

1913.  
NEW ZEALAND

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# RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, THE HON. W. H. HERRIES.

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MR SPEAKER,—

The presentation of the Railways Statement for the year ending 31st March, 1913, imposes on me the pleasing duty of having to announce that the result of the year's operations has been satisfactory. The revenue has maintained the buoyancy that has characterized it during recent years, and the actual earnings have exceeded the estimate by £226,002 and the earnings of the preceding year by £294,493. The results may be summarized thus :—

|                       |     |     |     | Year 1913.        | Year 1912.        |
|-----------------------|-----|-----|-----|-------------------|-------------------|
|                       |     |     |     | £                 | £                 |
| Total earnings        | ... | ... | ... | 3,971,002         | 3,676,509         |
| Total expenditure     | ... | ... | ... | 2,705,609         | 2,465,896         |
| Net profit on working | ... | ... | ... | <u>£1,265,393</u> | <u>£1,210,613</u> |

## GENERAL.

The mileage of line open for traffic on the 31st March, 1913, was 2,860 miles, as against 2,808 miles for the previous year. The average miles operated during the year was 2,840 miles.

The following extensions were opened during the year :—

|                  |     |     |     |     |     | M.        | ch.       |
|------------------|-----|-----|-----|-----|-----|-----------|-----------|
| Westport—Te Kuha | ... | ... | ... | ... | ... | 5         | 61        |
| Waikohu—Otoko    | ... | ... | ... | ... | ... | 7         | 79        |
| Te Wera—Pohokura | ... | ... | ... | ... | ... | 8         | 51        |
| Mina—Parnassus   | ... | ... | ... | ... | ... | 8         | 51        |
| Kiwi—Glenhope    | ... | ... | ... | ... | ... | 12        | 45        |
| Te Hana—Kaiwaka  | ... | ... | ... | ... | ... | 8         | 67        |
|                  |     |     |     |     |     | <u>52</u> | <u>34</u> |

The capital cost of lines open for traffic, including plant and steamers on Lake Wakatipu, has increased from £30,506,089 to £31,611,220.

The net revenue (£1,265,393) is equal to a return of 4·04 per cent. on the capital invested in the open lines, and 3·74 per cent. on the capital (£33,831,783) invested in opened and unopened lines.

The number of train-miles run during the year was 9,016,224, being an increase of 644,537. The increased train-mileage represents additional facilities to meet the requirements of the business and public convenience, and has cost over £193,000.

The addition made to the train services in the North Island account for 499,951 miles, and in the South Island services for 107,376 miles.

The principal additions and alterations involving the extra mileage were:—

In the North Island: Extension of Saturday night train Hikurangi to Hukerenui; Auckland suburban services increased and extended north to Swanson and south to Papakura; express service, Auckland to and from Helensville; extra train Frankton Junction to Thames and back; morning train, Huntly to Mercer and back on Saturdays; extra express, Auckland to and from Morrinsville; motor train between Morrinsville and Putaruru; extra services between Te Kuiti and Taumarunui; improved services between Wellington and Paekakariki, Wellington-Upper Hutt, Palmerston North-Foxton, Wellington-Woodville; extra trains run to Te Aro instead of terminating at Lambton (Wellington); extra express between Wellington and Auckland during summer season. Of these services the Hikurangi-Hukerenui, Huntly-Mercer, Lambton-Te Aro, Wellington-Auckland second express, and Auckland-Morrinsville expresses have been discontinued owing to unsatisfactory results. The Putaruru-Morrinsville motor service does not nearly pay operating-expenses, but, as it meets a want in a district that is growing in importance and has few trains, it is being continued and extended in the hope that traffic may be developed in the near future.

In the South Island: Workers' train, Christchurch-Templeton; accelerated service, Ashburton-Christchurch, two days per week; extra train between Methven and Rakaia also, Timaru to Christchurch and back, on one day per week; improved suburban service, Dunedin to Mosgiel and Port Chalmers; workers' train, Bluff-Invercargill; improved service, Gore-Lumsden and Invercargill-Orepuki-Tuatapere.

The Christchurch-Templeton workers' train and the Timaru-Christchurch-Methven and Cheviot Branch Wednesday services proved unpayable, and were consequently discontinued.

