

1909.
NEW ZEALAND.

RAILWAYS STATEMENT

(13th October, 1909).

BY THE MINISTER OF RAILWAYS, THE HON. J. A. MILLAR.

MR. SPEAKER,—

In presenting my first Railways Statement, that for the year ended 31st March, 1909, I have to announce that the results of the year's operations, when compared with those of the previous year, have on the whole been satisfactory, and may be summarised thus:—

				Year 1909. £	Year 1908. £
Total earnings	...	...	...	2,929,526	2,761,938
Total expenditure	...	...	...	2,114,815	1,949,759
Net profit on working	...	...	...	<u>£814,711</u>	<u>£812,179</u>

GENERAL.

The mileage of line open for traffic on the 31st March, 1909, was 2,682 miles, against 2,471 miles for the previous year. The average miles operated during the year was 2,556.

The following extensions were opened during the year:—

						M.	ch.
Douglas-Huiroa	...	...	...	...	...	4	59
Mount Egmont Branch	...	...	...	...	...	6	2
Tauhoa-Wayby	...	...	...	...	...	3	50
Puha-Waikohu	...	...	...	...	...	3	25
Mataroa-Taumarunui	...	...	...	...	...	84	58
Reefton-Cronadun	...	...	...	...	...	5	31
Waikaka Branch	...	...	...	...	...	12	57
Tadmor-Kiwi	...	...	...	...	...	5	15
						<u>125</u>	<u>57</u>

In addition, the Government acquired the Wellington and Manawatu Company's line, between Wellington and Longburn, 83 miles 67 chains. The mileage of State-owned railways was thus increased during the year by 209 miles 44 chains.

The capital cost of lines open for traffic has increased from £24,365,647 last year to £27,762,592 for the year under review.

The net revenue, £814,711, is equal to a return of 3·13 per cent. on the capital invested in the open lines, and 2·80 per cent. on the total capital (£29,052,432) invested in open and unopened lines. The expense of working the Kawakawa and Kaihu Sections exceeded the gross revenue, the deficit being—Kawakawa £1,408, and Kaihu £310.

The total train-miles run during the year was 7,458,236, an increase of 406,962 miles over the preceding year. The increased train-mileage represents additional facilities mainly in the North Island main line and branches. It is

largely due to the inauguration of the through Wellington–Auckland service *via* the Main Trunk line, the inclusion of the Wellington–Manawatu line in the Government railways system, and the revision of the time-tables generally, making it necessary to provide additional trains to meet the altered circumstances of the country.

In order to give the quickest connection possible between the various important towns of the North and South Islands, it was decided to accelerate the running of the first north and south bound express trains between Christchurch and Invercargill, and to reduce the number of stopping-places *en route*. One hour and thirty-five minutes were taken off the time, thus reducing the journey between Lyttelton and Invercargill to thirteen hours, and enabling the through journey by rail and steamer, Auckland to Invercargill, to be made in forty-eight hours including a stay of about three and a half hours in Wellington.

The following figures, which give the record of the late arrivals of the principal trains during the year, indicate that the train service has maintained punctuality :—

AVERAGE LATE ARRIVAL.			
	Min.		Min.
For long-distance passenger-trains	1.29,	against	1.43 last year.
For suburban trains	0.36,	"	0.38 "
For long-distance mixed trains	1.88,	"	1.75 "

The passenger traffic increased very materially during the year, and for the first time in the history of the railways of the Dominion ordinary passengers totalled over ten millions; the number actually carried being 10,457,144, an increase of 700,428 over the previous year. Season tickets numbered 192,547, an increase of 7,373. The number of workers' twelve-trip tickets was 45,227, and of workers' weekly tickets, available on suburban lines, 102,262. The steady increase in workers' tickets is a very gratifying evidence that the people for whose benefit they were established are realising the advantages derivable from living in the healthy suburban areas. I look forward, therefore, with confidence to a continued expansion of traffic from workers' tickets. Holiday excursion tickets issued numbered 790,179, an increase of 58,044 over the previous year. School, factory, and friendly societies' excursion tickets numbered 117,044, an increase of 3,964.

The coaching and goods traffic show increases under the various headings under which the traffic is grouped, carriages, pigs, firewood, timber, and merchandise excepted. In the coaching the increases have been—parcels, 23,728; horses, 701; dogs, 3,032; and in the live-stock and goods traffic—cattle and calves, 9,133; sheep, 618,389 head; chaff, lime, &c., 12,899 tons; wool, 17,323 tons; grain, 54,225; minerals, 22,136. The decrease in the number of pigs carried was 8,361 head; firewood, 7,534 tons; timber, 34,032 tons; merchandise, 27,676 tons.

The decrease in pig traffic resulted from low prices ruling this year, and in merchandise from a falling-off in the quantity of frozen meat railed in the South Island, and the fact that Home vessels now invariably proceed direct to Dunedin to discharge, thus diverting the bulk of the shipping traffic from the Port Chalmers line.

The decrease in timber resulted from the temporary closing-down of a number of mills owing to scarcity of orders, consequent on the dullness in the building trade.

The average number of men employed during the year was 12,505, against 12,338 for the previous year.

During the year 259 members of the permanent staff resigned, 64 retired on superannuation, 38 died, 132 were dismissed, 923 engaged, and 324 were taken over from the Wellington–Manawatu Railway Company.

Twenty appeals were heard during the year by the Railway Appeal Boards; of these, seven were upheld and thirteen dismissed.

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

The sum of £7,512 has been paid as compensation during the year under the Workers' Compensation for Accidents Act.

New rolling-stock actually turned out of the Railway workshops completed during the year comprised two four-cylinder balanced compound Class X tender engines, weighing 94 tons each in working trim, and specially designed for use on the heavy grades on the Auckland Main Trunk line; eight heavy tank engines; four 50 ft. refreshment-cars; six 50 ft. sleeping-cars; twenty-four 50 ft. day cars; fourteen Class A cars; ten 50 ft. postal vans, ten bogie vans, 636 goods-wagons, and 750 new tarpaulins.

One thousand and nineteen modern steel axles were fitted to cars, vans, and wagons, in substitution for old iron axles. By this alteration the carrying-capacity of each wagon has been increased by 2 tons, and greater strength is insured.

All new car and wagon stock built in the workshops is equipped at the outset with steel axles, and this practice will be closely adhered to throughout.

All locomotives, carriages, and wagons built in the workshops for the North and South Island Main Trunk lines and branches are fully equipped with the Westinghouse brake.

Trials have been made of the use of incandescent mantles on lamps of carriages lighted by Pintsch's gas system. Beneficial results have been obtained, and all Pintsch gas-lamps are accordingly being fitted with mantles as rapidly as possible.

During the year 5,690,390 cubic feet of Pintsch's gas were manufactured at the five Railway gasworks installed in the North and South Island.

Machinery of improved type and greater capacity has been added to the workshop equipment during the year, at a cost of £10,956.

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

A total of 123 miles of line were relaid during the year—ninety-three miles of main line with 70 lb. steel rails, and thirty miles of branch line with 53 lb. steel rails that had been removed from the main line.

The number of new sleepers placed in the track was 292,549, and 335,891 cubic yards of ballast were used in track-maintenance.

A large number of improvements have been made at various stations throughout the Dominion: they comprise additions to station buildings, sidings, water-services; improved lighting at workshops, stations, and in yards; erection of houses for staff, signal appliances, goods-sheds, strengthening bridges, erecting stockyards, overbridges, and verandahs. New station buildings were provided at Fairlie, Mount Albert, and Glenavy, and new flag station between Takapau and Hatuma. A considerable number of other works, calculated to promote the public interests and the efficiency of the Railway service, were undertaken. Some were incomplete at the end of the year; they are, however, being pushed on as rapidly as circumstances will permit.

Traffic on the main line south of Dunedin was interrupted by floods in the Taieri River in July last. On the Otago Central line heavy falls of snow interfered materially with the train operations, and for thirteen days the running of trains on the portion of the line between Clyde and Ranfurly, a distance of fifty-eight miles, was impracticable.

In the North Island, traffic on the Foxton Branch was interrupted by floods for four days in August.

On 11th July two passengers were slightly injured in a derailment that occurred between Awatuna and Stafford on the Greymouth-Hokitika line, the result of cattle straying on the railway. On the 2nd February a slight collision occurred at Marton Junction, owing to the driver of a shunting-engine running out on to the main line after the down mail from New Plymouth had been given the right of road into the station. The damage to the line and rolling-stock was slight, and I am pleased to say that no one was seriously injured.

REVENUE.

The gross revenue for the year amounted to £2,929,526. It exceeded the estimate by £94,526, and the gross revenue for the previous year by £167,588. Passenger revenue shows an increase of £85,937; season tickets, £12,743; coaching, £10,165; goods and live-stock, £48,376; miscellaneous and rents, £10,367. The receipts per train-mile amounted to 94·00d., as against 93·75d. for the previous year. The earnings of the Lake Wakatipu steamers amounted to £6,438, as against £6,637 last year. The net earnings gave a return of 3·13 per cent. on the capital cost.

EXPENDITURE.

The expenditure for the year, including £5,058 incurred in connection with the Lake Wakatipu steamers, amounted to £2,114,815, an increase of £165,057 over the previous year, and absorbed 72·19 per cent. of the revenue, as against 70·59 per cent. for the previous year:—

			Expenditure.		Per Cent. of Revenue.	
			1908-9.	1907-8.	1908-9.	1907-8.
			£	£		
Traffic	...	...	605,940	534,634	20·73	19·40
Locomotive	...	...	794,260	733,403	27·17	26·62
Maintenance	...	...	656,154	638,560	22·45	23·18
Management	...	...	92,445	76,082	3·16	2·76
			2,148,799	1,982,679	73·51	71·96
Less credit recoveries	...	...	39,042	38,297	1·33	1·39
			2,109,757	1,944,382	72·18	70·57
Lake Wakatipu steamers	...	...	5,058	5,377	0·01	0·02
			£2,114,815	£1,949,759	72·19	70·59

The cost of maintenance of line, buildings, and structures has increased from £638,560 to £656,154, representing an average expenditure of £257·63 against £258·31 per mile of railway for the previous year. The increased expenditure has been incurred on the Kawakawa Section, £383; Whangarei, £73; Gisborne, £563; North Island main line and branches, £29,221; Picton, £3,247. The cost of maintenance has decreased on the Kaihu Section, £203; South Island main line and branches, £8,699; Westland, £477; Westport, £5,720; Nelson, £794.

The increased cost of maintenance is a natural corollary of the demand created by the expanding traffic for engines of greater power, cars and wagons of increased carrying-capacity, and faster train-services. The relaying of the main lines and branches with heavier rails, respacing of sleepers, strengthening of structures, and provision of many other works calculated to increase the efficiency of the lines and enable them to meet all the existing and prospective requirements for a considerable time to come had necessarily to be undertaken and, where possible, completed. During the ten years intervening between 1899 and 1909, a total of 929 miles of track has been relaid, 768 miles with new materials and 161 miles of branch line with rails taken out of main lines, and the expenditure on track-renewals, including relaying and new sleepers, amounted to £1,678,526. The enhanced price of materials, increased rates of wages, and expenditure incurred on the works enumerated has had a marked effect on the maintenance expenditure, which has steadily increased during the past ten years. Our railway-lines are, however, in a better condition than at any other period during their history. I confidently anticipate that as a result of the expenditure incurred in connection with betterments during the past few years a diminution of maintenance expenditure is now within measurable distance. I observe that the effect of high-priced material on the maintenance of railroads is not confined to the Dominion, but has been making itself felt in the United States and United Kingdom, where the cost of materials is assigned by some of the leading companies as the reason for the advance in their operating expenses.

Additions and improvements to lines and structures costing £13,308, which might fairly have been debited to capital, have been made during the year and charged to working-expenses.

The increased expenditure in the Traffic Branch is due to the additional train-mileage, higher rates of wages and salaries under the Classification Act, 1907, extra staff to operate the safety appliances, the installation and staffing of additional tablet stations, the provision of staff necessary to carry on the operations of the Department over a longer period of the day than heretofore, and provide for the requirement of the additional traffic. Incidentally it may be stated that a large number of the stations and tablet stations and signal-boxes are now open for practically the whole twenty-four hours, and have to be staffed accordingly.

In the Locomotive Branch the increase is due to extra train-mileage, heavy renewals and repairs, the increased cost of wages, fuel, and materials, and the additional staff to meet the requirements of the altered conditions since the opening of the Main Trunk line.

The increase in the cost of Head and Departmental Offices is incidental to the inclusion in the Head Office portion of the vote of items that have previously been charged under the sectional heading, and to the scale increase of salaries to the staff under the Classification Act.

The sum of £398,097 was expended under the head "Additions to open lines" and charged to Capital Account. Of this amount, £269,156 was expended on rolling-stock, tarpaulins, steam-cranes, Westinghouse brake, and machinery for workshops. The rolling-stock in respect to which the charges were made consists of 20 locomotives, 58 carriages, 7 brake-vans, 10 bogie and 570 four-wheeled wagons, 750 tarpaulins, and 2 cranes, completed on 31st March, 1909, and 15 locomotives, 44 carriages, 23 brake-vans, 65 bogie and 1,127 four-wheeled wagons, 325 tarpaulins incomplete but in hand on that date. £128,941 was spent in providing telegraph and telephone facilities, signals and interlocking, tablet and safety appliances, bridges, additions to station buildings, workshops, dwellings for staff, purchase of land, wharves, pile-driving and stone-crushing plant, sidings, loading-banks, stock-yards, crossings, additions to sheds, turntables, &c.

DUPLICATION OF LINES.

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

Wellington-Hutt duplication-works	...	...	...	£ 53,823
New Hutt Road, including land for same	...	...	...	12,428
				<u>£66,251</u>
Auckland-Penrose duplication-works	...	...	...	£ 31,005
Addington-Rolleston duplication-works	...	...	...	37,510
Dunedin-Mosgiel duplication and deviation of line	...	...	...	73,019
				<u>141,534</u>
Less profit on sale of debentures, as per Treasury Accounts	...			15
				<u>£141,519</u>

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1909, as compared with 1908:—

PARTICULARS.	Year ended 31st March.	
	1908.	1909.
Total miles open for traffic	2,471	2,682
Average miles open for year	2,469	2,556
Capital cost of opened and unopened lines	£26,735,140	£29,052,432
Capital cost of open lines	£24,365,647	£27,762,592
Capital cost per mile of open lines	£9,861	£10,351
Gross earnings	£2,761,938	£2,929,526
Working-expenses	£1,949,759	£2,114,815
NET PROFIT ON WORKING	£812,179	£814,711
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·33	3·13
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	70·59	72·19
Earnings per average mile open	£1,114	£1,148
Working-expenses per average mile open	£786	£828
NET EARNINGS PER AVERAGE MILE OPEN	£328	£320
Earnings per train mile	d. 93·75	d. 94·00
Working-expenses per train mile	66·18	67·89
NET EARNINGS PER TRAIN MILE	27·57	26·11
Passengers, ordinary	9,756,716	10,457,144
Season tickets	185,174	192,547
Goods tonnage	4,834,534	4,871,874
Live-stock tonnage	235,642	263,534
Train mileage	7,051,274	7,458,236
Locomotives	410	452
Passenger-cars	1,002	1,116
Wagons and brake-vans	15,475	16,476

CONCLUDING REMARKS AND FORECAST.

The work connected with the duplication of the railway-lines leading from the four main centres is progressing steadily. At Auckland the double line from Newmarket to Penrose Junction has been opened for traffic. One side of the two-track Parnell railway-bridge on the Auckland side of the tunnel has been completed, and is regularly used by trains. Work on the other side is progressing favourably.

The Wellington-Hutt duplication was opened as far as Ngahauranga on 27th September, and the two-track line between Lower Hutt and Ngahauranga is regularly in use. It is anticipated that a further section—Ngahauranga to Kaiwarra—will be ready for use shortly. The construction of the new main road is now in hand, and portions of it are being daily used for vehicle traffic.

Good progress has been made between Addington and Rolleston, and I anticipate that the double line between those stations will be ready for traffic very shortly.

Of the Dunedin-Mogiel line the portion between Dunedin and Caversham is nearly completed. The Anderson's Bay Road, King Edward Road, and other smaller steel bridges have been erected, the engine-depot has been completed to meet present requirements, and about 39 chains of the Caversham Tunnel have been driven.

The Culverden-Waiiau motor service continues to give satisfaction, and it is anticipated that the bridges over the Hanmer, Percival, and Rogerson Streams will be completed in time to enable the motors to run through to Hanmer next tourist season. This will entirely obviate the necessity for the running of the coach between Waiiau Ferry and Hanmer.

The rolling-stock under order and in course of construction in the Railway workshops at the close of the year comprised 6 Class X tender engines of the four-cylinder balanced compound type, weighing in working-trim 94 tons each, 2 heavy tank engines, 12 new boilers, 48 bogie cars, 22 bogie and 1 four-wheel brake-van, 65 bogie and 1,129 four-wheeled wagons.

Messrs. A. and G. Price, of Thames, have now delivered 12 of the Class A four-cylinder balanced compound locomotives, each weighing 72 tons in working-trim, they were building under contract for the Railways, leaving 8 to complete the contract. The engines turned out by this firm have been very satisfactory.

With a view to providing for the expansion of business that must occur in the near future as a result of the increased mileage of our lines and the opening-up and settlement of new districts, the following rolling-stock will be put in hand for the year 1909-10: 10 Class A, 10 Class B, and 20 Class Wg locomotives, 40 bogie cars, 12 bogie brake-vans, 16 bogie and 738 four-wheeled wagons.

I am of opinion that the time has arrived when it is desirable to develop settlement within a reasonable distance of the main centres of population by a further inauguration of motor services. Satisfactory results have been obtained from the running of motor-cars in connection with various railway systems in different parts of the world, and, in view of the advancement that has been made in connection with the means of propulsion and construction of such cars, I am at present obtaining data respecting the results of working the different types of railway-motors used abroad, so that the most efficient and economical type of vehicle suitable for the requirements of New Zealand may shortly be brought into use on our lines.

Signalling and interlocking equipment was installed and brought into operation at Lepperton Junction, Ngahauranga, Milton, Clinton, and Pukerua. Temporary systems were installed at Newmarket Junction, Penrose Junction, Addington Junction, and Hornby Junction; also, complete system for double-line working at Newmarket, Remuera, Green Lane, Racecourse Platform, Ellerslie, and Penrose. Forty-eight stations have been equipped with fixed semaphore signals, and the sidings known as Turner's, Gardner's, Booth's, and Palmer's have been interlocked with the tablet system, as has also a railway service siding at Burnside.

The equipping of Marton, Ngaio, Tawa Flat, Ngaurukehu, Sockburn, Templeton, Islington, and Parnell Tunnel is in hand, also the rearrangement of Addington, Hornby, and Rolleston to suit the double-line working.

One hundred and thirty Tyer's electric tablet instruments were installed and brought into use on the sections embracing the line between Marton and Frankton and between Wellington and Longburn. The extension of the system over the sections Woodville to Waipukurau, Pukeuri to Washdyke, and Ngahere to Blackball, is in hand.

The automatic tablet-exchanger was installed at 80 stations during the year. The main line, Wellington to Auckland, is fully equipped with this apparatus, which is being extended to other main lines as quickly as possible.

Since the practical work connected with the equipment of the lines with up-to-date safety appliances was begun in 1899, 650 electric tablet instruments have been brought into operation at 274 tablet signalling-stations, embracing 1,158 miles of line; staff-and-ticket working installed on 21 miles of track, electric lock-and-block working on 4 miles of double line; 969 signals and 1,993 levers installed in connection with the signalling and interlocking at 59 stations; 451 signals and levers installed at 186 stations not fitted with interlocking; 22 interlocked points fitted with Annett's or tablet locks; 125 automatic tablet exchangers, 125 electric bells, 130 signal-repeaters, 1,045 telephones, 212 Morse instruments, and sixteen electric lock-and-block instruments installed; and 4,754 miles of railway-wire provided on 1,652 miles of telegraph-poles.

Three events of unique and historical character occurred during the year—viz., the visit to Auckland of the American Fleet, the completion of the North Island Main Trunk line, and the acquisition by the State of the Wellington Manawatu Railway Company's line, eighty-four miles in length. The rail-heads of the North Island Main Trunk line were joined up on 3rd August, 1908. The first through passenger-train, conveying Ministers of the Crown and members of Parliament to take part in the welcome to the American Fleet, left Wellington for Auckland at 9.55 p.m. on 7th August. The train consisted of nine passenger-cars, one dining-car, and one bogie brake-van, weighed 212 tons, and was worked by the Manawatu Railway Company to Longburn, thence to Waiouru by the Working Railways, Waiouru to Taumarunui by Public Works Department, thence by the Working Railways Department to Auckland, where it arrived at 6.31 p.m. on 8th August. The return train left Auckland at 10.20 p.m. on 17th August, arriving Wellington at 6.10 p.m. on 18th August.

The official opening ceremony of the Main Trunk line took place at Manganui-o-te-ao on 6th November, the last spike being driven by the Prime Minister, the Right Hon. Sir J. G. Ward, K.C.M.G. Special excursion trains were run from Wellington and Auckland respectively, and were availed of by a large number of passengers.

Through goods and passenger traffic *via* the Main Trunk line were worked conjointly by the Working Railways and Public Works Departments from 9th November, 1908, until 15th February, 1909, when the last section was formally taken over by the Working Railways, and the Auckland-Wellington through express service commenced running daily.

The terms upon which the Wellington and Manawatu Railway Company's line could be acquired by the State having been mutually agreed upon, the company's line with 324 members of its staff and all appliances were taken over and incorporated as part of the State-owned railways on the 7th December, 1908. The rolling-stock acquired consisted of 20 locomotives, 56 bogie cars, 16 brake-vans, 343 wagons, 225 tarpaulins, and 2 ten-ton hand cranes. A considerable amount of expenditure has been incurred since the line was taken over in extending the station and siding accommodation, installing the electric tablet system, and making such other alterations as were found essential for efficiently working the increased traffic consequent on the diversion of business formerly sent from the Napier line to Wellington *via* the Wairarapa. This diversion of traffic has resulted in a material decrease in the business over the Rimutaka Incline, and a considerable saving in operating-expenses will ultimately result therefrom.

The advent of the American Fleet caused a large influx of passengers to Auckland, and made heavy demands on the railway during the week the fleet remained in port. I am gratified at having to state that the whole of the requirements were fully met in a highly satisfactory manner.

The inauguration of the through train service between Wellington and Auckland has already had a very marked effect on the passenger-traffic between stations in the Auckland, Wellington, Taranaki, and Hawke's Bay Provinces. Practically the whole of the passenger-traffic which formerly went by the sea routes *via* New Plymouth and Napier to and from Auckland now comes overland *via* the Main Trunk line. The steamer service between New Plymouth and Onehunga now consists of a bi-weekly service run by the Northern Company, the Union Company's passenger-boats having been withdrawn from the trade. The diversion of business has, however, considerably affected the receipts of the Wellington-New Plymouth mail trains, the traffic by which is practically reduced to the local business for stations up to New Plymouth.

The concessions made in rates and fares comprised reductions in suburban tickets and in ordinary tickets between stations between which a suburban area intervenes; extension of distance over which workers' twelve-trip tickets are issuable; extension of fifty-trip family and single commutation tickets to twenty-five miles, and reduction of rates therefor; mileage rates on a graduated scale for annual season tickets; reduction in rates for timber for long distances, for road-metal for local bodies, for native coal for long distances, and for ships' goods conveyed on port lines.

The amount of increased pay accruing to the Railway staff as a result of the operation of the Classification Act of 1907 was £147,000, and the additional amount involved in paying the marriage allowance under the regulation was £12,000 per annum.

With a view to removing some of the disabilities of passengers who travel by the ferry boats between stations in the South Island and North Island, arrangements have been made whereby the Union Steamship Company can issue to passengers making rail and steamer journey a rail ticket from Wellington and Lyttelton respectively to the more important centres in the respective Islands. The system will be extended from time to time as found necessary. Arrangements are also in progress for the checking of passengers' luggage for the through journey by rail and steamer from and to stations in either Island. This will include cartage between railway-station and steamer at Wellington, the owner of luggage being required to pay the cost of the cartage, the right for which will be let by tender. The luggage will under this system be checked at the starting station, if the owner so desires, to the final destination in the respective Islands. To avoid any inconvenience, passengers are recommended to take articles required for use *en route* in a separate package, which may be checked to the port station or otherwise at their option, as luggage checked through will not be delivered short of the final destination.

With a view to facilitating the movements of passengers who desire to make tours combining rail, coach, and steamer trips, arrangements have been made under which the New Zealand Government Tourist Branch will issue tickets for the rail journey at the same time that the ticket for the steamer or coach trip is purchased.

The number of persons receiving the benefits of the Government Railways Superannuation Fund at the end of the year was 796, making an annual charge on the fund of £37,602 2s. 4d. The beneficiaries comprised 405 late members of the service who had voluntarily retired, 88 who had been retired medically unfit, 118 widows, and 185 children. In accordance with the provisions of section 55 of "The Public Service Classification and Superannuation Amendment Act, 1908," the Railway Servants' Society paid into the Government Railways Superannuation Fund the sum of £1,500 to purchase the broken time of the men who took part in the maritime strike in 1890.

The Wellington-Manawatu Railway Company, in terms of section 96 of "The Government Railways Act, 1908," paid into the fund the sum of £5,000 to place its employees on the same footing as Government railway men in respect to

counting service with the company; and the company's employees, in accordance with the provisions of the same section, have paid into the fund £5,478 5s. 7d. as the contribution towards purchasing back time for superannuation.

A number of contributors who had broken time in the service of the State Railways have taken advantage of the provision in section 56 of "The Public Service Classification and Superannuation Amendment Act, 1908," and paid the amount required to enable their broken service to count for superannuation.

The accumulated fund now amounts to £157,151 14s. 9d. A feeling appears to exist among a section of the contributors to the fund that widows of railwaymen who have retired on superannuation should, at the death of their husbands, receive the same allowance as widows whose husbands die before reaching the retiring-age. It has been pointed out on several occasions that the contributions at present made to the fund are the minimum, while the benefits are the maximum. It is obvious, therefore, that no additional charges can be put on the fund without a corresponding increase being made in the rate of contribution.

The financial stability of the fund is of paramount importance to every contributor, and each such person should carefully consider the effect the adoption of the suggestion would have on the fund before seriously putting it forward. It should be definitely understood that no charge can be placed on the fund without a corresponding increase in the payments of each contributor thereto.

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, 1909.	Increase.	Per Cent of Increase.
Passengers (number) ...	3,905,578	10,457,144	6,551,566	168
Season tickets " ...	28,623	192,457	163,924	573
Parcels " ...	444,981	961,293	516,312	116
Horses " ...	11,185	19,124	7,939	71
Carriages " ...	750	2,550	1,800	240
Dogs " ...	23,517	50,798	27,281	116
Drays " ...	705	2,427	1,722	244
Cattle " ...	40,890	159,884	118,994	291
Sheep " ...	1,519,921	5,211,489	3,691,568	243
Pigs " ...	43,292	117,626	74,334	172
Chaff, lime (tons) ...	36,972	182,666	145,694	394
Wool " ...	103,328	137,916	34,588	33
Firewood " ...	85,102	102,620	17,518	21
Timber " ...	198,578	582,860	384,282	194
Grain " ...	388,556	793,793	405,237	104
Merchandise " ...	377,938	729,971	352,033	93
Minerals " ...	857,917	2,342,048	1,484,131	173
Total tonnage ...	2,048,391	4,871,874	2,823,483	138
Total revenue ...	£1,150,851	£2,929,526	£1,778,675	155
Locomotives (number) ...	269	452	183	68
" tractive power (lb.) ...	1,756,178	5,162,237	3,406,059	194
Passenger-cars (number) ...	498	1,116	618	124
Passenger-cars, seating accommodation ...	17,455	46,722	29,267	168
Brake-vans (number) ...	204	356	152	75
Sheep-wagons " ...	390	1,066	676	173
Total wagons, all classes (number) ...	8,264	16,120	7,856	95
Wagon carrying-capacity (tons) ...	50,861	128,031	77,170	152
Train-mileage run... ..	3,221,620	7,458,236	4,236,616	132

Although favourable circumstances of a non-recurring character existed during the last financial year, and there has been a slight depression during the first portion of the year just entered upon, I feel confident from present indications that a return to prosperity is assured, and am of opinion that the railways will again show satisfactory results. I therefore estimate the revenue for the year ending 31st March, 1910, at £3,050,000, and the expenditure at £2,143,500.

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

THE UNIVERSITY OF THE STATE OF NEW YORK
IN SENATE
JANUARY 18, 1900.

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

New Zealand Government Railways, Head Office,
Wellington, 3rd July, 1909.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1909.

The capital cost has increased from £24,365,647 to £27,762,592. The revenue was £2,929,526 against £2,761,938, an increase of £167,588. The net revenue has been £814,711, as against £812,179 last year. The expenditure for the year under review has been £2,114,815 against £1,949,759, an increase of £165,056. The rate of interest on capital was £3 2s. 7d., as compared with £3 6s. 8d. last year. The revenue per train-mile was 7s. 10d. and the expenditure 5s. 8d., as compared with 7s. 9½d. and 5s. 6½d. respectively last year.

The following extensions have been opened during the year :—

	M.	ch.
Douglas-Huiroa	4	59
Mount Egmont Branch	6	2
Tauhoa-Wayby	3	50
Puha-Waikohu	3	25
Mataroa-Taumarunui	84	58
Reefton-Cronadun	5	31
Waikaka Branch	12	57
Tadmor-Kiwi	5	15
	125	57

This added to the Wellington and Manawatu Railway Company's line, 83 miles 67 chains, makes the total addition to the system during the year under review 209 miles 44 chains, bringing the total mileage open for traffic on the 31st March, 1909, up to 2,682 miles, as against 2,471 miles at the close of the previous year.

During the year 10,457,144 ordinary passengers were carried, yielding a revenue of £921,411, and 192,547 season tickets were issued, the revenue derived therefrom being £90,248. There was thus an increase of 700,428 ordinary passengers and £85,937 revenue, and of 7,373 season tickets and £12,743 revenue, over the traffic carried under these heads during the previous year. 64,465 children and teachers and 52,579 adults travelled by school and factory excursions during the year, the revenue derived therefrom being £7,641. 790,179 passengers travelled at holiday-excursion fares, yielding a revenue of £166,471, an increase of 58,044 excursionists and £24,951 revenue as compared with the previous year. The coaching and goods traffic has been well maintained during the year and shows increases under most headings.

Increases.

Coaching.—Parcels, 23,728; horses, 701; dogs, 3,032. Revenue, £10,165.

Goods.—Cattle and calves, 9,133 head; sheep, 618,389 head; chaff, lime, &c., 12,899 tons; wool, 17,323 tons; grain, 54,225 tons; minerals, 22,136 tons. Revenue, £48,376. Total increase in goods and live-stock tonnage, 65,232 tons.

Decreases.

Coaching.—Carriages, 279.

Goods.—Pigs, 8,361 head; firewood, 7,534 tons; timber, 34,032 tons; merchandise, 27,676 tons.

Large additions were made to the train-services during the year. The most important of these consisted of the inauguration of the through fast services to connect Auckland and Invercargill after the completion of the North Island Main Trunk line. It was anticipated that the opening of this line would have a material effect on the trend of the traffic between the two Islands. A great deal of thought was therefore given to the time-table, and an effort made to establish at the outset a service that would reasonably meet requirements. The expresses from Lyttelton to Invercargill and Invercargill to Lyttelton were accelerated, the journey-time being reduced by one hour and thirty-five minutes, suitable connection being made by the Union Steamship Company's steamer to permit of inter-Island passengers catching expresses at Wellington and Lyttelton respectively. Adjustment of train-services on other portions of the railway system were made to provide for the local requirements as far as possible. During the time the through trains have been running they have maintained punctuality. The Wellington-Auckland journey occupying a night, the train-equipment consists of sleeping, refreshment, and ordinary day cars, each 50 ft. long, and heated by steam and specially built for the line.

The alterations and additions made to the services involved a considerable increase in the train-mileage, which was 406,962 miles greater than that of the year 1908.

Three important events occurred during the year—viz., the visit of the American Fleet to Auckland, the opening of the North Island Main Trunk Railway, and the incorporation of the Wellington and Manawatu Railway Company's line with the Government railways. Very heavy traffic resulted from the visit of the fleet, but all the requirements were satisfactorily met.

I regret to report that on the 11th July two passengers were slightly injured in a derailment that occurred between Awatuna and Stafford, on the Greymouth-Hokitika line, caused through cattle straying on the line. A collision also occurred at Marton Junction on the 2nd February through a shunting-engine running out on to the main line after the signals had been lowered for the incoming south-bound mail-train from New Plymouth. No one was seriously hurt, and very little damage was done to the rolling-stock.

The installation of electric tablet, telephones and telegraphs, and interlocking has made satisfactory progress during the year. Essential safety appliances have been installed at stations between Wellington and Longburn since the Manawatu line was taken over. Considerable improvements have also been made in the accommodation provided at stations on that line to meet the requirements of the traffic, a very large proportion of which now comes *via* Longburn instead of *via* the Rimutaka Incline as heretofore.

LOCOMOTIVE.

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

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

Locomotives.—The number of engines in service on 1st April, 1908, was 410, and the number on 31st March, 1909, was 452. Twenty new engines were added to stock: of these, ten were built in the Government Railway Workshops, and comprised two Class X, 94-ton tender engines, four-cylinder “*balanced-compound*” type, specially designed and built for the heavy grades on North Island Main Trunk Line, and eight heavy tank engines; ten Class A, 72-ton tender engines, four-cylinder “*balanced-compound*” type, were completed under Messrs. A. and G. Price’s contract. Two tank engines were taken over from Public Works Department after the completion of North Island Main Trunk Line, and twenty engines were taken over in connection with the acquisition of the Wellington and Manawatu Railway Company.

In the Government Railway Workshops to date 73 engines have been built, and 24 locomotives rebuilt to more modern types.

Five hundred and fifty-eight locomotives passed through the workshops during the year, details as under :—

Particulars.	Number and Type.							Total.
	Four-cylinder “Balanced-compound” Tender Engines.	Tender Engines.	“Articu- lated-com- pound” Tank Engines.	Tank Engines.	Fell Engines.	Fairlies.		
						Single.	Double.	
Number passed through shops	27	215	3	286	7	14	6	558
Built new ...	2	...	...	8	...	...	...	10
Re-erected ...	2	...	...	8	...	...	...	10
Thoroughly overhauled ...	...	33	...	33	...	3	1	70
Heavy repairs ...	6	78	2	112	6	9	2	215
Light repairs ...	17	104	1	125	1	2	3	253
Painted and varnished ...	2	27	...	39	...	6	...	74
Touched up ...	14	70	...	43	...	1	...	128

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

In the Railway Workshops at close of year there were under construction six large 94-ton tender engines, four-cylinder “*balanced-compound*” type, specially designed for North Island Main Line, and two heavy tank engines.

Under the contract with Messrs. A. and G. Price, Thames, eight engines were still to deliver, so that altogether there were in hand at close of year sixteen locomotive engines.

Boilers.—Boiler renewals and repairs have been kept well up to date. Nineteen new locomotive boilers and two vertical boilers were completed. The following are details of boiler-work :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	New Smoke-box Tube-plates.	New Fire-box Tube-plates.	Boilers patched.	New Firebox.
Boilers ...	320	19	91	210	73	17	4	5	84	3

Twelve new boilers are under construction, comprising four Class F, two Class J, one Class S, and five Class X.

