington	..	Te Tumutu	"	5 "	"	351 0 0	..	..	..	..	
1045	R. 07/1740	Sept. 1, 1907	Southland Sand Brick Company	..	Waikiwi	Grantees	10 "	..	Rental, £50	227 14 8	380 8 5	608 3 1	608 3 1	
1047	R. 00/1324	May 1, 1907	Anderson's (Limited)	..	Lytelton	"	5 "	"	50 0 0	109 3 3	204 2 7	313 5 10	313 5 10	
1050	R. 07/2200	July 1, 1907	G. Bailey	..	Templeton	Grantee	5 "	"	11 11 0	5 7 2	8 4 3	13 11 5	13 11 5	
1051	R. 03/1984	Aug. 1, 1907	R. Green	..	Abbotsford	Govt.	1 "	..	..	..	165 5 7	165 5 7	165 5 7	
1052	R. 99/2623	Oct. 1, 1907	Otago Iron Rolling Mills Company	..	Burnside	"	5 "	..	..	1,129 0 0	8 0 0	1,137 0 0	1,137 0 0	
1053	R. 97/4377	Oct. 1, 1907	F. McGill	..	Milton	"	10 "	..	Rental, £25	1,091 18 4	908 1 2	1,999 19 6	1,999 19 6	
1056	R. 06/3430	Jan. 1, 1908	Westport Coal Company	..	Christchurch	"	10 "	Premium..	255 0 0	83 3 7	0 12 11	83 16 6	83 16 6	
1058	R. 00/1107	Jan. 1, 1908	Drummond and Lischner	..	Conical Hill	Grantees	5 "	"	Rental, £50	7 3 2	290 2 11	297 6 1	297 6 1	
1059	R. 01/600	Jan. 1, 1908	Evans and Co.	..	Timaru	Govt.	10 "	..	4 2 0	517 16 2	682 4 4	1,200 0 6	1,200 0 6	
1060	R. 98/1147	Jan. 1, 1908	J. Deans	..	Christchurch	"	10 "	..	Rental, £50	1,621 16 2	13 19 1	1,635 15 3	1,635 15 3	
1064	R. 02/3375	Sept. 1, 1907	Timaru A. and P. Association	..	Smithfield	Grantees	10 "	..	..	..	..	..	..	
1066	R. 07/3100	July 1, 1907	N.Z. Loan and M.A. Company	..	Methven	"	10 "	Premium..	220 0 0	46 8 11	..	46 8 11	46 8 11	
1070	R. 08/472	Jan. 1, 1908	W. D. Meares	..	Christchurch	"	10 "	"	Rental, £25	..	..	..	..	
1071	R. 06/2609	Feb. 1, 1908	Murray, Roberts, and Co.	..	Dunedin	"	10 "	..	167 0 0	736 14 8	349 2 6	1,085 17 2	1,085 17 2	
1072	R. 91/4426	Nov. 1, 1907	Timaru Milling Company	..	Timaru	"	10 "	Premium..	25 0 0	782 15 0	556 15 3	1,339 10 3	1,339 10 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. Grantees	Undefined 5 years*	..	Premium..	93 10 0	16 4 6	1,107 10 3	1,123 14 9
836 R. 02/2451 ..	Dec. 1, 1902	Tyneside Colliery Company	..	Arnold's	Grantees	5 "	..	Premium..	88 0 0	..	7,728 7 0	7,728 7 0
861 R. 99/1739 ..	Sept. 1, 1903	Stratford, Blair, and Co...	6 58	Gladstone	"	5 "	..	"	..	15 10 4	709 13 3	725 3 7
863 R. 03/1446 ..	Oct. 1, 1903	O. Butler	13 47	Chesterfield	"	5 "	..	Premium..	75 0 0	29 1 11	335 9 9	364 11 8
872 R. 03/2385 ..	Nov. 1, 1903	G. D. Wilson and Co.	13 47	"	"	5 "	..	"	169 0 0	38 11 0	947 8 6	985 19 6
873 R. 03/2385 ..	Nov. 1, 1903	Messrs. Baxter Bros.	..	"	"	5 "	..	"	231 0 0	..	..	..
892 R. 03/4189 ..	June 1, 1904	The Red Jacks Sawmilling Company	4 71	Ngahere	Govt. ..	5 "	..	"	Rental, £25	0 15 0	859 19 1	860 14 1
897 R. 99/1780 ..	Jan. 1, 1904	Stratford, Blair, and Co. ...	..	Grey-mouth	"	10 "	..	"	..	379 5 2	280 2 3	659 7 5
903 R. 03/3096 ..	Jan. 1, 1904	W. Morris	..	Kumara	Grantees	5 "	..	"	..	645 19 1	645 19 1	645 19 1
908 R. 03/4351 ..	July 1, 1904	Craig and Sheedy	..	Te Kinga	Grantees	5 "	..	Premium..	321 0 0	44 14 0	653 15 9	698 9 9
934 R. 03/2764 ..	Feb. 1, 1905	Grey-mouth Timber and Land Com-pany (Limited)	22 7	Moana	"	5 "	..	"	150 0 0	17 16 2	1,444 2 0	1,461 18 2
941 R. 99/2900 ..	Nov. 1, 1904	Malfroy and Co.	..	Ho Ho	Govt. and grantees	5 "	..	"	..	20 19 4	1,248 17 11	1,269 17 3
942 R. 04/2611 ..	Nov. 1, 1904	The Ngahere Milling Company	..	Ngahere	Grantees	5 "	..	Premium..	100 0 0	1 19 1	515 11 0	517 10 1
946 R. 00/197 ..	Jan. 1, 1905	Messrs. Baxter Bros.	10 77	Kumara	Govt. and grantees	5 "	..	"	..	2 8 9	860 18 4	863 7 1
966 R. 05/1908 ..	Dec. 1, 1905	Lincoln Bros. and Toomey & Peebles	..	Staford	Grantees	5 "	..	Premium..	200 0 0	3 12 0	741 15 1	745 7 1
970 R. 05/1881 ..	Nov. 1, 1905	Southorn and Co.	..	Ngahere	"	5 "	..	"	..	42 6 6	42 6 6	42 6 6
971 R. 02/553 ..	Oct. 1, 1905	Kotuku Sawmilling Company	..	Aratika	Taken over with Mid-land Rly.	5 "	..	Premium..	5 0 0	50 13 6	977 18 6	1,028 7 0
975 R. 02/557 ..	Oct. 1, 1905	Stratford, Blair, and Co...	..	Kokiri	Ditto	5 "	..	"	49 0 0	40 12 7	1,080 15 8	1,071 8 3
976 R. 02/554 ..	Oct. 1, 1905	Moana Sawmilling Company (Ltd.)	..	Moana	"	5 "	..	"	8 0 0	..	1,109 10 6	1,109 10 6
980 R. 02/552 ..	Oct. 1, 1905	Blackball Coal Company (Limited)	..	Ngahere	"	5 "	..	"	48 0 0	87 14 2	10,453 4 1	10,540 18 3
983 R. 02/558 ..	Oct. 1, 1905	Baxter Bros.	..	Kokiri	"	5 "	..	"	5 0 0	30 18 3	1,325 16 6	1,356 14 9
985 R. 01/356 ..	April 1, 1906	Terawera Sawmill Company (Ltd.)	..	Inchbonnie	Grantees	5 "	..	"	..	24 18 0	999 14 8	1,024 12 8
992 R. 02/556 ..	Oct. 1, 1906	Lake Brunner Sawmill Company	..	Moana...	"	5 "	..	Premium..	320 0 0	53 7 0	2,944 9 0	2,997 16 0
1007 R. 00/2624 ..	Aug. 1, 1906	Despatch Foundry Company (Ltd.)	..	Grey-mouth	"	10 "	..	"	Rental, £25	84 11 11	78 4 11	162 16 10
1013 R. 01/456 ..	Oct. 1, 1906	Jack Bros.	..	Kotuku	"	5 "	..	Premium..	280 0 0	79 6 10	2,234 4 9	2,313 11 7
1025 R. 07/774 ..	Nov. 1, 1906	Bowater and Bryan	..	Ahaura	"	5 "	..	"	235 0 0	27 12 8	890 10 5	918 3 1
1049 R. 01/1152 ..	June 1, 1907	D. H. Roberts	..	Baxter's	Govt. ..	5 "	..	"	..	..	..	..
1068 R. 06/440 ..	Mar. 1, 1908	Ikamatua Sawmilling Company	..	Ikamatua	Grantees	5 "	..	Premium..	500 0 0	..	..	..
1073 R. 07/3061 ..	Jan. 1, 1908	Messrs. Manson and Co...	25 20	Te Kinga	"	5 "	..	"	300 0 0	..	..	..

WESTPORT SECTION.

915 R. 00/2091 ..	Aug. 1, 1904	D. P. Mumm	26 72	Mokihinui	Grantee	5 years*	..	Premium..	100 0 0	9 14 6	11 18 4	21 12 10
1026 R. 07/865 ..	Mar. 1, 1907	N.Z. Government Mines Department	..	Westport	"	5 "	..	"	950 0 0	805 16 3	112 16 11	918 13 2
1038 R. 00/2091 ..	Mar. 1, 1907	S. and J. Marris	..	Mokihinui	Grantees	2 "	..	"	20 0 0	0 17 8	26 1 1	26 18 9
1043 R. 07/591 ..	Sept. 1, 1907	Westport-Stockton Coal Company	19 2	Ngakawau	Grantees	5 "	..	"	952 0 0	720 1 9	..	720 1 9

NELSON SECTION.