Floods and slips of a heavy character occurred on several occasions during the year and caused considerable interruption to the train services. The Main Trunk line was blocked for four days from the 20th to 24th June by slips at Porotara and Horopito, passengers and mails having to be transhipped by coaches run between Ohakune and Horopito. The Cheviot-Eyreton and Methven lines were flooded on the 11th, 12th, and 13th July; Wellington-Woodville line interrupted by washouts and slips on the 16th and 17th July. Canterbury-West Coast line was blocked from the 17th to the 20th July by a slip near Broken River, passengers being transhipped by coach. The North Island Main Trunk line was blocked by a slip near Horopito from the 11th to the 16th October, passengers being transhipped by coaches run to and from Ohakune. On the 28th and 29th March heavy floods in Southland caused suspension of traffic until the 31st March, when train services were resumed between Clinton-Invercargill-Kingston, and on Waimea Plains, Waikaka, Forest Hill, and Seaward Bush lines. The Nightcaps and Tuatapere lines resumed working on the 1st April, and Wyndham and Mararoa Branches later.

On the 29th March a heavy flood in the Rangitata River damaged the railway-bridge, rendering it unsafe for trains to cross. Passengers were transferred to trains on either side, but it was not until the 2nd April that repairs were sufficiently far advanced to make the bridge safe for the passage of trains drawn by light engines.

The following figures, which give the record of the late arrival of the principal trains during the year, indicate that, notwithstanding various alterations made in the train services and the difficulties encountered in connection with and arising out of floods, slips, and other unforeseen and unavoidable circumstances, the trains as a whole have maintained punctuality.

| AVERAGE LATE ARRIVAL.              |     |      |      |                         |
|------------------------------------|-----|------|------|-------------------------|
|                                    |     | Min. | Min. |                         |
| For long-distance passenger trains | ... | ...  | 1.67 | against 2.23 last year. |
| For suburban trains                | ... | ...  | 0.56 | „ 0.52 „                |
| For long-distance mixed trains     | ... | ...  | 2.58 | „ 2.99 „                |

The passenger traffic for the year increased very materially, the number actually carried being 13,123,879, an increase of 1,232,745 over the previous year. Season tickets issued number 265,259, an increase of 28,302. The number of workers' twelve-trip tickets issued was 53,697, and of workers' weekly tickets available over suburban lines 148,954, an increase of 4,621 twelve-trip and 19,430 workers' weekly tickets over the previous year.

Holiday excursion tickets issued numbered 964,695, an increase of 124,222 on the traffic of the previous year; school, factory, and friendly societies' excursions numbered 133,897, a decrease of 928 on last year's figures.

The coaching traffic shows substantial increases under each of the headings under which the traffic is grouped. The increases are: Parcels, 129,966; horses, 1,461; carriages, 103½; dogs, 1,232.

In the goods and live-stock traffic the increases are: Drays, 285; cattle and calves, 14,049 head; chaff, lime, &c., 21,528 tons; wool, 6,128 tons; firewood, 1,636 tons; grain, 232,343 tons; merchandise, 34,768 tons; minerals, 84,200 tons.

There were decreases in—sheep, 65,638 head; pigs, 11,138 head; and timber, 23,353 tons. The principal factor in connection with the decrease in sheep traffic was the labour trouble with the slaughtermen. This restricted the operations of the various freezing companies to a very considerable extent, as shown by the falling-off of 272,000 head of sheep in the Wellington, Picton, and Invercargill districts. In other districts the sheep business shows an advance on that of the previous year. The decrease in the number of pigs was caused through a drop in the number raised by dairy-farmers, there being more inducement for farmers to rear calves than pigs. The heavy drop in the timber traffic is chiefly in the Westland and Christchurch districts, and is ascribed to the financial stringency on the West Coast causing a material decrease in the export of timber to Canterbury ports.

The average number of men employed on the railways during the year was 14,213, against 13,523 for the previous year.

During the year 13 members of the Second Division were promoted to the First Division; 462 members of the permanent staff resigned, 98 retired on superannuation, 42 died, 97 were dismissed, and 1,209 were engaged.

The sum of £12,616 was paid during the year under the Workers' Compensation for Accidents Act.

The rolling-stock was augmented by the addition of twenty new engines. Of this number thirteen, comprising five large tender engines, Class BA, and eight heavy tank engines, Class Wg, were built in the Government railway workshops. Seven Class AD 72-ton four-cylinder balanced compound tender engines were completed under the contract with Messrs. A. and G. Price (Limited), of Thames.

There were 77 new bogie cars, 5 bogie brake-vans, 1,032 wagons, and 1,267 tarpaulins turned out of the railway workshops during the year.

2,182 modern steel axles were placed under cars, brake-vans, and wagons in substitution of the old iron axles. The effect of this alteration is to increase the carrying-capacity of each wagon by 2 tons, while giving greater stability to the wagon.