Carriages.—The car stock on 1st April, 1908, consisted of 1,002 cars, and on 31st March, 1909, was 1,116 cars. Fifty-eight new cars were built in Railway Workshops, being four 50 ft. refreshment-cars, six 50 ft. sleeping-cars, and twenty-four 50 ft. day cars for North Island Main Trunk Line; fourteen Class A cars, and ten 50 ft. postal cars. One worn-out four-wheel car was written off, and replaced with a new standard 50 ft. car. Fifty-six bogie cars were taken over with the Wellington and Manawatu Railway. The car seating accommodation has been increased 9 per cent. by the additional cars. Equipping cars with lavatory accommodation, cushioned seats in second-class compartments, and platform gates and gangways has been carried out as required.

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

Particulars.	Number and Type of Cars.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	1,612	78	18	1,708
Built new	59	...	...	59
Thoroughly overhauled	8	...	...	8
Heavy repairs	531	11	1	543
Light repairs	1,014	67	17	1,098
Painted and varnished... ..	436	18	3	457
Touched up and revarnished	557	10	1	568

Forty-eight new bogie cars are under construction in Railway Workshops.

Brake-vans.—The number of brake-vans on 1st April, 1908, was 333, and the number on 31st March, 1909, was 356. Ten new bogie vans were built : seven of these were additional stock, and three replaced three worn-out vans. Sixteen brake-vans were taken over with the Wellington and Manawatu Railway.

The repairs to brake-vans were as follows :—

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans	516	10	5	148	353	121	165

Twenty-three new brake-vans are under construction in Railway Workshops, being twenty-two bogie vans and one four-wheeler.

Wagons.—The wagon stock on 1st April, 1908, comprised 15,142 vehicles, and on 31st March, 1909, the number was 16,120. Two four-wheel horse-boxes destroyed by fire at Waverley were replaced with one bogie horse-box. Two coal hopper-wagons were written off : one was worn out, and the other was destroyed through an accident ; both were replaced. Six hundred and thirty-six new wagons were built for ordinary traffic, and three hundred and forty-three wagons were taken over with Wellington and Manawatu Railway.

The carrying-capacity of wagon stock was increased by 10,776 tons, equal to 9 per cent., or an equivalent of 1,796 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Re-erected.	Rebuilt.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	14,914	639	16	43	3,398	10,818	2,695	5,175

In addition to the above, twenty stone-wagons were built for Maintenance Branch.

One thousand one hundred and ninety-four wagons are under construction, comprising 65 bogie and 1,129 four-wheelers.

Tarpaulins.—The stock on 1st April, 1908, was 11,422 tarpaulins, and on 31st March, 1909, the stock was 12,397 tarpaulins. Seven hundred and fifty new tarpaulins were made and added to stock ; 1,627 worn-out tarpaulins were written off, and replaced with a similar number of new tarpaulins made in the Railway Workshops. Two hundred and twenty-five tarpaulins were taken over with Wellington and Manawatu Railway.

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	16,129	750	1,627	13,752

There were 325 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 new.	Re-erected.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.					
									Heavy Repairs.	Light Repairs.	New Boilers.	New Tubes (Sets).	Pieced Tubes (Sets).	Boiler patched.
Hand-cranes ...	22	...	...	...	6	16	3	5	...	...	...	...	...	...
Steam-cranes ...	49	2	1	2	10	34	5	12	...	9	...	...	...	2
Hydraulic cranes...	1	...	...	...	...	1	...	...	...	...	...	...	...	...
Stationary engines ...	16	...	...	...	1	3	...	...	4	12	...	3	1	5
File-drivers and hoisting-engines	5	...	...	...	1	4	...	1	...	...	2	...	...	...

Two 10-ton hand-cranes were taken over with Wellington and Manawatu Railway.

Axles.—During the year 1,019 car, van, and wagon axles were replaced with modern steel axles : this number does not include new stock built. The replacement of old iron axles with modern steel axles is being pushed on as expeditiously as possible. The steel axles increase the carrying-capacity of wagons by 2 tons.

Westinghouse Brake.—All new engines and rolling-stock built for North Island Main Line and Branches, also for South Island Main Line and Branches, are equipped with the quick-acting Westinghouse brake before being placed in traffic. Efficient arrangements are in force for the upkeep and examination of the Westinghouse brake.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch Gasworks amounted to 5,690,390 cub. ft., costing 2s. 2-44d. per 100 cub. ft. Carriages lighted with Pintsch gas are being equipped with incandescent inverted mantles as quickly as possible. These mantles have effected a marked improvement in car-lighting, besides being more economical.

Workshops.—Various additions to workshop plant and appliances have been effected. The sum of £10,956 was expended on new machinery during the year.

Motor-cars.—Cars in service have been kept in good and efficient working-order.

Steamers.—The Railway Department's steamers on Lake Wakatipu have been maintained in good order and condition.

Retaring Wagons.—When wagons are in workshops for repairs the tare weight is checked ; also, at intervals not exceeding twelve months the tare of all goods-wagons in service is checked and adjusted.

Renewals and Replacements.—During the year under review one old worn-out four-wheel car, three old four-wheel brake-vans, two coal hopper-wagons, and 1,627 tarpaulins were condemned and written off ; also, two four-wheel horse-boxes were destroyed by fire. These were respectively replaced with one standard 50 ft. car, three standard bogie brake-vans, two standard coal hopper-wagons, 1,627 new tarpaulins, and one new bogie horse-box. In accordance with the practice of the Department, rolling-stock sold, worn out, or broken up is written off, and replaced with standard vehicles, and the cost debited to working-expenses.

Train Running and Mileage.—There has again been a very marked increase in train-mileage. Compared with 1907-8 the increase for 1908-9 is 406,962 train-miles, or equal to 5-77 per cent., and 788,773 engine-miles, being equal to 8-17 per cent.

The increased cost per train-mile is due to the increased cost of wages, fuel, and materials.

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

Year.	Train-mileage.	Engine-mileage.	Cost in Pence per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1908-9 ...	7,458,236	10,442,829	20-22	5-34	25-56
1907-8 ...	7,051,274	9,654,056	19-49	5-47	24-96

MAINTENANCE.

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

Permanent-way.—The track generally is in good condition. The following statement shows the relaying done during the year :—

	Miles.
Main line relaid with 70 lb. steel material	93
Branch lines, 30 lb. and 40 lb., relaid with second-hand 53 lb., &c., steel material removed from main line	30
Total relaying for the year	123

A fair amount of relaying has been done during the past four or five years. It is still desirable, in view of the increase of traffic and in engine-weights, to keep ahead of pressing requirements.

Between 1st April, 1899, and 31st March last (ten years) 929 miles of track have been relaid, viz. :—

New material :—							Miles.
56 lb. material (steel)	..	..	..	..	..	..	171
70 lb. „ „	..	..	..	..	..	..	595½
100 lb. „ „	..	..	..	..	..	..	1½
Total (new material)							768
Second-hand 53 lb. and 56 lb. material removed from main line (relaid with 70 lb.) and laid on branch lines, replacing 30 lb. and 40 lb.							161
Total relaying, 1st April, 1899, to 31st March, 1909							929

The expenditure on track renewals, which includes relaying and the provision of new sleepers, during the ten years named amounts to £1,678,526.

Sleepers.—During the year 292,549 sleepers were put in the track.

Slips and Floods.—The Foxton branch was flooded in August, interrupting traffic for four days.

In July heavy floods were experienced in South Canterbury and Otago, and a heavy snowfall in the latter district, causing delay to traffic and considerable damage to the railway-works.

Ballasting.—335,891 cubic yards of ballast were used on the track during the year. The plant on the Mount Egmont Branch has been kept fully employed for the most part in supplying metal for local road authorities.

Bridges, &c.—Bridges and culverts have been maintained in safe condition. Renewals and strengthening have been carried out.

The strengthening of the Hamilton Bridge has been completed. Approaches to new steel viaduct, Mangatowainui, Napier line, have been completed. Oreti Bridge on Mossburn Branch rebuilt.

Wharves.—Wharves have been maintained in good condition. The approaches for new wharf, Picton, have been in hand, about 51,000 cubic yards spoil having been used during the year.

Buildings.—A considerable number of houses have been erected. Mount Albert, Glenavy, and Fairlie station buildings, destroyed by fire, have been rebuilt, and several other new station buildings erected.

Miscellaneous Works.—Additions and improvements were carried out during the year amounting to £10,825, which was charged to working-expenses. The principal works were : Additions to stations and sidings at Auckland, Te Papa, Upper Hutt, Lyttelton, Coalgate, Clinton ; additions to water services at Lepperton, Greymouth, Addington Workshops, Thornbury, Colac ; additions to a number of houses ; electric lighting Invercargill workshops, goods-sheds Waitakerei and Eureka ; fire-brigade stations, and fencing workshops yard, Invercargill ; railway telephone-wire, Wellington to Petone ; engine turntable, Hawera ; fitting up store, Newmarket ; ash-pit, Timaru.

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

Signalling, interlocking, block-working, &c. Additions to station buildings, station yards, and sidings : Auckland, Newmarket (completion), Pukekohe (completion), Frankton Junction, Morrinsville, Te Aroha, Rukuhia, Kawa, Te Kuiti (completion), Puketutu, Waimiha, Te Koura, Marton (completion), Paekakariki, Pukerua, Ngaio, Thorndon, Port Ahuriri (completion), Wai-pukurau, Masterton (completion), Lambton, Amberley (completion), Rangiora, Waimate (completion), Waihao Downs (completion), Otekaike, Milton, Invercargill, Riversdale (completion).

Erection of new houses—on North Island Main Trunk and Manawatu line, Lepperton Junction, Eltham (completion), Culverden, Fairfax (completion).

Miscellaneous : Wharf extension, Nelson ; new wharf and storage-shed, Picton ; approaches Mangatowainui Viaduct ; additions to water services, Mercer, Te Kuiti (completion), Ohingaiti, Waiouru, Marton, Palmerston North, Paekakariki ; strengthening Hamilton Bridge ; additions to workshops, Napier (completion), Addington, Hillside, Invercargill ; engine turntables, Auckland and Christchurch Sections ; lighting engine depot, Invercargill ; new engine depot, Dunedin (part) ; store, Invercargill ; weighbridge, Lyttelton ; fencing line, Wanganui district (completion) ; flag-station between Takapau and Hatuma ; purchase of land at Longburn, Upper Hutt, and Paekakariki ; goods-shed, Wanganui Wharf ; pile-driving plant ; stockyards, Wangaehu ; stone-crushing plants, Te Kuiti (completion), Fernside (completion) ; overbridge, Timaru (completion) ; overbridge, Oamaru ; additions to goods-sheds, Auckland, New Plymouth, Waimate.

The cost of these works, charged to capital, amounts to £128,941.

Doubling and Improvement of Lines.—Auckland—Penrose : The double line between Newmarket and Penrose has been brought into use. The Parnell Bridge on one side is completed, and is being used for traffic ; the other half of the bridge is now in hand.

Hutt Road and Railway Improvement : These works have been carried on steadily, though slowly, a further length of track having been opened on the 27th September last, and the double line is now in use between Lower Hutt and Ngahauranga. The next portion to Kaiwarra will be ready in about three months.

The construction of the road is being proceeded with.

Addington—Rolleston : This work is approaching completion, and double-line working will soon be started.

Dunedin—Mosgiel : During the year fair progress has been made, the new line between Dunedin and Caversham being nearly completed. The Anderson's Bay Road, King Edward Road, and several other smaller steel bridges have been erected. The new engine-depot at Dunedin, so far as at present required, has been completed.

The Caversham Tunnel has been driven a distance of about 39 chains, leaving 32 chains to do.

Expenditure.—Maintenance cost £656,154, equal to about £257 per mile.

Mileage.—On 31st March the total mileage open for traffic was 2,681 miles 39 chains, an increase for the year of 209 miles 44 chains, of which the Wellington–Manawatu line, taken over from the company, and the remainder of the North Island Main Trunk form the principal part.

Private Sidings.—Grants issued during the year number eighteen, making the total at 31st March 337, with a total annual rental of £5,737.

Leases.—On 31st March 3,113 leases, with a total annual rental of £19,363, were current; 681 leases having been issued during the year.

Staff.—Maintenance working staff, 4,433 men; office staff, 135; total 4,568.

SIGNALS AND ELECTRICAL.

Signals, and Interlocking of Points and Signals.

During the past year forty-eight stations have been fitted with fixed semaphore signals, viz. :—

Waikino,	Shannon,	Ohingaiti,	Owhango,
Papatoetoe,	Plimmerton,	Utiku,	Piriaka,
Manurewa,	Fordell,	Waiouru,	Ongarue,
Paerata,	Puketutu,	Ohakune,	Paekakariki,
Buckland,	Kartigi,	Tokomaru,	Manakau,
Whangarata,	Te Awamutu,	Paraparaumu,	Ohau,
Whangamarino,	Waitangi,	Tariki,	Levin,
Ohinewai,	Karioi,	Otorohanga,	Koputaroa,
Ohaupo,	Horopito,	Otautau,	Porirua,
Taupiri,	Erua,	Turangarere,	Waikanae,
Wairangi,	Waimarino,	Rangataua,	Bunnythorpe,
Pororo-tarao,	Mangaonoho,	Raurimu,	Te Kuiti.

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: Lepperton Junction, Ngahauranga, Milton, Clinton, Newmarket Junction (temporary scheme), Penrose Junction (temporary scheme), Addington Junction (temporary scheme), Hornby Junction (temporary scheme), Pukerua; also Newmarket, Remuera, Green Lane and Racecourse Platform, Ellerslie, and Penrose, complete schemes for double-line working; Turner's, Booth's, Gardner's, Palmer's sidings, also service siding near Burnside, have all been interlocked with the tablet system.

The work has been commenced at Marton, Ngaio, Tawa Flat, Ngaurukohu, Sockburn, Templeton, Islington, Parnell Tunnel and the rearrangement of Addington, Hornby, and Rolleston to suit double-line working.

The expenditure for the year on new works was £25,213 3s. 7d., and for maintenance £3,450 8s. 10d.

Block Working.

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

During the year 130 tablet instruments and 270 miles of line have been fitted and brought into operation, embracing the following sections: Marton to Mataroa, Mataroa to Waiouru, Frankton to Taumarunui, Taumarunui to Waiouru, and Wellington to Longburn (Manawatu line).

The following have been converted into switch-out stations: Papatoetoe, Papakura, Paerata, Buckland, Pokino, Whangamarino, Ohinewai, Taupiri, Horotiu, and service siding near Abbotsford. Ballast-siding, Ngawapurua Bridge, and Addington South signal-box have been installed as tablet stations.

The equipment of the sections from Woodville to Waipukurau, Pukeuri to Washdyke, Ngahere to Blackball, is in progress.

Automatic tablet-exchanging apparatus has been installed at eighty additional stations, and is giving every satisfaction. The Main Trunk line, Wellington to Auckland, is completed, and the equipment of the rest of the main lines not already installed is well in hand.

The installation of the electric lock and block system for double-line working has been completed and brought into operation between Newmarket and Penrose, and the work has been commenced on the double lines between Wellington–Lower Hutt, Christchurch–Rolleston, and Christchurch–Heathcote.

Telegraph and Telephone Facilities, and Electric Lighting.

During the year 822 miles of wire and 348 miles of poles have been erected and brought into use; also various alterations and additions have been made to improve existing lines.

Thirty-five Morse instruments and 118 telephones have been fixed and brought into operation, twenty-five additional and seven extension connections have been made with the public telephone exchanges, and eight portable telephones brought into use.

A number of old-pattern telephones have been replaced by new and modern ones.

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

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

During the year electric light has been installed in the workshops at Invercargill, the signals and yards at New Plymouth, signals and stockyards at Ngahauranga, and at Waitara and Te Aroha Stations.

The expenditure on the electric block working, telegraph and telephone facilities, and electric lighting for the year was,—

	£	s.	d.
New work	29,970	5	9
Maintenance	10,783	3	1
Public telephone-exchange connections	1,764	10	0

TRAFFIC.

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

South Island Main Line and Branches.

Revenue £1,241,021 ; an increase of £22,118.

The principal items were,—

	Number.		Number.
Passengers	4,306,169 ;	increase,	140,377
Parcels, &c.	545,722 ;	„	5,595
Live-stock	2,408,611 ;	decrease,	47,310
	Tons.		Tons.
Goods tonnage	2,018,469 ;	increase,	31,960

The variations in the districts were approximately as follows :—

Christchurch District.—Revenue, £554,837 ; decrease, £4,163.

Passenger traffic shows an increase in all parts of the district. Parcels decreased slightly. Sheep and pigs decreased by 66,300 and 8,300 respectively. Last year the dry season caused a large movement of sheep. Lower prices this year have affected the carriage of pigs.

There was an improvement in wool, chaff, firewood, grain, and minerals, but large decreases in timber and merchandise, the net decrease being over 6,000 tons.

The decrease in merchandise was chiefly due to the smaller output of frozen meat.

Dunedin District.—Revenue, £412,937 ; increase, £19,107.

Passengers increased by over 85,000. About half of this increase was in the suburban area. The fine weather experienced during the principal holidays assisted the excursion traffic.

Parcels traffic also increased slightly.

Live-stock showed an improvement.

Lime, chaff, wool, timber, and grain increased ; while firewood, merchandise, coal, and other minerals decreased.

The net increase of tonnage was 13,300 tons.

The decrease (13,000 tons) in merchandise was due to diversion of shipping from Port Chalmers to Dunedin.

Invercargill District.—Revenue, £273, 247 ; increase, £7,174.

A general improvement of passenger traffic took place throughout the district.

There was a small increase in goods receipts. Wool, grain, coal, and gravel show substantial increases ; but chaff, green flax, firewood, timber, and merchandise show a considerable falling-off.

Fewer sheep by 24,000 were carried. The local business was good, but the figures of the previous year were swelled by the movement of store stock for depasturage from and to the districts further north which were suffering from want of rain.

Lake Wakatipu Steamers.—Revenue, £6,438 ; decrease, £199.

Passengers increased, but goods and live-stock traffic were not quite up to the average. A severe winter affected the sheep and rabbit traffic, and the yield of grain was less in consequence of a dry summer.

Picton, Nelson, and West Coast Sections.

Picton Section.—Revenue, £26,014 ; increase, £872.

Increases in passengers, sheep, chaff, wool, and coal.

Decreases in firewood, timber, grain, and merchandise.

Nelson Section.—Revenue, £21,111 ; increase, £355.

The improvement in revenue is due chiefly to increased traffic in timber and minerals. Live-stock, wool, and merchandise increased slightly ; but firewood and grain show a falling-off.

Westport Section.—Revenue, £102,463 ; increase, £4,483.

Coal-exports increased by 35,500 tons.

Passenger traffic also shows an improvement.

Westland Section.—Revenue, £123,589 ; increase, £2,383.

There was a considerable improvement in the passenger traffic, which accounts for the increase of revenue.

The staple products, coal and timber, decreased.

The abandonment of the Tyneside Mine at Brunner, and the idleness of the Blackball Mine consequent upon labour troubles, were the chief causes of decrease in coal. The completion of the Blackball and Paparoa lines, now in course of construction, will cause considerable expansion of business in the near future.

Slackness in the building trade was answerable for a decrease of over 4,000,000 ft. in the timber-export.

North Island Main Line and Branches.

Revenue, £1,361,019 ; increase, £135,079.

The principal items of traffic were,—

	Number.		Number.
Passengers	5,184,254 ;	increase	509,349
Parcels, &c.	432,699 ;	„	17,113
Live-stock	2,897,172 ;	„	614,606
	Tons.		Tons.
Goods	1,370,167 ;	„	7,434

The approximate earnings of the different divisions were,—

Auckland District.—Revenue, £485,900; increase, £46,800.

Passengers increased by 228,000, chiefly at Auckland and suburban stations.

There was a decrease of 5,600 at Onehunga Wharf owing to the diversion of the traffic from the steamers to the Main Trunk line.

The visit of the American fleet was responsible for an increase of 70,000 passengers in the local traffic.

Parcels traffic increased about 30 per cent.

There was a slight falling-off in cattle, but sheep increased by 93,000.

All classes of goods traffic (except chaff, green flax, and firewood) show increases.

Wanganui District.—The inclusion of the Manawatu line in the Government railway system has entailed some alteration in the method of accounting during the last four months of the year. Comparisons with the figures of the previous year are therefore of little value. The figures which follow include the returns from the stations which were in the Wanganui district prior to the 7th December last.

Revenue, £398,500; increase, £36,100.

There were some local increases in the passenger traffic, but the bookings at New Plymouth fell off by 11,200 passengers as a result of the diversion of the Auckland traffic to the Main Trunk line.

There was a large increase in live-stock. Cattle increased by 5,600, and sheep by 280,000.

Grain increased by 4,600 tons, and wool by 1,865 tons. Timber showed little variation, but merchandise and minerals decreased slightly.

There was a good season for dairy-produce, and the export of butter and cheese increased by 3,200 tons.

Wellington-Napier District.—The figures for this district also are affected by the alteration in accounting for through traffic, and they include four months' traffic of the Manawatu line.

The revenue was £476,600, an increase of £52,100.

There was a very large increase in the number of passengers, over 90,000 additional being carried from stations between Te Aro and Lower Hutt.

The Manawatu line added 192,400 passengers.

Season tickets also increased considerably.

Parcels traffic decreased slightly.

There was an increase of 238,000 sheep.

Timber decreased on the Wairarapa-Napier line by 8,500,000 ft., owing to local supplies becoming exhausted, and dullness in the building trade. Firewood also decreased.

Other classes of traffic show increases due to the inclusion of the Manawatu stations.

North of Auckland Sections.

Kawakawa Section.—Revenue, £1,990; increase, £6.

Whangarei Section.—Revenue, £30,486; decrease, £80.

Increases in passengers, parcels, live-stock, firewood, grain, and merchandise.

Decreases in chaff, timber, and minerals.

The supply of timber is failing, and the output of coal from the local mines was affected by labour troubles.

Kaihu Section.—Revenue, £4,303; decrease, £124.

The failing timber-supply and the closing of the flax-mills are the causes of falling revenue.

Gisborne Section.

Revenue, £11,092; increase, £2,695.

The extension of this line is causing considerable accession of business. The mineral traffic decreased, but there were increases of wool, firewood, timber, and grain. The sheep traffic increased largely.

Average Late Arrival of Trains.

	Period ending													Average for Year, in Minutes.
	April 25.	May 23.	June 20.	July 18.	Aug. 15.	Sept. 12.	Oct. 10.	Nov. 7.	Dec. 5.	Jan. 2.	Jan. 30.	Feb. 27.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1909	2·72	0·87	1·64	1·50	0·61	0·31	0·48	0·78	0·97	2·15	1·60	1·61	1·57	1·29
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
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1909	3·22	1·97	2·10	1·32	1·17	1·30	1·04	1·12	1·30	2·01	1·76	2·74	3·42	1·88
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
<i>Suburban Trains.</i>														
Year ending 31st March, 1909	0·55	0·33	0·58	0·34	0·40	0·28	0·16	0·22	0·16	0·49	0·42	0·52	0·31	0·36
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

STORES.

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

The value of stores (purchased under the Railway vote) on hand on the 31st March, 1909, at the various depots amounted to £284,496 12s. 7d., as against £233,134 18s. 7d. on the 31st March, 1908, an increase of £51,361 14s.

The value of stores on hand on account of additions to open lines amounted to £30,692 13s. 9d. on the 31st March, 1909, as against £39,117 14s. 2d. on the 31st March, 1908, a decrease of £8,425 0s. 5d.

The total value of stores on hand has therefore increased during the past year by £42,936 13s. 7d.

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 of Railways.

The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California. The information was obtained from the records of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California. The information was obtained from the records of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California.

The quantity of the land is approximately 1,000 acres.

The location of the land is in the State of California.

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4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.
5. Comparative Statement of Passenger and Goods Traffic.
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97. The Federal Reserve Board
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100. The Federal Reserve Bank

RETURN NO. 1.

GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1909.

Dr.		£	s.	d.	Cr.		£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1908	...	55,733	9	8	By Gross payment to Public Account	...	3,102,791	8	2
Revenue from passenger, parcels, and goods traffic, as per Return No. 5	...	2,929,525	10	11	Less Collections for refund	...	180,242	16	5
					Cash in hand, freights, &c., outstanding at stations, 31st March, 1909	...	2,922,548	11	9
							62,710	8	10
							£2,985,259	0	7
To Net payment to Public Account					By Working-expenses, as per Return No. 4	...	2,114,815	1	8
Less Cash in hand, freights, &c., outstanding, 1st April, 1908, as above					Balance—Net earnings, available for interest	...	814,710	9	3
					* Receipts as per Treasury accounts	...	£2,918,507	6	0
					Balance Refund Account, 31st March, 1908, as below	...	16,955	12	10
							2,935,462	18	10
					Balance Refund Account, 31st March, 1909, as below	...	12,914	7	1
							£2,922,548	11	9
Cash in hand, freights, &c., outstanding, 31st March, 1909, as above							£2,929,525	10	11

COLLECTIONS for REFUND to HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1909.

Dr.		£	s.	d.	Cr.		£	s.	d.
To Balance brought forward, 1st April, 1908	...	16,955	12	10	By Treasury payments	...	184,284	2	2
Collections for refund	...	180,242	16	5	Balance, 31st March, 1909, carried forward	...	12,914	7	1
							£197,198	9	3

H. DAVIDSON, Chief Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Year ended 31st March, 1909.

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.																				
Kawakawa	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Whangarei	647 3 3	591 16 2	23 9 10	..	..	1,262 9 3	325 5 11	43 13 0	..	44 7 3	..	413 6 2	20 12 5	125 10 9	792 11 1	22 0 4	205 6 6	..	225 0 0	2,616 16 6
Kaihu	1,860 4 8	460 9 1	257 13 7	13 7 6	..	2,591 14 10	1,675 13 11	141 5 2	..	642 1 1	..	2,459 0 2	74 13 7	561 2 5	3,128 3 7	337 9 5	803 6 2	..	103 14 11	9,851 15 3
Gisborne	1,104 5 10	135 7 0	75 17 6	..	..	1,315 10 4	447 10 1	56 3 2	..	142 19 5	..	646 12 8	225 3 6	258 16 10	1,048 14 2	46 19 10	302 19 4	..	102 2 9	3,742 13 11
North Island Main Lines and Branches	117,255 19 5	40,803 9 7	16,651 16 1	2,142 13 4	..	176,853 18 5	108,261 9 0	9,789 12 10	..	37,198 6 9	..	155,249 8 7	17,921 4 7	24,181 18 5	215,680 10 8	119 17 6	345 0 6	..	4 13 7	5,514 4 2
South Island Main Lines and Branches	135,163 3 0	34,915 13 4	26,592 7 1	2,760 1 8	..	199,431 5 1	102,021 5 5	9,330 10 6	..	37,584 7 4	..	148,936 3 3	18,270 15 8	21,775 6 1	241,743 17 5	13,461 11 5	24,524 5 8	..	6,900 1 5	661,243 3 2
Westland	13,073 4 8	6,050 2 3	1,849 19 0	202 15 5	..	21,176 1 4	7,554 9 1	323 14 1	..	1,803 17 4	..	9,682 0 6	1,116 17 6	3,969 15 5	19,845 10 10	1,360 14 8	3,300 10 0	..	347 14 6	60,103 15 9
Westport	4,701 6 4	1,585 18 1	498 13 1	89 4 8	..	6,875 2 2	5,534 3 4	333 1 7	..	1,871 12 1	..	7,738 17 0	483 14 10	3,453 18 2	12,049 7 1	1,129 7 5	2,466 14 3	..	149 2 10	34,047 18 1
Nelson	3,370 0 6	1,633 19 0	293 8 1	86 0 8	..	5,383 8 3	1,455 3 5	48 17 5	..	488 0 9	..	1,992 1 7	298 0 2	248 18 9	5,062 15 3	229 17 6	697 15 0	..	250 12 0	13,662 4 6
Picton	3,477 7 5	3,633 6 11	316 5 6	19 18 8	..	7,446 18 6	2,211 3 9	91 13 5	..	948 12 8	..	3,251 9 10	156 12 1	387 0 1	4,343 10 8	279 14 9	622 15 6	..	117 14 7	16,370 6 10
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,953 3 9	2 3 11	3,950 19 10
Totals	282,048 17 3	90,302 4 4	46,688 7 8	5,449 2 11	..	424,488 12 2	230,439 6 5	20,254 11 8	..	80,964 17 7	..	331,658 15 8	38,903 10 10	55,184 0 5	504,749 10 7	31,651 11 6	60,793 8 1	3,953 3 9	12,443 12 10	1,438,939 0 2
STORES.																				
Kawakawa	213 3 10	283 16 8	2 2 0	..	..	499 2 6	..	119 15 8	21 3 2	17 2 0	..	158 0 10	13 6 10	24 14 8	38 1 0	..	..	..	9 4 6	724 1 4
Whangarei	173 12 9	203 9 2	237 12 9	14 6 9	..	629 1 5	..	904 6 2	94 5 0	349 19 5	..	1,348 10 7	130 11 8	254 15 5	169 9 0	..	..	..	7 13 6	2,524 14 7
Kaihu	230 13 7	65 6 2	24 5 0	..	..	320 4 9	..	232 12 7	16 9 4	47 19 6	..	297 1 5	68 1 9	76 19 5	62 18 11	..	..	..	0 18 0	824 8 3
Gisborne	48 15 10	25 12 7	23 18 4	47 17 6	..	146 4 3	..	882 14 1	77 7 10	91 2 6	..	1,051 4 5	198 12 8	179 17 5	114 3 3	..	..	..	61 4 6	1,628 17 6
North Island Main Lines and Branches	75,035 5 6	14,684 5 2	11,586 15 2	3,128 4 3	..	104,434 10 1	..	117,266 5 2	6,929 13 2	21,730 18 11	..	145,926 17 3	11,699 1 6	15,493 0 4	28,365 18 1	..	..	..	8,476 7 1	297,443 0 2
South Island Main Lines and Branches	79,667 1 6	12,456 2 7	12,888 3 6	1,797 6 6	..	106,808 14 1	..	91,804 14 1	5,460 18 11	22,561 15 9	..	119,827 8 9	9,982 9 5	10,427 0 8	25,031 9 11	..	..	..	16,815 15 5	255,261 7 5
Westland	4,415 13 2	2,173 8 10	890 11 6	168 10 8	..	7,648 4 2	..	2,827 1 2	385 12 2	688 7 11	..	3,901 1 3	521 17 7	1,893 19 5	2,283 9 7	..	..	..	362 10 3	15,886 1 9
Westport	497 12 1	613 12 10	356 3 5	36 10 7	..	1,503 18 11	..	2,223 19 1	319 6 1	923 2 7	..	3,466 7 9	123 1 10	1,069 6 8	937 6 6	..	..	..	404 16 4	6,695 5 4
Nelson	1,442 8 7	213 9 4	201 16 3	74 2 2	..	1,931 16 4	..	945 13 4	82 3 8	262 13 3	..	1,290 10 3	134 14 1	69 3 7	412 13 11	..	..	..	177 15 5	3,661 2 9
Picton	1,628 15 7	1,200 19 0	393 6 10	23 19 11	..	3,247 1 4	..	1,444 9 8	149 14 3	395 5 11	..	1,989 9 10	106 1 10	242 17 5	300 14 3	..	..	..	284 0 8	5,602 4 0
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,052 9 4	31 1 8	1,021 7 8
Totals	163,353 2 5	31,920 2 4	26,604 14 9	5,290 18 4	..	227,168 17 10	..	218,651 11 0	13,536 13 7	47,068 7 9	..	279,256 12 4	22,977 19 2	29,731 15 0	57,716 4 5	..	..	1,052 9 4	26,631 7 4	591,272 10 9
MISCELLANEOUS.																				
Kawakawa	0 8 10	..	..	..	0 17 0	1 5 10	..	0 6 0	..	0 18 2	0 7 4	1 11 6	2 9 5	4 12 9	47 7 6	..	..	..	..	57 7 0
Whangarei	9 19 10	..	..	..	16 19 5	26 19 3	..	2 10 5	..	60 16 4	7 16 4	71 3 1	25 4 7	29 17 11	127 18 5	..	..	..	..	281 3 3
Kaihu	5 2 10	0 2 2	..	..	2 0 0	7 5 0	..	0 3 6	..	7 10 4	0 16 6	8 10 4	5 14 10	13 13 8	11 2 1	..	..	..	..	46 5 11
Gisborne	4 4 4	0 8 4	..	..	4 16 0	9 8 8	..	0 14 0	..	37 18 6	2 3 4	40 15 10	52 2 10	38 0 9	99 3 7	..	..	..	..	239 11 8
North Island Main Lines and Branches	536 14 9	233 4 5	7 19 8	66 4 2	1,145 10 9	1,989 13 9	..	170 7 10	..	6,351 6 4	629 4 0	7,150 18 2	2,397 13 1	4,201 16 0	19,788 12 3	..	..	..	..	35,528 13 3
South Island Main Lines and Branches	383 4 7	109 13 2	20 4 4	18 1 4	1,098 0 0	1,629 3 5	..	50 19 0	..	9,328 7 6	597 10 2	9,976 16 8	5,381 15 6	6,206 13 2	17,397 5 11	..	..	..	..	40,591 14 8
Westland	22 14 11	36 13 4	..	0 1 3	542 2 2	601 11 8	..	8 14 3	..	Cr. 9 10 8	30 16 8	30 0 3	Cr. 102 0 6	531 3 8	3,565 15 7	..	..	..	..	4,626 10 8
Westport	28 7 4	39 3 11	0 11 0	0 10 1	53 10 2	122 2 6	..	3 7 9	..	84 6 11	22 17 0	110 11 8	Cr. 196 3 10	362 5 1	1,955 7 4	..	..	..	..	2,354 2 9
Nelson	2 12 8	4 8 7	..	0 6 3	79 12 4	86 19 10	..	..	..	27 9 3	3 19 0	31 8 3	14 19 1	19 17 11	225 18 0	..	..	..	..	379 3 1
Picton	1 19 6	..	..	..	19 15 3	21 14 9	..	..	..	68 13 6	4 16 0	73 9 6	17 2 1	45 17 5	255 9 0	..	..	..	..	413 12 9
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	85 5 9	..	85 5 9
Totals	995 9 7	423 13 11	28 15 0	85 3 1	2,963 3 1	4,496 4 8	..	237 2 9	..	15,957 16 2	1,300 6 4	17,495 5 3	7,598 17 1	11,453 18 4	43,473 19 8	..	..	85 5 9	..	84,603 10 9
Grand totals	446,397 9 3	122,646 0 7	73,321 17 5	10,825 4 4	2,963 3 1	656,153 14 8	230,439 6 5	239,143 5 5	13,536 13 7	143,991 1 6	1,300 6 4	628,410 13 3	69,480 7 1	96,369 13 9	605,939 14 8	31,651 11 6	60,793 8 1	5,090 18 10	39,075 0 2	2,114,815 1 8

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1909.

H. DAVIDSON, Chief Accountant.

RETURN No. 5.
COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1909.