288 R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow	..	Nelson	Grantees	Undefined	..	Premium..	150 0 0	312 1 6	17 15 4	329 16 10
958 R. 05/892 ..	July 1, 1905	E. Buxton and Co. (Limited)	..	"	"	10 years*	..	"	180 0 0	241 0 6	68 1 1	309 1 7
— R. 00/1834 ..	Oct. 1, 1899	M. Lightband	..	"	(Right held in connection with lease)	..	..	"	67 18 0	198 0 9	1 14 6	199 15 3

PICTON SECTION.

794 R. 99/2880 ..	Dec. 1, 1901	Christchurch Meat Company (Ltd.)	13 85	Spring Creek	Grantees	10 years*	..	"	Repairs, £15	315 15 6	269 5 11	585 1 5
797 R. 01/2132 ..	Feb. 1, 1902	Levin and Co. (Limited)	..	Blenheim	"	10 "	..	"	Rental, £25	610 15 6	550 13 6	1,161 9 0
800 R. 91/3490 ..	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton	"	10 "	..	"	Rental, £25	393 0 1	156 16 10	549 16 11
870 R. 93/3737 ..	Nov. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim	"	10 "	..	"	Repairs, £5	700 6 0	810 8 6	1,510 14 6
916 R. 04/1190 ..	Sept. 1, 1904	Wellington and Marlborough Cement, Lime, and Coal Coy. (Limited)	..	Elevation	"	5 "	..	Premium..	200 0 0	..	..	..

* T three months' notice.

† Sliding originally laid under old agreement.

‡ One month's notice.

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1908.

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	369,539
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
1906-1907	..	50 7	50 7	105,184	283,293
1907-1908	10 38	4 61	15 19	31,999	331,678
Totals	..	..	..	5,124,630	5,706,796

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1907, and March, 1908.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Pictou.	Total.
1907-8.												
General	..	..	..	..	..	..	..	..	..	..	..	307
Traffic	7	24	7	535	6	1,022	1,845	139	82	34	24	3,725
Maintenance	9	17	12	773	11	1,159	1,936	127	58	52	38	4,192
Locomotive	3	21	6	599	3	1,168	1,964	179	130	15	26	4,114
Totals	19	62	25	1,907	20	3,349	5,745	445	270	101	88	12,338
1906-7.												
General	..	..	..	..	..	..	..	..	..	..	..	285
Traffic	7	20	9	432	5	876	1,742	129	79	26	25	3,350
Maintenance	6	22	13	704	15	942	1,691	157	54	43	45	3,692
Locomotive	3	18	5	443	3	1,062	1,767	106	91	16	17	3,531
Totals	16	60	27	1,579	23	2,880	5,200	392	224	85	87	10,858

RETURN NO. 27.
STATEMENT OF ACCIDENTS for the Year ending 31st March, 1908.

	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.							
	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Kaiti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Auckland	2	...	4	3	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Gisborne	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Wellington-Napier-	2	...	4	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
New Plymouth	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Hurunui-Bluff	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Westland	4	1	2	...	1	2	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Westport	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Nelson	...	...	...	...	...	...	1	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Pictou	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Totals	8	1	11	4	2	10	6	2	4	1	1	23	4	...	1	1	3	67	3	2	2	...	1	168	1	...	2	...	133	28	12	629

RETURN NO. 28.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1908.

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-Mileage.		Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.			
			Detail.		Running.				Repairs.		Running.		Repairs.		Running.					
			Train.	Shunting and Empty.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Material.	Stores.		Fuel.	Wages.	Total.

KAWAKAWA SECTION.

C	1	15	3,720	1,279	422	5,421	Cwt.	Qt.	lb.	lb.	£.	£.	£.	£.	£.	£.	£.	104
D	1	15	3,264	1,170	116	4,550	873	138	6	72	32	7	71	67	162	258	11'42	104
Totals	2	...	6,984	2,449	538	9,971	1,806	296	18	147	50	13	138	...	300	501	7'22	198
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54	1'30	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	555	13'35	...

WHANGAREI SECTION.

O	1	15	874	2,182	...	3,056	1,350	136	24	53	103	6	25	283	642	80	214	8'09	1'96	6'28	16'80	93
FA	2	17	23,018	9,109	445	32,572	15,171	730	62	284	185	29	283	...	838	80	1,139	1'36	2'09	4'73	8'39	434
WB	2	17	35,279	9,175	1,098	45,552	20,612	1,242	49	432	318	48	496	...	838	80	1,700	1'68	2'61	4'42	8'96	435
Totals	5	...	59,171	20,466	1,543	81,180	43,133	2,108	135	769	606	83	804	...	1,560	156	3,053	1'79	2'38	4'61	9'03	962
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	434	...	...	...	1'28	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,487	...	...	...	10'31	...

KAIHU SECTION.

F	2	15	13,596	4,619	1,053	19,268	3,699	466	26	199	148	19	226	410	803	1'84	2'81	5'11	10'00	320
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	872	...	...	...	10'86	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1908—continued.

Type.	Number of Engines.	Engine-Mileage.				Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
		Detail.		Total.	Running.			Repairs.	Running.			Repairs.	Running.			Total.		
		Train.	Shunting and Empty.		Coal.	Oil.	Tallow.		Waste.	Stores.	Fuel.		Wages.	Stores.	Fuel.		Wages.	
		Average Speed—Miles per Hour.																

AUCKLAND SECTION.

A	2	25	6,442	588	17	7,047	Gwt.	3,220	348	Qt.	10	lb.	174	£	13	£	171	£	100	£	458	£	5'94	'43	5'82	3'41	15'60	62
F	13	20	101,185	100,777	80,097	282,059	86,546	6,649	6,649	6,649	394	2,454	2,554	273	273	3,472	3,472	6,027	6,027	12,326	12,326	2'17	'23	2'06	5'13	10'49	3,455	
FA	4	20	77,134	20,321	7,745	105,200	42,061	2,630	2,630	2,630	123	871	1,004	103	103	1,567	1,567	1,924	1,924	4,598	4,598	2'29	'24	3'57	4'39	10'49	1,061	
J	7	25	218,749	28,284	15	247,048	104,384	5,530	5,530	5,530	250	2,330	2,550	235	235	3,981	3,981	3,554	3,554	10,320	10,320	2'48	'23	3'87	3'45	10'03	1,940	
K	2	25	44,760	7,867	...	52,627	23,580	1,225	1,225	1,225	62	596	511	54	54	1,112	1,112	814	814	2,491	2,491	2'33	'25	5'07	3'71	11'36	596	
L	4	25	91,220	23,135	1,611	115,966	51,326	2,801	2,801	2,801	122	922	1,161	111	111	1,972	1,972	2,046	2,046	5,290	5,290	2'40	'23	4'08	4'24	10'95	1,051	
N	4	25	124,604	9,196	154	133,954	70,545	3,194	3,194	3,194	137	1,334	985	131	131	4,094	4,094	1,798	1,798	7,008	7,008	1'77	'23	7'34	3'22	12'56	1,038	
P	4	18	75,327	8,331	8,342	92,000	62,995	2,587	2,587	2,587	129	1,175	1,352	107	107	2,268	2,268	1,657	1,657	5,384	5,384	3'53	'27	5'92	4'32	14'04	974	
Q	6	25	193,399	13,603	...	207,002	111,417	4,906	4,906	4,906	209	1,984	2,071	209	209	4,289	4,289	2,518	2,518	9,087	9,087	2'40	'24	4'97	2'92	10'53	1,455	
R	1	20	7,609	13,153	...	20,762	7,680	519	519	519	32	276	205	22	22	279	279	506	506	1,012	1,012	2'37	'25	3'23	5'85	11'70	286	
T	2	18	42,542	5,495	80	48,117	22,883	999	999	999	44	456	453	42	42	1,326	1,326	816	816	2,637	2,637	2'26	'21	6'61	4'07	13'15	380	
WA	1	20	17,735	4,396	1,264	23,395	9,841	623	623	623	36	323	617	25	25	363	363	459	459	1,464	1,464	6'33	'26	3'72	4'71	15'02	271	
WD	2	20	33,517	10,478	276	44,271	25,607	1,145	1,145	1,145	57	598	1,013	49	49	964	964	833	833	2,859	2,859	5'49	'27	5'22	4'52	15'50	483	
WF	7	25	129,601	26,583	333	156,517	85,138	4,364	4,364	4,364	207	2,113	1,016	184	184	4,794	4,794	2,997	2,997	8,991	8,991	1'56	'28	7'35	4'60	13'79	1,756	
Totals	59	...	1,163,824	272,207	99,934	1,535,965	707,223	37,520	37,520	37,520	1,812	15,526	15,666	1,558	1,558	30,652	30,652	26,049	26,049	73,925	73,925	2'45	'24	4'79	4'07	11'55	14,712	
Less recoverable, mileage					54,761	54,761	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
General charges ...					45,173	1,481,204	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Totals					...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

GISBORNE SECTION.

D	2	12	27,466	4,252	6,770	38,488	8,300	1,149	1,149	1,149	85	437	383	45	45	604	604	698	698	1,730	1,730	2'39	'28	3'77	4'35	10'79	412
Less recoverable, mileage	...	...	...	...	6,196	6,196	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
General charges ...	...	...	...	...	574	32,292	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1908—continued.