The quantity of Pintsch gas manufactured at the railway gasworks was 9,994,930 cubic feet. On the sections not provided with Pintsch gas the cars are lighted with acetylene gas, and practically all the cars on the small sections are now equipped with this system of lighting.

During the year 104¼ miles of track were relaid: 83½ miles of main line with 70 lb. rails, 20 miles of branch line with 53 lb. rails removed from main lines, and three-quarters of a mile of branch line with new 55 lb. steel material. Ballast to the extent of 290,000 cubic yards and 235,378 sleepers were put into the track during the year. Difficulties experienced by shipowners in respect to labour prevented the Department from getting delivery of sleepers contracted for, and this materially retarded relaying operations.

A considerable number of improvements have been carried out at various stations connected with the railway system throughout the Dominion. They consist of increased accommodation at stations, additions to station buildings, erection of verandas, extension of sidings, provision of water-services and stock-yards, social halls for staff, erection of turntables, cranes, houses for staff, improved lighting at stations, workshops, strengthening bridges, sanitary conveniences, fire-prevention services, and many other works too numerous to particularize. The programme now in hand comprises works that are intended to give increased facilities for meeting the public requirements and at the same time enable the Department to carry on its operations satisfactorily.

The signal and interlocking systems have been brought into operation during the year at Gore, Abbot's Creek, Black Jack's Point, Fendalton tramway crossing, Paeroa, Pokeno grade-easement crossing, Otahuhu, and Westfield. The interlocking has also been added to and rearranged at Abbotsford, Christchurch, Pukerua, Thornodon, Taihape, and Remuera.

Eighty-two electric tablet instruments and 115 miles of line have been brought into operation on the sections Waipukurau–Napier, Greymouth–Dunollie, Henderson–Kaukapakapa, Morrinsville–Putaruru; and Waikumete, Pokako, Kakahi, Porewa, Hangatiki, Marakeke, Okahukura, Linton ballast-pit have also been installed as tablet stations.

Automatic tablet exchanges were fitted at twenty-seven additional stations.

The electric lock-and-block system for double-line working was brought into operation between Abbotsford and Abbot's Creek. Thirteen additional stations were equipped with fixed semaphore signals, and the telegraph and telephone system increased by 493 miles of wire.

1,504 miles of line are now controlled by the electric tablet system, 39½ miles of double track by the electric lock-and-block system.

The railway telegraph and telephone facilities now comprise 2,295 miles of poles and 6,133 miles of wire.

The expenditure on the various adjuncts to safety since 1901 has amounted to no less than £301,051.

The whole of the railway appliances and equipment, comprising rolling-stock, machinery, track, bridges, buildings, and other structures, have been maintained in an efficient and satisfactory condition.

#### REVENUE.

The gross revenue for the year amounted to £3,971,002. It exceeded the estimate by £226,002 and the gross revenue for the preceding year by £294,493.

Passenger revenue shows an increase of £128,514; season tickets, £14,244; coaching traffic, £11,875; goods and live-stock, £124,902; miscellaneous, rents and commission, £14,958.

The receipts per train-mile from the North Island main line and branches amounted to 8s. 1½d. against 8s. 4d. for the previous year, a decline of 2½d. per train-mile in gross receipts. The net revenue per train-mile was 2s. 7·30d., against 2s. 10·76d. last year, a decline of 3·46d. From the South Island main line and branches the gross receipts per train-mile were 9s. 2¾d., against 8s. 9¼d. for the previous year, an advance of 5½d. per train-mile in gross receipts. The net receipts per train-mile advanced by 3·05d. For all lines the gross receipts were 8s. 9½d., as against 8s. 9¼d. for last year, an increase of 0·25d. per train-mile.

The net earnings amounted to £446 per mile for the average number of miles open, and gave a return of 4·04 per cent. on the capital cost. This return is the highest but one ever earned by our railways.

The earnings of the Lake Wakatipu steamers amounted to £7,021, as against £6,669 last year.