Sections.	Length Open for Traffic.	Passengers.					Total Season Tickets.	Parcels, &c.					Live-Stock, Goods, &c.															Grand Total Tonnage.
		First Class.		Second Class.		Total.		Parcels.	Horses.	Carriages.	Dogs.	Total.	Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.	Chaff, Lime, &c.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	
1908-9.	Miles.	Single.	Return.	Single.	Return.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.
Kawakawa ...	8	662	282	4,437	4,314	9,695	39	186	42	4	80	312	3	30	2	2,086	4	2,125	95 4 0	60 0 0	...	186 0 0	333 11 0	1,093 1 0	1,751 3 0	1,643 9 0	5,067 4 0	5,162 8 0
Whangarei ...	23	12,553	8,130	33,412	39,088	93,183	634	2,579	10	..	101	2,690	22	305	1	2,283	99	2,710	208 0 0	306 0 0	...	1,512 0 0	36,911 19 0	2,440 18 0	3,774 0 0	108,088 5 0	153,033 2 0	153,241 2 0
Kaihu ...	17	536	768	14,263	14,742	30,399	70	2,285	94	9	171	2,559	3	14	1	131	...	149	11 9 0	18 0 0	9 8 0	510 0 0	7,643 8 0	652 12 0	2,131 8 0	128 11 0	11,093 7 0	11,104 16 0
Gisborne ...	23	3,694	3,842	33,490	39,934	80,960	629	2,727	35	6	516	3,284	13	56	63	46,454	150	46,736	1,892 9 0	300 0 0	1,684 4 0	2,172 0 0	2,958 11 0	2,204 4 0	1,889 15 0	4,267 4 0	15,475 18 0	17,368 7 0
N. Island Main Lines and Branches	1,061	246,835	581,686	1,309,123	3,046,610	5,184,254	109,067	395,873	9,103	1,194	26,529	432,699	1,044	92,732	7,462	2,713,336	83,642	2,898,216	143,684 18 0	58,634 0 0	33,266 16 0	52,166 0 0	236,142 7 0	208,321 19 0	279,947 5 0	501,658 8 0	1,370,166 15 0	1,513,851 13 0
S. Island Main Lines and Branches	1,299	168,618	575,934	806,373	2,755,244	4,306,169	74,772	514,850	8,776	1,194	20,902	545,722	1,204	49,433	6,928	2,318,738	33,512	2,409,815	111,516 2 0	104,730 0 0	98,993 16 0	31,940 0 0	183,535 19 0	545,083 7 0	403,673 14 0	650,512 5 0	2,018,469 1 0	2,129,985 3 0
Westland ...	130	11,429	23,052	106,362	231,826	372,669	5,317	22,270	563	53	894	23,780	74	2,439	72	16,932	92	19,609	1,534 11 0	1,656 0 0	161 16 0	1,672 0 0	104,415 2 0	8,235 0 0	19,530 11 0	377,915 14 0	513,586 3 0	515,120 14 0
Westport ...	31	928	2,296	27,440	79,760	110,424	641	6,079	27	..	242	6,348	5	55	2	2,508	22	2,592	122 3 0	402 0 0	...	5,130 0 0	3,036 13 0	2,232 0 0	5,245 2 0	676,653 1 0	692,698 16 0	692,820 19 0
Nelson ...	48	2,324	6,720	32,283	72,982	114,309	915	5,304	71	45	468	5,888	12	51	75	11,003	23	11,164	467 16 0	2,574 0 0	579 0 0	4,170 0 0	5,022 10 0	7,532 11 0	3,769 0 0	10,132 15 0	33,779 16 0	34,247 12 0
Pictou ...	34	7,123	23,896	27,616	74,290	132,925	447	2,867	238	20	708	3,833	44	101	3	94,393	82	94,623	3,834 16 0	13,146 0 0	2,755 16 0	3,096 0 0	2,193 10 0	14,210 6 0	6,653 3 0	10,085 14 0	52,140 9 0	55,975 5 0
Lake Wakatipu Steamers	...	1,819	10,710	2,944	6,774	22,247	16	6,273	165	25	187	6,650	3	59	...	3,625	...	3,687	166 3 0	840 0 0	465 12 0	66 0 0	666 2 0	1,787 8 0	1,605 12 0	933 2 0	6,363 16 0	6,529 19 0
Totals	2,674	456,521	1,237,316	2,397,743	6,365,564	10,457,144	192,547	961,293	19,124	2,550	50,798	1,033,765	2,427	145,275	14,609	5,211,489	117,626	5,491,426	263,533 11 0	182,666 0 0	137,916 8 0	102,620 0 0	582,859 12 0	793,793 6 0	729,970 13 0	2,342,048 8 0	4,871,874 7 0	5,135,407 18 0
1907-8.	Miles.	Single.	Return.	Single.	Return.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.
Kawakawa ...	8	813	298	4,146	6,326	11,583	26	147	63	8	70	288	1	68	1	2,676	4	2,750	130 8 0	618 0 0	...	114 0 0	333 10 0	1,052 15 0	1,828 2 0	979 19 0	4,926 6 0	5,056 14 0
Whangarei ...	23	12,440	8,746	30,429	39,608	91,223	628	2,507	3	1	135	2,646	23	192	5	1,434	159	1,813	139 9 0	888 0 0	...	1,350 0 0	39,992 9 0	2,414 19 0	3,384 12 0	112,318 2 0	160,348 2 0	160,487 11 0
Kaihu ...	17	755	1,196	16,165	13,764	31,880	85	2,117	42	4	160	2,323	8	11	1	303	...	343	19 17 0	360 0 0	5 8 0	618 0 0	8,001 9 0	774 10 0	2,028 17 0	165 5 0	11,953 9 0	11,973 6 0
Gisborne ...	20	3,457	3,668	31,941	35,592	74,658	658	2,127	7	...	509	2,043	11	50	3	3,880	164	4,108	184 1 0	240 0 0	1,158 4 0	1,002 0 0	1,827 10 0	1,462 15 0	1,957 3 0	5,850 9 0	13,498 1 0	13,682 2 0
N. Island Main Lines and Branches	885	237,034	516,038	1,236,827	2,685,006	4,674,995	102,586	381,208	9,028	1,267	24,083	415,586	1,126	87,866	9,655	2,101,977	83,068	2,283,692	117,736 6 0	59,179 0 0	31,283 0 0	58,990 0 0	244,888 12 0	194,402 14 0	273,313 13 0	500,676 10 0	1,362,733 9 0	1,480,469 15 0
S. Island Main Lines and Branches	1,288	167,418	543,428	823,820	2,631,126	4,165,792	74,819	510,064	8,194	1,432	20,437	540,127	1,179	44,020	6,649	2,363,366	41,886	2,457,100	111,805 8 0	90,198 0 0	84,303 4 0	31,880 0 0	197,773 0 0	500,984 6 0	440,305 17 0	641,064 15 0	1,986,509 2 0	2,098,314 10 0
Westland ...	125	10,450	19,580	94,831	212,008	336,869	4,619	18,654	502	47	844	20,047	69	1,733	37	16,000	359	18,198	1,268 7 0	2,802 0 0	146 0 0	1,806 0 0	114,005 18 0	8,145 12 0	17,137 6 0	394,091 2 0	538,133 18 0	539,402 5 0
Westport ...	31	603	2,178	25,307	73,510	101,598	419	5,457	39	1	205	5,702	11	19	4	1,948	...	1,982	89 18 0	666 0 0	...	5,952 0 0	2,455 2 0	2,337 6 0	5,009 3 0	646,392 11 0	662,812 2 0	662,902 0 0
Nelson ...	43	2,357	6,660	33,739	71,220	113,976	904	5,873	94	36	473	6,476	18	40	7	8,247	21	8,333	353 8 0	2,634 0 0	498 8 0	4,620 0 0	4,090 12 0	8,058 11 0	3,578 13 0	8,372 13 0	31,852 17 0	32,206 5 0
Pictou ...	34	7,260	22,732	27,523	75,126	132,641	406	3,006	280	10	629	3,925	79	258	4	80,231	317	80,889	3,347 13 0	11,420 0 0	2,811 0 0	3,774 0 0	2,936 16 0	17,867 5 0	7,340 7 0	8,872 5 0	55,021 13 0	58,369 6 0
Lake Wakatipu Steamers	...	1,837	9,970	2,688	7,096	21,591	24	6,405	171	23	221	6,820	5	127	1	13,038	9	13,180	566 15 0	762 0 0	388 0 0	48 0 0	587 0 0	2,067 17 0	1,763 5 0	1,129 3 0	6,745 5 0	7,312 0 0
Totals	2,474	444,424	1,134,494	2,327,416	5,850,382	9,756,716	185,174	937,565	18,423	2,829	47,766	1,006,583	2,530	134,384	16,367	4,593,100	125,987	4,872,368	235,641 10 0	169,767 0 0	120,593 4 0	110,154 0 0	616,891 18 0	739,568 10 0	757,646 18 0	2,319,912 14 0	4,834,534 4 0	5,070,175 14 0

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.	
1908-9.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.
Kawakawa ...	505 10 1	46 5 0	109 8 3	661 3 4	1,283 1 3	20 8 7	25 4 0	1,328 13 10	1,989 17 2	7,802	2,975	10,777	
Whangarei ...	3,964 1 10	438 8 7	398 10 6	4,801 0 11	25,154 11 11	293 10 11	236 11 9	25,684 14 7	30,485 15 6	60,581	21,076	81,657	
Kaihu ...	1,408 5 1	88 12 8	306 4 6	1,803 2 3	2,369 13 6	27 0 4	103 12 3	2,500 6 1	4,303 8 4	13,101	6,442	19,543	
Gisborne ...	4,771 6 6	430 8 2	459 4 6	5,660 19 2	4,741 0 5	473 13 11	215 19 0	5,430 13 4	11,091 12 6	32,448	12,342	44,790	
N. Island Main Lines and Branches	487,947 18 1	48,700 15 11	90,273 18 1	626,922 12 1	692,802 14 9	21,147 16 8	20,145 14 11	734,096 6 4	1,361,018 18 5	3,776,097	1,337,139	5,113,236	
S. Island Main Lines and Branches	376,320 2 2	36,703 4 3	87,835 14 8	500,859 1 1	696,619 12 7	24,157 2 5	19,385 7 4	740,162 2 4	1,241,021 3 5	3,127,165	1,326,826	4,453,991	
Westland...	23,088 16 10	1,831 7 10	4,022 2 5	28,942 7 1	90,253 14 9	3,298 0 6	1,094 15 9	94,646 11 0	123,588 18 1	203,440	116,614	320,054	
Westport ...	5,886 17 6	492 3 7	753 8 0	7,132 9 1	89,846 18 11	4,991 17 2	491 15 3	95,330 11 4	102,463 0 5	107,322	108,341	215,663	
Nelson ...	6,453 17 8	758 9 11	1,114 7 4	8,326 14 11	11,226 14 2	822 4 5	735 1 9	12,784 0 4	21,110 15 3	64,109	8,941	73,050	
Pictou ...	8,143 8 8	479 18 7	933 15 2	9,557 2 5	14,034 19 3	1,916 0 2	506 8 2	16,457 7 7	26,014 10 0	66,171	43,897	110,068	
Lake Wakatipu Steamers	2,920 6 9	278 4 0	833 8 0	4,031 18 9	2,370 16 5	Cr. 0 10 4	35 7 0	2,405 13 1	6,437 11 10	...	...	...	
Totals ...	921,410 11 2	90,247 18 6	187,040 1 5	1,198,698 11 1	1,630,703 17 11	57,147 4 9	42,975 17 2	1,730,826 19 10	2,929,525 10 11	7,458,236	2,984,593	10,442,829	
1907-8.	£ s. d.	£ 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	
Gisborne ...	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	
N. Island Main Lines and Branches	415,836 1 0	37,746 11 4	82,620 17 5	536,203 9 9	653,376 13 6	18,598 15 8	17,760 17 4	689,736 6 6	1,225,939 16 3	3,371,431	1,097,922	4,469,353	
S. Island Main Lines and Branches	366,396 11 11	35,254 12 0	85,759 4 1	487,410 8 0	692,360 18 5	20,607 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	63,669	8,882	72,551	
Pictou ...	7,975 0 3	407 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	

Address			Person										Remarks				
House No.	Street	City	First Name	Second Name	Third Name	Fourth Name	Fifth Name	Sixth Name	Seventh Name	Eighth Name	Ninth Name	Tenth Name	Eleventh Name	Twelfth Name	Thirteenth Name	Fourteenth Name	Fifteenth Name
1001	1st St	1st	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1002	2nd St	2nd	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1003	3rd St	3rd	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1004	4th St	4th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1005	5th St	5th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1006	6th St	6th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1007	7th St	7th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1008	8th St	8th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1009	9th St	9th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1010	10th St	10th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1011	11th St	11th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1012	12th St	12th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1013	13th St	13th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1014	14th St	14th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1015	15th St	15th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1016	16th St	16th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1017	17th St	17th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1018	18th St	18th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1019	19th St	19th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1020	20th St	20th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1021	21st St	21st	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1022	22nd St	22nd	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1023	23rd St	23rd	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1024	24th St	24th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1025	25th St	25th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1026	26th St	26th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1027	27th St	27th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1028	28th St	28th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1029	29th St	29th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John
1030	30th St	30th	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John	Smith	John

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, Rolling-stock, &c., to 31st March, 1909; Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines for Year ended same Date.

Section.	COST OF CONSTRUCTION, ETC.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Kawakawa	92,773	..	-1,408	..
Whangarei	177,996	75,852	17,828	10 0 4
Kaibu	67,918	63,187	-310	..
Gisborne	186,421	..	3,709	2 0 11
North Island Main Lines and Branches ..	12,219,646	32,102	400,212	3 15 6
South Island Main Lines and Branches ..	12,233,165	124,717	283,925	2 6 7
Westland	1,462,921	397,052	42,972	2 19 5
Westport	500,718	310,408	59,366	11 17 1
Nelson	381,275	34,248	3,408	0 19 2
Pictou	367,630	31,219	3,628	0 19 9
Lake Wakatipu steamer service ..	16,436	82,914	1,380	8 7 11
In suspense—				
Surveys, North Island	..	31,141	..	..
Miscellaneous, North Island	..	5,169	..	..
Surveys, South Island	..	8,039	..	..
Miscellaneous, South Island	..	5,168	..	..
P.W.D. stock of permanent-way ..	..	88,624	..	..
W.R.D. stock of A.O.L. stores ..	30,693	..	..	..
W.R.D. Deposit Account for permanent-way material ..	25,000	..	..	..
	£27,762,592	£1,289,840	£814,710	£3 2 7
Total cost of opened and unopened lines at 31st March, 1909	£29,052,432		£814,710	£2 16 1

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. The rate of interest earned has been computed on cost proportionately to the time during which lines taken over by the Working Railways Department within the financial year were earning revenue, thus:—

Gisborne Section—	
Puba-Waikohu	Opened for traffic 27th May, 1908.
North Island Main Lines and Branches—	
Tauhoa-Wayby	Opened for traffic 18th May, 1908.
Mataroa-Waiouru	" 1st July, "
Taumarunui-Erua	" 9th Nov., "
Erua-Waiouru	" 14th Feb., 1909.
Wellington-Longburn	Taken over 7th Dec., 1908.
South Island Main Lines and Branches—	
McNab-Waikaka	Opened for traffic 27th Nov., 1908.
Westland Section—	
Reefton-Cronadun	Opened for traffic 1st Sept., 1908.
Nelson Section—	
Tadmire-Kiwi	Opened for traffic 18th Dec., 1908.

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, 1909.

	Amount,	Total Expenditure.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1908	..	39,117 14 2
Expenditure charged to Vote 95 by Treasury	..	389,671 17 9
		428,789 11 11
Less material on hand at 31st March, 1909	..	30,692 13 9
Expenditure on Works, &c.—		
Way and Works Branch	128,941 3 6	
Locomotive Branch	269,155 14 8	
		398,096 18 2

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	6,651 12 6	
	Additions to station buildings and extension of station yards, and other facilities	30,865 1 9	
	Dwellings for accommodation of staff	12,096 12 3	
	Additional works, water services, &c., for Locomotive Department	3,560 2 0	
	Turntables	1,450 10 1	
	Bridge-work, Hamilton	5,897 18 4	
	Ballast-quarry and plant	1,373 4 4	
	Stone-crushing plant	418 1 11	
	Pile-driving plant	444 14 2	
	Viaduct, Mangatewainui	3,023 8 6	
	Land	648 18 6	
	Fencing	294 1 1	
	Wharf-shed, Wanganui	1,687 0 2	
	Workshop additions, Napier	346 4 8	
	Signals and interlocking	12,083 3 4	
	Tablet-working	12,540 4 8	
	Telegraphs and telephones	2,420 2 6	
			95,801 0 9
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	1,521 15 8	
	Additions to station buildings and extension of station yards, and other facilities	5,099 1 1	
	Additions to dwellings	1,873 9 3	
	Additional works for Locomotive Department	1,508 1 7	
	Turntables	634 5 7	
	Workshop additions, Addington	1,174 7 5	
	Workshop additions, Hillside	351 5 1	
	Workshop additions, Invercargill	1,448 19 5	
	Weighbridge	314 18 2	
	Overbridge, Timaru	222 2 9	
	Overbridge, Oamaru	357 13 5	
	Land	103 18 4	
	Signals and interlocking	2,923 10 1	
	Tablet-working	1,601 19 2	
	Telegraphs and telephones	312 12 6	
			19,447 19 6
Westland	Telegraphs and telephones	..	54 6 5
Nelson	Wharf-extension	..	7,526 8 9
Picton	New wharf, Picton	5,780 6 10	
	Storage-shed, Picton	331 1 3	
			6,111 8 1
			£128,941 3 6

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1908.	Number Complete on 31st March, 1909.	Number Incomplete on 31st March, 1909.	Expenditure in Year ended 31st March, 1909.
					£ s. d.
Carriages, Class A, 1905-1906 programme ..	Q-6	..	..	..	1,538 0 3
Brake-vans, Class F, 1905-1906 programme ..	R-6	..	..	..	3 8 0
Wagons, four-wheel, 1905-1906 programme ..	S-6	..	..	..	1,822 9 4
Carriages, Class A, 1906-1907 programme ..	W-6	20	14	6	7,397 17 2
Brake-vans, Class F, 1906-1907 programme ..	X-6	3	3	..	982 7 10
Wagons, four-wheel, 1906-1907 programme ..	Y-6	287	259	28	20,483 9 11
Wagons, bogie, 1906-1907 programme ..	Z-6	20	10	10	2,464 11 2
Carriages, Class A, for North Island Main Trunk Railway ..	B-7	40	30	10	36,437 12 3
Carriages, refreshment, for North Island Main Trunk Railway ..	C-7	4	4	..	3,817 2 3
Brake-vans, Class F, for North Island Main Trunk Railway ..	D-7	8	4	4	2,139 3 5
Locomotives, Class A (contract) ..	F-7	18	10	8	34,334 18 3
Wagons, four-wheel, 1907-1908 programme ..	G-7	560	199	361	12,775 11 8
Postal cars, 50 ft. ..	H-7	10	10	..	6,868 14 4
Wagons, four-wheel, Class Q ..	I-7	99	30	69	10,753 10 10
Locomotives, Class X ..	K-7	2	2	6	35,462 19 0
Cranes, steam ..	L-7	2	2	..	1,287 13 1
Locomotives, Class W ..	M-7	9	8	1	18,472 19 1
Tarpaulins, 1907-1908 programme ..	O-7	75	75	..	95 17 2
Carriages, Class A, 1908-1909 programme ..	P-7	28	..	28	3,268 18 5
Brake-vans, Class F, 1908-1909 programme ..	Q-7	18	..	18	665 13 10
Wagons, bogie, 1908-1909 programme ..	R-7	55	..	55	2,812 12 8
Wagons, four-wheel, 1908-1909 programme ..	S-7	751	82	669	49,984 15 0
Brake-vans, Fell ..	T-7	1	..	1	303 17 7
Wagons for carrying stone ..	U-7	20	20	..	698 1 5
Tarpaulins, 1908-1909 programme ..	V-7	1,000	675	325	1,932 17 5
Grab coaling-crane ..	W-7	1	1	..	1,284 13 2
Machinery for workshops ..	..	..	..	..	10,956 5 8
Fit Wf 502 with Westinghouse brake ..	..	..	..	..	109 14 6
Total ..	..	..	..	..	£269,155 14 8
Total locomotives ..	..	35	20	15	..
" carriages ..	..	102	58	44	..
" brake-vans ..	..	30	7	23	..
" wagons, bogie ..	..	75	10	65	..
" wagons, four-wheel ..	..	1,697	570	1,127	..
" cranes ..	..	2	2	..	..
" tarpaulins ..	..	1,075	750	325	..

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1909.

<i>Railway Capital Account:—</i>	£ s. d.	£ s. d.
Straightening and doubling Wellington-Hutt Railway ..	53,950 14 6	
Less profit on sale of debentures, as per Treasury accounts ..	127 2 9	
		53,823 11 9
<i>For Recovery in terms of Act:—</i>		
New Hutt Road (including land for same) ..	12,457 2 5	
Less profit on sale of debentures, as per Treasury accounts ..	29 7 3	
		12,427 15 2
		<u>£66,251 6 11</u>

EXPENDITURE under "The Railways Improvements Authorisation Act, 1904," charged to Capital Account for the Year ended 31st March, 1909.

Auckland-Penrose, duplication of line ..	£ s. d.
Addington-Rolleston, ..	31,005 1 1
Dunedin-Mosgiel, duplication and deviation of line ..	37,510 6 5
	73,018 14 0
	<u>£141,534 1 6</u>
Less profit on sale of debentures, as per Treasury accounts ..	15 0 8
	<u>£141,519 0 10</u>

RETURN No. 8.

RETURN of REVENUE received by Railway Department from other Departments of the Public Service for the Year ended 31st March, 1909.

Department.	Passengers.	Mails.	Goods.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Defence	6,284 11 7	..	2,502 0 11	8,786 12 6
Police	2,284 16 5	..	462 2 7	2,746 19 0
Public Works	1,463 3 1	..	31,896 12 1	33,359 15 2
Mines and State Coal-mines	389 9 1	..	36,147 5 10	36,536 14 11
Agricultural	2,005 10 1	..	1,881 19 6	3,887 9 7
Lands and Survey and Forests	269 19 7	..	698 13 9	968 13 4
Roads	440 5 4	..	1,198 17 4	1,639 2 8
Customs	52 19 1	..	9 1 5	62 0 6
Internal Affairs	1,924 16 10	..	12 7 7	1,937 4 5
Mental Hospitals	324 5 0	..	1,076 2 6	1,400 7 6
Marine and Machinery	608 2 5	..	28 5 11	636 8 4
Prisons	345 19 4	..	128 10 0	474 9 4
Education	15,876 10 1	..	339 10 1	16,216 0 2
Labour	2,058 4 3	..	12 13 6	2,070 17 9
Lands and Income Tax	996 17 5	..	..	996 17 5
Justice	879 1 3	..	21 10 7	900 11 10
Tourist and Health Resorts	251 15 7	..	964 18 11	1,216 14 6
Industries and Commerce	3 13 2	..	..	3 13 2
Public Trustee	25 0 0	..	0 4 3	25 4 3
Government Printer	..	..	207 11 0	207 11 0
Legislative	3 9 0	..	..	3 9 0
Stamps and Deeds	36 19 8	..	0 4 6	37 4 2
Public Health	573 5 4	..	10 16 3	584 1 7
Old-age Pensions	42 5 7	..	0 7 5	42 13 0
Postal and Telegraph	2,032 13 9	48,997 1 5	3,995 5 0	55,025 0 2
Native	247 10 8	..	14 4 5	261 15 1
Valuation	278 0 0	..	13 0 8	291 0 8
Immigration	1 4 5	..	..	1 4 5
Finance	1 4 2	..	..	1 4 2
Totals	39,701 12 2	48,997 1 5	81,622 6 0	170,320 19 7

H. DAVIDSON, Chief Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1909.

Description.	Number.	Amount.
		£ s. d.
Travellers' tickets, all lines...	5	317 10 0
Travellers' tickets, North Island	72	2,644 4 3
Travellers' tickets, South Island	36	1,869 10 0
Reporters' tickets	78	776 7 1
Sectional tickets, North Island	174	4,694 19 3
Sectional tickets, South Island	279	7,860 13 6
Tourists' tickets, all lines	444	3,374 0 0
Tourists' tickets, North Island	2,228	10,089 10 0
Tourists' tickets, South Island	368	1,888 10 0
Fifty-trip commutation tickets (ordinary)	2,820	2,019 5 6
Fifty-trip commutation tickets (family)	1,734	2,572 2 4
School tickets	20,191	12,110 17 11
Twenty-trip commutation tickets	740	522 3 10
Twelve-trip workmen's tickets	45,227	6,913 5 0
Weekly workmen's tickets	102,262	10,271 9 3
All other season tickets	15,889	22,323 10 7
Totals	192,547	90,247 18 6

H. DAVIDSON, Chief Accountant.

RETURN NO. 10.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1909.

Classification of Work.	SECTIONS.										Total.
	Kawakawa.	Whangarei.	Kaihu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	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.
Track-surfacing	498 18 8	1,386 11 9	955 17 9	1,395 4 5	86,447 19 2	99,211 8 0	9,335 9 8	3,369 11 9	2,532 17 2	2,637 13 3	207,681 11 7
Track-renewals	305 0 9	176 3 8	217 19 10	2 15 5	87,214 19 1	96,851 11 0	6,004 1 3	787 0 6	1,974 19 4	2,145 19 8	195,680 10 6
Ballasting	7 1 11	320 17 9	158 11 2	45 8 9	12,129 5 0	11,593 15 5	952 4 8	864 1 10	49 15 7	115 8 7	26,236 10 8
Banks, cuttings, ditches, tunnels ..	49 14 7	160 4 1	7 13 6	95 13 9	7,035 16 5	7,556 14 8	1,219 17 2	206 11 8	257 9 8	209 1 0	16,798 16 6
Bridges, culverts, drains ..	440 0 3	101 0 9	92 11 10	281 6 8	33,871 4 11	25,162 10 11	4,476 16 3	876 8 3	579 1 1	1,426 0 11	67,307 1 10
Fences, gates, cattle-stops, hedges ..	6 6 3	300 16 9	0 6 2	17 16 1	7,252 9 11	8,708 1 3	758 6 2	99 11 2	474 12 7	217 11 10	17,835 18 2
Roads, approaches, &c. ..	..	39 15 5	..	167 18 7	2,134 11 8	2,076 7 5	258 2 1	66 12 8	24 1 8	38 14 10	4,806 4 4
Water-services, signals, cranes, appliances	14 4 0	69 14 3	102 3 2	41 2 6	9,957 1 4	11,329 5 5	1,075 10 11	516 17 8	249 15 7	204 18 9	23,560 13 7
Wharves	415 2 4	152 11 1	5 14 2	10 0 0	2,505 11 4	205 4 1	1,691 9 0	679 5 1	524 6 0	2,946 19 7	9,136 2 8
Buildings	25 11 10	495 6 4	100 2 6	152 16 3	28,246 10 11	39,500 14 11	2,740 10 6	855 7 6	495 4 4	709 12 4	73,321 17 5
Miscellaneous	..	27 14 3	..	182 18 6	5,337 1 9	4,575 9 6	371 7 4	126 5 4	160 9 1	43 18 7	10,825 4 4
General charges	0 17 0	16 19 5	2 0 0	4 16 0	1,145 10 9	1,098 0 0	542 2 2	53 10 2	79 12 4	19 15 3	2,963 3 1
Totals	1,762 17 7	3,247 15 6	1,643 0 1	2,307 16 11	283,278 2 3	307,869 2 7	29,425 17 2	8,501 3 7	7,402 4 5	10,715 14 7	656,153 14 8
Rate per mile opened	220 7 2	141 4 2	96 12 11	102 13 2	298 10 6	238 12 3	230 1 11	274 4 8	166 18 5	315 3 4	257 12 7

H. DAVIDSON, Chief Accountant.

RETURN NO. 11.

STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1909.

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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, Factories, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.	Number of Tickets.	Revenue.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.
Kawakawa	38	...	152	190	6 6 8	35	524	559	32 14 8	749	39 1 4	749	39 1 4
Whangarei	264	...	250	514	19 18 1	57	1,079	1,136	118 9 0	1,650	138 7 1	1,650	138 7 1
Kaihu	407	21	182	610	26 18 9	28	994	1,022	102 8 6	1,632	129 7 3	1,632	129 7 3
Auckland	4,161	930	4,676	9,767	637 16 4	8,474	145,369	153,843	32,293 9 2	163,610	32,931 5 6	163,610	32,931 5 6
Gisborne	486	15	281	782	29 0 0	147	7,268	7,415	572 9 7	8,197	601 9 7	8,197	601 9 7
Wanganui	4,725	1,141	3,629	9,495	659 2 4	10,542	66,839	77,381	19,769 13 8	86,876	20,428 16 0	86,876	20,428 16 0
Wellington-Napier	10,277	2,080	4,562	16,919	828 9 0	37,921	117,780	155,701	29,460 2 1	172,620	30,288 11 1	172,620	30,288 11 1
Pictou	926	198	852	1,976	115 7 11	2,180	8,659	10,839	1,187 12 10	12,815	1,303 0 9	12,815	1,303 0 9
Nelson	2,119	454	461	3,034	124 10 11	1,318	7,451	8,769	900 17 3	11,803	1,025 8 2	11,803	1,025 8 2
Westport	115	17	87	219	10 1 3	76	4,837	4,913	471 14 0	5,132	481 15 3	5,132	481 15 3
Westland	3,656	443	3,898	7,997	568 18 7	1,964	21,380	23,344	3,071 2 2	31,341	3,640 0 9	31,341	3,640 0 9
Christchurch	13,504	2,047	16,334	31,885	2,286 0 6	28,642	140,155	168,797	35,574 9 11	200,682	37,860 10 5	200,682	37,860 10 5
Dunedin	8,643	942	11,463	21,048	1,149 19 0	25,131	92,036	117,167	28,564 13 3	138,215	29,714 12 3	138,215	29,714 12 3
Invercargill	5,878	978	5,752	12,608	1,178 16 6	5,797	53,496	59,293	14,351 10 2	71,901	15,530 6 8	71,901	15,530 6 8
Totals { 1909	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	907,223	174,112 12 1
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	845,215	149,124 7 3
Increase	4,168	1,103	...	3,964	36 15 6	8,695	49,349	58,044	24,951 9 4	62,008	24,988 4 10	62,008	24,988 4 10
Decrease	...	...	1,307	...	...	...	...	...	...	...	...	...	...
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	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	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	530,006	86,392 6 2
31st March, 1898	45,748	5,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2	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	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	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	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	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	133,049 3 7	807,067	133,049 3 7
31st March, 1904	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9	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	857,895	148,822 12 4	857,895	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	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	845,215	149,124 7 3
31st March, 1908	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	907,223	174,112 12 1

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 190

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STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1909—continued

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STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1909—continued.

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STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1909—continued

H. DAVIDSON, Chief Accountant.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1909.

Description.	Class.	Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Sleepers, bogie, 50 feet	AA	...	...	...	6	...	...	...	...	...	...	6
First-class day-cars, bogie, 50 feet	AA	...	...	...	8	...	...	...	...	...	...	8
Second-class cars, bogie, 50 feet	AA	...	...	...	16	...	...	...	...	...	...	16
Refreshment-cars, " 50 feet	AA	...	...	...	4	...	...	...	...	...	...	4
Royal saloon, bogie, 44 feet	A	...	...	...	2	...	1	...	...	...	...	3
Gallery-cars, " 44 feet	A	...	...	...	...	...	5	...	...	...	...	5
Saloon, bogie, 44 feet	A	...	...	...	...	...	1	...	...	...	...	1
" " 41 feet	A	...	...	...	5	...	4	...	...	...	...	9
" " 39½ feet	A	...	...	...	7	...	7	...	...	...	...	14
" " 37½ feet	A	...	...	...	2	...	...	...	...	...	...	2
" " 35 feet	A	...	...	...	1	...	...	2	...	...	...	3
Refreshment-cars, bogie, 54½ feet	A	...	...	...	1	...	...	...	...	...	...	1
" " 47½ feet	A	...	...	...	...	...	6	...	...	...	...	6
" " 45 feet	A	...	...	...	1	...	...	...	...	...	...	1
" " 44 feet	A	...	...	...	6	...	1	...	...	...	...	7
" " 31 feet	B	...	...	...	1	...	...	...	...	...	...	1
Motor-train cars, bogie, 60 feet	A	...	...	...	3	...	1	...	...	...	...	4
First-class, bogie, 52 feet	A	...	...	...	5	...	...	...	...	...	...	5
" " 47½ feet	A	...	...	...	35	...	24	...	...	...	...	59
" " 45½ feet	A	...	...	...	2	...	...	...	...	...	...	2
" " 45 feet	A	...	...	...	9	...	...	...	...	...	...	9
" " 44 feet	A	...	...	...	2	...	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	...	...	...	98	...	73	5	1	1	2	180
" " 46 feet	A	...	...	...	8	...	8	...	...	...	...	8
" " 45 feet	A	...	...	...	8	...	...	...	...	...	...	8
" " 44 feet	A	...	...	...	89	...	80	9	2	2	3	185
" " 42½ feet	A	...	...	...	13	...	30	...	...	...	...	43
" " 39½ feet	A	...	...	...	4	...	4	2	1	1	1	13
" " 30 feet	B	...	...	...	20	...	21	...	...	...	...	41
" 6-wheel	C	...	4	2	...	3	6	2	...	2	...	19
" 4-wheel	D	2	...	...	...	...	...	...	...	...	...	2
Second-class, bogie, 52 feet	A	...	...	...	13	...	...	...	...	...	...	13
" " 50 feet	A	...	...	...	1	...	...	...	...	...	...	1
" " 47½ feet	A	...	...	...	48	...	51	...	1	...	...	100
" " 46 feet	A	...	...	...	...	...	4	...	...	...	...	4
" " 45½ feet	A	...	...	...	6	...	...	...	...	...	...	6
" " 45 feet	A	...	...	...	10	...	...	...	...	...	...	10
" " 44 feet	A	...	...	...	74	...	101	7	3	2	2	189
" " 42½ feet	A	...	...	...	1	...	6	...	...	...	...	7
" " 39½ feet	A	...	...	...	4	...	...	1	...	1	...	6
" " 35 feet	A	...	...	...	3	...	...	...	...	...	...	3
" " 30 feet	B	...	...	...	2	...	10	...	...	...	1	13
" 6-wheel	C	...	3	2	...	5	12	2	...	2	...	26
" 4-wheel	D	1	3	...	...	...	6	...	...	...	2	12
Postal, bogie, 50 feet	A	...	...	...	8	...	2	...	...	...	...	10
" " 44 feet	A	...	...	...	...	...	4	...	...	...	...	4
" " 39½ feet	A	...	...	...	6	...	...	...	...	...	...	6
" " 30 feet	B	...	...	...	...	...	3	...	...	...	...	3
" " composite, 44 feet	A	...	...	...	4	...	...	...	...	...	...	4
Totals	...	3	12	4	532	8	497	30	8	11	11	1,116
WAGONS, ETC.												
Brake-vans, 4-wheel	F	2	4	2	24	2	54	7	2	4	3	104
" bogie	F	...	...	...	139	...	93	8	4	...	1	245
" Fell	F	...	...	...	7	...	...	...	...	...	...	7
Horse-boxes	G	...	...	...	108	...	71	4	...	1	2	186
Cattle	H	2	2	...	171	2	171	6	2	3	2	361
Sheep	J	...	...	...	546	10	356	3	...	2	24	941
Covered goods	K	1	5	1	212	...	319	15	3	6	3	565
Sleeping-vans	K	...	...	...	27	...	46	3	1	1	...	78
High-sides	L	5	12	4	2,833	21	3,977	168	12	63	114	7,209
"	LA	...	...	...	250	...	1,326	...	...	...	...	1,576
Wharf	LB	...	...	...	...	...	...	45	...	...	...	45
Low-sides	M	4	18	12	372	15	815	50	24	14	21	1,345
" steel	MA	...	...	...	100	...	...	...	...	...	...	100
Work-train	MB	...	...	...	70	...	75	...	...	...	...	145
Timber	N	10	72	40	201	...	165	36	32	8	...	564
Iron hopper	O	...	...	...	50	...	...	...	110	...	...	160
Platform coal	P	9	95	...	...	...	...	...	...	...	...	104
Carried forward	...	33	208	59	5,110	50	7,468	345	190	102	170	13,735

RETURN No. 13—continued.