Type.	Number of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.			Quantity of Stores.			Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
	Train.	Shunting and Empty.	Work-train.	Total.	Running.			Repairs.	Running.			Total.	Running.			Total.			
					Coal.	Oil.	Tallow.		Waste.	Stores.	Fuel.		Wages.						
														Wages and Material.	Stores.		Fuel.	Wages.	

WELLINGTON - NAPIER - NEW PLYMOUTH SECTION.																					
C	2	15	10	19,840	22,278	42,128	9,135	781	48	371	379	27	482	940	1,828	2'16	1'15	2'75	5'35	10'41	557
D	8	15	40,658	91,729	12,222	144,609	33,728	4,992	316	1,984	1,373	167	1,827	3,299	6,666	2'27	2'28	3'03	5'48	11'06	2,034
E*	4	20	32,868	14,763	37,887	85,518	36,784	3,089	174	1,378	1,033	104	2,109	1,634	4,880	2'90	2'09	5'92	4'59	13'70	971
E†	1	6	4,615	3,533	...	8,148	12,100	1,222	29	371	613	36	661	358	1,668	1'06	1'06	19'47	10'54	49'13	200
F	11	20	83,757	110,631	36,175	230,563	59,223	6,744	377	2,619	2,154	216	3,338	4,829	10,537	2'24	2'22	3'47	5'03	10'90	2,856
F†	2	20	16,673	17,099	17,598	51,370	19,269	1,775	62	633	356	62	1,069	1,002	2,489	1'66	2'29	4'99	4'68	11'62	548
H	6	6	34,953	27,221	294	62,468	60,854	5,892	135	1,618	3,851	211	3,175	2,443	9,680	14'79	8'1	12'20	9'39	37'19	1,092
J	10	20	315,798	33,060	3,871	333,638	140,310	11,440	377	3,362	4,038	355	8,276	4,997	17,576	2'74	2'25	5'61	3'33	11'93	2,679
L	5	20	79,467	21,796	7,415	108,678	33,470	3,589	175	1,435	1,750	146	1,871	1,723	5,490	3'86	3'3	4'13	3'80	12'12	1,127
M	4	20	69,806	14,407	8,170	92,473	29,307	2,693	100	968	981	90	1,565	1,325	4,061	2'55	2'23	4'32	3'44	10'54	834
N	6	25	214,852	27,825	337	243,014	92,421	6,850	221	2,959	2,599	235	5,338	2,910	11,082	2'57	2'23	5'27	2'87	10'94	1,562
O	6	15	152,212	33,020	8,127	193,359	94,079	7,021	186	2,188	2,553	235	5,321	3,453	11,562	3'17	2'9	6'66	4'29	14'35	1,598
R	9	20	93,564	37,148	57,381	188,093	62,080	6,517	315	2,868	3,736	236	3,484	3,443	10,899	4'77	3'0	4'45	4'39	13'01	1,212
S	4	20	82,796	36,200	994	119,990	40,023	5,791	267	1,642	1,750	201	2,017	2,175	6,143	3'50	4'0	4'04	4'35	12'29	1,065
WA	8	20	215,670	32,815	6,376	254,861	93,606	8,582	291	2,810	3,256	300	5,320	3,829	12,905	3'07	2'8	5'20	3'60	12'15	2,012
WB	7	20	184,443	20,654	5,974	211,071	97,718	9,047	202	2,168	3,322	319	5,625	3,008	12,274	3'78	3'6	6'40	3'42	13'06	1,739
WD	12	20	338,749	55,893	2,063	396,615	188,838	17,925	613	4,859	3,441	718	10,198	6,263	20,620	2'08	4'4	6'17	3'79	12'48	3,216
WE	2	15	45,644	11,136	90	56,870	32,704	4,215	169	956	1,211	146	1,744	949	4,050	5'11	6'2	7'36	4'00	17'09	396
WF	8	25	200,982	28,830	259	230,091	87,852	7,114	271	2,326	1,409	272	5,117	3,139	9,937	1'47	2'8	5'34	3'27	10'36	1,755
Totals	115	...	2,207,607	638,439	227,511	3,073,557	1,223,561	115,279	4,328	36,615	39,805	4,076	68,837	51,629	164,347	3'10	3'2	5'38	4'03	12'83	28,362
Less recoverable, mileage			...	...	85,408	85,408	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
General charges...			...	...	142,103	2,988,149	...	...	...	...	...	...	...	...	...	23,268	...	...	...	1'82	...
Totals			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14'65

* Old type. † New type.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1908—continued.

Type.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.			
	Number of Engines.	Detail.		Total.	Running.			Repairs.	Running.			Total.	Running.				Total.		
		Train.	Shunting and Empty.		Coal.	Oil.	Tallow.		Waste.	Wages and Mate- rial.	Stores.		Fuel.	Wages.	Stores.			Fuel.	Wages.
Average Speed—Miles per Hour.																			
A	8	30	131,516	7,495	...	139,011	55,262	Cwt.	Qt.	lb.	lb.	£	£	£	£	£	859		
B	8	20	181,780	21,834	130	203,744	122,355	8,847	319	1,303	3,124	3,046	325	6,676	2,869	1,733	10,26		
D	15	18	22,771	191,536	473	214,780	60,934	5,349	282	3,079	3,079	1,621	208	2,463	2,403	4,056	14,103		
F	37	20	165,176	440,351	61,830	667,357	212,382	16,820	801	6,430	6,430	6,851	602	7,817	7,817	16,008	32,178		
F ^a	8	20	86,222	28,570	27,719	142,511	49,022	4,162	231	1,942	1,942	1,301	161	2,510	2,510	2,979	7,011		
J	15	25	309,330	43,934	25,211	378,475	186,560	10,615	524	4,514	4,514	3,956	424	6,270	6,270	16,946	16,946		
K	6	25	74,132	8,048	18,944	101,124	35,601	2,134	162	1,441	1,441	469	98	1,813	1,813	3,981	3,981		
L	1	20	21,235	3,099	...	24,334	7,499	494	33	212	212	223	10	365	365	351	351		
P	6	18	104,670	32,735	1,530	138,935	65,335	5,952	184	1,745	1,745	2,351	228	3,517	3,517	2,708	8,804		
Q	7	30	167,186	10,058	...	177,254	91,360	5,164	213	1,744	1,744	4,784	214	4,183	4,183	2,127	11,308		
R	8	20	40,751	63,654	37,397	141,802	40,722	3,460	215	1,842	1,842	1,102	136	1,938	1,938	3,449	6,525		
T	4	18	77,728	13,780	13,046	104,554	43,435	3,651	124	1,314	1,314	1,970	155	2,360	2,360	3,496	6,481		
U	9	30	229,058	20,688	...	249,746	114,469	7,323	343	2,950	2,950	2,822	293	5,989	5,989	3,504	12,668		
U ^a	6	30	153,923	11,619	...	165,542	78,417	5,955	194	1,924	1,924	3,675	224	4,255	4,255	2,234	10,388		
U ^b	22	30	627,515	52,720	2,519	682,754	305,430	19,969	895	7,654	7,654	7,189	828	16,230	16,230	9,344	33,591		
U ^c	10	30	225,053	23,105	185	248,343	120,451	7,997	415	3,000	3,000	3,426	306	6,313	6,313	3,886	13,931		
V	10	25	231,168	34,248	2,575	267,991	164,226	7,963	403	3,523	3,523	1,743	325	4,324	4,324	4,522	10,914		
* W ^a	...	20	5,896	2,317	...	8,153	3,470	230	14	96	96	202	9	198	198	150	559		
W ^d	4	20	61,478	14,875	6,040	82,393	34,103	3,084	125	1,056	1,056	1,683	116	1,799	1,799	1,595	5,073		
W ^f	11	25	219,135	56,580	10,570	286,285	118,940	9,509	390	3,478	3,478	1,532	348	6,282	6,282	5,248	13,410		
Totals 195	...	...	3,135,663	1,081,256	208,169	4,425,088	1,909,973	133,244	6,957	52,371	52,371	51,162	5,202	88,141	88,141	80,487	224,992		
Less recoverable, mileage	...	...	...	...	75,370	75,370	...	...	...	...	...	...	...	...	...	...	...	...	
General charges	...	...	...	...	132,799	4,349,718	...	...	...	...	...	...	...	...	...	...	...	...	
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
																		2,06	
																		14,26	

* Two W^a transferred to Westland Section.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1908—continued.