STATEMENT of CARRIAGE and WAGON STOCK, &c.—continued

Description.	Class	Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
WAGONS, ETC.—continued.												
Brought forward ...	...	33	208	59	5,110	50	7,468	345	190	102	170	13,735
Movable hopper ...	Q	...	...	...	...	...	...	314	463	...	...	777
Frozen meat ...	W	...	...	...	75	...	65	...	...	10	...	150
Cool, insulated ...	X	...	2	...	155	...	11	...	...	...	...	168
" ventilated ...	XA	...	...	...	81	...	63	...	...	...	7	151
Work-train hopper ...	Y	...	...	...	86	...	50	20	...	...	...	156
" " " " ...	YB	...	...	...	45	...	25	...	...	...	...	70
High-side, bogie ...	R	...	...	2	192	...	51	9	...	...	...	254
" " " " ...	Bb	...	...	...	40	...	21	...	...	...	...	61
" " " " ...	Rd	...	...	...	16	...	...	...	...	...	...	16
Sheep, " " " " ...	S	...	...	...	73	...	52	...	...	...	...	125
Cattle, " " " " ...	T	...	...	...	49	...	21	...	...	...	...	70
Platform, " " " " ...	U	1	2	...	192	2	51	42	...	2	2	294
Gas storeholders, bogie ...	UA	...	...	...	6	...	6	...	...	...	...	12
Platform, " " " " ...	UB	...	...	...	137	...	30	34	...	...	...	201
" " " " " " ...	UD	...	...	...	48	...	...	...	...	...	...	48
Horse-boxes, " " " " ...	UG	...	...	...	11	...	12	...	...	...	...	23
Frozen meat, " " " " ...	V	...	...	...	46	...	55	...	...	...	...	101
Covered goods, " " " " ...	Z	...	...	...	43	...	21	...	...	...	...	64
Totals ...	...	34	212	61	6,405	52	8,002	764	653	114	179	16,476
TARPAULINS ...	...	13	37	24	4,780	55	6,905	245	42	106	190	12,397

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1909.

Class.	Type.	Cylinders.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	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	...	...	...	12	...	7	...	...	...	...	19
A	Tender, simple	17	26	6	4 6	6	30½	...	...	...	...	...	1	...	...	...	...	1
B	" "	16	22	8	3 6½	4	30½	...	...	...	...	...	8	...	...	...	...	8
Bc	" compound	11½ & 19	20	8	3 7	2	28	...	...	...	1	...	...	...	...	...	...	1
C	Tank	9½	18	4	2 6½	2	18	1	1	...	2	...	...	2	...	...	...	6
D	" "	9½	18	4	3 0½	2	18	1	...	...	8	2	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	24	...	37	5	3	1	...	72
FA	" "	12	18	6	3 0½	2	24	...	2	...	6	...	6	1	2	2	1	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	...	...	...	17	...	15	...	...	...	...	32
K	" "	12	20	4	4 1½	4	30½	...	...	...	2	...	6	...	...	...	...	8
L	Tank	12	18	4	3 6½	6	26½	...	...	...	9	...	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	...	...	...	10	...	...	...	...	...	...	10
NA	" "	15	20	6	4 1	4	30	...	...	...	2	...	...	...	...	...	...	2
NC	" compound	10 & 17	20	6	4 1	4	30	...	...	...	2	...	...	...	...	...	...	2
O	" "	10 & 17	20	6	4 1	4	30	...	...	...	2	...	...	...	...	...	...	2
OA	" compound	15	18	8	3 0½	2	28½	...	...	...	6	...	...	...	...	...	...	6
OB	" "	11 & 18	20	8	3 7	2	30	...	...	...	1	...	...	...	...	...	...	1
OC	" compound	16	20	8	3 7	2	30	...	...	...	2	...	...	...	...	...	...	2
OD	" "	11 & 18	20	8	3 7	2	30	...	...	...	1	...	...	...	...	...	...	1
P	" "	15	20	8	3 5	2	26½	...	...	...	4	...	6	...	...	...	...	10
Q	" "	16	22	6	4 1½	4	30	...	...	...	6	...	7	...	...	...	...	13
R	Single Fairlie	12½	16	6	3 0½	4	30½	...	...	...	10	...	8	...	...	...	...	18
S	" "	13	16	6	3 0½	4	30½	...	...	...	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
UC	" "	16	22	6	4 1½	4	30	...	...	...	...	...	2	...	...	...	...	2
UD	" "	16	22	6	4 1½	4	30	...	...	...	...	...	10	...	...	...	...	10
V	" "	16½	22	6	4 10	4	28	...	...	...	2	...	...	...	...	...	...	2
W	Tank	15	20	6	4 1½	4	26½	...	...	...	3	...	10	...	...	...	...	13
WA	" "	14	20	6	3 0½	4	26½	...	...	...	...	...	...	2	...	...	...	2
WB	" "	14	20	6	3 3½	4	28½	...	...	...	9	...	...	2	...	...	...	11
WD	" "	14	20	6	3 3½	6	25	...	2	...	7	...	4	...	3	...	...	12
WE	" "	14	20	6	3 3½	6	25	...	...	...	14	...	4	...	...	...	...	18
WF	" "	16	22	6	3 6½	8	30½	...	...	...	2	...	...	...	...	...	...	2
WG	" "	14	22	6	3 9	6	30½	...	...	...	22	...	14	...	...	...	...	36
WH	" "	12	18	6	3 1	4	24½	...	...	...	3	...	...	...	...	...	...	3
WJ	" "	17	20	8	3 7	2	30	...	...	...	1	...	...	...	...	...	...	1
X	Tender (4 cyl. balanced compound)	13½ & 22	22	8	3 9	4	30½	...	...	...	2	...	...	...	...	...	...	2
	Totals ...	...	...	...	...	...	...	2	5	2	209	2	196	16	10	4	6	452

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 per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.	Working expenses.	Profit on Working.	Net Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working expenses to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Barnings per Average Mile open.	Working expenses per Average Mile open.	Net Earnings per Average Mile.	Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train Mile.	Expenses.	General Charges (including Compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending		
					£	£	£	£ s. d.	£	£	d.	£	£	d.	d.	£ s. d.	£ s. d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Victoria	87,884	1,258,140	3,396	5 3	41,928,567	12,346,370	83 6	6 10,383,408	3,873,368	89-53	2,285,897	52-84	1,587,471	36-69	3-79	59-02	3 1	774,907,425	3,754,861	1,141	673	468,191	22-11	15-82	1-75	488	1,246	11,282	30 June, 1908.			
New South Wales	310,700	1,571,267	3,469	4 8½	45,683,484	13,156,452	29 1	6 14,251,052	4,944,134	83-26	2,714,839	45-72	2,229,295	37-54	4-88	54-91	3 2	11,47,487,030	10,175,389	1,425	782	643,179	21-05	15-00	2-06	696	886	13,986	31 Dec. 1907.			
Cape of Good Hope	221,311	610,680	3,227	3 6	31,542,561	9,809,190	51 13	0 8,347,000	3,469,705	99-80	2,572,634	74-00	897,071	25-80	2-85	74-10	5 13	818,067,524	1,539,263	1,078	799	279,144	32-60	19-50	2-20	655	974	10,346	31 Dec. 1908.			
Queensland	668,224	546,467	3,359	3 6	22,575,603	6,721,163	41 6	3 6,557,723	1,950,881	71-50	1,053,736	38-50	897,145	33-00	3-98	54-01	3 11	510,419,794	2,423,529	602	325	277,100	15-25	14-89	1-20	368	474	8,213	30 June, 1908.			
South Australia	903,690	400,000	2,006	3 6	15,089,809	7,522,199	37 14	6 5,041,128	1,755,721	83-59	983,590	46-83	772,131	36-76	5-12	56-02	4 7	912,842,310	2,259,509	875	490	385,145	18-83	11-30	1-09	337	450	6,363	"			
Natal	20,461	97,109	976	3 6	13,989,202	14,333,100	144 1	2 4,844,858	1,832,862	90-79	1,240,319	61-44	592,543	29-35	4-23	67-67	18 17	6 2,680,426	2,676,748	1,877	1,270	607,195	32-36	18-26	3-39	336	397	3,619	31 Dec. 1908.			
Western Australia	975,876	265,475	1,886	3 6	10,732,941	5,865,137	40 0	3 3,964,230	1,501,925	90-93	1,007,732	61-01	494,198	29-92	4-60	67-10	5 13	212,945,561	2,272,949	821	551	270,124	29-34	17-97	1-78	317	342	6,514	30 June, 1908.			
Tasmania	26,215	184,008	463	3 6	3,977,611	8,590,397	21 12	3 1,028,030	277,606	64-80	201,817	47-11	75,789	17-69	1-90	72-69	1 10	2 1,019,668	465,186	590	429	161,132	18-83	17-90	3-38	78	182	1,631	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	922,737	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	7,958,861	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	5 4,668,284	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	7,915,875	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	6 2,423,593	3,839,687	794	519	275,196	19-99	17-15	2-09	306	603	10,868	31 Mar. 1901.			
"	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	1,127,848	58-58	622,349	29-43	3-43	66-80	2 5	7 3,356,136	3,529,177	842	562	280,196	21-35	17-78	3-03	362	701	12,444	31 Mar. 1902.			
"	104,471	857,985	2,262	3 6	19,081,735	8,436,379	22 4	2 5,443,833	1,974,038	87-00	1,343,415	59-23	630,623	27-77	3-30	68-05	2 6	8 7,575,390	3,730,394	873	594	279,204	21-36	18-24	3-19	372	751	12,992	31 Mar. 1903.			
"	104,471	882,097	2,305	3 6	20,692,911	8,977,383	23 9	2 5,685,399	2,180,641	91-75	1,438,724	60-48	741,917	31-27	3-58	65-98	2 9	8 8,306,388	4,072,576	943	622	321,213	22-21	17-22	3-14	377	809	13,433	31 Mar. 1904.			
"	104,471	908,114	2,347	3 6	21,701,572	9,141,387	23 17	1 6,107,079	2,209,231	86-50	1,492,900	58-46	716,331	28-04	3-30	67-58	2 8	8 8,514,112	4,011,511	938	634	304,217	21-05	18-28	3-10	389	864	13,885	31 Mar. 1905.			
"	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	8 8,826,382	4,241,42	980	676	304,229	21-99	18-86	3-01	395	906	14,127	31 Mar. 1906.			
"	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 9,600,786	4,592,099	1,078	744	334,253	23-37	18-90	2-80	398	966	14,605	31 Mar. 1907.			
"	104,471	985,318	2,469	3 6	24,366,539	9,861,399	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 9,756,716	4,894,534	1,114	786	328,258	24-96	19-40	2-76	410	1,002	15,475	31 Mar. 1908.			
"	104,471	1,016,044	2,556	3 6	27,762,592	10,351,398	27 6	6 7,458,236	2,929,526	94-00	2,114,815	67-89	814,711	26-11	3-13	72-19	2 17	8 10,457,144	4,871,874	1,148	828	320,258	25-56	20-73	3-16	452	1,116	16,476	31 Mar. 1909.			

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1909.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.					Drays.	Cattle.	Sheep.	Pigs.	Lime Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
				No.	Revenue.	No.	Revenue.	Parcels.	Horses.	Carriages.	Dogs.	Revenue.																	
1882-83	1,858	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	1,896	11,078,500	2,841,745	3,272,644	321,615	9,036	£	325,675	9,555	906	24,666	35,143	939	29,675	627,090	29,522	16,470	62,067	81,255	183,449	432,223	350,263	574,313	1,700,040	548,918	31,644	9,221	961,304	81-00
1884-85	1,477	11,810,194	2,882,422	3,232,886	348,628	8,999	£	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	£	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	£	341,634	9,165	689	21,598	33,749	597	37,435	856,431	48,151	22,110	82,963	73,040	175,581	345,254	329,227	719,579	1,747,754	581,350	14,893	12,523	998,768	79-50
1887-88	1,758	13,352,978	2,944,786	3,451,850	334,926	11,518	£	368,680	9,301	619	21,128	34,727	592	32,766	857,397	50,046	22,190	84,147	65,860	158,024	358,022	347,379	700,140	1,735,762	579,359	14,611	13,420	994,843	81-00
1888-89	1,777	13,472,837	2,796,007	3,132,803	305,632	11,817	£	370,707	8,378	650	19,971	34,101	547	29,426	842,840	47,126	24,335	78,203	67,045	160,399	447,027	356,732	786,690	1,920,431	610,488	15,663	13,915	997,615	85-50
1889-90	1,809	13,899,955	2,868,203	3,376,459	347,844	12,311	£	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	£	380,319	9,790	757	22,965	38,997	582	35,209	1,258,471	54,684	29,800	87,701	73,650	153,078	528,683	385,020	828,079	2,086,011	690,779	20,718	17,615	1,121,701	93-00
1891-92	1,869	14,656,691	3,010,489	3,555,764	342,563	16,341	£	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	£	420,610	12,993	921	26,780	44,801	796	33,597	1,321,046	38,814	34,314	96,841	88,186	168,910	523,637	397,411	884,031	2,193,330	707,786	18,830	19,486	1,181,522	94-50
1893-94	1,948	15,137,036	3,113,231	3,972,701	378,480	17,226	£	444,981	11,185	750	23,517	43,207	705	40,890	1,519,921	43,292	36,972	103,328	85,102	198,578	388,556	377,938	857,917	2,048,391	683,726	17,265	21,441	1,150,851	85-75
1894-95	1,993	15,352,613	3,221,620	3,905,578	360,243	28,623	£	455,511	11,115	716	22,551	54,736	693	39,651	1,839,712	53,346	53,260	99,363	78,804	213,132	374,699	389,881	878,659	2,087,798	698,115	18,466	22,490	1,183,041	85-75
1895-96	2,014	15,425,532	3,307,226	4,162,426	359,822	36,233	£	489,825	11,347	778	22,891	58,084	841	35,909	1,964,110	52,327	60,542	98,958	80,014	257,825	423,888	415,448	1,032,252	2,368,927	774,163	20,225	23,526	1,286,158	90-50
1896-97	2,018	15,577,392	3,409,218	4,439,387	378,684	43,069	£	530,993	9,936	862	23,069	60,872	926	44,935	2,356,595	42,784	77,226	103,055	83,656	313,073	427,448	465,041	1,048,868	2,518,367	837,590	19,631	24,485	1,376,008	90-00
1897-98	2,055	15,993,903	3,666,483	4,672,264	399,262	48,660	£	589,372	10,348	998	24,963	66,418	1106	55,878	2,518,233	34,512	83,084	97,396	87,038	310,266	420,071	478,851	1,147,353	2,624,059	882,077	20,328	25,289	1,469,665	89-00
1898-99	2,090	16,404,076	3,968,708	4,955,553	438,367	55,027	£	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
1899-1900	2,104	16,703,887	4,187,893	5,468,284	474,793	63,335	£	633,770	11,421	1336	30,658	72,712	1566	72,868	2,412,191	51,059	78,844	96,519	92,830	380,803	772,571	551,879	1,366,241	3,339,687	1,051,695	28,601	29,253	1,727,236	89-75
1900-1901	2,212	17,207,328	4,620,971	6,243,593	503,051	82,921	£	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
1901-1902	2,235	18,170,722	5,066,360	7,356,136	575,697	100,778	£	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
1902-1903	2,291	19,081,735	5,443,333	7,575,390	576,529	118,431	£	798,800	14,629	2056	36,816	110,151	2340	107,435	3,756,378	70,268	132,562	101,316	106,066	509,712	820,453	658,144	1,744,323	4,072,576	1,293,169	33,074	39,587	2,180,641	91-75
1903-1904	2,328	20,692,911	5,685,399	8,306,383	652,080	129,919	£	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
1904-1905	2,374	21,701,572	6,107,079	8,514,112	680,905	140,453	£	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
1905-1906	2,406	22,498,972	6,413,573	8,826,382	723,867	147,989	£	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
1906-1907	2,456	23,504,272	6,755,454	9,600,786	823,067	165,504	£	987,565	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	2,761,998	93-75
1907-1908	2,471	24,365,647	7,051,274	9,756,716	835,473	185,174	£	961,293	19,124	2550	50,798	187,040	2427	159,884	5,211,489	117,626	182,666	137,916	102,620	582,860	793,793	729,971	2,342,048	4,871,874	1,630,704	57,147	42,976	2,929,526	94-00
1908-1909	2,682	27,762,592	7,458,236	10,457,144	921,411	192,547	£																						

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	£	£	d.	£4,170	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	51,804	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	..	..	..	699,073
1887-88 ..	56-02	69-09	246,340	24-76	141-35	20-08	159,757	16-06	13-02	65,018	6-54	5-30	173,991	17-49	14-18	..	..	..	42,222	4-24	3-44	..	..	..	687,328
1888-89 ..	55-54	64-86	232,915	23-35	131-31	19-99	153,807	15-42	13-20	55,422	5-55	4-76	176,995	17-74	15-19	..	..	..	27,906	2-80	2-40	..	..	..	647,045
1889-90 ..	57-13	62-32	242,075	22-10	134-70	20-26	159,180	14-53	13-32	67,211	6-13	5-62	182,427	16-65	15-27	..	..	..	31,894	2-91	2-66	..	..	..	682,787
1890-91 ..	58-09	62-47	241,330	21-51	132-27	20-01	172,064	15-34	14-26	66,228	5-91	5-49	193,461	17-25	16-04	..	..	..	27,622	2-46	2-29	..	..	..	700,703
1891-92 ..	56-32	63-34	245,163	21-98	131-41	19-54	177,156	15-88	14-12	57,723	5-17	4-60	198,654	17-81	15-84	..	..	..	27,822	2-50	2-22	..	..	..	706,517
1892-93 ..	58-53	61-97	262,600	22-23	140-18	20-99	183,774	15-55	14-69	53,962	4-57	4-32	202,153	17-11	16-16	..	..	..	29,653	2-51	2-37	..	..	..	732,143
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	..	..	..	735,355
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	789,056
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	44,819	3-02	2-68	..	..	..	21,914	1-49	1-33	929,733
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	1,052,355
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	1,127,841
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	1,252,233
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	15-89	62,997	3-19	2-77	..	..	..	24,592	1-25	1-08	1,343,411
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	1,438,721
1904-1905 ..	58-46	67-58	508,735	23-09	216-65	19-99	425,717	19-32	16-73	109,918	4-99	4-32	402,715	18-28	15-83	68,353	3-10	2-68	5,198	88-14	..	27,736	1-26	1-09	1,492,900
1905-1906 ..	60-47	69-00	546,805	23-33	228-67	20-46	468,315	19-98	17-52	119,437	5-10	4-47	442,064	18-86	16-54	70,539	3-01	2-64	5,227	87-33	..	31,148	1-33	1-16	1,621,233
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	1,812,488
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	1,949,751
1908-1909 ..	67-89	72-19	656,154	22-45	257-63	21-11	628-410	21-50	20-22	165,850	5-67	5-34	605,940	20-73	19-50	92,445	3-16	2-98	5,058	78-56	..	39,042	1-33	1-26	2,114,811

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1909.

Service.	Period.	Name of Contractor.	Rate.
General stores—			
Auckland—			
General ironmongery	31/3/1911	A. and T. Burt (Limited)	As per tender.
Furnishing ironmongery	"	Briscoe and Co.	"
Ironmongery — Bolts, nuts, and rivets	"	John Burns and Co. (Limited)	"
" Tools, &c.	"	Briscoe and Co.	"
" Plumbers' and gas-fitters'	"	John Burns and Co.	"
Soap and candles	"	John Newton and Sons (Limited)	"
Drapery	"	Sargood, Son, and Ewen	"
Galvanised iron and tinware goods	"	A. and T. Burt	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	John Burns and Co. (Limited)	"
Oils, colours, &c.	"	"	"
Oil, kerosene	"	Vacuum Oil Company	"
Ship-chandlery, &c.	"	John Burns and Co.	"
Bricks, red	"	J. J. Craig	"
Drain-pipes	"	"	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	A. and T. Burt	"
Iron and steel	"	Briscoe and Co.	"
Iron, sheet, galvanised	"	Southern Cross Galvanised Iron Company (Limited)	"
Leather, &c.	"	John Burns and Co. (Limited)	"
Colonial cement	31/3/1909	Wilson's Cement Company (Limited)	"
Colonial lime	"	J. J. Craig (Limited)	"
Wellington—			
General ironmongery	31/3/1911	Briscoe and Co. (Limited)	"
Furnishing ironmongery	"	"	"
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	"	"
Explosives	31/3/1909	"	"
Soap and candles	31/3/1911	John Newton and Sons (Limited)	"
Drapery	"	Te Aro House	"
Galvanised iron and tinware goods	"	A. and T. Burt	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Smith and Smith (Limited)	"
Oil, kerosene	"	Vacuum Oil Company (Limited)	"
Ship-chandlery, &c.	"	Briscoe and Co.	"
Bricks, red	"	P. Hutson and Co.	"
Drain-pipes	"	Herbert Hill	"
Firebricks and fireclay	"	P. Hutson and Co. (Limited)	"
Indiarubber goods, &c.	"	A. R. Hislop	"
Iron and steel	"	Briscoe and Co. (Limited)	"
Leather, &c.	"	"	"
Colonial cement	31/3/1909	N.Z. Portland Cement Company (Limited)	"
Colonial lime	"	"	"
Christchurch—			
General ironmongery	31/3/1911	Ashby, Bergh, and Co. (Limited)	"
Furnishing ironmongery	"	"	"
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	"	"
Explosives	"	"	"
Soap and candles	"	McLeod Bros. (Limited)	"
Drapery	"	Ross and Glendining (Limited)	"
Galvanised iron and tinware goods	"	Ashby, Bergh, and Co.	"
Chemicals, drugs, &c.	"	"	"
Disinfectants	"	"	"
Oils, colours, &c.	"	E. Reece and Sons	"
Oil, kerosene	"	Vacuum Oil Company (Limited)	"
Ship-chandlery, &c.	"	E. Reece and Sons	"
Bricks, red	"	Ashby, Bergh, and Co. (Limited)	"
Drain-pipes	"	"	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	"	"
Iron and steel	"	Anderson's (Limited)	"
Leather, &c.	"	Ashby, Bergh, and Co. (Limited)	"
Colonial cement	"	Christchurch Brick Company (Limited)	"
Colonial lime	"	"	"

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

Service.	Period.	Name of Contractor.	Rate.
General stores— <i>continued.</i>			As per tender.
Dunedin—			
General ironmongery	31/3/1911	Briscoe and Co. (Limited)	"
Furnishing ironmongery	"	John Edmond	"
Ironmongery—Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	Briscoe and Co. (Limited)	"
Explosives	31/3/1909	"	"
Soap and candles	31/3/1911	McLeod Bros. (Limited)	"
Drapery	"	Ross and Glendining (Limited)	"
Galvanised iron and tinware goods	"	Briscoe and Co. (Limited)	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Briscoe and Co. (Limited)	"
Oil, kerosene	"	Vacuum Oil Company (Limited)	"
Ship-chandlery, &c.	"	Briscoe and Co. (Limited)	"
Bricks, red	"	C. and W. Gore	"
Drain-pipes	"	P. McSkimming and Son	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	A. and T. Burt (Limited)	"
Iron and steel	"	Briscoe and Co.	"
Leather, &c.	"	Brace, Windle, Blyth, and Co.	"
Colonial cement	31/3/1909	Wilson's Cement Company (Limited)	"
Colonial lime	31/3/1911	Milburn Lime and Cement Company (Limited)	"
Invercargill—			
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	31/3/1909	N.Z. Hardware Company (Limited)	"
Drapery	31/3/1911	Ross and Glendining	"
Galvanised iron and tinware goods	"	Briscoe and Co.	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Briscoe and Co. (Limited)	"
Ship-chandlery, &c.	"	"	"
Drain-pipes	"	T. Todd and Sons	"
Firebricks and fireclay	"	P. McSkimming and Son	"
Indiarubber goods, &c.	"	A. and T. Burt (Limited)	"
Iron and steel	"	Briscoe and Co.	"
Leather, &c.	"	Brace, Windle, Blyth, and Co.	"
Colonial cement	"	J. E. Watson and Co. (Limited)	"
Colonial lime	"	"	"
Greymouth—			
General ironmongery	"	D. McLean	"
Furnishing ironmongery	"	"	"
Ironmongery—Bolts, nuts, and rivets	"	Forsyth and McKay	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	D. McLean	"
Soap and candles	"	John Newton and Sons (Limited)	"
Drapery	"	Te Aro House (Limited)	"
Galvanised iron and tinware goods	"	D. McLean	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co. (Limited)	"
Disinfectants	"	"	"
Oils, colours, &c.	"	D. McLean	"
Oil, kerosene	"	"	"
Ship-chandlery, &c.	"	Forsyth and McKay	"
Bricks, red	"	"	"
Drain-pipes	"	"	"
Firebricks and fireclay	"	"	"
Indiarubber goods, &c.	"	"	"
Iron and steel	"	"	"
Colonial cement	"	D. McLean	"
Colonial lime	"	Forsyth and McKay	"
Westport—			
General ironmongery	"	G. H. Gothard (Limited)	"
Furnishing ironmongery	"	"	"
Ironmongery—Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
Soap and candles	"	John Newton and Sons (Limited)	"
Drapery	"	Ross and Glendining	"

RETURN No. 17—continued.

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

Service.	Period.	Name of Contractor.	Rate.
General stores—continued.			
Westport—continued.			
Chemicals, drugs, &c.	31/3/1911	Kempthorne, Prosser, and Co. (Limited)	As per tender.
Disinfectants	"	G. H. Gothard (Limited)	"
Iron and steel	"	"	"
Printed stationery	31/3/1909	Government Printer	"
Horse-forage, at Auckland	"	J. J. Craig (Limited)	"
" Christchurch	"	G. Treleaven and Co.	"
Native-timber supply—			
Christchurch	"	Williams, Stephens, and Co.	"
Dunedin	"	Massey and Co.	"
Invercargill	"	"	"
Coal-supply—			
Whangarei	"	Hikurangi Coal Company (Limited)	"
Auckland	"	Taupiri Coal-mines	"
Dunedin-Gore	"	Kaitangata Coal Company	"
South of Gore	"	Nightcaps Coal Company	"
North Island	"	State Coal-mines	"
South Island	"	"	"
Uniforms—			
Stationmasters	31/3/1910	Ross and Glendining (Limited)	"
Guards and porters	"	A. Levy	"
Uniform caps—			
Stationmasters, summer	"	Ross and Glendining (Limited)	9/3 each.
" winter	"	"	9/9 "
Drivers and firemen, summer	"	"	3/6 "
" winter	"	"	4/6 "
Guards and porters, summer	"	"	3/6 "
" winter	"	"	3/9 "
White linen cap-covers	"	"	10½d. "
Rainproof cap-covers	"	"	2/ "
30,000 gallons castor-oil	31/4/1908	National Mortgage and Agency Company of N.Z. (Limited)	2/5½ per gal.
30,000 " "	31/12/1908	Ditto	2/3 7/16 "
16,000 " filtered valve-oil	17/7/1908	Philips and Pike	2/ "
55,000 " 300° mineral colza oil	31/3/1910	James Service and Co.	9½d. "
7,000 " double-boiled linseed-oil	31/10/1908	H. Quane and Co.	2/5½ "
4,500 " raw linseed-oil	"	"	2/4½ "
6,000 " double-boiled linseed-oil	30/4/1909	Mason, Struthers, and Co. (Limited)	2/3 1/16 "
4,700 " raw linseed-oil	"	"	2/2 1/16 "
Ironbark timber at Auckland	11/4/1908	Richardson and Blair	24/9 & 29/3 per 100 ft.
" piles	"	"	2/9 per lin. ft.
" timber at Wanganui	"	E. D. Pike and Co.	30/ and 26/ per 100 ft.
" piles	"	"	2/7 per lin. ft.
" timber at Wellington	"	Fraser and Co.	27/ and 28/ per 100 ft.
" " Lyttelton	"	E. D. Pike and Co.	25/ and 26/ "
" piles	"	"	2/5 per lin. ft.
" timber at Dunedin	"	"	28/9 & 30/9 per 100 ft.
Packing-cases for stationery	31/3/1909	Wm. Chalmers	As per tender.
Brush-box timber at Auckland	11/4/1908	Richardson and Blair	22/9 per 100 ft.
" Wellington	"	Fraser and Co.	23/ "
" Dunedin	"	E. D. Pyke and Co.	25/3 "
Ironbark timber at Auckland	31/12/1909	J. W. Wallace and Co.	24/9 & 30/9 per 100 ft.
" " Wanganui	"	"	27/6 and 32/6 "
" " Lyttelton	"	"	24/ and 30/ "
" " Dunedin	"	"	26/9 and 31/9 "
" " Wellington	"	Gollin and Co. Proprietary (Limited)	25/6 and 27/6 "
" " Picton	"	"	27/ and 30/6 "
" " Invercargill	"	Samuel Brown (Limited)	21/ "
" " Nelson	"	"	25/6 "
" " Greymouth	"	Fraser and Co.	26/ and 31/6 "
" " Westport	"	"	26/ "
" piles at Auckland	"	J. W. Wallace and Co.	2/7 per lin. ft.
" " Wanganui	"	"	2/9 "
" " Lyttelton	"	"	2/11 "
" " Dunedin	"	"	2/6 "
" " Wellington	"	Gollin and Co. Proprietary (Limited)	2/7 "
" " Picton	"	"	2/5 "
" " Invercargill	"	Samuel Brown (Limited)	2/8 "
" " Nelson	"	"	2/8 "
" " Greymouth	"	Fraser and Co.	2/11 "

RETURN No. 17—continued.

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

Service.	Period.	Name of Contractor.	Rate.
Brush-box timber at Auckland ..	3/12/1909	J. W. Wallace and Co. ..	24/9 per 100 ft.
" Wellington ..	"	Gollin and Co. Proprietary (Limited) ..	27/6 "
" Greymouth ..	"	Fraser and Co. ..	24/6 "
Jarrah sleepers, 7 ft. by 8 in. by 5 in.—			
30,000 at Wellington ..	30/4/1908	Samuel Brown (Limited) ..	3/9½ each.
20,000 " Timaru ..	"	" ..	3/9½ "
10,000 " Dunedin or Bluff ..	31/7/1908	Millar's West Australian Hardwood Company (Limited) ..	3/9½ "
20,000 " Timaru ..	30/6/1908	Ditto ..	3/11½ "
43,000 " Bluff ..	30/9/1908	" ..	4/ "
40,000 " Dunedin ..	31/8/1908	" ..	3/8 "
25,000 " Auckland ..	"	South-west Timber-hewers' Co-operative Society (Limited) ..	3/6 "
25,000 " Wellington ..	"	Ditto ..	3/6 "
25,000 " Dunedin ..	"	" ..	3/6 "
30,000 " Bluff ..	"	" ..	3/6 "
25,000 " Auckland ..	2/1/1909	" ..	3/8½ and 3/9 each.
25,000 " Lyttelton ..	"	" ..	"
50,000 " Wellington ..	"	" ..	"
New South Wales hardwood sleepers, 7 ft. by 8 in. by 5 in.—			
10,000 at Auckland ..	31/12/1908	Samuel Brown (Limited) ..	3/8½ each.
Ironbark sleepers, 7 ft. by 8 in. by 5 in. 2,000 at Wellington ..	"	Richardson and Blair ..	4/2 "
Auckland District—			
338,700 sup. ft. kauri timber ..	31/3/1909	Merchants and mills in district ..	12/ to 21/6 per 100 ft.
620,200 " red-pine " ..	"	Merchants, mills, and Public Works Department ..	11/ to 17/6 "
80,100 " white-pine " ..	"	Ditto ..	11/ to 14/6 "
171,500 " matai " ..	"	" ..	12/ to 19/ "
456,100 " totara " ..	"	" ..	16/ to 18/ "
722,000 " jarrah " ..	"	Millar's Jarrah Company ..	19/ to 22/ "
2,500 " Tuart " ..	"	" ..	30/ "
6,800 " maugaio " ..	"	Merchants in district ..	20/ "
12,200 " Oregon-pine " ..	"	" ..	17/6 and 22/ "
1,150 " yellow-pine " ..	"	" ..	14/6 "
44,000 ft. mouldings ..	"	" ..	Various.
Wellington—Napier—New Plymouth District—			
106,500 sup. ft. kauri timber ..		Merchants in Auckland District ..	20/6 to 36/ per 100 ft.
48,800 " kauri " ..		Wellington District ..	List rates.
1,349,100 " red-pine " ..		Merchants, mills, and Public Works Department ..	"
187,600 " white-pine " ..	"	Ditto ..	"
130,500 " matai " ..	"	" ..	"
215,200 " totara " ..	"	" ..	"
4,000 " V.D.L. " ..	"	Merchants in district ..	"
3,000 " spotted-gum " ..	"	" ..	30/ per 100 ft..
33,400 " Oregon-pine " ..	"	" ..	17/ to 23/6 per 100 ft.
8,400 " Tuart " ..	"	Millar's Jarrah Company ..	30/ "
1,238,500 " jarrah " ..	"	" ..	19/ and 20/ "
5,690 ft. jarrah piles ..	"	" ..	3/ per ft.
1,950 " clear-pine-timber ..	"	Merchants in district ..	9d. "
4,863 " teak timber ..	"	Castendyke and Focke ..	6½d. "
43,100 " mouldings ..	"	Merchants in district ..	List rates.
Christchurch District—			
137,500 sup. ft. kauri timber ..	"	Merchants in Christchurch and Auckland Districts ..	15/ to 33/ per 100 ft.
12,600 " red-pine figured timber ..	"	Merchants in district ..	18/ to 28/ "
3,300 " matai timber ..	"	" ..	21/ to 23/6 "
100,000 " white-pine " ..	"	" ..	17/ to 18/ "
3,000 " yellow-pine " ..	"	" ..	33/ to 38/ "
13,800 " V.D.L. " ..	"	" ..	15/6 and 16/ "
16,800 " Oregon-pine " ..	"	" ..	14/6 to 17/3 "
6,000 " clear-pine " ..	"	" ..	66/ "
170,400 " jarrah " ..	"	Millar's Jarrah Company ..	19/ to 22/ "
7,800 " architraves ..	"	Merchants in district ..	13/3 to 16/ "
27,600 ft. mouldings ..	"	" ..	Various.
4,400 sup. ft. skirting ..	"	" ..	16/3 to 18/ per 100 ft.
6,200 ft. teak timber ..	"	Castendyke and Focke ..	6½d. per ft.
8,300 V.D.L. palings ..	"	Merchants in district ..	20/9 to 22/6 per 100 ft.
Dunedin District—			
57,900 sup. ft. kauri timber ..	"	Merchants in Dunedin and Auckland Districts ..	18/6 to 32/ per 100 ft.
7,500 " V.D.L. " ..	"	Merchants in district ..	18/6 "
1,400 " clear-pine " ..	"	" ..	50/ and 55/ "

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

Service.	Period.	Name of Contractor.	Rate.
Dunedin District— <i>continued.</i>			
1,100 sup. ft. Oregon-pine timber	31/3/1909	Merchants in district	21/ per 100 ft.
354,300 " jarrah timber	"	Millar's Jarrah Company	18/ to 23/ per 100 ft.
9,600 ft. mouldings	"	Merchants in district	Various.
2,000 V.D.L. palings	"	"	22/6 & 24/ per 100 ft.
Invercargill District—			
9,000 sup. ft. kauri timber ..	"	"	27/6 to 48/ "
16,900 " birch " ..	"	"	7/6 to 14/ "
7,200 " miro " ..	"	"	11/ "
7,600 " V.D.L. " ..	"	"	18/6 to 22/ "
3,000 " Baltic-pine " ..	"	"	34/6 and 40/ "
10,600 ft. mouldings	"	"	Various.
Westland District—			
144,400 sup. ft. red-pine timber ..	"	Mills and merchants in district ..	7/ to 16/ "
20,200 " silver-pine " ..	"	"	17/ to 21/ "
9,900 " white-pine " ..	"	"	8/ "
4,600 " birch " ..	"	"	10/ "
Westport District—			
60,000 sup. ft. red-pine timber ..	"	"	9/ to 14/6 "
47,000 " silver-pine " ..	"	"	17/6 to 25/ "
8,800 " white-pine " ..	"	"	9/ "
7,400 " birch " ..	"	"	13/6 "
2,000 ft. mouldings	"	"	9/6 to 14/6 "
Nelson District—			
14,900 sup. ft. red-pine timber ..	"	Merchants in district	11/ "
12,800 " white-pine " ..	"	"	10/ to 11/ "
2,500 " totara " ..	"	"	28/ and 30/ "
6,800 " birch " ..	"	"	16/ and 16/6 "
Pictou District—			
40,000 sup. ft. red-pine timber ..	"	"	12/6 to 16/6 "
20,200 " white-pine " ..	"	"	8/6 to 11/6 "
3,900 " matai " ..	"	"	20/ to 23/6 "
3,200 " jarrah " ..	"	"	26/ and 27/ "
1,800 " totara " ..	"	"	25/6 "
1,200 ft. mouldings	"	"	11/ to 25/ "
1,950 " birch piles	"	"	1/ per ft.
Auckland District—			
5,730 puriri sleepers	"	Settlers and mills in district ..	4/ to 4/3 each.
540 " "	"	"	2/6 to 3/9 "
22,800 totara "	"	"	3/3 to 3/6 "
Wellington - Napier - New Plymouth District—			
1,910 totara sleepers	"	"	3/6 each.
73,660 creosoting sleepers	"	"	1/9 "
Invercargill District—			
50,700 creosoting sleepers	"	"	1/6 & 1/8 each.
3,600 " "	"	"	2/ "
Westland District—			
14,500 silver-pine sleepers	"	"	3/3 each.
2,020 ironbark "	"	E. D. Pike and Co.	3/11 "
9,600 sup. ft. silver-pine crossing sleepers	"	Mills in district	19/ per 100 ft.
Westport District—			
17,370 silver-pine sleepers	"	Settlers and mills in district ..	3/3 and 3/5 each.

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, and PUMPS for the Year ending 31st March, 1909.

Description.	Kawakawa.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES—											
$\frac{1}{2}$ cwt. ..	..	..	..	..	..	1	..	..	..	..	1
1 " ..	..	..	..	..	..	..	3	..	..	..	3
1 $\frac{1}{2}$ " ..	..	..	..	..	..	1	..	..	..	..	1
2 " ..	..	..	3	..	12	13	2	1	..	..	31
2 $\frac{1}{2}$ " ..	..	1	..	..	..	11	..	..	..	..	12
3 " ..	..	..	..	..	8	2	..	..	..	..	2
3 $\frac{1}{2}$ " ..	..	..	..	..	..	7	3	..	2	..	20
4 " ..	2	..	..	..	50	1	..	..	..	..	1
5 " ..	..	1	..	..	24	30	3	1	..	..	86
5 $\frac{1}{2}$ " ..	..	..	..	..	..	29	..	..	6	..	60
6 " ..	..	..	1	2	..	5	..	..	..	..	5
6 $\frac{1}{2}$ " ..	..	..	..	..	28	37	..	1	..	..	69
7 " ..	..	1	..	..	..	1	..	..	..	..	1
8 " ..	..	..	..	..	9	8	..	..	..	..	18
9 " ..	..	..	..	..	13	6	..	..	..	..	19
10 " ..	..	2	..	..	2	4	..	..	..	3	6
11 " ..	..	..	1	1	34	55	8	..	..	..	102
12 " ..	..	..	..	..	19	32	..	2	2	..	57
12 $\frac{1}{2}$ " ..	..	..	..	..	2	7	1	..	..	..	10
13 " ..	..	..	..	..	..	1	..	..	..	..	1
14 " ..	..	..	..	..	3	6	..	..	..	..	9
15 " ..	..	..	..	..	..	2	..	..	..	..	2
16 " ..	..	..	..	1	8	9	..	..	..	..	17
17 " ..	..	..	..	..	14	26	..	1	2	..	44
20 " ..	..	..	..	..	..	1	..	..	..	..	1
21 " ..	..	..	..	..	5	4	..	..	..	1	10
22 " ..	..	..	..	..	2	..	..	..	..	..	2
23 " ..	..	..	..	..	3	2	..	..	..	..	5
60 " ..	..	..	..	..	..	1	..	..	..	..	1
4 lb. ..	..	..	..	..	1	..	..	..	..	..	1
144 " ..	..	..	..	..	..	1	..	..	..	..	1
240 " ..	..	..	..	..	..	4	..	..	..	..	4
244 " ..	..	..	..	..	..	3	..	..	..	..	3
248 " ..	..	..	..	..	..	1	..	..	..	..	1
250 " ..	..	..	..	..	..	1	..	..	..	..	1
600 " ..	..	..	..	..	..	1	..	..	..	..	1
700 " ..	..	..	..	..	..	1	..	..	..	..	1
900 " ..	..	..	..	..	..	1	..	..	..	..	1
2,340 " ..	..	..	..	..	..	1	..	..	..	..	1
2,352 " ..	..	..	..	..	..	1	..	..	..	..	1
2,464 " ..	..	..	..	..	..	9	..	..	..	..	9
3,024 " ..	..	..	..	..	..	1	..	..	..	..	1
Totals ..	2	5	5	4	237	328	20	6	12	4	623
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 " " ..	..	..	..	..	7	2	..	..	1	1	11
14 " " ..	..	..	..	..	2	..	..	..	..	..	2
15 " " ..	..	..	..	..	1	..	..	..	..	..	1
18 " " ..	..	..	..	..	..	1	..	..	..	..	1
20 " " ..	..	1	..	..	9	17	1	4	..	1	33
25 " " ..	..	..	..	..	3	3	2	..	..	..	8
30 " " ..	..	..	..	..	1	2	..	..	..	..	3
40 " " ..	..	..	..	..	..	1	..	..	..	..	1
Total ..	..	1	..	..	26	34	3	4	1	2	71
TRAVERSERS ..											
..	..	..	..	..	2	19	..	..	1	1	23
TURNABLES:—											
43-feet (engine) ..	..	..	..	..	..	1	..	..	..	..	1
50 " " ..	..	..	..	..	19	27	..	..	..	..	46
55 " " ..	..	..	..	..	7	9	..	..	..	..	16
12 " (wagon) ..	..	..	..	..	..	3	..	..	..	..	3
13 " " ..	..	..	..	..	8	33	..	..	1	..	42
14 " " ..	..	..	..	..	5	8	1	..	1	..	15
Total ..	..	..	..	..	39	81	1	..	2	..	123

RETURN No. 18—continued.

STATEMENT of WEIGHING-MACHINES, &c.—continued.

Description.	Kawakawa.	Whangarei.	Kaiti.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
CRANES:—											
1-ton, stationary, hand	..	..	..	..	..	1	..	..	..	..	1
1 " " " "	..	..	..	..	16	10	..	..	..	..	26
1½ " " " "	..	..	..	..	38	14	3	..	3	2	60
2 " " " "	..	..	..	..	6	14	..	..	1	..	21
3 " " " "	..	..	..	..	..	3	..	..	..	..	3
4 " " " "	..	..	..	..	6	24	..	..	..	..	30
5 " " " "	..	..	..	..	1	5	..	..	..	..	6
7 " " " "	..	..	..	..	1	3	..	..	..	..	4
10 " " " "	..	..	..	..	3	4	..	..	..	..	7
15 " " " "	..	..	..	..	..	2	..	..	..	..	2
20 " " " "	..	..	..	..	..	..	..	..	1	..	1
1-ton, hydraulic	..	..	..	..	..	1	..	..	..	..	1
8 " " " "	..	..	..	..	..	..	2	..	..	..	2
1-ton, travelling, overhead	..	..	..	..	2	..	..	..	..	..	2
1 " " " "	..	..	..	..	17	5	2	2	..	..	26
1½ " " " "	..	..	..	..	1	..	..	..	..	..	1
2 " " " hand	..	..	..	..	10	..	2	1	1	1	15
3 " " " "	..	..	..	..	..	2	..	..	..	..	2
5 " " " "	..	..	..	..	9	4	2	1	1	1	18
6 " " " "	..	..	..	..	..	1	..	..	..	..	1
10 " " " "	..	..	..	..	2	2	..	..	..	..	4
1½ " " " steam	..	..	..	..	1	..	..	..	1	..	2
2 " " " "	..	..	..	..	2	8	..	..	..	..	10
3 " " " "	..	1	..	..	4	7	..	1	..	..	13
5 " " " "	..	..	..	..	2	4	1	..	..	..	7
7 " " " "	..	2	..	..	9	5	1	..	..	..	17
7½ " " " "	..	..	..	..	..	1	..	..	..	..	1
12 " " " "	..	..	..	..	..	..	1	1	..	..	2
15 " " " "	..	..	..	..	..	..	..	1	..	..	1
20 " " " "	..	..	..	..	..	..	2	..	..	..	2
Pile-driving and hoisting engines, steam	..	..	..	..	14	5	1	2	..	1	23
Total	1	2	..	..	144	125	15	11	8	5	311
WATER-SERVICES:—											
Steam	..	1	1	..	8	10	2	1	..	..	23
Hand	1	..	1	4	51	78	4	..	1	2	142
Windmill	..	..	1	..	21	53	2	..	1	5	83
Hot-air	1	..	..	1	2	12	..	..	1	..	17
Hydraulic	..	..	..	..	27	27	1	..	1	..	56
Oil	..	..	..	1	25	15	..	..	..	..	41
Gravitation	..	3	3	..	56	39	15	7	3	..	126
Gas-engine	..	..	..	..	1	..	..	..	..	..	1
Total	2	4	6	6	191	234	24	8	7	7	489

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1909.

Weight.	Kawakawa.	Whangarei.	Kaiti.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID:—											
55 lb. steel	..	..	..	..	50	..	..	..	..	..	50
70 lb. steel	..	..	..	..	11,965	11,247	254	5	..	..	23,471
Total	..	..	..	..	12,015	11,247	254	5	..	..	23,521

RETURN NO. 20.

STATEMENT OF SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1909.

Description.	Kawakawa.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—											
Black-pine ...	...	...	...	...	...	197	...	...	...	...	197
Totara ...	198	98	316	17,554	...	...	...	...	...	...	18,166
Birch ...	...	...	...	...	...	40	...	...	...	386	426
Jarraha ...	116	30	...	76,962	...	110,359	...	...	678	7	188,152
Silver-pine ...	...	...	...	38	...	11,724	17,650	3,260	3,051	4,753	40,476
Puriri ...	172	83	20	2,674	...	10	...	...	...	...	2,959
Creosoted ...	...	...	...	4,857	...	25,809	...	...	...	...	30,666
Ironbark ...	...	...	...	5,490	...	5,378	286	4	...	293	11,451
Grey-gum ...	...	...	...	...	...	54	...	...	...	...	54
Kauri ...	...	...	...	2	...	...	...	...	...	...	2
Total ...	486	211	336	107,577	...	153,571	17,936	3,264	3,729	5,439	292,549
SLEEPERS REMOVED :—											
Black-pine ...	...	...	...	903	...	22,824	...	...	...	...	23,727
Totara ...	10	29	...	39,491	...	40,296	...	...	...	...	79,826
Birch ...	...	...	...	1,436	...	6,417	11,580	2,182	260	4,783	26,658
Jarraha ...	...	...	...	775	...	10,633	...	...	...	...	11,408
Silver-pine ...	...	104	...	8,475	...	40,685	2,436	100	3,416	1	55,217
Puriri ...	261	...	20	41,265	...	6,553	...	...	...	...	48,099
Creosoted ...	...	...	...	2,589	...	5,771	...	...	...	...	8,360
Ironbark ...	...	...	...	10,137	...	4,181	...	...	...	...	14,318
Grey-gum ...	...	...	...	645	...	3,968	...	...	...	...	4,613
Kauri ...	194	48	316	2,531	...	871	...	...	...	...	3,960
Maire ...	...	...	...	533	...	...	...	...	...	...	533
Blue-gum ...	...	...	...	50	...	44	...	...	...	...	94
Rimu ...	...	...	...	1,036	...	382	...	...	...	...	2,018
Kamai ...	...	...	...	...	...	167	...	...	...	...	167
Red-gum ...	...	...	...	192	...	...	...	...	...	...	192
Total ...	465	181	336	110,658	...	142,792	14,016	2,282	3,676	4,784	279,190

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1909.

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	4	7
Kaihu	17 15	11	..	3	3
Gisborne	23 26	12	2	1	3
North Island Main Line and Branches ..	1,069 49	377	72	36	108
South Island Main Line and Branches ..	1,299 27	486	131	24	155
Westland	130 43	63	24	5	29
Westport	30 17	16	4	..	4
Nelson	47 55	19	3	1	4
Picton	33 44	16	4	2	6
Totals	2,681 39	1,016	243	77	320

RETURN NO. 22.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1909.

Section.	Mileage open for Traffic on 31st March, 1908.	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, 1909.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1909.
		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	...	...	...	...	...	...	...	...	...	...
Kaihu	22 44	...	...	...	...	...	...	...	22 44	22 44
North Island Main Line and Branches	17 15	...	...	...	...	...	...	...	17 15	17 15
	886 53	Douglas-Huiroa ...	1st April, 1908	4 59	...	...	...	...	...	...
		Mount Egmont Branch	"	6 2	...	...	...	...	...	...
		Tauhoa-Waiyby ...	18th May, 1908	3 50	...	...	...	...	...	...
		Mataroa-Waiouru	1st July, 1908	18 11	...	...	...	...	...	...
		Tamarunui-Erua	9th November, 1908	36 0	...	...	...	...	...	...
		Wellington-Longburn	7th December, 1908	83 67	...	...	...	...	...	...
		Erua-Waiouru	15th February, 1909	30 47	...	...	...	...	...	...
Gisborne	20 1	Puha-Waikohu	28th May, 1908	3 25	...	...	3 25	2 64	23 26	22 65
South Island Main Line and Branches	1,284 26	Waikaka Branch	27th November, 1908	12 57	...	...	12 57	4 28	1,297 3	1,288 54
Ditto, Private Line—Nightcaps Branch	2 24	...	...	...	...	...	...	...	2 24	2 24
Westland	125 12	Reefton-Cronadun	1st September, 1908	5 31	...	...	5 31	3 10	130 43	128 22
Westport	30 17	...	...	...	...	...	...	...	30 17	30 17
Nelson	42 40	Tadmor-Kiwi	18th December, 1908	5 15	...	...	5 15	1 38	47 55	43 78
Picton	33 44	...	...	...	...	...	...	...	33 44	33 44
Total	2,471 75	...	...	209 44	...	...	209 44	83 46	2,681 39	2,555 41

RETURN NO. 23.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1909.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Kawakawa Section—															
Opua-Kawakawa	..	0 2	..	..	..	..	6 10	..	0 69	0 38	..	..	..	..	7 39
Whangarei Section—															
Opau Wharf-Hukerenui	..	..	..	..	..	..	17 78	..	..	4 46	..	..	..	..	22 44
Kaihu Section—															
Dargaville-Kaihu	..	..	..	..	..	..	17 15	..	..	..	..	..	..	..	17 15
North Island Main Line and Branches—															
Auckland-Wellington..	..	..	..	..	0 5	..	149 57	..	..	61 66	28 28	..	186 1	..	425 77
Newmarket-Wayby	..	..	0 10	..	..	..	37 60	1 68	..	22 75	..	..	3 47	..	66 10
Penrose-Onehunga	..	..	0 2	..	..	..	2 23	..	..	..	..	..	0 26	..	2 59
Frankton-Thames	..	..	..	..	..	..	26 20	..	..	18 77	..	..	17 56	..	62 75
Paeroa-Waihi	..	..	9 14	..	..	..	..	0 18	..	12 24	..	..	..	..	12 24
Cambridge Branch	..	..	0 21	..	..	..	68 35	..	..	..	..	..	0 4	..	12 1
Morrinsville-Rotorua..	..	..	2 28	..	0 3	..	31 60	..	..	42 44	..	..	62 38	..	68 60
Marton-New Plymouth	..	0 42	15 47	..	..	1 72	..	..	..	..	..	..	..	..	136 65
Waitara Branch	..	..	..	..	..	..	..	..	..	0 22	..	..	..	..	4 62
Stratford-Huiroa	..	..	..	..	..	..	..	..	..	6 2	..	..	1 1	..	15 69
Mount Egmont Branch	..	0 22	..	..	0 21	..	9 60	..	..	1 78	..	..	..	..	6 2
Aramoho-Wanganui	..	2 0	..	..	9 31	..	56 15	..	..	35 67	..	..	19 70	..	3 20
Foxton Branch	..	..	..	..	0 3	..	30 0	..	..	17 20	..	..	67 23	..	113 73
Palmerston-Spit	..	..	..	..	3 7	..	1 9	..	..	0 1	..	..	..	..	114 43
Wellington-Woodville	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 7
Greytown Branch	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 10
Te Aro Branch	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne Section—															
Gisborne-Waikohu	..	0 20	..	..	..	..	..	5 24	..	17 62	..	..	..	..	23 26
South Island Main Line and Branches—															
Lyttelton-Bluff	..	0 11	..	..	..	..	77 31	..	0 11	29 11	..	..	288 49	1 48	392 1
Addington-Culverden..	..	..	..	..	..	..	36 58	..	5 39	0 12	..	..	18 69	..	67 57
Oxford Branch	0 14	0 6	11 52	..	..	..	18 59	..	..	2 74	..	..	..	..	33 45
Eyreton Branch	11 61	5 76	0 38	..	..	..	1 76	..	..	..	..	..	..	..	20 11
Waiwara-Domett	..	..	..	..	..	..	23 19	1 0	..	31 46	..	..	..	..	31 46
Southbridge Branch	..	1 32	13 42	5 22	1 59	..	..	..	0 53	1 20	..	..	..	..	25 39
Little River Branch	..	..	..	..	..	..	4 57	4 60	..	30 17	..	..	2 36	..	42 10
Springfield Branch	..	..	..	..	..	..	11 45	..	..	..	..	..	..	..	22 48
White Cliffs Branch	0 1	..	..	..	..	22 20	..	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch..	..	4 8	23 28	..	..	..	0 21	..	..	..	..	..	..	..	22 20
Mount Somers Branch	..	26 34	9 38	..	..	2 2	2 37	..	..	..	..	..	..	..	27 36
Albury Branch	..	0 7	..	..	..	..	18 9	..	..	..	..	..	..	..	36 13
Waimate Gorge Branch	..	14 66	0 12	..	8 21	..	0 40	..	..	..	..	..	..	..	4 46
Duntroon Branch	..	0 23	..	..	4 34	..	..	..	..	..	..	..	..	..	8 21
Oamaru Breakwater Branch	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37 41
Carried forward	11 76	56 29	86 12	5 22	27 24	26 14	652 63	13 10	7 12	388 2	28 28	6 39	663 17	1 48	1,923 76

RETURN NO. 23—continued.
STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1909—continued.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	55 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward	M. ch. 11 76	M. ch. 56 29	M. ch. 86 12	M. ch. 5 22	M. ch. 27 24	M. ch. 26 14	M. ch. 652 63	M. ch. 13 10	M. ch. 7 12	M. ch. 338 2	M. ch. 28 28	M. ch. 6 39	M. ch. 663 17	M. ch. 1 48	M. ch. 1,923 76
South Island Main Line and Branches—continued	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ngapara Branch	..	4 60	0 75	..	..	..	5 69	..	..	3 45	..	..	..	..	15 9
Livingstone Branch	..	11 46	0 29	..	..	..	0 1	..	..	1 0	..	..	..	..	11 75
Waikato Branch	..	..	7 5	..	0 59	..	1 4	0 10	..	..	..	..	..	..	8 65
Port Chalmers Branch	..	..	..	..	0 12	..	1 43	..	..	..	..	..	..	..	1 26
Walton Park Branch	..	..	..	..	1 6	..	..	..	..	..	..	..	..	..	2 49
Fernhill Branch	..	..	1 57	..	..	..	..	..	..	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	..	65 73	3 0	..	65 58	..	..	..	..	134 51
Outram Branch	..	4 62	1 19	..	..	..	1 23	..	..	1 57	..	..	..	..	9 0
Lawrence Branch	..	0 18	..	..	..	..	1 29	5 38	..	14 76	..	..	..	..	22 1
Catlin's River Branch	..	..	..	..	0 25	..	19 2	..	..	3 37	..	..	..	..	23 64
Tapanui Branch	..	9 40	6 72	..	..	..	3 10	..	..	6 59	..	..	..	..	26 21
Waikaka Branch	..	..	..	..	..	..	..	12 57	..	..	..	..	..	..	12 57
Wyndham Branch	..	..	..	..	..	..	9 13	..	..	..	..	..	0 22	..	9 35
Seaward Bush Branch	..	..	16 62	..	..	..	1 66	..	..	6 71	..	..	..	..	25 39
Invercargill-Kingston	..	29 40	..	..	0 20	..	29 4	..	..	9 55	..	18 11	0 30	..	87 0
Makarewa-Waihoaka..	..	..	..	..	..	..	19 34	..	..	10 18	..	0 2	10 42	..	40 16
Thornbury-Nightcaps	..	..	22 29	..	..	..	0 16	..	..	2 5	..	..	0 1	..	24 51
Forest Hill Branch	..	12 66	..	..	..	..	..	..	..	..	..	..	..	..	12 66
Mararoa Branch	..	..	10 18	..	..	..	0 23	..	..	..	..	..	..	..	10 41
Waiuea Plains Railway	..	..	..	..	31 71	..	3 58	..	..	0 72	..	..	..	..	36 41
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greymouth-Otira	..	..	..	..	..	..	33 13	..	..	11 28	..	..	6 7	..	50 48
Greymouth-Ruatapu..	..	..	..	..	..	..	18 26	..	..	10 24	..	..	2 40	..	31 10
Stillwater-Cronadun..	..	..	..	..	..	..	37 13	..	..	6 53	..	..	..	..	43 66
Coal Creek Branch	..	..	..	..	..	..	0 16	..	..	4 61	..	..	0 2	..	4 79
Westport-Mokihinui	..	..	..	..	0 36	..	14 75	..	..	4 69	..	..	9 77	..	30 17
Nelson-Kiwi	..	5 46	2 78	..	1 1	..	19 0	5 15	..	16 75	..	..	..	..	47 55
Pictou-Seddon	..	2 61	2 63	..	1 24	..	10 25	..	..	16 29	..	..	0 2	..	33 44
Total	11 76	134 68	159 39	5 22	64 38	26 14	948 58	39 50	7 12	536 14	28 28	24 52	693 0	1 48	2,681 39

RETURN No. 24. PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1909.

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, 1909.		
										In.	Out.	Total.
KAWAKAWA SECTION.												
1040	R. 02/2358 ..	Jan. 1, 1907	Hall and Black ..	M. ch. 6 79	Taumarere ..	Govt. and grantees	5 years* ..	†	£ s. d. ..	£ s. d. 4 5 0	£ s. d. 93 5 6	£ s. d. 97 10 6
WHANGAREI SECTION.												
939	R. 04/3988 ..	Mar. 1, 1905	Northern Coal Company (Limited)	15 22	Waro ..	Grantees	5 years* ..	Premium..	457 0 0	27 11 0	5,700 6 9	5,727 17 9
950	R. 00/241 ..	April 1, 1905	Mander and Bradley ..	18 32	Whakapara ..	"	5 " ..	†	..	21 17 5	2,268 19 6	2,290 16 11
963	R. 05/3060 ..	July 1, 1905	R. P. Gibbons ..	..	Hikurangi ..	"	5 " ..	Premium..	120 0 0	9 4 1	1,019 19 0	1,029 3 1
1016	R. 02/551 ..	Jan. 1, 1907	Hikurangi Coal Company (Limited)	..	Waro ..	"	5 " ..	†	..	35 18 10	7,266 17 0	7,302 15 10
1037	R. 02/550 ..	Jan. 1, 1907	Hikurangi Coal Company and Mary Belton ..	..	" ..	"	5 " ..	..	..	7 7 2	38 14 4	46 1 6
1062	R. 06/3579 ..	Oct. 26, 1907	A. L. Stokes ..	18 15	Whakapara ..	Govt. and grantees	5 " ..	..	..	3 2 0	497 10 8	500 12 8
1065	R. 02/532 ..	Jan. 1, 1908	Kauri Timber Company (Limited)	..	Mangahuru ..	Govt. ..	5 " ..	†	..	..	326 17 7	326 17 7
KAIHU SECTION.												
1011	R. 06/2737 ..	Oct. 1, 1906	H. P. Clear ..	3 2	Flaxmill ..	Grantees	5 years* ..	Premium..	85 0 0	Nil.	Nil.	Nil.
1084	R. 00/2111 ..	May 1, 1908	James Trounson ..	..	Ahikiwi ..	"	1 " ..	..	..	Nil.	123 1 3	123 1 3
1031	R. 02/1438 ..	Jan. 1, 1907	Mitchelson Timber Company and James Trounson	16 15	Kaihu Booms ..	Govt. ..	5 " ..	..	..	3 2 6	1,052 5 7	1,055 8 1
GISBORNE SECTION.												
956	R. 05/901 ..	July 1, 1905	New Zealand Shipping Company (Limited)	..	Gisborne ..	Grantees	10 years* ..	Premium..	250 0 0	138 10 4	8 2 4	146 12 8
1099	R. 07/4316 ..	Nov. 1, 1908	Gisborne Borough Council	..	" ..	"	5 " ..	..	150 0 0	Nil.	Nil.	Nil.
NORTH ISLAND MAIN LINES AND BRANCHES.												
720	R. 00/107 ..	Jan. 1, 1900	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	7 48	Westfield ..	Grantees	10 years* ..	Premium..	160 0 0	2,104 10 5	1,984 2 10	4,038 13 3
721	R. 99/1601 ..	Jan. 1, 1900	R. and W. Hellaby (Limited)	7 52	" ..	Govt. ..	10 " ..	† Alter'ns..	120 0 0	60 15 4	43 7 10	104 3 2
744	R. 00/668 ..	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited)	1 5	Hamilton ..	Grantees	10 " ..	Premium..	175 0 0	98 14 3	115 5 9	214 0 0
855	R. 03/600 ..	July 1, 1908	W. and G. Winstone ..	..	Auckland ..	"	1 " ..	..	32 0 0	2,361 4 0	43 5 1	2,404 9 1
866	R. 93/3515 ..	Oct. 1, 1903	Assets Realisation Board	..	Morrinsville ..	"	10 " ..	†	Rental, £50	3 16 2	..	3 16 2
884	R. 03/1660 ..	April 1, 1904	Taupo Totara Timber Company (Limited)	..	Putaruru ..	"	5 " ..	Premium..	330 0 0	298 7 4	9,646 5 7	9,944 12 11
885	R. 04/956 ..	May 11, 1904	A. and G. Price ..	..	Thames ..	Govt. ..	Indefinite	..	..	..	..	..
887	R. 04/945 ..	June 1, 1904	New Zealand Brick, Tile, and Pottery Company	..	New Lynn ..	Grantees	5 years* ..	Premium..	98 0 0	636 8 4	1,071 10 3	1,707 18 7
898	R. 04/1751 ..	Aug. 1, 1904	Frank Coulthard ..	..	Helensville South ..	"	5 " ..	..	262 0 0	137 7 11	133 7 6	270 15 5
900	R. 04/2378 ..	June 1, 1904	Auckland Veneer and Timber Company (Limited)	..	Onehunga ..	"	5 " ..	†	Rental, £25	3,998 2 0	165 5 3	4,163 7 3

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1909—continued.

H. P. 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, 1909.		
										In.	Out.	Total.
									£ s. d.	£ s. d.	£ s. d.	£ s. d.
735	R. 00/1180 ..	Jan. 1, 1900	Williams and Kettle (Limited)	M. ch. 113 55	Port Ahuriri ..	Grantees	10 years*	Premium..	125 0 0	2,101 10 0	140 11 6	2,242 1 6
736	R. 00/1192 ..	May 1, 1900	R. Holt ..	99 72	Hastings ..	"	10 " *	†	Rental, £25	1,035 6 10	56 2 8	1,141 9 6
738	R. 98/3937 ..	Oct. 1, 1900	J. Garnett ..	99 71	" ..	"	10 " *	†	Rental, £25 Repairs, £15s.	418 16 0	0 13 4	419 19 4
739	R. 99/2633 ..	April 1, 1901	Henry Brown and Co. ..	235 43	Inglewood ..	"	10 " *	Premium..	200 0 0	262 10 1	148 17 11	411 8 0
760	R. 01/299 ..	April 1, 1901	Nelson Bros. (Limited) ..	96 17	Woodville ..	"	10 " *	†	Repairs, £42 Rental, £25	1,573 13 1	1,558 7 7	3,132 0 8
738	R. 01/886 ..	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea ..	"	10 " *	Premium..	200 0 0	2,064 12 4	675 11 6	2,740 3 10
792	R. 02/384 ..	Jan. 1, 1902	Nelson Bros. (Limited) ..	68 3	Waipukurau ..	Govt. ..	10 " *	†	Rental, £25	Nil.	Nil.	Nil.
830	R. 02/2178 ..	Sept. 1, 1902	Waverley Co-operative Dairy Factory Company (Limited)	..	Aranoho ..	Grantees	10 " *	Premium..	192 0 0	260 16 7	195 3 9	456 0 4
831	R. 92/1948 ..	Sept. 1, 1902	Williams and Kettle ..	..	Hastings ..	"	10 " *	†	Rental, £25	381 9 7	163 0 3	551 1 10
837	R. 99/2433 ..	Oct. 1, 1903	(New Plymouth Sash and Door Factory and Timber Company (Limited))	..	Eltham ..	"	10 " *	†	Rental, £25	189 15 4	..	189 15 4
858	R. 99/2453 ..	Oct. 1, 1903	(Egmont Box Company (Limited))	..	Tomoana ..	"	10 " *	†	Rental, £25	3,437 16 6	451 13 11	3,879 10 5
863	R. 96/3827 ..	Nov. 1, 1903	Nelson Bros. (Limited) ..	..	" ..	"	10 " *	†	Rental, £25	2,266 10 10	2,662 16 2	4,949 7 0
882	R. 03/4089 ..	Mar. 1, 1904	(Union Timber, Sash, and Door Company (Limited))	88 36	Palmerston North ..	"	10 " *	Premium..	131 0 0	1,171 13 0	22 4 1	1,193 16 1
883	R. 04/291 ..	Mar. 1, 1904	William Cook ..	88 36	" ..	"	10 " *	"	Rental, £25	468 14 5	127 1 3	595 15 8
890	R. 99/1984 ..	May 1, 1904	Wanganui Sash and Door Factory and Timber Company (Limited)	2 52	Wanganui ..	Govt. ..	5 " *	Repairs ..	Rental, £25	3,848 16 10	122 16 4	3,971 13 2
895	R. 01/2230 ..	May 1, 1904	Henry Carlson ..	..	Pukehou ..	Grantees	5 " *	Premium..	190 0 0	17 11 11	558 7 8	575 19 7
896	R. 04/955 ..	July 1, 1904	McMurray and Co. (Limited)	..	Palmerston North ..	"	10 " *	"	90 0 0	303 19 10	24 16 0	327 15 10
907	R. 98/3250 ..	May 1, 1904	Lands and Survey Department ..	..	Piripiri ..	"	5 " *	†	Rental, £25	18 8 8	391 1 8	409 10 4
922	R. 04/1516 ..	Nov. 1, 1904	Thomas Borthwick and Sons	..	Pakipaki ..	"	10 " *	Premium..	1,116 0 0	4,831 4 8	3,207 12 5	8,028 17 1
924	R. 03/4058 ..	Nov. 1, 1904	Manawatu Racing Club ..	..	Awapuni ..	"	10 " *	"	Rental, £25	..	..	..
927	R. 01/1707 ..	Oct. 1, 1904	Manawatu County Council	..	Himatangi ..	"	5 " *	Repairs ..	487 0 0	..	..	..
930	R. 04/3525 ..	Jan. 1, 1905	Rangitikei County Council	27 35	Ohingaiti ..	"	5 " *	Premium..	36 0 0	..	Nil.	Nil.
932	R. 04/79 ..	Nov. 1, 1904	B. L. Knight ..	40 20	Utiku ..	"	5 " *	"	203 5 0	..	177 19 6	177 19 6
938	R. 04/2133 ..	Nov. 18, 1904	The Manawatu Timber Company (Limited)	37 69	" ..	"	10 " *	"	350 0 0	40 5 5	2,153 9 4	2,193 14 9
943	R. 99/2616 ..	Mar. 1, 1905	Gamman and Co. ..	..	Piripiri ..	"	5 " *	†	204 4 6	27 11 11	2,548 2 8	2,575 14 7
945	R. 04/1256 ..	Oct. 28, 1904	Bosher Bros. and Baker ..	42 68	Tahape ..	"	5 " *	Premium..	..	9 9 6	42 15 0	52 4 6
954	R. 04/1002 ..	Mar. 1, 1905	The New Plymouth Sash and Door Factory and Timber Company (Limited)	7 8	Toko ..	"	5 " *	"	311 14 6	3 19 6	3,384 14 5	3,388 13 11
960	R. 00/2261 ..	Aug. 1, 1905	William Booth and Co. ..	53 23	Carterton ..	Govt. ..	5 " *	†	212 10 0	..	..	..
965	R. 05/2546 ..	Oct. 1, 1905	H. L. Tottenham ..	..	Hastings ..	Grantee	10 " *	Premium..	170 0 0	5 11 8	225 15 10	231 7 6
									Rental, £25	Nil.	Nil.	Nil.