Type.	Number of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.				
					Detail.			Running.			Repairs.			Running.			Repairs.							
					Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.		Fuel.	Wages.	Total.	
WESTLAND SECTION.																								
D	1	18	...	20,335	184	20,519	4,479	683	44	259	194	£	20	117	£	550	861	£	227	23	1'37	6'43	10'30	240
F	5	20	68,327	35,219	4,125	107,671	31,922	3,722	258	1,270	1,280	£	108	832	£	2,073	4,302	£	2'87	24	1'86	4'62	9'59	1,219
LA	5	20	65,105	13,258	23,823	102,186	26,942	3,317	273	1,300	588	£	103	702	£	1,737	3,130	£	1'38	24	1'65	4'08	7'35	1,169
W	2	15	27,142	10,576	9	37,727	13,446	1,727	118	552	245	£	50	350	£	779	1,424	£	1'55	29	2'23	4'96	9'06	494
WA	2	20	38,359	4,960	82	43,401	13,352	1,738	81	526	188	£	53	347	£	709	1,297	£	1'04	29	1'92	3'92	7'17	406
Totals	15	...	198,933	84,348	28,223	311,504	90,141	11,187	774	3,907	2,504	£	334	2,348	£	5,848	11,034	£	1'93	26	1'81	4'50	8'50	3,528
General charges	...	...	...	...	...	...	...	...	...	...	...	£	...	...	£	...	1,731	£	...	...	...	...	1'33	...
Totals	...	...	...	...	...	...	...	...	...	...	...	£	...	...	£	...	12,765	£	...	...	...	...	9'83	...
WESTPORT SECTION.																								
C	2	12	...	33,175	...	33,185	7,239	1,245	97	549	146	£	40	204	£	953	1,343	£	1'06	29	1'47	6'89	9'71	440
F	3	15	19,015	25,108	18,810	62,933	12,147	1,718	159	950	316	£	58	342	£	1,376	2,092	£	1'21	22	1'30	5'25	7'98	822
FA	2	15	18,695	15,377	754	34,816	10,485	1,426	89	521	423	£	50	294	£	717	1,484	£	2'92	34	2'03	4'94	10'23	419
WB	3	20	71,152	17,434	...	88,586	42,013	4,761	142	1,085	944	£	160	1,000	£	1,437	3,541	£	2'56	43	2'71	3'89	9'59	704
Totals	10	...	108,872	91,084	19,564	219,520	71,884	9,150	487	3,105	1,829	£	308	1,840	£	4,483	8,460	£	2'00	34	2'01	4'90	9'25	2,385
Less recoverable mileage	...	...	...	...	1,838	1,838	...	...	...	...	...	£	...	...	£	...	...	£	...	...	...	...	...	...
General charges	...	...	...	...	17,726	217,682	...	...	...	...	...	£	...	...	£	...	1,543	£	...	...	...	...	1'69	...
Totals	...	...	...	...	...	...	...	...	...	...	...	£	...	...	£	...	10,003	£	...	...	...	...	10'94	...
NELSON SECTION.																								
D	1	18	827	447	72	1,346	458	57	...	18	5	£	2	22	£	36	65	£	89	36	3'92	6'42	11'59	57
F	1	18	13,844	2,462	401	16,707	4,869	527	17	159	60	£	17	236	£	284	597	£	86	24	3'39	4'08	8'57	228
FA	2	18	48,998	5,266	234	54,498	16,593	1,441	73	519	253	£	50	797	£	841	1,941	£	1'11	22	3'51	3'70	8'54	517
Totals	4	...	63,669	8,175	707	72,551	21,830	2,025	90	696	318	£	69	1,055	£	1,161	2,603	£	1'05	23	3'49	3'84	8'61	802
General charges	...	...	...	...	...	...	...	...	...	...	...	£	...	...	£	...	584	£	...	...	...	...	1'93	...
Totals	...	...	...	...	...	...	...	...	...	...	...	£	...	...	£	...	3,187	£	...	...	...	...	10'54	...
PICTON SECTION.																								
D	1	18	2,345	2,158	2,606	7,199	1,395	275	15	115	30	£	10	71	£	138	239	£	1'00	33	2'37	4'27	7'97	149
G	4	18	63,144	18,834	1,360	83,338	24,373	3,884	112	863	719	£	129	1,223	£	1,447	3,518	£	2'07	37	3'52	4'17	10'13	948
Totals	5	...	65,489	20,992	4,056	90,537	25,768	4,159	127	978	749	£	139	1,294	£	1,575	3,757	£	1'99	37	3'43	4'17	9'96	1,097
General charges	...	...	...	...	...	...	...	...	...	...	...	£	...	...	£	...	388	£	...	...	...	...	1'03	...
Totals	...	...	...	...	...	...	...	...	...	...	...	£	...	...	£	...	4,145	£	...	...	...	...	10'99	...

RETURN No. 29.
HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1908.

Mine.	1907-8.	1906-7.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Springfield Coal Company, Springfield	70	37	33	...
St. Helen's, White Cliffs	1,188	1,303	...	115
Homebush, Glentunnel	10,371	10,812	...	441
Mount Somers Coal Company, Mount Somers	3,329	4,086	...	757
Woolshed Creek Company, Mount Somers	1,288	1,806	...	518
Albury	190	211	...	21
Waihao Forks	545	351	194	...
Gibson's	120	303	...	183
Kurou	27	51	...	24
Ngapara	131	112	19	...
Shag Point	259	159	100	...
Allandale Coal Company	16,817	21,391	...	4,574
Saddle Hill	40,997	41,140	...	143
Fernhill	22,369	22,499	...	130
Idaburn	...	26	...	26
Mosgiel	974	549	425	...
Taratu Mine, Lovell's Flat	15,551	17,556	...	2,005
Benhar	203	199	4	...
Kaitangata	97,542	77,470	20,072	...
Bruce Coal Company	8,094	11,227	...	3,133
Real Muckay Coal Company, Milton	7,532	8,498	...	966
Anderson's, Stirling	55	114	...	59
Conical Hills	2,800	2,782	18	...
O'Hagan, C., Pukerau	64	55	9	...
Smythe, Gore	20	36	...	16
New Zealand Express Company, Gore	1,599	4,483	116	...
Sleeman, C. P., Mataura	3,578	4,981	...	1,403
Beattie and Co., Mataura	3,322	3,701	...	379
Collieries Company, Mataura	2,112	...	2,112	...
Groves, G., Nightcaps	629	322	307	...
Nightcaps Coal Company, Nightcaps	46,405	48,991	...	2,586
McKenzie, D., Nightcaps	1,298	1,300	...	2
Varcoe, Nightcaps	...	5	...	5
Grant, J., Nightcaps	62	25	37	...
Spence, J., Nightcaps	433	161	272	...
Reed, Nightcaps	10	5	5	...
McBride, A., Nightcaps	10	13	...	3
Bradley, Nightcaps	...	5	...	5
Tinker and Co., Nightcaps	217	92	125	...
Thomas, Nightcaps	6	...	6	...
Quested, Nightcaps	6	...	6	...
Wairo Coal Company, Nightcaps	186	...	186	...
Edwards, Otikerama	...	8	...	8
Withers, J., Gore	76	...	76	...
Raymond Bush Siding	...	996	...	996
Bowden, Ashers	937	...	937	...
Smith, Fairfax	66	4	62	...
Clark, Wyndham	214	189	25	...
Greene, Wyndham	4	10	...	6
Totals	291,706	285,064	25,146	18,504

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, 1908.

Port.	1907-8.	1906-7.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton	1,708	1,848	...	140
Timaru	291	298	...	7
Oamaru	184	177	7	...
Port Chalmers	97	190	...	93
Dunedin	94	88	6	...
Bluff	257	247	10	...
Totals	2,631	2,848	...	217
LOADED :—				
Lyttelton	1,609	1,677	...	68
Timaru	285	300	...	15
Oamaru	187	154	33	...
Port Chalmers	79	179	...	100
Dunedin	21	21	...	...
Bluff	260	245	15	...
Totals	2,441	2,576	...	135

RETURN No. 31.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1908,
on the HURUNUI-BLUFF RAILWAY and BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
CHRISTCHURCH DIVISION:—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line ...	211 57	6 28	...	218 5	83 25	...	83 25	301 30
Rangiora-Sheffield and Eyre- ton Junction - Bennett's	...	...	53 56	285 61	...	4 55	29 5	58 31
Waipara-Domett ...	...	...	31 46			2 71		34 37
Southbridge and Little River Branches	...	...	48 7			5 72		53 79
Springfield and White Cliffs Branches {Branch	...	...	53 56			5 40		59 16
Rakaia and Ashburton Forks	...	...	22 20			2 70		25 10
Mount Somers Branch	...	...	27 36			1 75		29 31
Albury Branch	...	...	36 13			2 70		39 3
Waimate Branch	...	...	12 67			2 32		15 19
Totals, Christchurch Division	211 57	6 28	285 61	503 66	83 25	29 5	112 30	616 16
DUNEDIN DIVISION:—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line ...	165 40	2 12	...	167 52	63 28	...	63 28	231 0
Duntroon Branch ...	...	...	37 41	268 21	...	3 2	27 51	40 43
Oamaru-Breakwater Branch	...	...	0 63			1 62		2 45
Ngapara and Livingstone Branches	...	...	27 4			2 18		29 22
Wailemo Branch ...	...	...	8 65			0 63		9 48
Port Chalmers Branch	...	...	1 26			3 65		5 11
Walton Park Branch	...	...	2 49			0 52		3 21
Fernhill Branch	...	...	1 57			0 23		2 0
Otago Central Railway	...	...	134 51			10 19		144 70
Outram Branch	...	...	9 0	...	...	0 65	...	9 65
Lawrence Branch	...	...	22 1			1 73		23 74
Catlin's River Branch	...	...	22 64			2 9		24 73
Totals, Dunedin Division	165 40	2 12	268 21	435 73	63 28	27 51	90 79	526 72
INVERCARGILL DIVISION:—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line ...	82 41	...	...	82 41	31 1	...	31 1	113 42
Tapanui Branch ...	...	...	26 21	272 70	...	2 46	30 57	28 67
Waimea Plains Branch	...	...	36 41			3 23		39 64
Wyndham Branch ...	...	...	9 35			0 77		10 32
Seaward Bush Branch	...	...	25 39			2 4		27 43
Kingston Branch	...	...	87 0			9 32		96 32
Makarewa-Orepuki Branch	...	...	40 16			7 1		47 17
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	31 1	30 57	61 58	417 9
Grand Totals—Whole Line	459 58	8 40	826 72	1,295 10	177 54	87 33	265 7	1,560 17

RETURN NO. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1908.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Public-school Cadets : Regulation amended making provision for Officer Commanding Battalion to travel first class.