972 R. 00/1143 ..	Nov. 15, 1905	Taranaki Freezing-works Company (Limited)	9 40	Moturoa	..	..	10	..	..	12 5 0	2,021 14 1	1,364 0 8	3,385 14 9
973 R. 96/114 ..	Jan. 1, 1906	Robert Holt	111 79	Napier	..	Govt. ..	10	..	..	Rental, \$25	2,626 13 9	..	2,626 13 9
978 R. 00/1403 ..	Jan. 1, 1906	G. A. Gamman and Co. and Lizzie Rathbone	40 78	Te Onu	..	..	5	..	..	..	23 19 7	951 11 4	975 10 11
993 R. 06/536 ..	May 1, 1906	Perham, Larsen, and Co.	37 69	Utiku ..	..	..	5	..	Premium..	135 0 0	9 3 6	1,884 4 10	1,893 8 4
997 R. 05/3567 ..	July 1, 1906	H. D. Bennett ..	46 79	Mataroa	..	Grantee ..	5	..	..	692 0 0	11 12 5	3,820 3 5	3,831 15 10
1002 R. 03/951 ..	June 1, 1906	Wellington Meat Export Company (Limited)	..	Ngahauranga	..	Grantees	10	..	..	Rental, \$25	840 7 6	3,192 5 10	3,962 13 4
1003 R. 01/182 ..	June 1, 1906	Silverstream Brick and Tile Company	..	Silverstream	..	..	5	..	Premium..	7 0 0	469 15 4	1,405 11 4	1,875 6 8
1006 R. 02/1544 ..	Aug. 1, 1906	Gamman and Co.	42 65	Makotuku	..	..	5	..	..	13 3 5	55 3 10	1,159 9 3	1,214 13 1
1008 R. 06/1112 ..	June 28, 1906	Wellington Harbour Board	..	Te Aro ..	..	..	10	..	..	85 0 0	186 15 3	..	186 15 3
1012 R. 01/2827 ..	Oct. 1, 1906	Napier Gas Company (Limited)	..	Hastings	..	..	5	..	..	Rental, \$25	702 13 2	3 14 0	706 7 2
1014 R. 01/2396 ..	Oct. 1, 1906	Henry Brown and Co.	..	Morley Street	..	..	10	..	Premium..	156 0 0	447 7 1	48 14 6	496 1 7
1018 R. 06/2769 ..	Feb. 1, 1907	Department of Mines	..	Wanganui	..	..	10	..	..	Rental, \$25	98 1 0	218 15 10	316 16 10
1022 R. 06/3785 ..	Jan. 1, 1907	R. Wilson and Co.	..	Marton	..	..	10	..	..	Rental, \$25	82 5 1	370 18 3	453 3 4
1034 R. 02/3212 ..	Mar. 26, 1907	Wellington Meat Export Company	..	Waingawa	..	..	10	..	..	Rental, \$25	1 4 9	3,047 7 6	3,048 12 3
1041 R. 07/2501 ..	Aug. 1, 1907	Belmont Quarry Company	12 47	Belmont	..	..	5	..	..	Rental, \$25	14 2 9	39 7 6	53 10 3
1042 R. 07/895 ..	July 1, 1907	Gosse, Bolton, and Swan..	11 28	Foxton	..	..	5	..	..	322 0 0	20 19 11	695 3 10	716 3 9
1046 R. 07/1141 ..	Oct. 1, 1907	New Zealand Shipping Company (Limited)	..	..	..	..	10	..	..	540 0 0	331 18 9	16 0 6	347 19 3
1048 R. 01/1659 ..	Aug. 1, 1907	Totara Sawmill Company	..	Tamaki	..	..	5	..	..	Rental, \$25	1 19 0	1,269 12 0	1,271 11 0
1054 R. 97/4085 ..	Nov. 1, 1907	Murray, Roberts, and Co.	..	Port Ahuriri	..	Govt. ..	10	..	..	110 0 0	978 11 9	129 10 3	1,108 2 0
1055 R. 02/2734 ..	Nov. 1, 1907	G. Syme	..	Ngaree..	..	..	5	..	..	Rental, \$25	..	583 18 9	583 18 9
1061 R. 07/2868 ..	Jan. 1, 1908	Rangataua Timber Company	..	Rangataua	..	..	5	..	..	94 0 0	4 1 9	74 2 9	78 4 6
1069 R. 97/3534 ..	Mar. 1, 1908	Levin and Co.	..	Masterton	..	Govt. and grantees	10	..	Premium..	575 0 0	324 17 2	3,094 7 7	3,419 4 9
1075 R. 00/2214 ..	April 1, 1908	Kendrick Bros.	..	Aramoho	..	Grantees	5	..	..	Rental, \$25	30 1 9	316 19 7	347 1 4
1076 R. 00/2262 ..	Feb. 1, 1908	Mrs. E. Stratford	50 68	Matarawa	..	..	1	..	Premium..	Rental, \$50	0 6 6	82 8 9	82 15 3
1077 R. 02/2937 ..	May 1, 1908	Waikarapa Farmers' Co-operative Association	..	Masterton	..	..	10	..	..	152 0 0	1 13 0	35 7 9	37 0 9
1078 R. 02/1854 ..	April 1, 1908	Tirata Sawmilling Company	..	Mangatera	..	..	5	..	..	Rental, \$25	19 12 0	1,669 15 0	1,689 7 0
1081 R. 00/2784 ..	June 1, 1908	Mauriceville Lime Company	..	Mauriceville	..	..	5	..	Premium..	237 5 6	79 0 3	328 4 3	407 4 6
1082 R. 03/2618 ..	Sept. 1, 1908	A. Quindlan	93 36	Hukanni	..	..	5	..	..	..	5 7 10	162 18 3	168 6 1
1087 R. 98/3351 ..	Oct. 1, 1908	W. G. Bassett ..	2 11	Wanganni	..	..	10	..	..	..	3,453 1 6	85 17 6	3,538 19 0
1093 R. 03/3688 ..	Nov. 1, 1908	Pitcaithly and Co.	..	Belmont	..	..	5	..	..	Rental, \$25	81 2 11	1,528 14 1	1,609 17 0
1094 R. 98/3766 ..	Jan. 1, 1909	Dalgely and Co.	..	Port Ahuriri	..	..	10	..	..	Repairs, \$7	589 12 6	31 4 11	1,609 17 0
1095 R. 06/2689 ..	Dec. 1, 1908	Gardner and Sons	250 48	Turangaere	..	..	5	..	Premium..	1,040 0 0	1 17 3	190 8 2	192 5 5
1096 R. 08/3485 ..	Jan. 1, 1909	W. Booth and Co.	247 10	Matamau	..	..	5	..	..	473 0 0	114 13 2	..	114 13 2
1097 R. 03/3251 ..	Jan. 1, 1909	G. Bartholomew and Co.	..	Waitangi	..	..	5	..	..	..	34 11 11	1,237 16 11	1,272 8 10
1100 R. 08/3724 ..	Jan. 1, 1909	Geo. Syme	..	Turangaere	..	..	5	..	Premium..	306 0 0	368 4 0	10 10 6	378 14 6
1101 R. 09/292 ..	Jan. 1, 1909	Quinn Bros.	..	New Plymouth	..	..	5	..	..	440 0 0	149 17 2	..	149 17 2
1103 R. 1, 1909	Jan. 1, 1909	N. King	..	Waitara	..	..	10	..	..	Rental, \$25	267 12 6	149 1 4	416 13 10
1109 R. 01/1877 ..	Jan. 1, 1908	G. H. Stubbs	..	Masterton	..	Govt. ..	5	..	..	Rental, \$25	758 1 6	1,298 5 11	2,056 7 5
1110 R. 08/187 ..	Jan. 1, 1909	Masterton Borough Council	..	Masterton	..	Grantees	5	..	Premium..	470 0 0	271 12 9	..	271 12 9

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

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1909—continued.

H.O. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1909.				
										In.	Out.	Total.	£ s. d.	
SOUTH ISLAND MAIN LINES AND BRANCHES.														
..	..	..	J. Mill and Co.	M. ch.	Oamaru	Govt. . .	..	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
8	R. 96/1630	Dec. 28, 1870	Public Works Department	..	Dunedin	..	Indefinite	..	..	510 19 2	643 10 8	1,154 9 10	1,154 9 10	
12	R. 82/2186	June 2, 1875	Richard Allen Bank of New South Wales, by White and Co.)	1 17 21 29	Riccarton Leeston	Grantee Govt. . .	For ever "	..	..	63 10 5	802 1 8	865 12 1	865 12 1	
13	R. 98/4310	Dec. 18, 1874	Oamaru Harbour Board . .	157 77	Oamaru	..	Undefined	..	..	1,242 17 10	1,692 6 0	2,935 3 10	2,935 3 10	
20	R. 96/1984	Dec. 11, 1875	Richard Evans	1 52	Wilson's Siding	Grantee	For ever	..	..	450 0 0	..	450 0 0	450 0 0	
32	R. 99/3100	April 7, 1876	D. C. Turnbull and Co. . .	105 54	Timaru	Govt. . .	"	..	..	3,424 9 1	2,327 15 2	5,752 4 3	5,752 4 3	
33	R. 00/945	April 22, 1876	J. Deans	8 75	Glentunnel	..	"	..	..	414 8 9	517 8 10	931 17 7	931 17 7	
37	R. 02/641	July 18, 1876	Clark Bros.	166 27	Maheno	..	Undefined	..	..	606 0 5	368 8 0	974 8 5	974 8 5	
120	R. 98/4310	Jan. 23, 1878	Oamaru Harbour Board . .	157 65	Oamaru (1st sidg.) (2nd ")	..	Indefinite	300 0 0	50 0 0	132 7 4	2,647 13 0	2,780 0 4	2,780 0 4	
178	R. 89/2248	..	Mosgiel Woollen-factory Company	157 65	Mosgiel Township	..	..	..	..	112 11 11	783 14 5	896 6 4	896 6 4	
258	R. 00/473	Jan. 10, 1882	Wigram Bros.	0 73	South Malvern	..	For ever	..	..	1,157 15 3	1,183 11 9	2,341 7 0	2,341 7 0	
586	R. 02/3663	Nov. 1, 1905	T. Teschemaker	10 71	Kensington	..	Indefinite	..	..	270 9 5	63 5 7	333 15 0	333 15 0	
544	R. 98/2669	Sept. 1, 1898	J. H. Lambert	165 26	Lyndhurst	Grantees	10 years*	..	Rental, £25	..	..	..	..	
658	R. 98/3247	April 1, 1899	Friedlander Bros. (Limited)	237 2	Christchurch	Govt. . .	10 "	..	Rental, £25	Nil.	Nil.	Nil.	Nil.	
662	R. 99/1737	May 1, 1899	Wm. Goss	16 40	Heathcote	..	10 "	..	Repairs, £6	689 3 0	689 3 0	689 3 0	689 3 0	
663	R. 99/1738	May 1, 1899	Canterbury (N.Z.) Seed Company (Limited)	6 62	Christchurch	Govt. . .	10 "	..	Rental, £50	644 15 7	29 11 5	674 7 0	674 7 0	
665	R. 99/1728	May 1, 1899	Dalgely and Co. (Limited)	2 4	Christchurch	..	10 "	..	Repairs, £6	569 14 3	402 4 11	971 19 2	971 19 2	
666	R. 99/1832	May 1, 1899	Belford Mills Company . .	6 45	Christchurch	..	10 "	..	Rental, £25	2,147 8 2	382 10 8	3,029 18 10	3,029 18 10	
668	R. 99/1922	May 1, 1899	Friedlander Bros. (Limited)	106 8	Timaru	..	10 "	..	Repairs, £22	411 14 2	237 9 11	649 4 1	649 4 1	
669	R. 99/1936	May 1, 1899	Friedlander Bros. (Limited)	60 68	Tinwald	..	10 "	..	Rental, £50	36 8 9	1,564 5 10	1,600 14 7	1,600 14 7	
670	R. 99/1934	May 1, 1899	Fleming and Henderson . .	58 73	Ashburton	..	10 "	..	Rental, £25	529 17 7	565 7 1	1,095 4 8	1,095 4 8	
671	R. 99/1935	May 1, 1899	J. B. Hobart	335 5	Gore	..	10 "	..	Repairs, £6	1,428 14 4	142 16 4	1,571 10 8	1,571 10 8	
673	R. 99/2066	June 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	6 19	Christchurch	Govt. and grantees	10 "	..	Rental, £25	2,173 5 2	368 5 9	2,541 10 11	2,541 10 11	
674	R. 99/2065	Aug. 1, 1899	W. Nicholls	236 32	Dunedin	Grantees	10 "	..	Rental, £50	1,149 14 2	519 8 5	1,669 2 7	1,669 2 7	
675	R. 99/2092	May 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	7 2	Belfast	Govt. . .	10 "	..	Rental, £25	613 13 3	379 18 11	993 12 2	993 12 2	
677	R. 99/2174	May 1, 1899	Fleming and Co. (Limited)	374 56	Invercargill	..	10 "	..	Rental, £50	1,071 3 9	359 4 7	1,430 8 4	1,430 8 4	
680	R. 99/1120	July 1, 1899	Wright, Stephenson, and Co. .	374 5	Elles Road	Grantees	10 "	Premium..	49 0 0	1,639 15 5	1,501 15 10	3,141 11 3	3,141 11 3	
683	R. 97/2821	Aug. 1, 1899	Dalgely and Co. (Limited)	375 11	Invercargill	..	10 "	..	Rental, £50	3,883 10 7	988 17 10	4,872 8 5	4,872 8 5	
686	R. 99/2422	May 1, 1899	Friedlander Bros. (Limited)	236 21	Dunedin	Govt. . .	10 "	..	Rental, £50	535 13 10	1,035 14 8	1,571 8 6	1,571 8 6	
691	R. 99/2406	Aug. 1, 1899	Christchurch Meat Company (Limited)	58 72	Ashburton	Govt. . .	10 "	..	Rental, £25	9,087 10 0	4,414 12 4	13,502 2 4	13,502 2 4	
692	R. 99/2427	May 1, 1899	Canterbury Roller Flour-mills Coy.	13 13	Islington (1st sidg.) (2nd ")	Govt. and grantees	10 "	..	Rental, £25	55 16 3	1,272 19 2	1,328 15 5	1,328 15 5	

695	R. 99/1968	Aug. 1, 1899	W. Scott and Co.	25 99	Southbridge	Govt. ..	10	"	"	+	Rental, £25	452 15 0	613 6 0	1,066 1 0
698	R. 99/2937	June 1, 1899	Christchurch Meat Company (Limited)	155 23	Eveline	Grantees	10	"	"	+	Rental, £50	699 5 1	2,972 9 10	3,071 14 11
699	R. 99/2042	Oct. 1, 1899	New Zealand Shipping Company (Limited)	391 47	Bluff	"	10	"	"	Premium..	67 11 0	1,149 10 3	243 11 2	1,393 1 5
700	R. 99/2653	May 1, 1899	W. White and Co.	7 46	Addington	Govt. ..	10	"	"	+	Rental, £50	1,680 3 4	304 14 9	1,984 18 0
702	R. 99/1967	June 1, 1899	Crown Milling Company (Limited)	236 26	Dunedin	"	10	"	"	+	Rental, £50	1,068 1 4	98 3 4	1,166 4 8
709	R. 99/2416	Nov. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff	"	10	"	"	+	Repairs, £3	829 17 9	721 4 4	1,551 2 1
715	R. 99/1719	Aug. 1, 1899	Bowron Bros. ..	3 73	Woolston	Grantees	10	"	"	Premium..	170 0 0	1,519 13 2	413 1 10	1,933 0 0
716	R. 99/2905	Oct. 1, 1899	Milburn Lime and Cement Company (Limited)	235 25	Dunedin	"	10	"	"	+	Rental, £25	1,809 2 4	963 5 11	2,772 8 3
722	R. 00/141	Jan. 1, 1900	H. Harraway ..	0 14	Burnside	Govt. and grantees	10	"	"	+	Rental, £25	755 9 3	301 8 1	1,056 17 4
729	R. 00/991	April 1, 1900	J. Montgomery and Co. ..	7 59	Addington	Grantees	10	"	"	+	Rental, £25	767 17 10	467 14 3	1,235 12 1
731	R. 99/3088	May 1, 1900	Wright, Stephenson, and Co.	26 50	Balfour	"	10	"	"	Premium..	79 14 0	241 7 11	1,324 13 3	1,566 1 2
732	R. 00/1193	May 1, 1900	J. and T. Meek	158 18	Oamaru	Govt. ..	10	"	"	+	Rental, £50	725 14 8	540 16 7	1,266 11 3
739	R. 99/367	Feb. 1, 1900	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton	Grantees	10	"	"	+	Rental, £25	1,207 14 3	1,012 13 2	2,220 7 5
740	R. 99/2357	May 1, 1900	J. Craig and Co.	157 45	Oamaru	Govt. ..	10	"	"	+	Rental, £50	541 4 9	179 13 5	720 18 2
749	R. 00/2042	Oct. 1, 1900	National Mortgage and Agency Coy.	58 76	Ashburton	Grantees	10	"	"	+	Rental, £25	408 0 9	617 3 9	1,025 4 6
751	R. 00/1147	Aug. 1, 1900	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch	Govt. and grantees	10	"	"	+	Rental, £50	3,459 18 4	178 19 2	3,638 17 6
754	R. 00/694	Oct. 1, 1900	Timaru Harbour Board (National Mortgage and Agency Company, Ltd., Mill and Co., Shaw, Savill, and Albion Company, and Westland-Timaru Timber and Coal Company, Ltd., tenants, Westport Coal Co., Mason, Struthers, & Co., Briscoe & Co.)	105 74	Timaru	Grantees	10	"	"	Premium..	95 0 0	1,439 4 11	1,010 13 7	2,449 18 6
757	R. 00/1040	Dec. 1, 1900	Otago Farmers' Co-operative Association of New Zealand (Ltd.)	236 35	Dunedin	"	10	"	"	Premium	550 0 0	7,556 11 0	1,492 15 8	9,049 6 8
774	R. 01/1837	Sept. 1, 1901	Wright, Stephenson, and Co. ..	7 57	"	"	10	"	"	+	Rental, £25	587 16 4	519 6 5	1,107 2 9
775	R. 01/1661	July 1, 1901	N.Z. Drug Company (Limited)	239 24	Cattle-yards	"	10	"	"	+	Rental, £25	1,728 10 9	4,829 17 2	6,553 7 11
776	R. 01/1660	Aug. 1, 1901	Kenphorne, Prosser, and Co.'s	16 69	Southbrook	Govt. ..	10	"	"	+	Rental, £25	340 15 9	588 7 10	929 3 7
779	R. 03/2223	Sept. 14, 1901	Moir and Co. ..	390 12	Ocean Beach	Grantees	10	"	"	+	Rental, £25	3,237 12 0	1,028 11 0	4,266 3 0
782	R. 95/1853	Oct. 1, 1901	Federal Steam Navigation Company (Limited). (Birt and Co. may also use siding)	..	Belfast	"	10	"	"	+	Rental, £25	654 16 0	384 5 7	1,039 1 7
784	R. 01/2438	Oct. 1, 1901	N.Z. Provision and Produce Coy. ..	..	Addington	"	10	"	"	+	Rental, £25	1,387 1 2	1,598 9 4	2,985 10 6
791	R. 01/2857	Dec. 1, 1901	Wood Bros. (Limited) ..	7 29	"	Govt. and grantees	10	"	"	+	Rental, £25	1,578 3 5	784 10 8	2,362 14 1
795	R. 00/1690	Jan. 1, 1902	D. H. Brown and Son ..	239 27	Cattle-yards	"	10	"	"	+	Rental, £25	2,888 14 2	1,747 0 5	4,635 14 7
809	R. 99/2224	Feb. 1, 1902	Christchurch Meat Company (Ltd.)	..	Timaru	Grantees	10	"	"	+	Rental, £50	1,962 19 7	1,146 2 7	3,109 2 2
815	R. 02/1454	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme	"	10	"	"	+	Rental, £25	274 7 4	841 15 8	1,116 3 0

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

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1909—continued.

Hd. Office 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, 1909.			Total.
										In.	Out.		
									£ s. d.	£ s. d.	£ s. d.	£ s. d.	
816	R. 92/806 ..	Mar. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	M. ch.	Christchurch ..	Grantees	10 years* ..	+	Rental, £50	1,123 10 1	424 2 9	1,547 12 10	
818	R. 01/2143 ..	April 1, 1902	Wright, Stephenson, and Co. ..	..	Kelso ..	"	10 " * ..	Premium ..	207 0 0	217 19 5	471 7 6	689 6 11	
819	R. 92/1000 ..	April 1, 1902	Southland Frozen Meat and Produce Export Company (Limited)	..	Mataura ..	"	10 " * ..	+	Repairs, £48	2,166 10 10	4,375 11 7	6,542 2 5	
822	R. 02/2529 ..	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme ..	"	10 " * ..	+	Rental, £25	30 18 6	193 2 9	224 1 3	
834	R. 02/3673 ..	Nov. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru ..	"	10 " * ..	+	Rental, £50	664 3 6	289 14 10	953 18 4	
835	R. 03/477 ..	Dec. 1, 1902	Donald Reid and Co. (Limited)	..	Dunedin ..	"	10 " * ..	+	Rental, £50	4,264 0 7	579 11 2	4,843 11 9	
840	R. 02/3422 ..	Jan. 1, 1903	William H. Martyn ..	..	Wetheral ..	"	10 " * ..	+	Rental, £25	53 0 5	139 14 11	192 15 4	
843	R. 00/2781 ..	Jan. 1, 1903	Canterbury Central Co-operative Dairy Company (Limited)	..	Adlington ..	"	10 " * ..	+	Rental, £25	139 7 8	140 5 8	279 13 4	
844	R. 93/1075 ..	Feb. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	..	Gore ..	"	10 " * ..	+	Repairs, £3 15s.	253 11 1	201 14 5	455 5 6	
845	R. 03/1083 ..	May 1, 1903	A. P. Tutton ..	..	Rangiora ..	"	10 " * ..	Premium ..	100 0 0	106 11 11	133 12 11	240 4 10	
846	R. 03/1839 ..	Oct. 1, 1902	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	..	Belfast ..	"	10 " * ..	+	Rental, £25	4,778 11 0	3,246 13 11	8,025 4 11	
847	R. 02/3211 ..	Jan. 1, 1903	T. D. Ward ..	..	Bluff ..	"	10 " * ..	Premium ..	110 0 0	731 0 4	146 7 5	877 7 9	
849	R. 93/2140 ..	May 1, 1903	Nichol Bros. ..	..	"	"	10 " * ..	+	Rental, £50	3,456 6 4	963 10 9	4,419 17 1	
853	R. 99/1940 ..	May 1, 1903	Lytelton Borough Council (Shaw, Savill, and Albion Company, Kaye and Carter, tenants)	..	Lytelton ..	"	10 " * ..	+	Rental, £50	3,383 12 10	1,003 18 3	4,387 11 1	
854	R. 02/3125 ..	June 1, 1903	Vacuum Oil Company ..	..	Christchurch ..	Govt. ..	10 " * ..	..	Rental, £50	630 17 5	108 3 2	739 0 7	
856	R. 03/1919 ..	June 1, 1903	Pyne and Co. ..	..	"	Grantees	10 " * ..	Premium ..	350 0 0	1,517 13 0	843 3 5	2,360 16 5	
860	R. 03/2316 ..	Aug. 1, 1903	Canterbury Frozen Meat and Dairy-produce Export Company (Ltd.)	113 12	Pareora ..	"	10 " * ..	..	615 0 0	3,204 18 2	2,526 15 10	5,731 14 0	
864	R. 98/4318 ..	Oct. 1, 1903	C. and W. Gore ..	..	Wingatui ..	"	1 " * ..	+	Rental, £50	191 1 1	916 16 4	1,152 17 5	
865	R. 00/1544 ..	Sept. 1, 1903	Lovell's Flat Coal Company ..	..	Lovell's Flat ..	"	8 years and 247 days*	+	..	Nil.	Nil.	Nil.	
878	R. 99/263 ..	Feb. 1, 1904	J. Borgfeldt ..	..	Papanui ..	"	5 years*	+	Rental, £25	175 19 5	4 10 7	180 10 0	
881	R. 97/2835 ..	Feb. 1, 1904	J. G. Ward ..	..	Bluff ..	"	10 " * ..	+	Rental, £50	3,778 4 0	702 5 8	4,480 9 8	
886	R. 03/3959 ..	April 1, 1904	Freeman's Coal Company ..	..	Fernhill ..	"	5 " * ..	Premium ..	125 0 0	30 1 1	1,585 2 7	1,615 3 8	
888	R. 03/4076 ..	June 1, 1904	North Canterbury Co-operative Stores Company (Limited)	..	Rangiora ..	"	10 " * ..	..	235 0 0	111 17 3	325 1 3	436 18 6	
894	R. 03/147 ..	April 1, 1904	N.Z. Coal and Oil Company (Limited)	..	Orepuki ..	Govt. and grantees	5 " * ..	+	Rental, £25	6 1 4	930 16 11	936 18 3	
901	R. 04/1850 ..	July 1, 1904	Christchurch Tramway Board ..	..	Christchurch ..	Grantees	10 " * ..	Premium ..	500 0 0	874 7 0	..	874 7 0	
902	R. 99/2096 ..	Aug. 1, 1904	Lytelton Borough Council ..	2 65	Heathcote ..	Govt. ..	5 " * ..	+	Rental, £50	92 11 0	..	92 11 0	

904	R. 99/2343	Aug. 1, 1904	Smart and Son ..	..	Hornby	..	5	*	+	..	24 16 4	852 2 9	1
906	R. 99/2731	Aug. 1, 1904	Milburn Lime and Cement Com- pany (Limited)	..	Milburn	..	5	"	+	..	1,209 3 8	1,262 8 8	2,471 12 4
910	R. 99/2907	Aug. 1, 1904	Walton Park Coal Company	..	Walton Park	..	5	"	+	..	..	85 5 0	85 5 0
911	R. 03/3161	Oct. 1, 1904	Southern Timber Company	..	Oamaru	..	5	"	+	..	20 5 7	658 14 7	679 0 2
913	R. 99/2017	Aug. 1, 1904	Oamaru Borough Council	..	Oamaru	..	5	"	+	..	140 10 10	8 12 2	1,390 3 0
914	R. 94/3672	Oct. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Dunedin	..	10	"	+	..	1,836 5 7	554 0 8	2,390 6 3
925	R. 02/1255	Nov. 1, 1904	Invercargill Corporation ..	..	Waiaki	..	5	"	+	..	105 3 4	83 14 6	188 17 10
928	R. 04/2853	Jan. 1, 1905	Thomas Todd and Sons ..	..	West Plains	..	10	"	+	..	226 5 6	244 9 0	470 14 6
929	R. 99/2313	Aug. 1, 1904	Invercargill Corporation ..	..	Invercargill	..	5	"	+	..	600 8 0	90 16 10	691 4 10
931	R. 99/2813	Nov. 1, 1904	Lytelton Harbour Board	..	Lytelton	..	5	"	+	..	5,068 8 2	2,363 11 10	7,432 0 0
933	R. 94/3949	Dec. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Invercargill	..	10	"	+	..	333 0 6	355 5 8	638 6 2
937	R. 99/2209	Jan. 1, 1905	D. McGregor ..	..	Centre Bush	..	5	"	Repairs	..	..	143 13 11	143 13 11
948	R. 01/2761	Jan. 1, 1905	J.E. Watson and Co. (Limited)	..	Bluff ..	..	10	"	+	..	628 15 1	870 9 3	1,499 4 4
949	R. 00/1774	May 1, 1905	Lytelton Harbour Board	..	Lytelton	..	5	"	..	..	..	(Included in No. 931.)	
952	R. 95/2127	May 1, 1905	G. McClatchie and Co. ..	..	Christchurch	..	10	"	+	..	2,609 12 5	106 0 8	2,715 13 1
953	R. 00/992	Jan. 1, 1905	J. G. Ward and Co. ..	..	23 Limehills	..	5	"	+	..	516 16 9	46 19 0	563 15 9
957	R. 05/2585	July 1, 1905	C. P. Sleeman ..	..	342 Mataura	..	5	"	+	..	..	796 2 6	796 2 6
961	R. 00/568	July 1, 1905	Christchurch City Council	..	Chaney's	..	5	"	+	..	450 12 0	..	450 12 0
964	R. 05/2953	Sept. 1, 1905	Dalgaty and Co. (Limited)	..	Timaru	..	10	"	+	..	703 1 2	303 2 11	1,006 4 1
974	R. 98/111	Jan. 1, 1906	Broad, Small, and Co. ..	..	Invercargill	..	10	"	"	..	507 3 3	99 13 3	606 16 6
979	R. 03/1149	Jan. 1, 1906	T. D. Ward and R. Cleave	..	..	..	10	"	"	..	979 10 6	975 19 4	1,955 9 10
981	R. 00/2041	Feb. 1, 1906	McCallum and Co. ..	..	Fairfax	..	5	"	"	..	113 10 3	1,058 14 4	1,172 4 7
982	R. 05/2912	Jan. 1, 1906	R. Meek and Co. ..	..	Lake Road	..	10	"	"	..	55 13 7	358 12 9	414 6 4
984	R. 01/1037	Mar. 1, 1906	Lytelton Harbour Board	..	Lytelton	..	5	"	+	..	..	(Included in No. 931.)	
991	R. 01/1375	May 1, 1906	McCallum and Co. ..	..	Kapuka	..	5	"	+	..	Nil.	Nil.	Nil.
994	R. 01/776	May 1, 1906	Fleming and Co. ..	..	Gore ..	..	10	"	+	..	706 3 9	582 1 2	1,288 4 11
996	R. 06/946	May 1, 1906	N.Z. Govt. Mines Department	..	Christchurch	..	10	"	+	..	2,122 12 0	56 16 1	2,179 8 1
999	R. 01/1604	July 1, 1906	William Borlase ..	..	Sawyer's Bay	..	5	"	+	..	..	132 16 3	132 16 3
1000	R. 96/2443	July 1, 1906	James Bros. ..	..	Hornby	..	10	"	+	..	359 2 6	112 3 3	471 5 9
1001	R. 95/2013	July 1, 1906	Nelson Macfie and Co. (Limited)	..	Dunedin	..	10	"	+	..	1,665 10 4	18 5 3	1,683 15 7
1004	R. 06/1868	Sept. 1, 1906	N.M. and A. Co. of N.Z. (Limited)	..	Gore ..	..	5	"	+	..	283 3 2	195 16 3	478 19 5
1010	R. 02/2502	Aug. 1, 1906	William Quinn ..	..	Otaio ..	..	10	"	+	..	73 14 10	134 12 5	208 7 3
1017	R. 06/3093	Jan. 1, 1907	N.M. and A. Co. of N.Z. (Limited)	..	Invercargill	..	10	"	+	..	318 11 3	575 19 0	894 10 3
1019	R. 98/410	Dec. 1, 1906	Christchurch Meat Company	..	Smithfield	..	10	"	+	..	3,902 8 10	3,615 3 2	7,157 12 0
1024	R. 99/3990	Jan. 1, 1907	Invercargill Corporation ..	..	Greenhills	..	5	"	+	..	43 8 2	497 14 8	541 2 10
1027	R. 99/2523	Aug. 1, 1904	Hodgkinson and Co. ..	..	Lind's Bridge	..	5	"	..	..	7 8 11	98 9 8	105 18 7
1028	R. 99/671	Mar. 1, 1907	Bruce Woollen Manufacturing Coy.	..	Milton ..	..	10	"	..	..	289 1 4	11 5 3	250 6 7
1029	R. 99/1122	Mar. 1, 1907	Guinness and Le Oren ..	..	Winchester	..	5	"	..	..	..	76 14 7	76 14 7
1032	R. 02/1439	April 1, 1907	Otago Dock Trust	..	Port Chalmers	..	5	"	..	..	1,243 7 6	148 12 1	1,931 19 7

* Three months' notice.

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1909—continued.

Reg. Office 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, 1909.			
										In.	Out.	Total.	
NELSON SECTION.													
238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow	M. ch. 1 0	Nelson	Grantees	Undefined	Premium ..	£ s. d. 150 0 0	£ s. d. 383 12 8	£ s. d. 25 5 7	£ s. d. 408 18 3	
958	R. 05/892 ..	July 1, 1905	E. Buxton and Co. (Limited)	..	"	"	10 years* ..	" ..	180 0 0 Rental, £25	120 16 5	69 1 8	189 18 1	
—	R. 00/1834 ..	Oct. 1, 1899	M. Lightband	..	"	(Right held in connection with lease)		" ..	67 18 0	141 6 2	..	141 6 2	
PICTON SECTION.													
794	R. 99/2880 ..	Dec. 1, 1901	Christchurch Meat Company (Ltd.)	13 35	Spring Creek	Grantees	10 years* ..	†	Repairs, £15 Rental, £25	58 4 5	30 16 10	89 1 3	
797	R. 01/2132 ..	Feb. 1, 1902	Levin and Co. (Limited) ..	..	Blenheim	"	10 " *	†	Repairs, £9 Rental, £25	604 6 9	442 15 1	1,047 1 10	
800	R. 91/3490 ..	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton	"	10 " *	†	Repairs, £5 Rental, £25	131 16 6	..	131 16 6	
870	R. 93/3737 ..	Nov. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim	"	10 " *	†	Rental, £25	713 8 2	804 16 8	1,518 4 10	
916	R. 04/1190 ..	Sept. 1, 1904	Wellington and Marlborough Cement, Lime, and Coal Coy. (Limited)	..	Elevation	"	5 " *	Premium ..	200 0 0	..	..	..	
1098	R. 06/1461 ..	Jan. 1, 1909	Corry and Co. ..	..	Blenheim	"	10 " *	" ..	265 0 0 Rental, £25	60 5 4	81 9 4	141 14 8	

* Three months' notice.

† Siding originally laid under old agreement.

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1909.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80†	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
1899-1900	..	19 26	19 26	40,582	302,354
1900-1901	4 30	103 38	107 68	226,485	345,433
1901-1902	11 20	12 32	23 52	49,665	369,339
1902-1903	28 40	27 43	56 3	117,679	330,029
1903-1904	33 12	4 44	37 56	79,170	309,296
1904-1905	17 61	27 75	45 56	95,970	302,252
1905-1906	23 5	8 52	31 57	66,596	309,183
1906-1907	..	50 7	50 7	105,184	283,293
1907-1908	10 38	4 61	15 19	31,999	331,678
1908-1909	186 21	23 21	209 42	440,003	279,190
Totals	..	..	..	5,564,633	5,985,986

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1908, and March, 1909.

Department.	Kawakawa.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
1908-9.											
General	..	..	8	10	1,826	1,755	134	74	39	27	460
Traffic	7	19	10	16	2,308	1,874	168	42	48	56	3,899
Maintenance	5	17	10	5	1,679	1,611	132	106	15	26	4,544
Locomotive	3	20	5	5	1,679	1,611	132	106	15	26	3,602
Totals	15	56	23	31	5,813	5,240	434	222	102	109	12,505
1907-8.											
General	..	..	..	..	..	..	..	..	..	..	307
Traffic	7	24	7	6	1,557	1,845	139	82	34	24	3,725
Maintenance	9	17	12	11	1,932	1,936	127	58	52	38	4,192
Locomotive	3	21	6	3	1,767	1,964	179	130	15	26	4,114
* Totals	19	62	25	20	5,256	5,745	445	270	101	88	12,338

RETURN NO. 28.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1909.

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.			Repairs.	Running.			Repairs.	Running.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
					Coal.	Oil.	Tallow.		Waste.	Stores.	Fuel.		Wages.	Stores.	Fuel.		Wages.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

KAWAKAWA SECTION.

C	1	15	3,680	1,263	212	5,155	1,323	165	7	82	20	7	48	155	230	7'22	10'71	110
D	1	15	4,122	1,362	138	5,622	1,331	188	10	89	21	8	56	166	251	7'09	10'72	111
Totals	2	...	7,802	2,625	350	10,777	2,654	353	17	171	41	15	104	321	481	7'15	10'71	221
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	92	...	2'05	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	573	...	12'76	...

WHANGAREI SECTION.

C	1	15	3,820	5,510	24	9,354	2,619	204	26	128	42	9	53	206	310	1'36	5'28	180
FA	2	17	27,018	7,614	138	34,770	16,524	665	46	402	267	28	335	710	1,340	2'31	4'90	413
WB	2	17	29,743	7,542	248	37,533	23,097	816	50	441	574	34	469	712	1,789	2'22	4'55	362
Totals	5	...	60,581	20,666	410	81,657	42,240	1,685	122	971	883	71	857	1,628	3,439	2'52	4'78	955
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	440	...	...	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,879	...	11'40	...

KAIHU SECTION.

F	2	15	13,101	4,441	2,001	19,543	3,633	417	27	187	175	16	231	427	849	2'15	5'24	317
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	103	...	...	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	952	...	11'69	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1909—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.		Total.	Running.		Waste.	Repairs.	Running.		Total.	Running.		Total.	Running.		Total.					
	Train.	Shunting and Empty.		Coal.	Oil.			Tallow.	Wages and Material.		Stores.	Fuel.		Wages.	Stores.		Fuel.	Wages.			
D	2	12	32,448	5,847	6,495	44,790	Cwt.	Qr.	lb.	lb.	£	£	£	£	£	£	£				
General charges	...	...	...	...	...	...	10,896	1,496	67	459	...	279	52	795	850	1,976	10'59				
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,382	12'76				
NORTH ISLAND MAIN LINE AND BRANCHES.																					
A	12	25	209,046	13,461	61	223,468	108,442	9,416	337	3,186	1,663	347	4,842	3,114	9,966	1'79	3'7	5'20	3'34	10'70	1,617
Bc	1	20	8,899	1,132	5	10,036	5,491	379	24	115	98	12	292	154	556	2'34	'18	6'98	3'68	13'29	85
C	2	15	22	1,067	11,567	32,298	6,753	596	59	340	230	24	352	890	1,496	1'71	'28	2'61	6'61	11'11	492
D	8	15	15,710	98,324	26,090	149,124	31,179	4,361	320	1,870	1,145	147	1,638	3,604	6,534	1'96	'25	2'81	6'17	11'19	2,012
E*	4	6	36,534	18,599	21,502	76,635	29,418	2,928	211	1,203	1,130	105	1,729	1,548	4,512	3'54	'33	5'41	4'85	14'13	888
F†	1	6	4,181	2,694	...	6,875	10,548	2,928	39	349	711	30	586	347	1,674	2'482	'05	20'46	12'11	58'44	191
F	24	20	168,489	219,326	123,846	511,361	144,178	13,366	836	5,441	4,847	492	6,661	11,678	23,678	2'27	'23	3'13	5'48	11'11	6,318
FA	6	6	69,127	40,363	10,877	126,397	52,319	3,862	205	1,536	2,057	142	2,210	2,807	7,216	3'91	'27	4'20	5'33	13'71	1,590
H	6	6	33,766	26,193	90	60,049	68,221	5,909	187	1,646	3,281	205	3,768	2,683	9,937	13'11	'82	15'06	10'72	39'71	1,204
J	17	20	482,984	69,560	5,303	557,847	232,264	15,044	759	5,607	7,168	533	11,302	8,899	27,902	3'08	'23	4'86	3'83	12'00	4,520
K	2	25	32,772	10,205	181	43,158	18,969	962	74	568	744	43	939	801	2,527	4'14	'24	5'22	4'14	14'06	504
L	9	20	191,816	49,302	2,010	243,128	82,894	7,340	356	2,652	1,839	281	3,772	4,192	10,084	1'82	'24	3'72	4'14	9'96	2,256
M	4	20	79,207	17,093	4,304	101,204	20,028	2,861	151	1,176	1,154	104	1,613	1,484	4,355	2'74	'35	3'82	3'52	10'33	1,013
N	12	25	336,193	38,272	925	375,390	155,871	10,665	482	3,605	4,973	359	8,557	5,229	19,118	3'18	'26	7'20	3'13	12'22	2,699
Nc	4	20	139,906	35,379	6,781	182,066	81,186	6,970	247	2,270	2,842	237	4,561	3,603	11,243	1'07	'26	7'20	3'13	11'66	314
O	6	15	10,482	1,896	...	12,318	8,855	668	47	236	425	20	475	223	1,143	8'28	'39	9'25	4'35	22'27	144
Ob	2	20	16,520	2,178	...	18,698	11,053	806	43	260	188	27	590	302	1,107	2'41	'35	7'57	3'88	14'21	168
Oc	4	18	63,659	8,594	17,262	89,485	53,373	2,591	134	1,091	1,347	100	2,033	1,758	5,238	3'61	'27	5'45	4'72	14'05	971
P	6	25	191,843	16,069	...	208,812	124,368	5,272	251	1,950	2,280	203	4,693	2,948	10,124	2'62	'24	5'39	3'39	11'60	1,490
Q	10	20	148,071	43,586	47,917	239,568	77,369	8,426	443	3,187	2,221	295	4,193	4,550	10,259	1'22	'30	4'20	4'56	10'28	2,582
R	4	20	82,123	35,992	8,155	126,180	43,473	5,957	269	1,461	1,695	198	2,239	2,435	6,567	3'22	'38	4'26	4'63	12'49	1,153
S	2	18	54,508	8,266	92	62,869	33,632	1,116	72	542	1,053	47	1,475	1,141	3,716	4'02	'18	5'63	4'30	14'19	479
T	2	30	16,570	428	85	17,083	8,504	555	38	168	90	15	457	192	754	1'26	'21	6'42	2'70	10'59	112
Ud	3	20	9,268	2,888	72	12,228	6,078	626	49	212	468	19	325	241	1,053	9'19	'37	6'38	4'73	20'67	144
V	3	20	232,622	44,977	9,973	287,572	108,224	9,784	541	2,949	3,184	348	6,143	4,907	14,582	2'66	'29	5'13	4'09	12'17	2,375
WA	9	20	195,800	19,430	2,935	218,165	103,569	9,408	252	2,284	3,235	324	6,164	3,344	13,007	3'56	'33	5'78	3'68	14'37	1,781
WB	7	20	308,567	62,438	16,167	447,172	215,503	18,615	710	4,843	6,112	692	11,503	7,734	26,041	3'28	'37	6'18	4'15	13'98	3,662
WD	14	20	14,185	14,185	...	68,082	35,714	4,122	151	849	926	134	1,967	1,204	4,231	3'22	'47	6'84	4'19	14'72	484
WE	2	15	54,797	14,185	...	538,807	245,521	17,449	845	5,819	3,339	644	13,192	9,197	26,872	1'71	'29	5'87	4'10	11'97	4,668
WF	22	25	495,815	72,244	748	17,356	5,213	707	73	335	169	21	283	419	892	2'34	'29	3'91	5'79	12'33	230
WG	3	20	3,245	8,233	5,878	9,866	6,381	416	23	110	77	13	340	170	600	1'87	'32	8'27	4'14	14'60	83
WH	1	20	8,101	1,661	14	3,551	2,052	326	16	88	94	12	117	72	295	6'35	'81	7'91	4'87	19'94	46
X	2	20	3,105	446	...	5,113,236	2,169,818	173,788	8,324	58,599	60,484	6,222	110,347	92,450	260,593	2'84	'29	5'18	4'34	12'65	47,862
General Charges	213	...	3,776,097	1,008,499	328,640	...	...	...	...	...	...	...	...	...	38,824	...	...	...	...	1'82	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	308,327	...	...	...	...	14'47	...
* Old. † New.																					

GISBORNE SECTION.

NORTH ISLAND MAIN LINE AND BRANCHES.

A	12	25	209,946	13,461	61	223,468	108,442	9,416	327	3,186	1,663	347	4,842	3,114	9,966	1'79	3'37	5'20	3'34	10'70	1,617
Bc	1	20	8,899	1,132	5	10,036	5,491	379	24	115	98	12	292	154	556	2'34	6'98	6'98	3'68	13'29	85
C	2	15	22	20,069	11,667	32,298	6,753	596	59	340	230	24	352	800	1,496	1'71	1'8	2'61	6'61	11'11	492
D	8	15	15,710	98,324	26,090	149,124	31,170	4,361	320	1,870	1,145	147	1,638	3,604	6,534	1'96	2'5	2'81	6'17	11'19	2,012
E*	4	20	36,534	18,599	21,502	76,635	29,418	2,928	211	1,263	1,130	105	1,729	1,548	4,512	3'54	3'33	5'41	4'85	14'13	888
F†	1	6	4,181	2,694	...	6,875	10,548	1,053	39	349	711	30	586	347	1,674	2'48	1'05	20'46	12'11	58'44	191
G	24	20	168,489	219,326	123,546	511,361	144,178	13,366	836	5,441	4,847	492	6,661	11,678	23,678	2'27	2'3	3'13	5'48	11'11	6,318
FA	6	20	69,127	40,363	16,877	126,367	52,319	3,802	205	1,536	2,057	142	2,210	2,807	7,216	3'91	2'27	4'20	5'33	13'71	1,590
H	6	6	33,766	26,193	90	60,049	68,221	5,909	187	1,646	3,281	205	3,768	2,683	9,937	13'11	8'2	15'06	10'72	39'71	1,204
J	17	20	482,984	69,560	5,303	557,847	232,264	15,044	759	5,607	7,168	533	11,302	8,899	27,992	3'08	2'3	4'86	3'83	12'00	4,520
K	2	25	32,772	10,205	181	43,158	18,909	962	74	568	744	43	939	801	2,527	4'14	2'4	5'22	4'46	14'06	504
L	9	20	191,816	49,302	2,010	243,128	82,894	7,340	356	2,652	1,839	281	3,772	4,192	10,984	1'82	2'8	3'72	4'14	9'06	2,356
M	4	20	79,207	17,693	4,304	101,204	29,029	2,861	151	1,176	1,154	104	1,613	1,484	4,355	2'74	2'5	3'82	3'52	10'33	1,013
N	12	25	336,193	38,272	925	375,390	155,871	10,065	482	3,605	4,973	359	8,557	5,229	19,118	3'18	2'3	5'47	3'34	12'22	2,699
Nc	4	20	41,359	3,159	...	44,518	24,180	1,883	90	492	199	49	1,336	580	2,164	1'07	2'6	7'20	3'13	11'66	314
O	6	15	139,906	35,379	6,781	182,066	81,180	6,979	247	2,270	2,842	237	4,561	3,603	11,243	3'75	3'1	6'01	4'75	14'82	1,557
Ob	2	20	10,482	1,830	...	12,318	8,355	668	47	236	425	20	475	223	1,143	8'28	3'9	9'25	4'35	22'27	144
Oc	2	20	16,520	2,178	...	18,698	11,053	806	43	260	188	27	590	302	1,107	2'41	3'5	7'57	3'88	14'21	168
P	4	18	63,659	8,564	17,262	89,485	53,373	2,591	134	1,091	1,347	100	2,033	1,788	5,338	3'61	2'7	5'45	4'72	14'05	971
Q	6	25	191,843	16,969	...	208,812	124,368	5,272	251	1,950	2,280	203	4,693	2,948	10,124	2'62	2'4	5'39	3'39	11'64	1,490
R	10	20	148,071	43,580	47,917	239,568	77,369	8,426	443	3,187	1,221	295	4,193	4,550	10,359	1'22	3'0	4'20	4'56	10'28	2,582
S	4	20	82,123	35,902	8,155	126,180	43,473	5,957	269	1,461	1,695	198	2,239	2,435	6,507	3'22	3'8	4'26	4'63	12'49	1,153
T	2	18	54,508	8,269	92	62,869	33,632	1,116	72	542	1,053	47	1,475	1,141	3,716	4'02	1'8	5'63	4'36	14'19	479
Ud	2	30	16,570	428	85	17,083	8,504	555	38	168	90	15	457	192	754	1'26	2'1	6'42	2'70	10'59	112
V	3	20	9,268	2,888	72	12,228	6,078	626	49	212	468	19	325	241	1,053	9'19	3'7	6'38	4'73	20'67	144
WA	9	20	232,622	44,977	9,973	287,572	108,224	9,784	541	2,949	3,184	348	6,143	4,907	14,582	2'66	2'0	5'13	4'09	12'17	2,375
WB	7	20	195,800	19,430	2,935	218,165	103,569	9,408	252	2,284	3,235	324	6,164	3,344	13,067	3'56	3'5	6'78	3'68	14'37	1,781
WD	14	20	308,567	62,438	16,107	447,172	151,505	18,615	710	4,843	6,112	692	11,503	7,734	26,041	3'28	3'7	6'18	4'15	13'98	3,662
WE	2	15	54,797	14,185	...	68,982	35,714	4,122	151	849	926	134	1,967	1,204	4,231	3'22	4'7	6'84	4'19	14'72	484
WF	22	25	465,815	72,244	748	538,807	245,521	17,449	845	5,819	3,839	644	13,102	9,197	26,872	1'71	2'9	5'87	4'10	11'97	4,698
WH	3	20	3,245	8,233	5,878	17,356	5,213	707	73	335	169	21	283	419	862	2'39	3'91	5'79	12'33	2'30	83
WJ	1	20	8,191	1,661	14	9,866	6,381	416	23	119	77	13	340	170	600	1'87	3'2	8'27	4'14	14'60	...
X	2	20	3,105	446	...	3,551	2,052	326	16	88	94	12	117	72	295	6'35	8'1	7'91	4'87	19'94	46
General Charges	213	...	3,776,097	1,008,499	328,640	5,113,236	2,169,818	173,788	8,324	58,509	60,484	6,222	110,347	92,450	269,593	2'84	2'9	5'18	4'34	12'65	47,862
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	308,327	...	...	...	...	1'82	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14'47	...

* Old. † New.

RETURN NO. 28—*continued.*
LOCOMOTIVE RETURNS for the Year ending 31st March, 1909—*continued.*

Type.	Number of Engines.		Engine-Mileage.		Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.									
	Average Speed—Miles per Hour.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Total.											
	Train.	Shunting and Empty.	Work-train.	Coal.	Oil.	Tallow.	Waste.	Stores.	Fuel.	Wages.	Stores.	Fuel.	Wages and Material.	Stores.	Fuel.	Wages.										
A	8	30	220,241	12,310	9	232,560	89,923	8,383	399	3,173	£	2,721	£	315	£	4,685	£	3,267	£	10,988	280	33	484	337	11'34	1,437
B	8	20	168,078	23,102	12	191,192	110,851	8,180	291	2,915	£	2,988	£	279	£	6,158	£	4,134	£	13,559	375	35	773	519	17'02	2,032
D	15	18	25,080	185,228	905	212,122	53,351	5,074	374	2,910	£	2,711	£	188	£	2,163	£	6,175	£	11,237	307	21	245	098	12'71	3,597
F	37	20	158,804	437,480	110,932	707,216	199,904	17,108	1,979	6,785	£	2,283	£	586	£	7,823	£	18,969	£	34,661	247	20	265	644	11'76	9,429
F A	6	20	24,011	31,209	31,209	134,740	42,709	3,980	298	1,044	£	1,718	£	144	£	2,247	£	3,043	£	7,152	306	26	400	542	12'74	1,778
J	15	25	314,326	46,561	16,516	377,403	182,171	10,603	671	4,472	£	4,859	£	394	£	6,298	£	6,585	£	18,136	309	25	400	419	11'53	3,079
K	6	25	80,480	9,491	1,952	91,923	35,855	2,080	155	1,425	£	2,186	£	87	£	1,696	£	1,492	£	5,461	571	22	443	390	14'26	1,190
L	1	20	8,881	3,302	462	12,645	4,151	412	36	163	£	297	£	14	£	213	£	255	£	779	564	26	404	484	14'78	185
P	6	18	100,315	31,954	562	132,531	63,430	5,745	165	1,597	£	1,984	£	197	£	3,574	£	2,725	£	8,486	359	36	647	494	15'36	1,308
Q	7	30	174,429	12,996	334	187,579	89,727	5,987	211	1,957	£	2,487	£	245	£	4,344	£	2,535	£	9,611	318	31	555	324	12'28	1,330
R	8	20	49,419	52,419	45,322	147,160	41,910	3,005	269	1,833	£	2,423	£	115	£	1,954	£	3,497	£	7,989	395	19	310	570	13'03	1,889
T	4	18	50,329	9,235	22,894	82,458	33,836	3,044	111	1,025	£	1,366	£	120	£	1,816	£	1,679	£	5,011	406	35	528	489	14'58	870
U	9	30	231,771	20,694	190	252,655	113,719	7,112	371	2,890	£	3,863	£	260	£	5,858	£	3,822	£	13,803	367	25	556	363	13'11	2,074
U A	6	30	131,768	14,685	622	147,975	68,020	4,823	197	1,931	£	1,915	£	172	£	3,499	£	2,330	£	7,916	313	28	571	380	12'92	1,348
U B	22	30	588,596	52,062	2,874	643,532	201,644	20,265	868	7,586	£	9,402	£	781	£	15,697	£	9,892	£	35,772	351	29	585	369	13'34	5,031
U C	10	30	234,695	20,566	364	255,619	115,604	8,519	476	3,395	£	4,977	£	304	£	6,175	£	4,168	£	15,624	467	29	580	391	14'57	2,351
V	10	25	32,081	32,153	1,467	246,701	155,886	7,199	350	2,924	£	4,930	£	261	£	3,778	£	4,366	£	13,935	450	25	368	425	12'68	2,473
W D	4	20	57,933	19,951	9,108	86,092	36,180	3,688	123	1,202	£	964	£	128	£	2,024	£	1,897	£	5,013	269	36	504	529	13'98	879
W F	14	25	239,410	61,870	11,328	312,668	127,480	10,556	533	3,884	£	2,970	£	364	£	6,823	£	6,171	£	16,328	228	28	524	474	12'54	3,079
Totals	196	...	3,127,165	1,069,764	257,062	4,453,991	185,6415	135,853	7,007	53,621	£	61,774	£	4,954	£	86,825	£	87,002	£	240,555	3,333	27	467	469	12'96	46,042
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38,185	...	...	...	...	2'06	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	278,740	...	...	...	...	15'02	...

RETURN No. 29.
HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1909.

Mine.	1908-9.	1907-8.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Springfield Coal Company, Springfield	...	70	...	70
St. Helen's, White Cliffs	1,348	1,188	160	...
Homebush, Glentunnel	10,065	10,371	...	306
Mount Somers Coal Company, Mount Somers	2,435	3,329	...	894
Woolshed Creek Company, Mount Somers	202	1,288	...	1,086
Albury	185	190	...	5
Waihao Forks	267	545	...	278
Gibson's	27	120	...	93
Kurow	14	27	...	13
Ngapara	101	131	...	30
Shag Point	223	259	...	36
Allandale Coal Company	10,479	16,817	...	6,338
Saddle Hill	39,404	40,997	...	1,593
Fernhill	19,960	22,369	...	2,409
Mosgiel	885	974	...	89
Taratu Mine, Lovell's Flat	16,029	15,551	478	...
Lovell's Flat Coal Company	3,246	...	3,246	...
Benhar	235	203	32	...
Kaitangata	102,180	97,542	4,638	...
Bruce Coal Company	13,889	8,094	5,795	...
Real Mackay Coal Company, Milton	...	7,532	...	7,532
Anderson's, Stirling	92	55	37	...
Conical Hills	2,500	2,800	...	300
O'Hagan, C., Pukerau	59	64	...	5
Smythe, Gore	...	20	...	20
New Zealand Express Company, Gore	1,562	1,599	...	37
Sleeman, C. P., Maitauru	527	3,578	...	3,051
Beattie, Coster, and Co., Maitauru	3,174	3,322	...	148
Collieries Company, Maitauru	5,231	2,112	3,119	...
Beattie and Co., Maitauru	531	...	531	...
Groves, G., Nightcaps	...	629	...	629
Nightcaps Coal Company, Nightcaps	46,995	46,405	590	...
McKenzie, D., Nightcaps	2,047	1,298	749	...
Tucker, Nightcaps	149	...	149	...
Grant, J., Nightcaps	68	62	6	...
Spence, J., Nightcaps	1,118	433	685	...
Reed, Nightcaps	...	10	...	10
McBride, A., Nightcaps	10	10	...	...
Nichol, B., Nightcaps	5	...	5	...
Tinker and Co., Nightcaps	1,079	217	862	...
Thomas, Nightcaps	...	6	...	6
Quested, Nightcaps	...	6	...	6
Wairio Coal Company, Nightcaps	2,638	186	2,452	...
Westport Coal Company, Nightcaps	207	...	207	...
J. Lloyd, Nightcaps	46	...	46	...
Withers, J., Gore	72	76	...	4
Green and Co., Gore	539	...	539	...
Broom and Co., Gore	310	...	310	...
Bowden, Ashers	770	937	...	167
Smith, Fairfax	6	66	...	60
Clark, Wyndham	63	214	...	151
Greene, Wyndham	...	4	...	4
Totals	290,972	291,706	24,636	25,370

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, 1909.

Port.						1908-9.	1907-8.	Increase.	Decrease.
DISCHARGED :—						No.	No.	No.	No.
Lyttelton	..	..	..	..	..	1,659	1,708	..	49
Timaru	..	..	..	..	..	272	291	..	19
Oamaru	..	..	..	..	..	152	184	..	32
Port Chalmers	..	..	..	..	..	116	97	19	..
Dunedin	..	..	..	..	..	103	94	9	..
Bluff	..	..	..	..	..	236	257	..	21
Totals						2,538	2,631	..	93
LOADED :—						No.	No.	No.	No.
Lyttelton	..	..	..	..	..	1,712	1,609	103	..
Timaru	..	..	..	..	..	236	285	..	49
Oamaru	..	..	..	..	..	140	187	..	47
Port Chalmers	..	..	..	..	..	131	79	52	..
Dunedin	..	..	..	..	..	44	21	23	..
Bluff	..	..	..	..	..	236	260	..	24
Totals						2,499	2,441	58	..

RETURN No. 31.

SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1909,
on the SOUTH ISLAND MAIN LINE 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	84 52	...	84 52	302 57
Rangiora-Sheffield and Eyre- ton Junction - Bennett's	...	...	53 56	285 61	...	4 60	29 64	58 36
Waipara-Domett	...	...	31 46			2 71		34 37
Southbridge and Little River	...	...	48 7			6 7		54 14
Branches	...	...	...			...		...
Springfield and White Cliffs	...	...	53 56			5 40		59 16
Branches	...	...	...			...		...
Rakaia and Ashburton Forks	...	...	22 20			3 14		25 34
Mount Somers Branch	...	...	27 36	268 21	...	1 75	27 57	29 31
Albury Branch	...	...	36 13			2 70		39 3
Waimate Branch	...	...	12 67			2 47		15 34
Totals, Christchurch Division	211 57	6 28	285 61	503 66	84 52	29 64	114 36	618 22
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	64 45	...	64 45	232 17
Dunroon Branch	...	...	37 41	268 21	...	3 10	27 57	40 51
Oamaru-Breakwater Branch	...	...	0 63			1 62		2 45
Ngapara and Livingstone	...	...	27 4			2 18		29 22
Branches	...	...	...			...		...
Waihemo Branch	...	...	8 65			0 63		9 48
Port Chalmers Branch	...	...	1 26			3 65		5 11
Walton Park Branch	...	...	2 49			0 52		3 21
Fernhill Branch	...	...	1 57	285 47	...	0 23	33 7	2 0
Otago Central Railway	...	...	134 51			10 14		144 65
Outram Branch	...	...	9 0			0 65		9 65
Lawrence Branch	...	...	22 1			1 73		23 74
Catlin's River Branch	...	...	22 64	368 8	31 1	2 12	64 8	24 76
Totals, Dunedin Division	165 40	2 12	268 21	435 73	64 45	27 57	92 22	528 15
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
Taparui Branch	...	...	26 21	285 47	...	2 46	33 7	28 67
Waimea Plains Branch	...	...	36 41			3 23		39 64
Waikaka Branch	...	...	12 57			1 77		14 54
Wyndham Branch	...	...	9 35			0 77		10 32
Seaward Bush Branch	...	...	25 39			2 4		27 43
Kingston Branch	...	...	87 0			9 47		96 47
Makarewa-Orepuki Branch	...	...	40 16			7 7		47 23
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51	368 8	31 1	3 30	64 8	28 01
Forest Hill Railway	...	...	12 66			1 13		13 79
Lumsden-Mararoa Branch	...	...	10 41	368 8	31 1	1 3	64 8	11 44
Totals, Invercargill Division	82 41	...	285 47	368 8	31 1	33 7	64 8	432 16
Grand Totals—Whole Line	459 58	8 40	839 49	1,307 67	180 18	90 48	270 66	1,578 53

RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1909.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Fifty-trip family and fifty-trip single commutation tickets : Rates reduced, and issue extended to 25 miles.

Workers' twelve-trip commutation tickets : Issue extended to 25 miles, and rates provided.

Annual season tickets : Alteration in rates consequent on the additional mileage available for travel upon the opening of the North Island Main Trunk Line and the taking-over of the Wellington and Manawatu Railway Company's line.

Tourist excursion tickets : Alteration in rates consequent on the additional mileage available in the North Island.

Free school season tickets : Alteration made in accordance with the amended regulations of the Education Department.

Reserving seats in carriages : Provision extended to the Auckland-Wellington express trains.

Sleeping-berths : Accommodation provided on Auckland-Wellington express trains, and rates fixed.

LOCAL FARES AND REGULATIONS.

Auckland Section.

Workers' weekly tickets : Issue extended to 25 miles, and rates provided.

Suburban fares : Suburban area extended to 20 miles, and provision made for the issue of tickets accordingly.

Wellington-Napier-New Plymouth Section.

Workers' weekly tickets : Issue extended to 25 miles, also to Johnsonville and intermediate stations on the Wellington-Longburn line.

Suburban fares : Suburban area extended to 20 miles, and provision made for the issue of tickets accordingly ; suburban area also extended to Johnsonville on the taking-over of the Wellington and Manawatu Railway Company's line.

Hurunui-Bluff Section.

Workers' weekly tickets : Issue extended to 25 miles, and rates provided.

Suburban fares : Suburban area extended to 20 miles, and provision made for the issue of tickets accordingly.

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

Motor tricycles : Rates amended.

PART III.—GOODS: CLASSIFIED RATES.

Timber rates for distances of 155 miles and over reduced.

Oregon timber : Charge inserted.

PART III.—GOODS: REGULATIONS.

Stock forwarded by rail for depasturing : Provision made for free return to destination.

Provision made for free carriage of fodder forwarded by rail for feeding starving stock.

Exhibits for Palmerston North Art Exhibition carried free at consignor's risk.

Reduction made in the rates for the conveyance of road-metal for local bodies.

Rate for Oregon timber amended.

Coal (Native, brown, anthracite, or bituminous) : Rates for distances of 75 miles and over reduced.

Class E : Tariff brought into line with by-law limiting the weight of wheat, barley, or oats contained in any one sack to 200 lb.

PART IV.—GOODS: LOCAL RATES.

Auckland Section.

Rates fixed for the conveyance of goods and live-stock between stations on Auckland Section and Kaipara ports by the Sellars-Allan Shipping Company.

Provision made for a reduction in the rate on timber (other than white-pine) consigned from Matapuna and stations south thereof to Auckland, Mount Eden, Onehunga Wharf, and intermediate stations.

Provision made for a reduction in the rates on white-pine timber for distances of 180 miles and over.

Wellington—Napier—New Plymouth Section.

Provision made for charges on material for Harbour Board Dock-site, Te Aro.
Rate on white-pine timber reduced for distances of 180 miles and over.

Hurunui—Bluff Section.

Regulations amended providing that the charges on ships' goods between Lyttelton and Christchurch charged at measurement shall not be computed on more than twice the actual weight of any package.

Rate for white-pine timber reduced for distances of 180 miles and over.

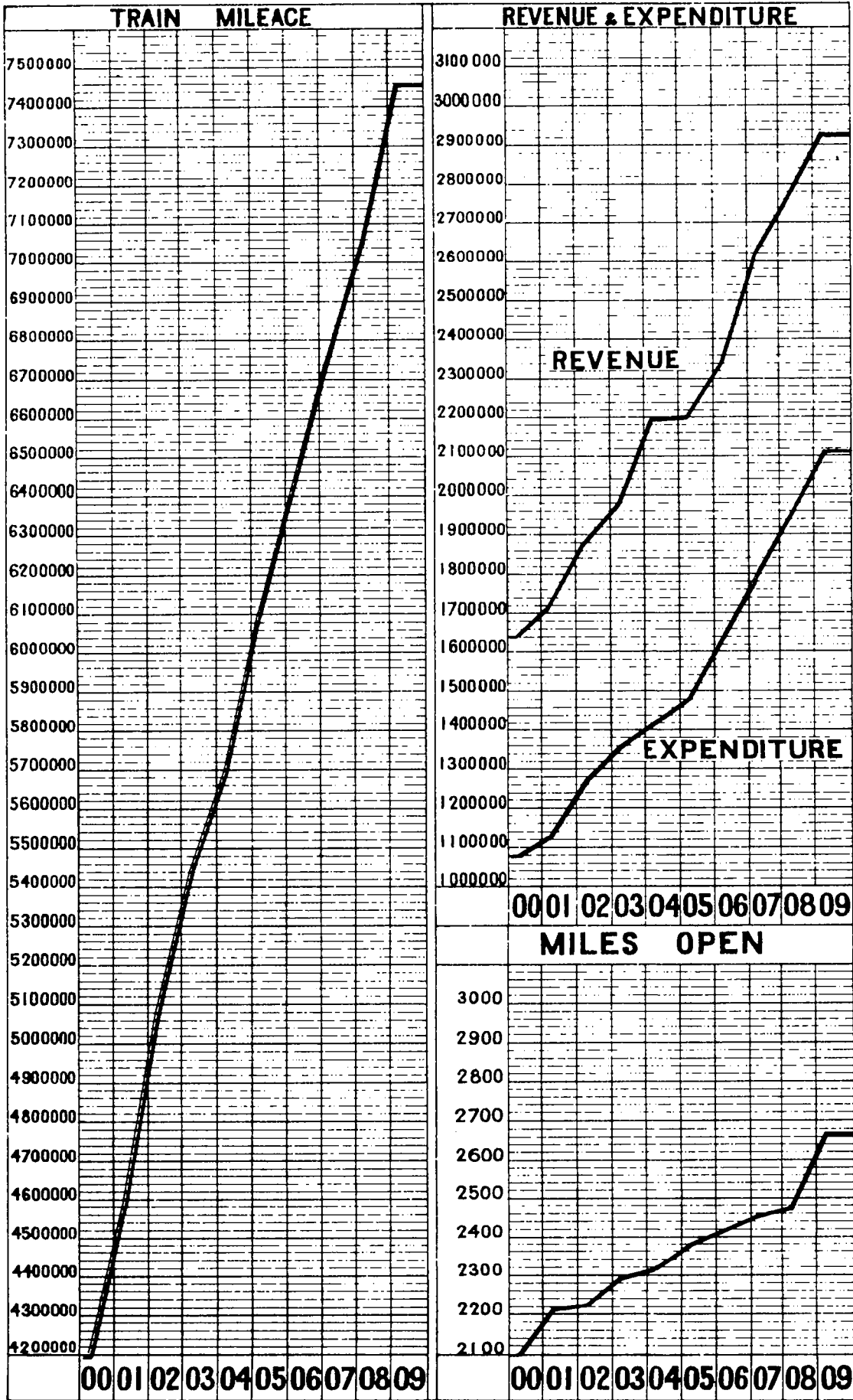
Timber from sawmills in Southland consigned to stations north of Dunedin : Rates amended.

PART V.—CLASSIFICATION OF GOODS.

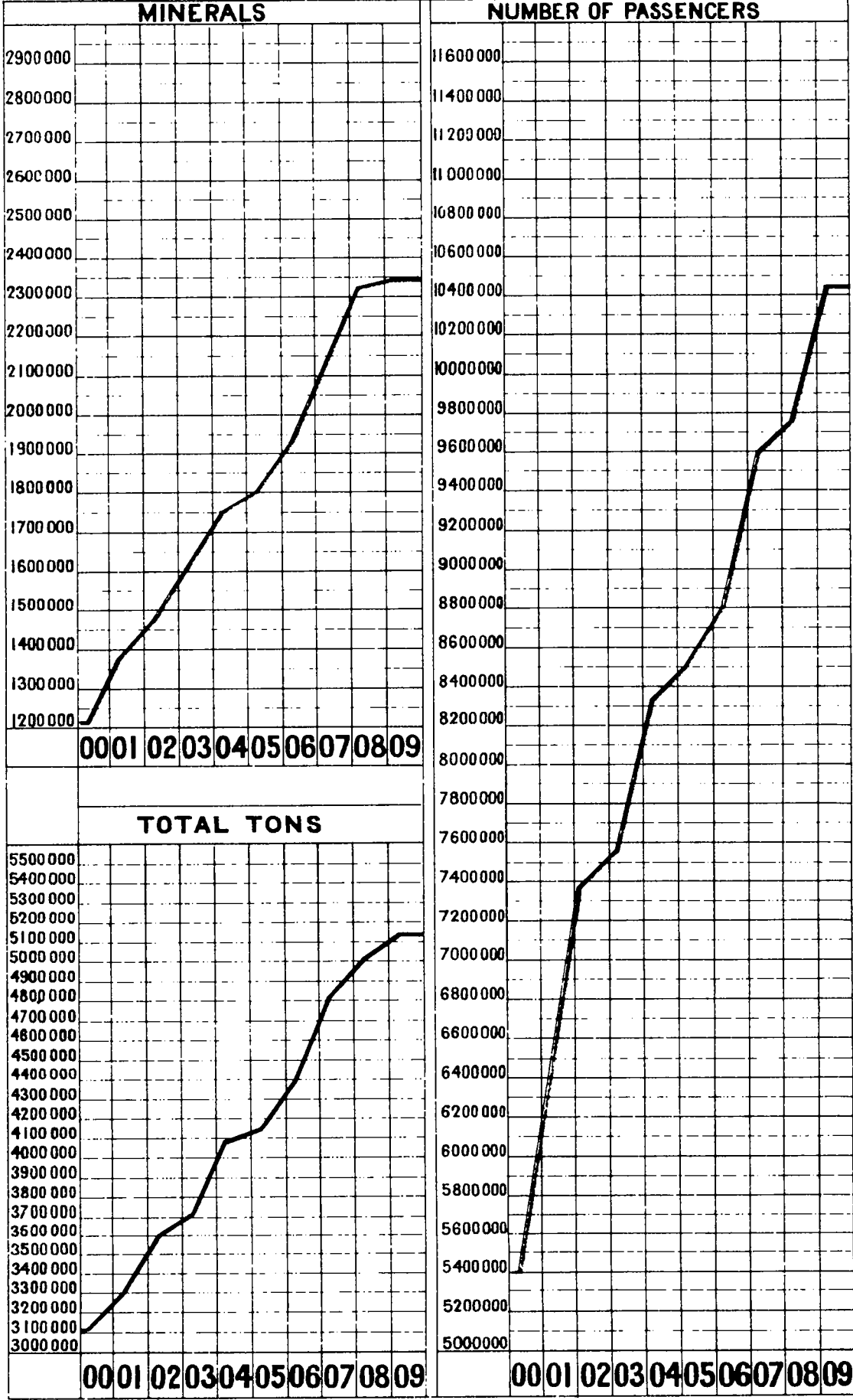
								Class.
Removed—								D
	Sheep-daggins	...	...	...	...	...	...	D
	Tin-plates, packed, consigned to factories	...	...	...	...	...	...	D
Inserted—								D
	Molasses for preservation of New Zealand timber	...	...	...	...	...	...	B
	Pipes, steel, water or gas, not otherwise specified.	Owner's risk	...	...	...	...	...	C
	Pipes, steel, water or gas, New Zealand manufacture.	Owner's risk	...	...	...	...	...	E
	Sheep-daggins, rate and a half	...	...	...	...	...	...	D
	Tin-plates, packed, consigned to factories	...	...	...	...	...	...	K
	Timber, Oregon-pine, sawn or balk, rate and a half...	...	...	...	...	...	...	K

By Authority : JOHN MACKAY, Government Printer, Wellington.—1909.