Tourist excursion tickets : List of stations at which tickets are stocked amended.

Youths joining training-ship : Concession granted to youths travelling to undergo examination and when visiting their homes on leave.

Ordinary fares : Provision made for distances over 500 miles.

Newspaper reporters' tickets : Minimum fares, 6d. first and 4d. second inserted.

LOCAL FARES AND REGULATIONS.

Auckland Section.

Suburban fares inserted in connection with inauguration of motor-train service.

Hurunui-Bluff Section.

Through booking by rail and coach to Mount Cook abolished.

Workers weekly tickets : Provision made for issue, Christchurch-Belfast.

Through booking to Hanmer Plains Hot Springs. Regulation amended on account of running of motor-cars, and provision made for issue of tickets from additional stations.

PART II.—LUGGAGE, PARCELS, HORSES, &c.

Motor-cars : Charge for covers inserted.

Through booking to Hanmer Plains Hot Springs : Charge for luggage accompanying passengers inserted.

PART III.—GOODS: REGULATIONS.

Stock forwarded by rail for depasturing.

Provision made for free return to destination.

Provision made for free carriage of hay, straw, chaff, fodder, &c., forwarded by rail for feeding starving stock.

Sheeting wagons : Charge inserted for sheeting when done by Department.

Franco-British Exhibition : Regulation inserted for free conveyance of exhibits.

PART IV.—GOODS: LOCAL RATES.

Whangarei Section.

Rate inserted for class P and Q goods from Hikurangi Coal Company's siding and Northern Coal Company's siding to Opau.

Auckland Section.

Through booking Manukau Ports : Charge inserted for reapers-and-binders and seed-drills.

Timber, Waitakerei to Auckland : Special rate inserted.

Special rate for tawa timber from Mamaku to Komata-Thames extended to include Waihi branch.

Terminal charge for cartage of goods deleted consequent upon abolition of cartage contract.

Timber rates inserted for timber other than white-pine from Bell's siding and Bartholomew Company's siding to Mount Eden, Auckland, Onehunga Wharf, and intermediate stations, and to Tirohia, Thames, and intermediate stations.

Rate inserted for tawa timber from Bell's siding and Bartholomew Company's siding to Te Aroha, Paeroa, Waihi, Thames, and intermediate stations.

Rate increased for loading logs at Helensville timber slip consequent upon increase in contractor's charge.

Gisborne Section.

Rate for white-pine timber Kaiterataho-Gisborne removed.

Wellington-Napier-New Plymouth Section.

Maximum rate for rimu timber provided : Mangamaire to Lower Hutt, Wellington, and intermediate stations.

Rates removed for timber previously carried by rail to Booth's siding (Carterton).

Charge inserted for special trains working Bennett's siding (North Island Main Trunk line).

Westland Section.

Rates for timber Kaiata-Dobson removed.

Charge inserted for coal shunted from State Collieries to Runanga.

Westport Section.

Timber rates amended so as to come into line with Greymouth timber rates.
Rate inserted for coal dross for briquette-making.

Picton Section.

Rate inserted for malt booked through between stations on Picton section and the Port (Nelson) or Wellington.

Hurunui-Bluff Section.

Terminal charge removed on goods railed to Christchurch, consequent upon abolition of cartage contract.

Special rate inserted for pelts, Fairfield to Pareora.

PART V.—CLASSIFICATION OF GOODS.

Removed—	Class.
Water, aerated, of all kinds	B
Tents in bundles	B
Covers, carriage, returned	Free
Bees, live, secured in hives. Owner's risk	As Parcels (see Part II)
Concrete blocks. Owner's risk	N
Inserted—	
Asbestos roofing-slates	N
Ferro-concrete piles, New Zealand manufacture. Owner's risk	N
Gradual feed-box for horses	B
Oats, phosphorized in tins or drums, hermetically sealed, consigned for destruction of rabbits	D
Bicycle-frames (packed). Owner's risk	A
" (not packed). Owner's risk.	Rate and a quarter as parcels
Cattle-covers	B
Covers, carriage, used for covering carriages or motors conveyed by rail returned	Free
Garden-edges. Owner's risk	N
Go-carts	As prams.
Hubs, manufactured	C
Hubs, unmanufactured	D
Malthoid	B
Paroid	B
Punts	As canoes
Ruberoid	B
Tents in bundles, tent poles and fittings	B
Tinned plate	D
Trailers, cycle. Owner's risk	Rate and a quarter as parcels
Traps, cesspit and yard. Owner's risk	C
Tires, cycle. Owner's risk	A
Water, aerated and mineral of all kinds. Owner's risk	B
Wickerware	As basketware
Bees, live, secured in hives. Owner's risk	A
Margarine, packed	C
Metal, expanded for ferro-concrete	C
Pigeons, living, in crates or cases	C
Concrete blocks. Owner's risk	P
Gypsum (for manure)	E
Skewers, New Zealand manufacture. Owner's risk.	C
Washboards, New Zealand manufacture. Owner's risk.	C

PART VI.—WHARVES.

Mercer Wharf.

Minimum charge per consignment reduced.

Foxton Wharf.

Regulation amended for charge on hemp and tow conveyed in punts to wharf for dumping and afterwards shipped.

Nelson Wharf.

Charge for horse haulage inserted.

Greymouth Wharf.

Charge for tow altered from per bale to per ton.

MAP OF NEW ZEALAND

SHewing RAILWAY, STEAMER, AND COACH ROUTES.

STATISTICS.

Government Railways open for traffic on 31st March, 1908	2472 miles
Private companies' lines	113
Capital cost of Government Railways open on 31st March, 1908	£4,466,539
Revenue from Government Railways, year ending 31st March 1908	£2,311,023
Expenditure on	£1,919,129
Passengers carried	1,051,124
Number of season tickets issued	1,051,124
Cattle, sheep, and pigs carried	1,051,124
Wool carried	1,051,124
Number of miles travelled by trains	1,051,124
Number of horse-drawn	1,051,124
Number of passenger motor cars	1,051,124
Number of motor cars in use	1,051,124
Area of New Zealand in square miles	1,051,124
Population estimated at 31st March 1908	1,051,124
Of which	1,051,124
Auckland	1,051,124
Wellington	1,051,124
Christchurch	1,051,124
Dunedin	1,051,124

North Island

South Island

Scale of English Miles.

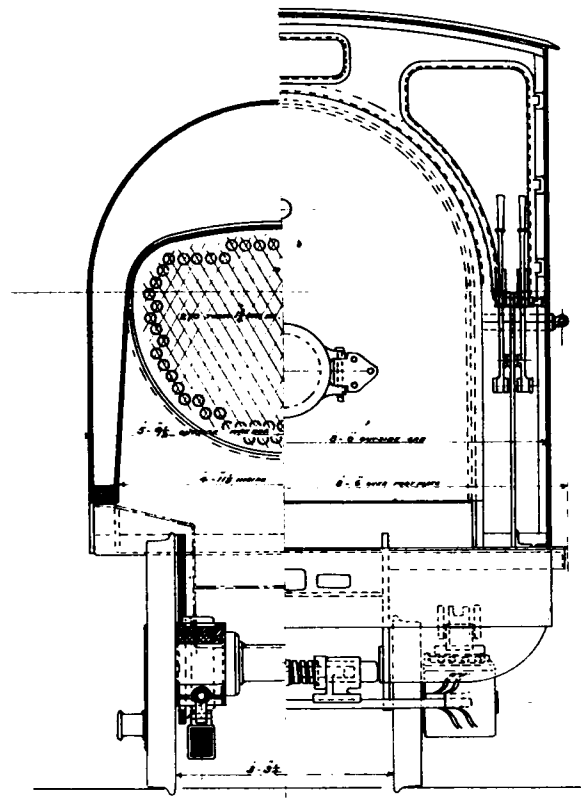
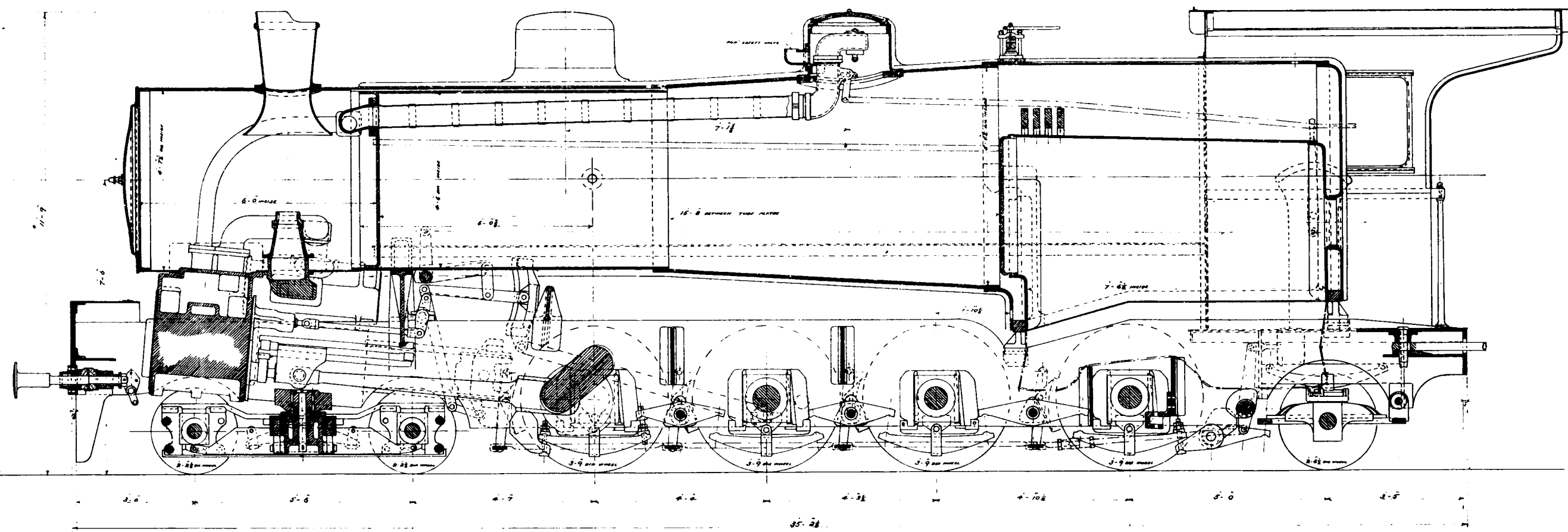
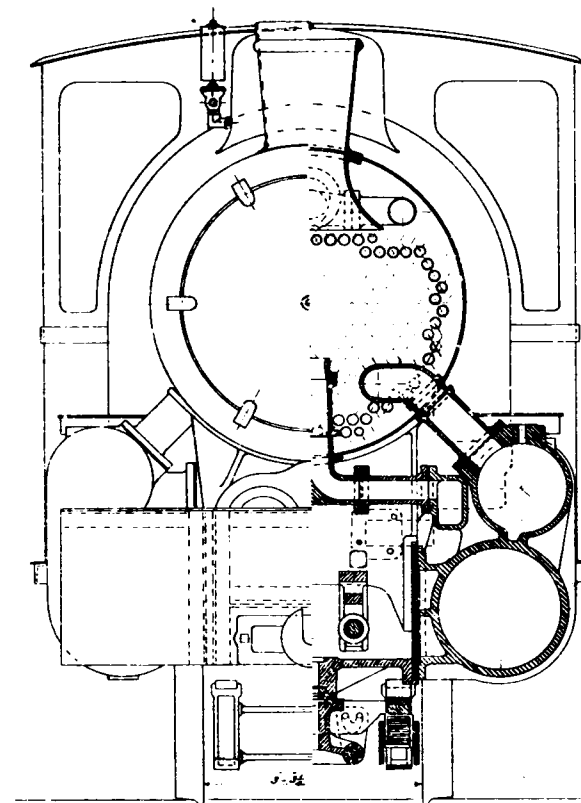


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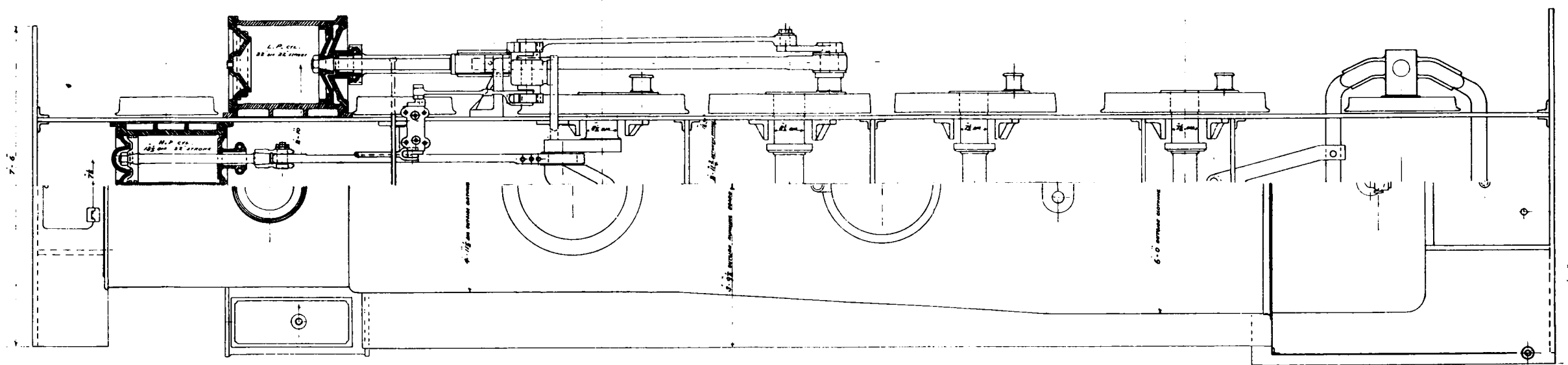
Government Railways open for traffic	—
Private Lines	—
Coach routes	—
Roads and tracks	—
Steamer routes	—

DISTANCES BY RAILWAY.

	Miles.
Auckland to Taurua	65
" " " " " "	171
" " " " " "	200
" " " " " "	101
" " " " " "	148
" " " " " "	107
New Plymouth to Napier	276
" " " " " "	251
" " " " " "	298
" " " " " "	189
" " " " " "	210
" " " " " "	203
" " " " " "	80
Christchurch to Dunedin	280
" " " " " "	78
" " " " " "	143
" " " " " "	186
" " " " " "	156
" " " " " "	174
" " " " " "	228
" " " " " "	104

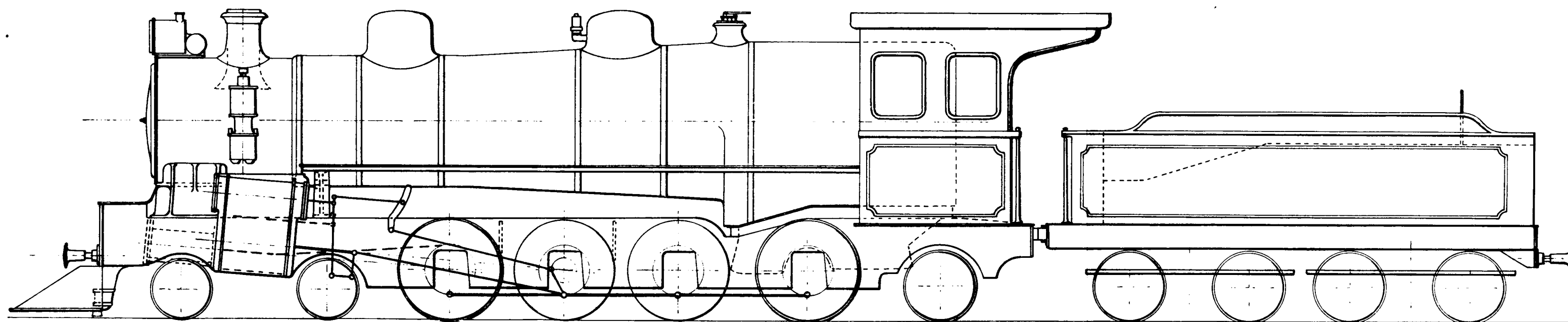


HEATING SURFACE IN TUBES	1948 SQ. FT.
PIPERDS	116.7 - "
TOTAL	2064.7 - "
GRATE AREA	37.15 - "
WORKING PRESSURE	250 LBS. PER SQ. IN.
CYLINDERS	H.P. 18 1/2 IN. DIA. 22 IN. STROKE
	L.P. 22 - " 22 - "