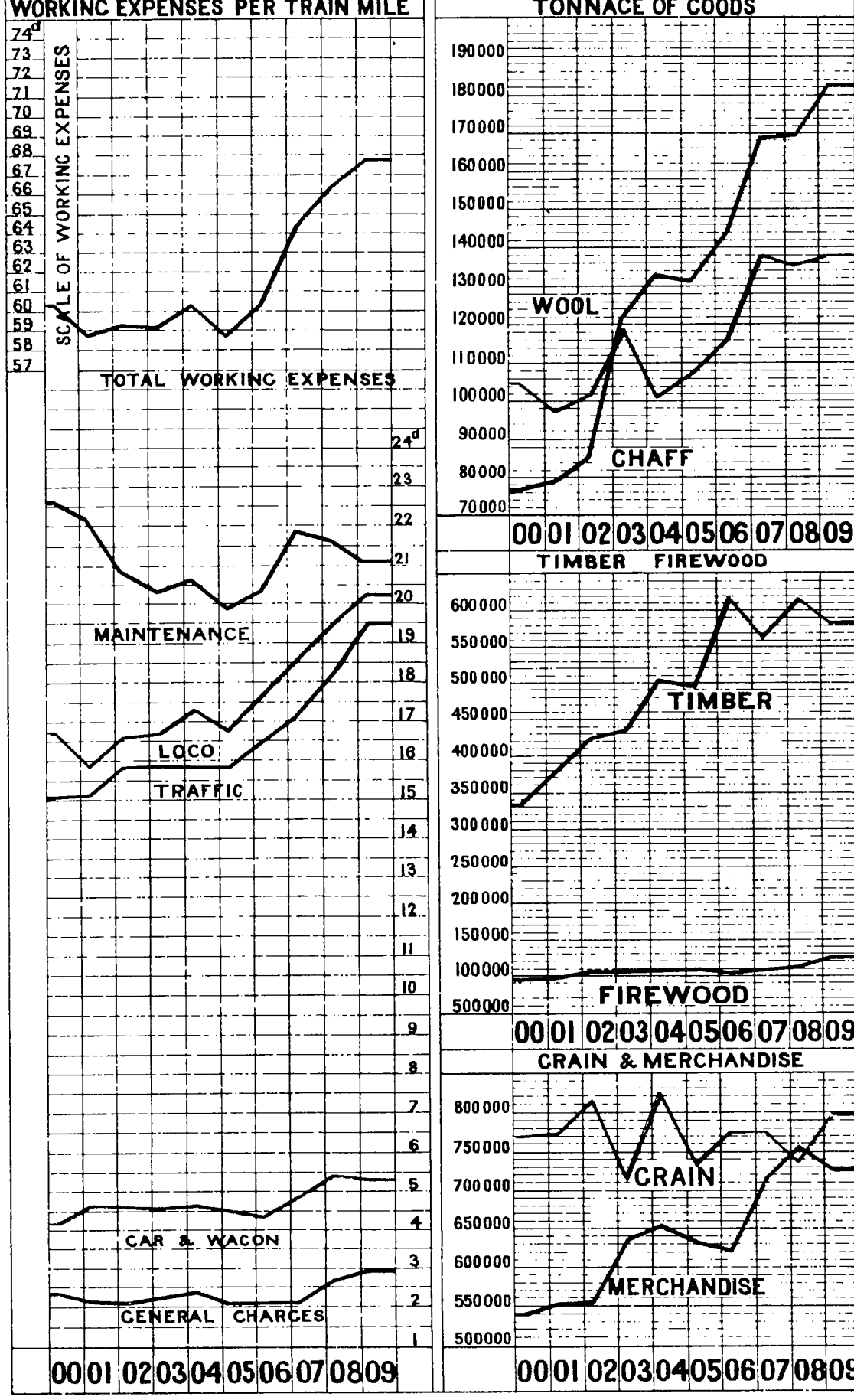
NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS

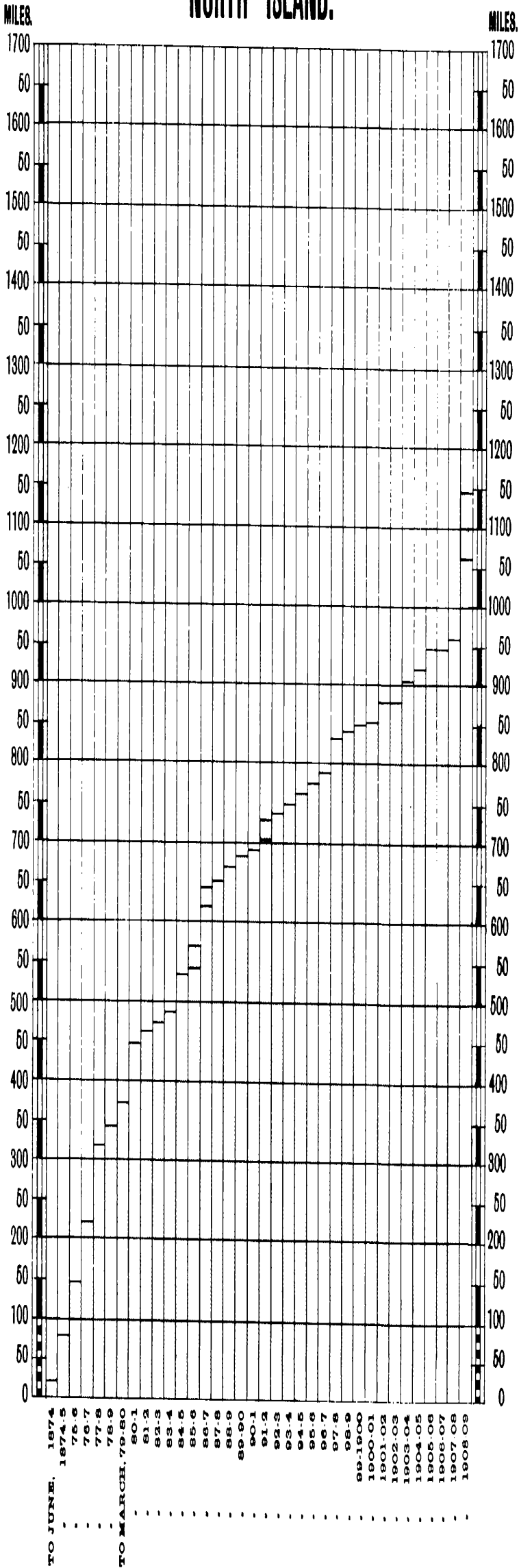


NEW ZEALAND GOVERNMENT RAILWAYS



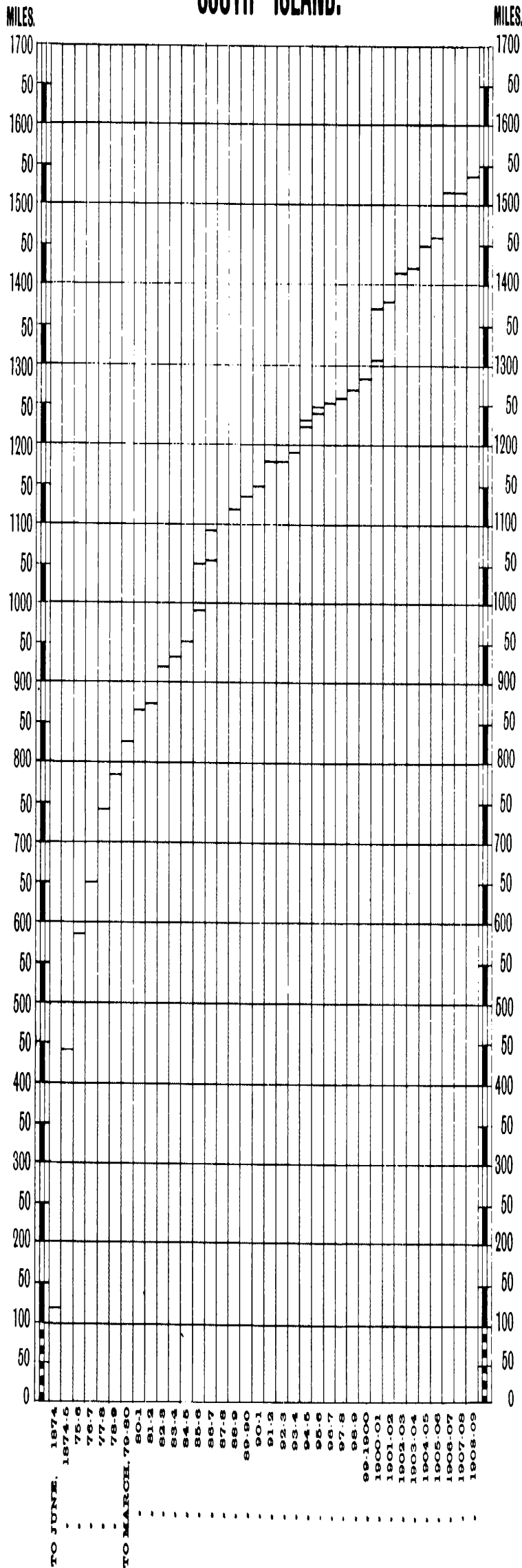
Number of Miles open
of
Government Lines.

NORTH ISLAND.



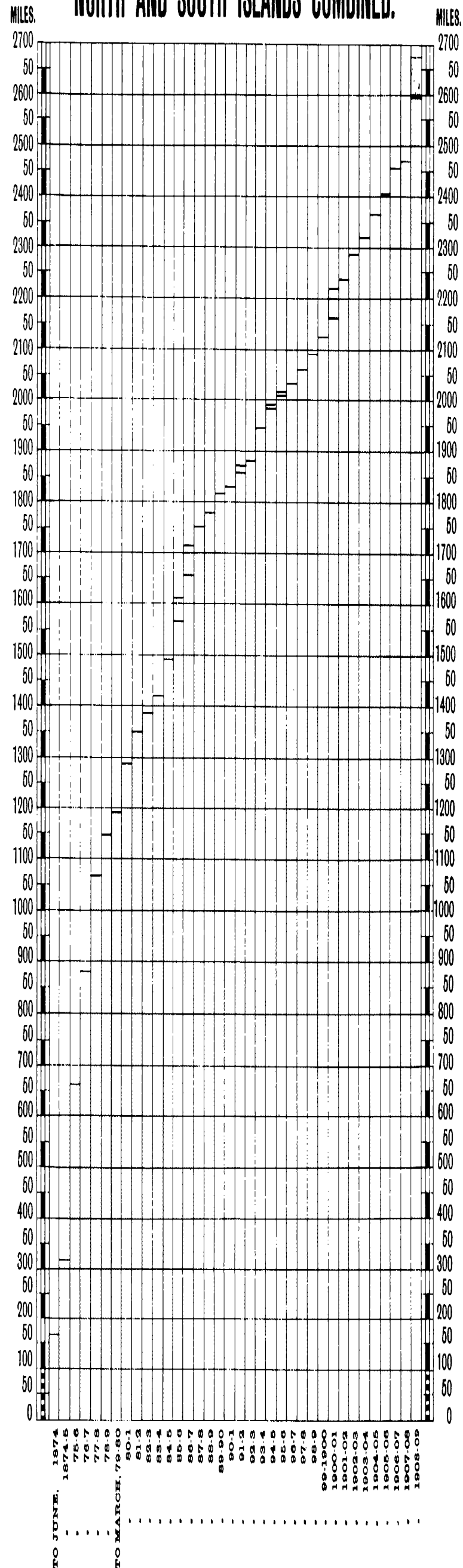
Number of Miles open
of
Government Lines.

SOUTH ISLAND.



Number of Miles open
of
Government Lines.

NORTH AND SOUTH ISLANDS COMBINED.



PRIVATE RAILWAYS ACQUIRED BY THE GOVERNMENT SHOWN



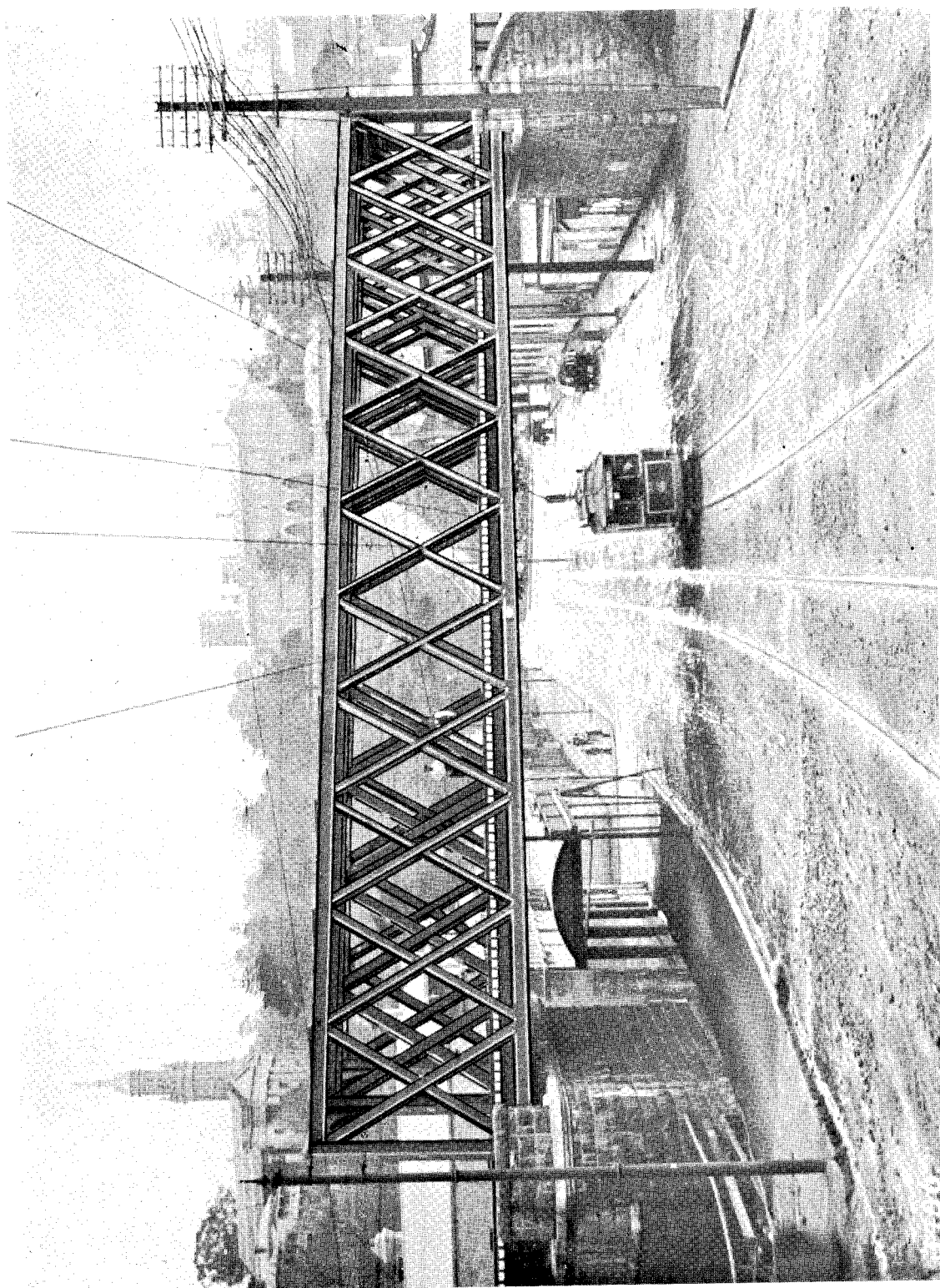
OPENING OF NORTH ISLAND MAIN TRUNK RAILWAY, 6TH NOVEMBER, 1908, AT MANGAUI-A-TE-AO, BY RIGHT HON. SIR J. G. WARD,
K.C.M.G., PRIME MINISTER.



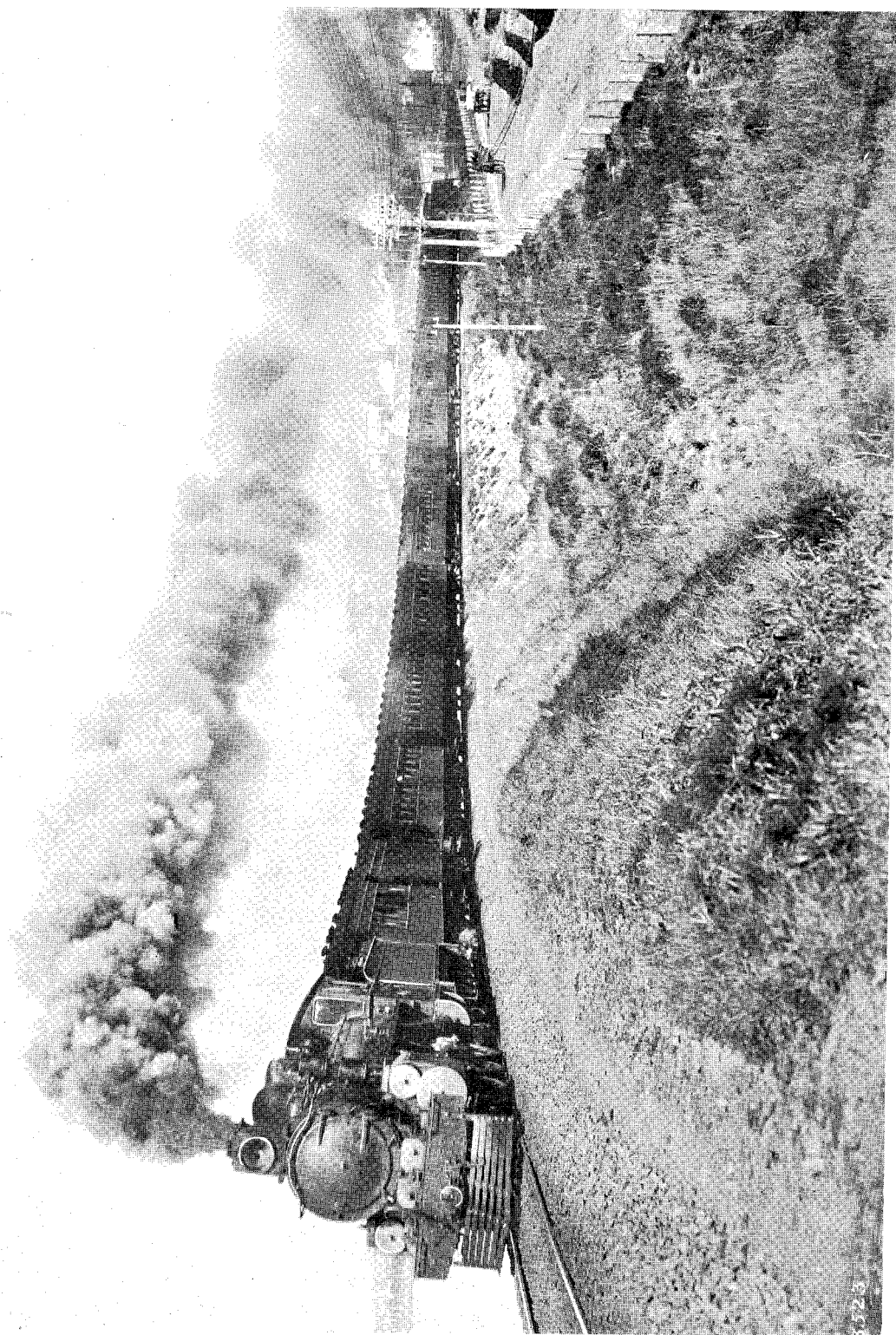
RIGHT HON. SIR J. G. WARD, K.C.M.G., PRIME MINISTER, ADDRESSING VISITORS AT OPENING OF NORTH ISLAND MAIN TRUNK LINE,
AT MANGATU-A-TE-AO.



RIGHT HON. SIR J. G. WARD, K.C.M.G., PRIME MINISTER, DRIVING THE LAST SPIKE, NORTH ISLAND MAIN TRUNK LINE, AT MANGAUTI-A-TE-AO, 6TH NOVEMBER, 1908.

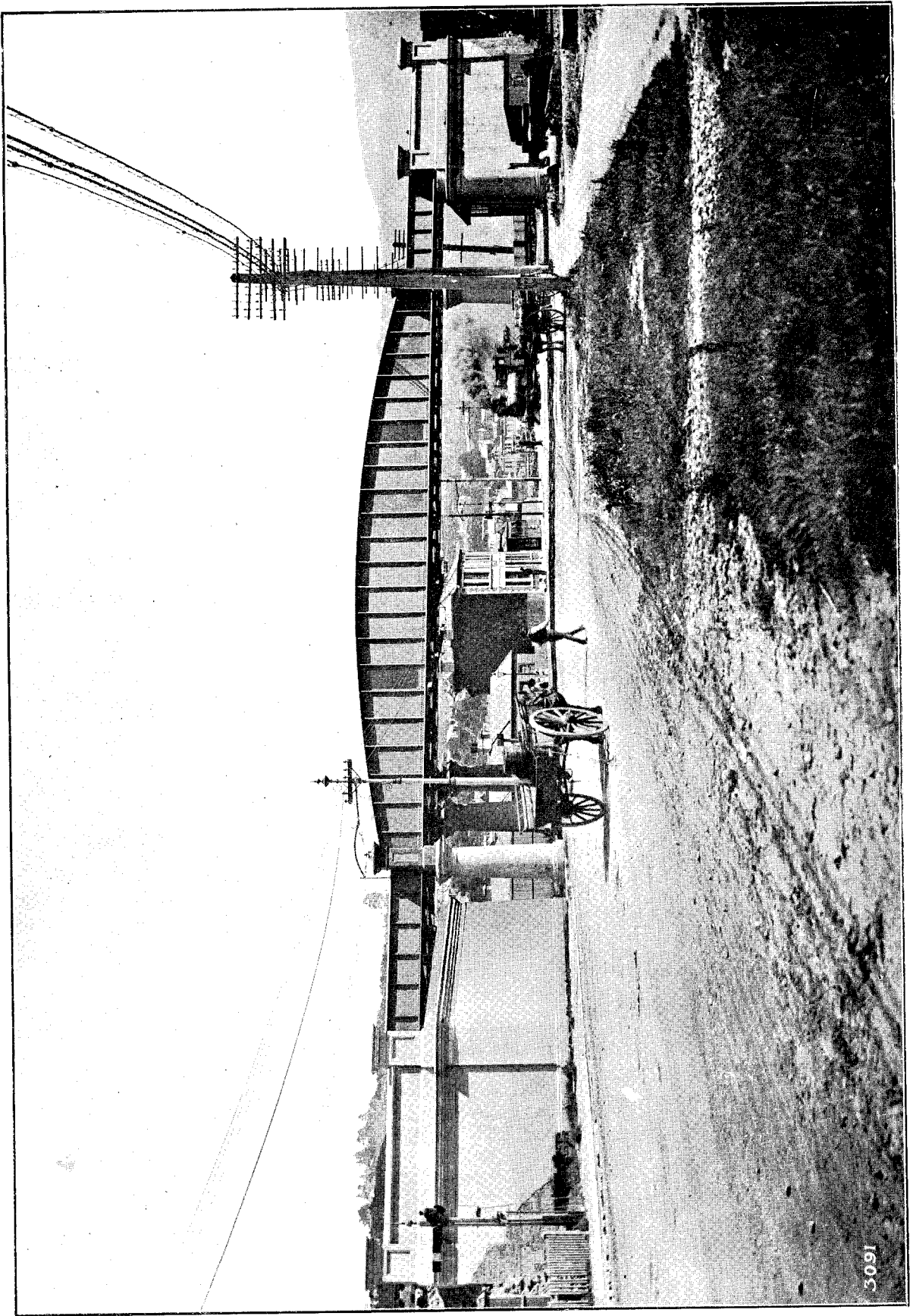


AUCKLAND-PENROSE DUPLICATION WORKS.—PARNELL BRIDGE OVER STRAND, AUCKLAND.
128 ft. span lattice girder.



MAIN TRUNK OVERLAND EXPRESS TRAIN LEAVING WELLINGTON FOR AUCKLAND, 426 MILES.

Train comprising mail-van, dining-car, sleeping-car, five ordinary 50 ft. passenger-cars, and brake-van. Length of train, 585 ft.; weight of train, 320 tons. Drawn by Class A 4-cylinder compound locomotive, 72 tons; banking-engine assisting in rear. Grade, 1 in 40.

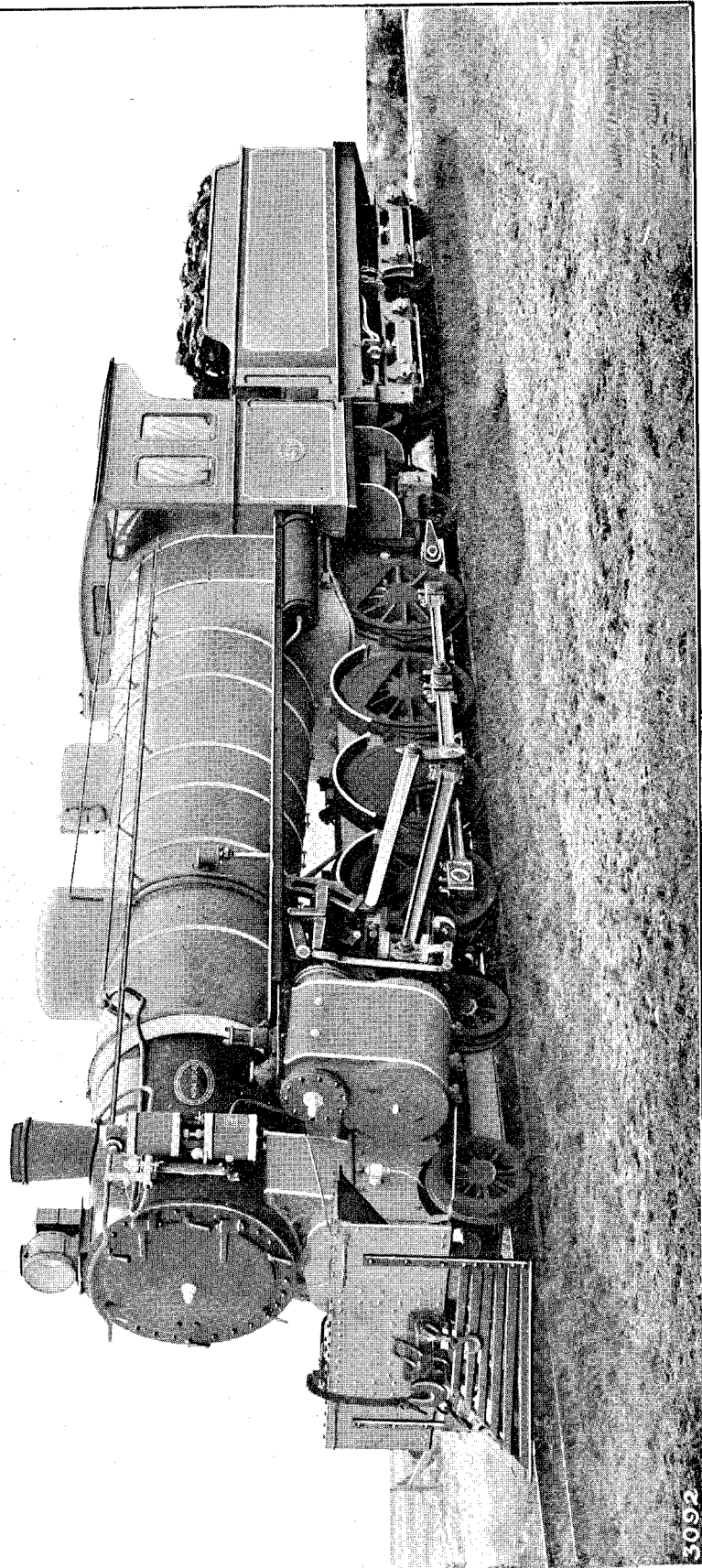


DUNEDIN-MOSGIEL. DUPLICATION WORKS.—NEW BRIDGE OVER ANDERSON'S BAY ROAD, DUNEDIN.
Length, 165 ft. One span 93 ft., and three spans 24 ft.



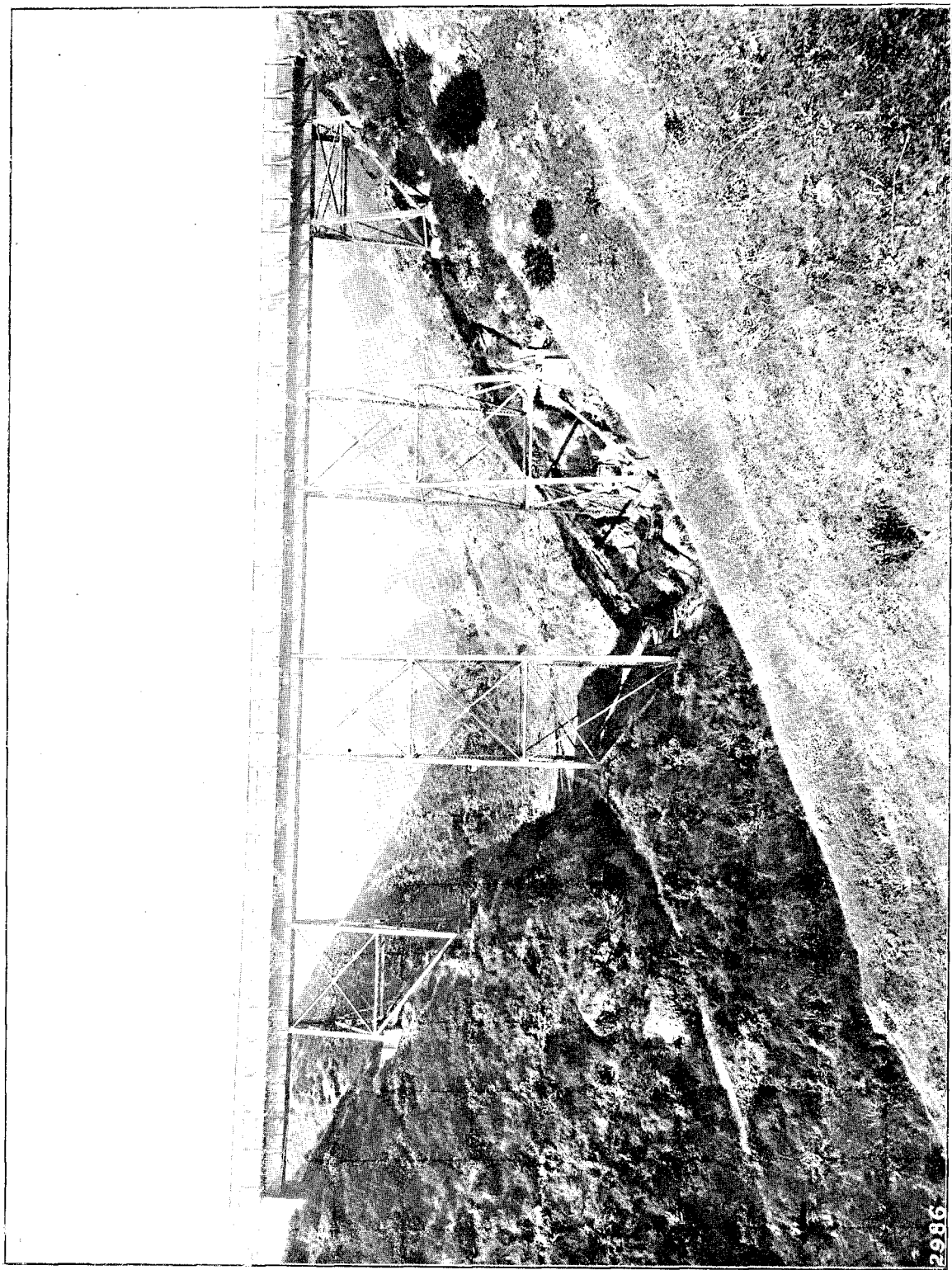
NEW ZEALAND GOVERNMENT RAILWAYS.—CLASS AA 50 FT. SLEEPING-CAR.

Built in New Zealand Government Railway Workshops. Interior showing a Four-berth Sleeping-compartment (three Berths prepared). Gauge of line, 3 ft. 6 in.

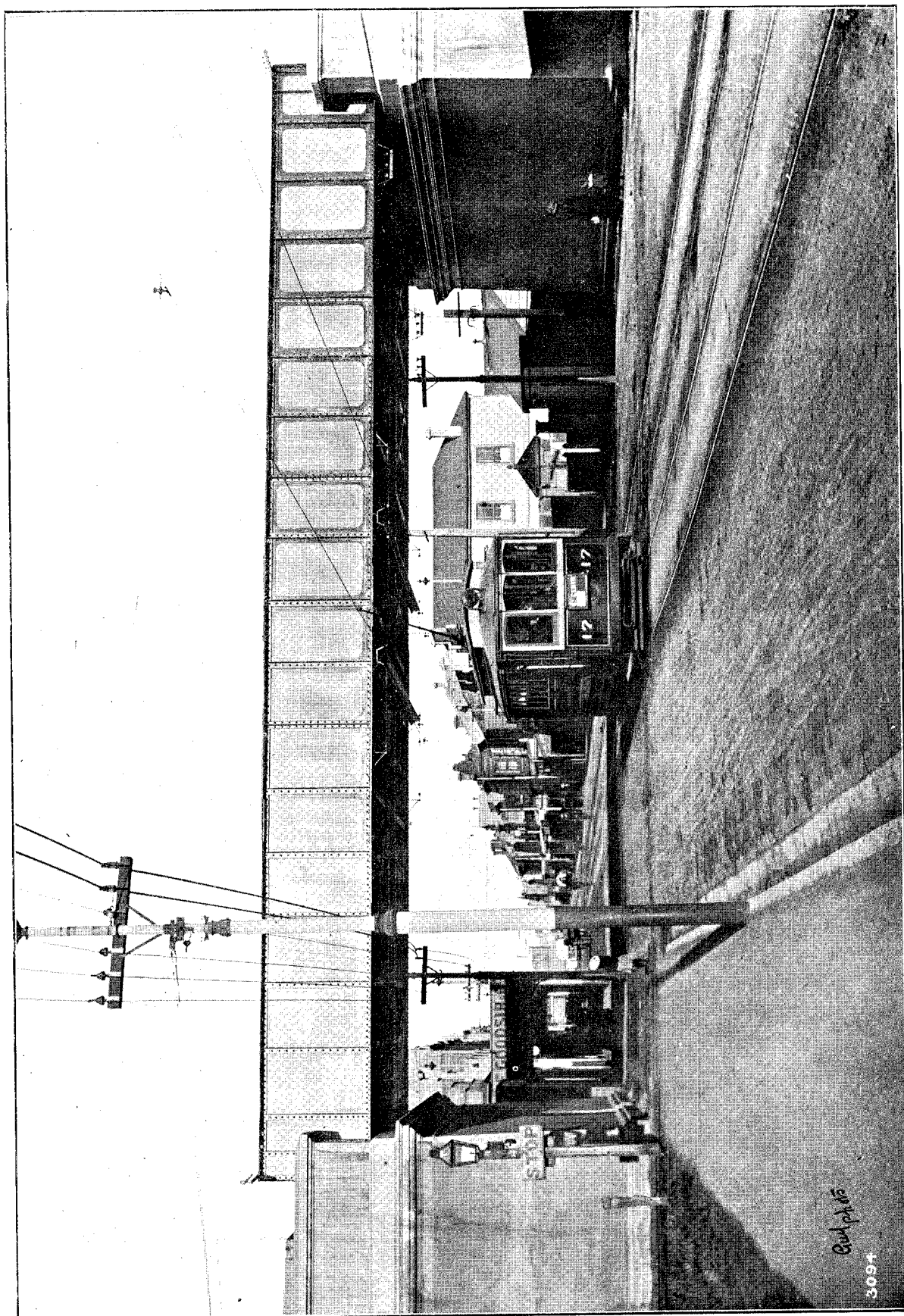


CLASS X.—FOUR-CYLINDER BALANCED COMPOUND LOCOMOTIVE, 4-8-2 TYPE, SPECIALLY DESIGNED FOR WORKING HEAVY GRADIENTS ON NORTH ISLAND MAIN TRUNK RAILWAY.

Built in New Zealand Government Railway Workshops. Gauge of line, 3 ft. 6 in. Diameter of coupled wheels, 3 ft. 9 in. Cylinders—h.p., 13½ in. : l.p., 22 in. : stroke, 22 in. Working steam pressure, 250 lb. per square inch. Weight in working trim, 94 tons.



WELLINGTON-AUCKLAND RAILWAY.—BELMONT VIADUCT, NEAR JOHNSONVILLE.
Height, 125 ft. ; length, 342 ft. Spans, four 50 ft., four 30 ft., and one 22 ft.



DUNEDIN-MOSGIEL DUPLICATION WORKS.—BRIDGE OVER KING EDWARD ROAD, DUNEDIN.
73 ft. 6 in. plate girder.

Edw. H. H.

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