— N.Z.R. —
 — LOCO'S CLASS **X** —
 — GENERAL ARRANGEMENT —
 — SCALE 3/4 IN. = 1 FT. —

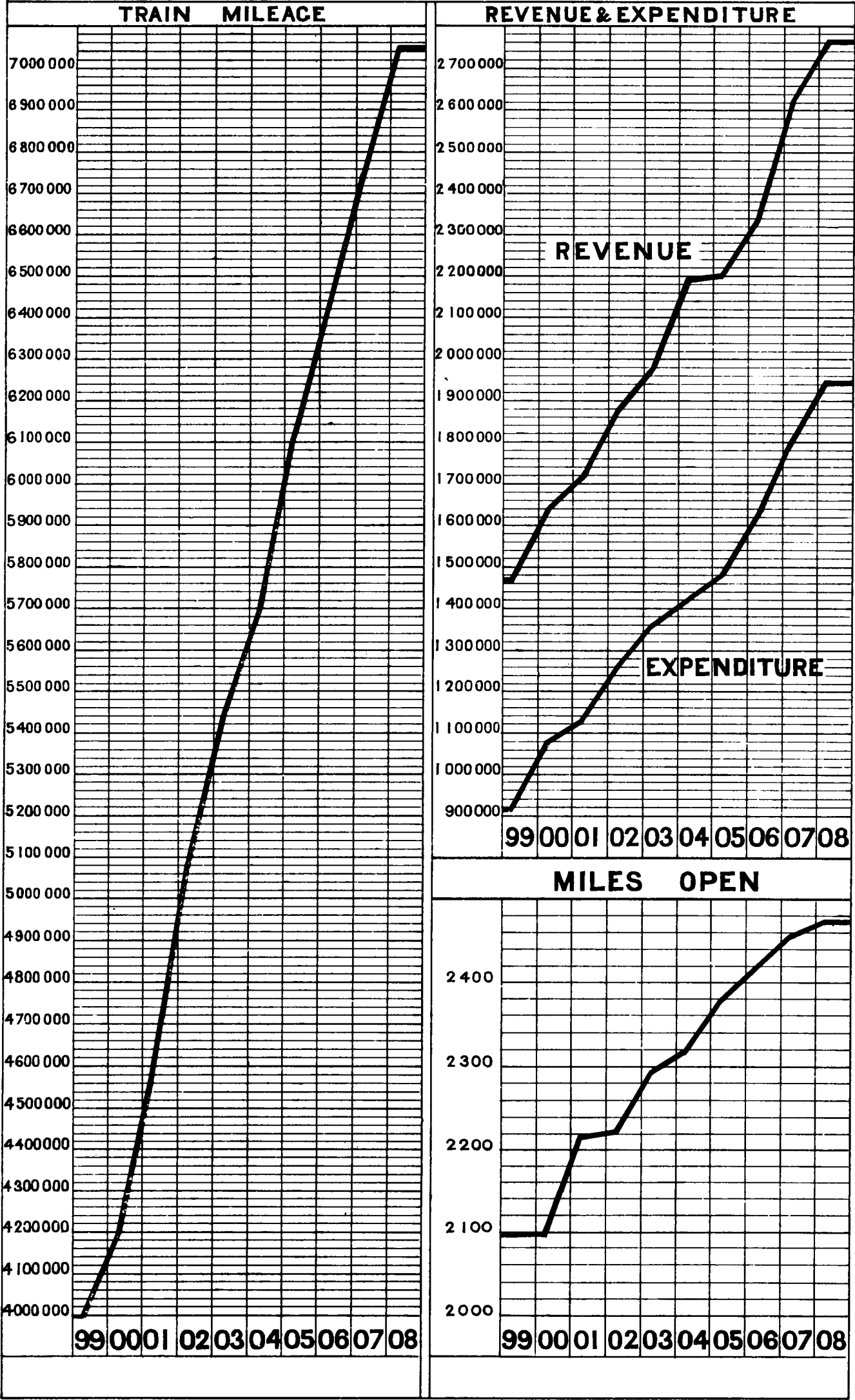
al Beattie
 CHIEF MECHANICAL ENGINEER
 13. 5. 08.



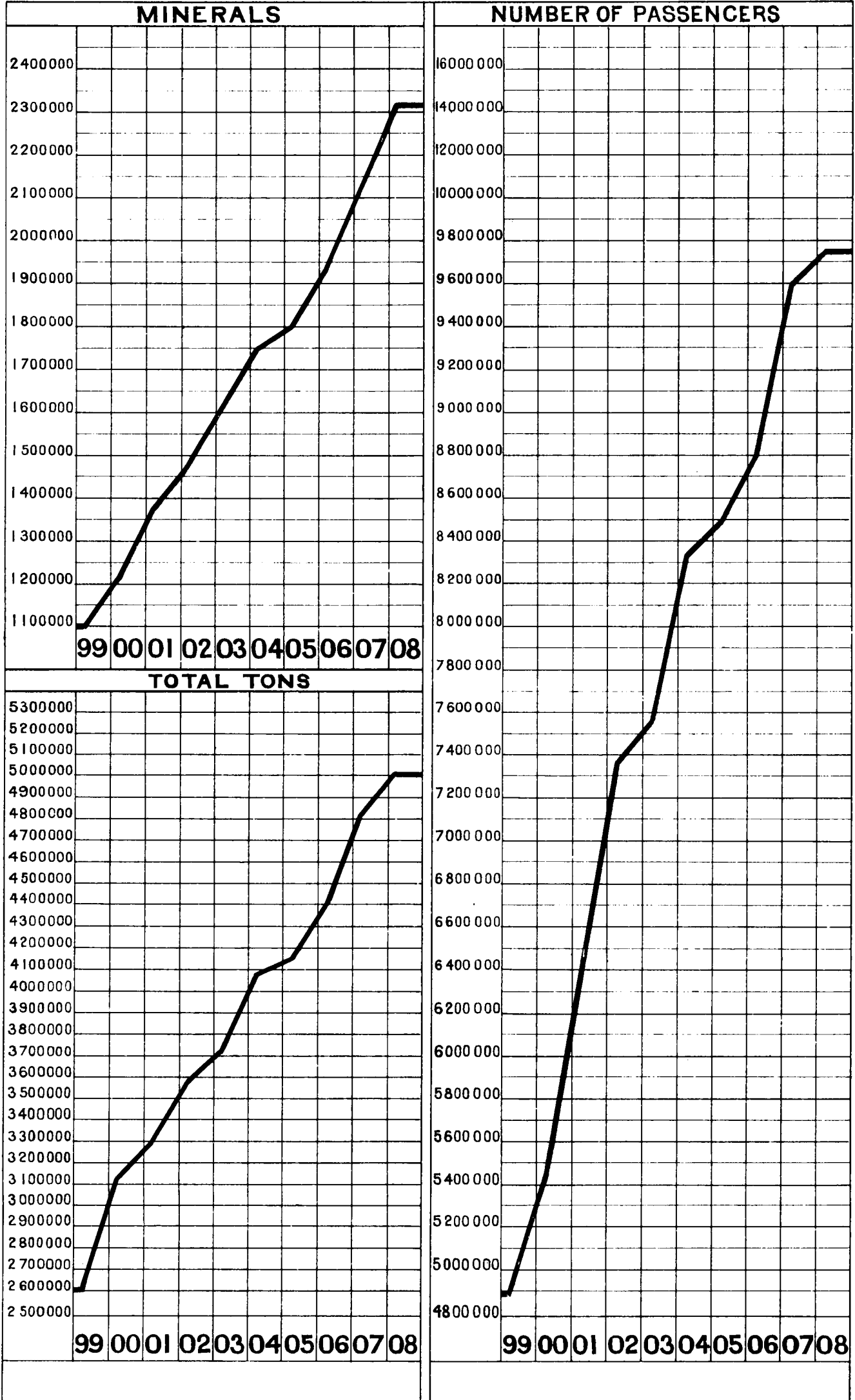
1800-6/08-510

Class "X" Four-cylinder Balanced-compound Locomotive, 4-8-2 Type, specially designed for working heavy Gradients on North Island Main Trunk Railway.
 Building in New Zealand Government Railway Workshops.
 Gauge of Line: 3ft. 6in. Diameter of Coupled Wheels: 3ft. 9in. Cylinders: h.p., 13½in.; l.p., 22in.; Stroke, 22in. Working Steam-pressure: 250lb. per square inch.
 Weight in working trim: 90 tons (201,600lb.).

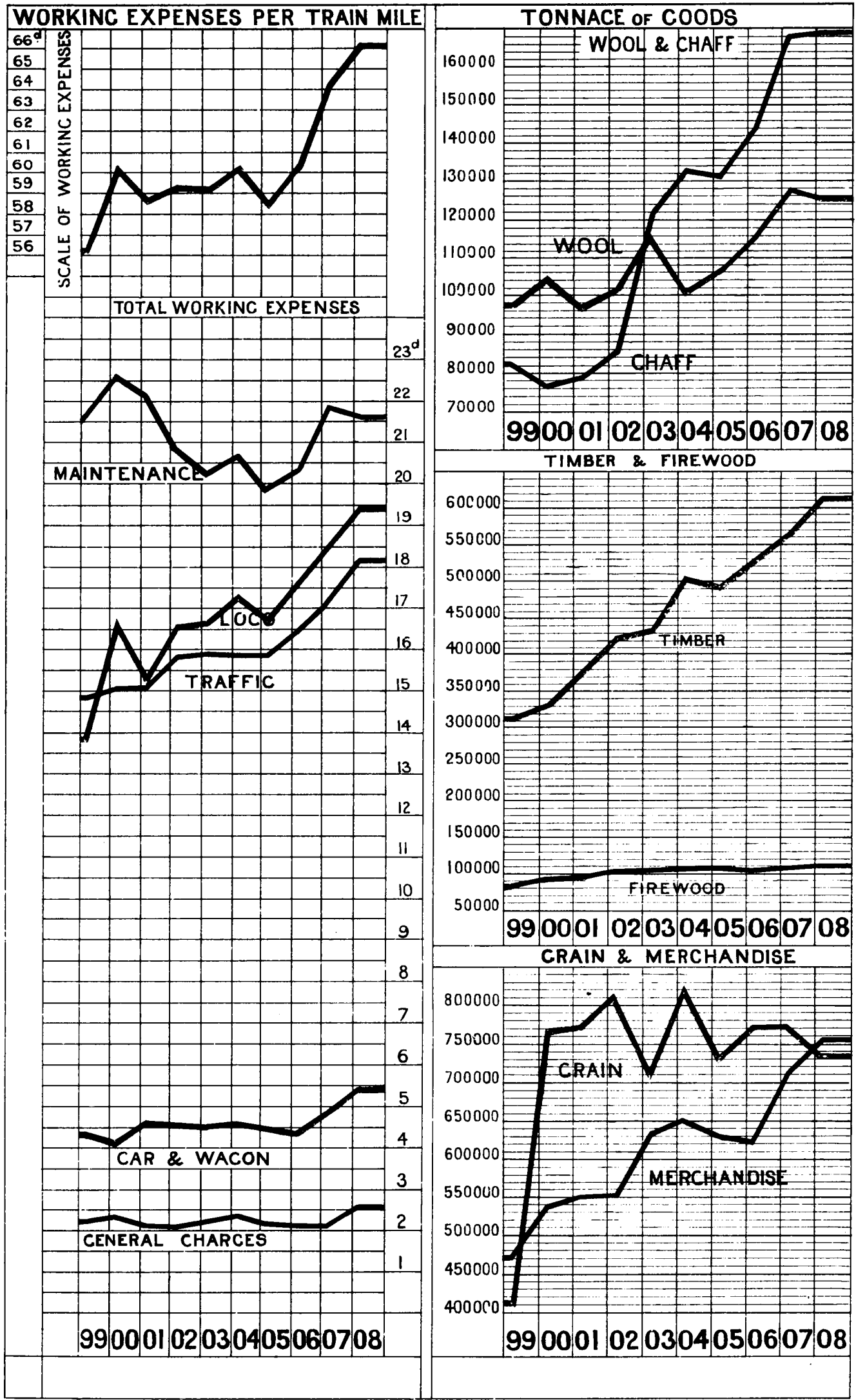
NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS

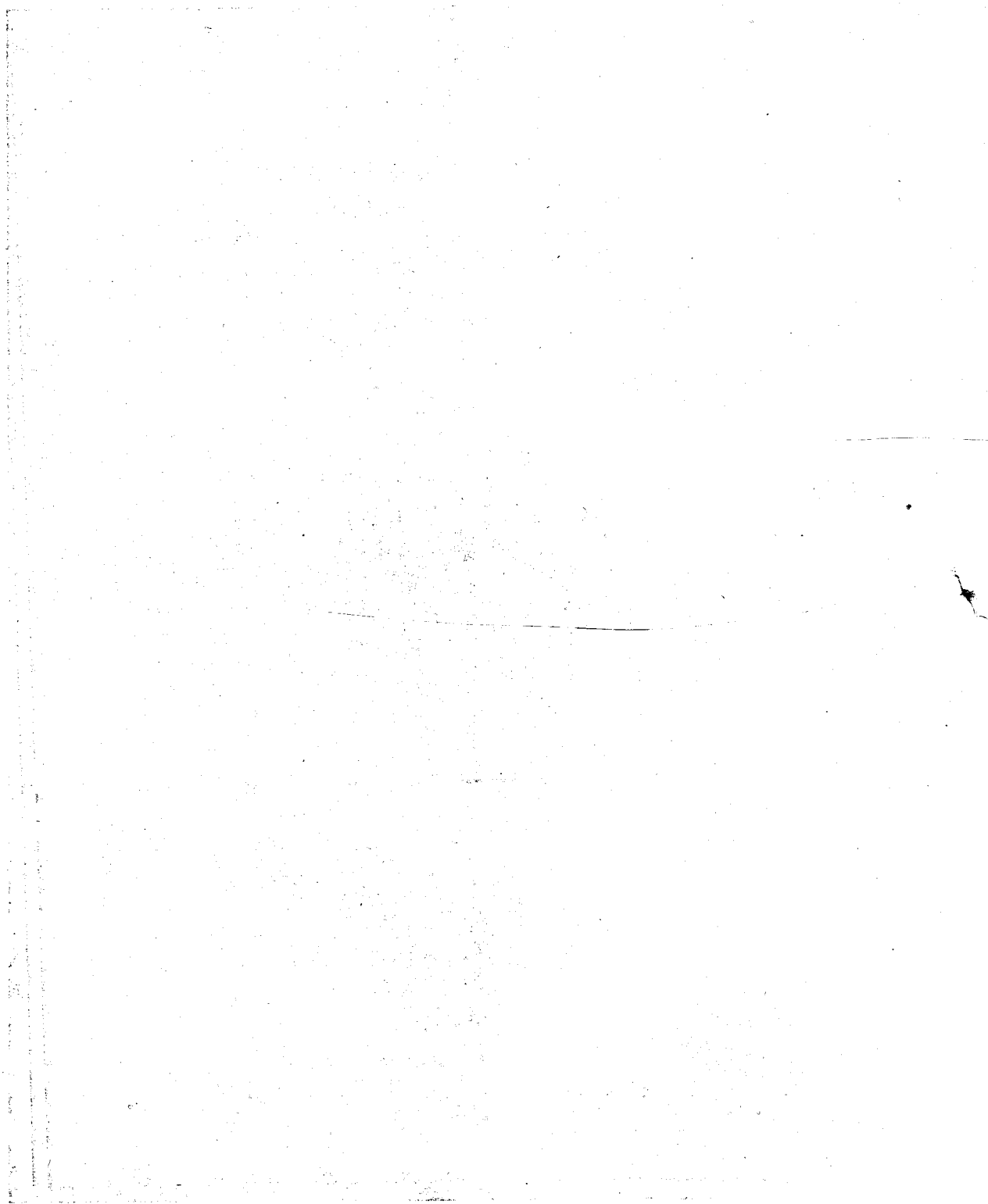


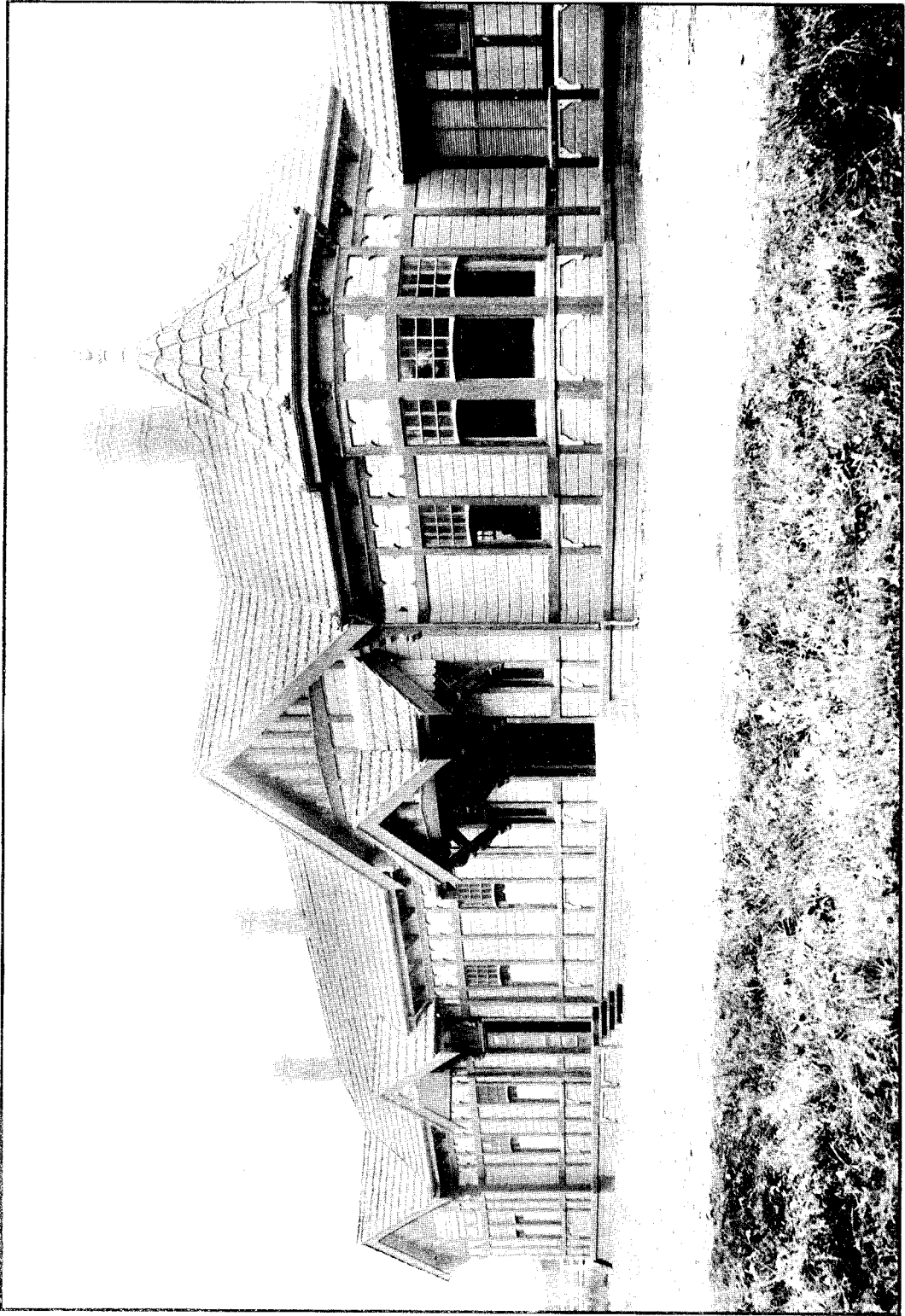
NEW ZEALAND GOVERNMENT RAILWAYS





DANNEVIRKE RAILWAY STATION.





KALAMOG RAILWAY STATION.



TEMUKA RAILWAY-STATION.