## EXPENDITURE.

The expenditure for the year, including the sum of £6,618 incurred in connection with the Lake Wakatipu steamers, amounted to £2,705,609, an increase of £239,713 over the previous year, and absorbed 68·13 per cent. of the revenue, as against 67·07 per cent. for the previous year.

|                        |     |     | Expenditure. |           | Per Cent. of Revenue. |          |
|------------------------|-----|-----|--------------|-----------|-----------------------|----------|
|                        |     |     | 1912-13.     | 1911-12.  | 1912-13.              | 1911-12. |
|                        |     |     | £            | £         |                       |          |
| Traffic                | ... | ... | 768,937      | 670,632   | 19·40                 | 18·27    |
| Locomotive             | ... | ... | 1,059,292    | 952,482   | 26·73                 | 25·96    |
| Maintenance            | ... | ... | 765,860      | 735,546   | 19·32                 | 20·04    |
| Management             | ... | ... | 104,902      | 101,239   | 2·64                  | 2·76     |
|                        |     |     | 2,698,991    | 2,459,899 | 68·09                 | 67·03    |
| Lake Wakatipu steamers | ... |     | 6,618        | 5,997     | 0·04                  | 0·04     |
|                        |     |     | 2,705,609    | 2,465,896 | 68·13                 | 67·07    |

The increased expenditure in the Traffic Branch is due to the additional train-mileage, increases in salaries and wages of the staff, extension of tablet system and extra staff required to carry on the increasing business and operate the safety appliances installed.

In the Locomotive Branch the increase is due to the extra train-mileage, additional staff to meet requirements of the business, advances in salaries and wages, and the prices paid for fuel, stores, and material.

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

The cost of maintenance of lines, buildings, structures, safety appliances, &c., has increased from £735,546 to £765,860, representing an average of £270·61 against £263·46 per mile of railway for the previous year.

The increased expenditure has been incurred on the Whangarei-Kawakawa Section, £187; Gisborne, £1,579; North Island main line and branches, £27,414; South Island main line and branches, £3,099; Westland, £1,091; Picton, £91. The cost of maintenance has decreased on the Kaihu Section, £144; Westport, £1,315; Nelson, £1,688. In this branch also the principal increase has resulted from advance in the wages of the staff and the price of materials.

Additions and improvements to lines, structures, rolling-stock, &c., costing £50,319, which might reasonably have been debited to capital have been made during the year and charged to working-expenses.

The sum of £444,101 was expended under the head "Additions to open lines" and charged to Capital Account. Of this amount £279,524 was expended on rolling-stock, tarpaulins, pneumatic coaling-cranes, Westinghouse brake, Pintsch gas, steam heating-gear, foot-warmers, workshop machinery, and steamer for Lake Wakatipu service.

The rolling-stock in respect to which the charges were made consists of 20 locomotives, 71 carriages, 4 brake-vans, 40 bogie and 927 four-wheeled wagons, and 1,267 tarpaulins completed on the 31st March, 1913; and 44 locomotives, 99 carriages, 26 brake-vans, 113 bogie and 1,438 four-wheeled wagons, and 2,025 tarpaulins incomplete but in hand on that date.

The sum of £164,577 was spent in additions to station buildings, extension of station-yards and siding accommodation, water-services, additional dwellings, purchase and reclamation of land, additions to workshops, cranes, weighbridges, turntables, stone-crusher, bridgework and subways, fire-prevention services, wharves, gasworks, extension of signal and interlocking system, tablet-installation, telegraph and telephone facilities, duplication of line, reduction in grades and improvement of curves, &c.

## DUPLICATION OF LINES.

Expenditure under the Railways Improvements Authorization Act, 1904—Dunedin-Mosgiel duplication and deviation of line, £29,253 13s. 3d.

## RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1913, as compared with 1912:—

| PARTICULARS.                                             | Year ended 31st March. |                   |
|----------------------------------------------------------|------------------------|-------------------|
|                                                          | 1912.                  | 1913.             |
| Total miles open for traffic ... ..                      | 2,808                  | 2,860             |
| Average miles open for year ... ..                       | 2,801                  | 2,840             |
| Capital cost of opened and unopened lines ... ..         | £32,689,179            | £33,831,783       |
| Capital cost of open lines ... ..                        | £30,506,089            | £31,611,220       |
| Capital cost per mile of open lines ... ..               | £10,864                | £11,053           |
| Gross earnings ... ..                                    | £3,676,509             | £3,971,002        |
| Working-expenses ... ..                                  | £2,465,896             | £2,705,609        |
| <b>NET PROFIT ON WORKING</b> ... ..                      | <b>£1,210,613</b>      | <b>£1,265,393</b> |
| <b>PERCENTAGE OF PROFIT TO CAPITAL INVESTED</b> ... ..   | <b>3·98</b>            | <b>4·04</b>       |
| <b>PERCENTAGE OF WORKING-EXPENSES TO EARNINGS</b> ... .. | <b>67·07</b>           | <b>68·13</b>      |
| Earnings per average mile open ... ..                    | £1,314                 | £1,400            |
| Working-expenses per average mile open ... ..            | £881                   | £954              |
| <b>NET EARNINGS PER AVERAGE MILE OPEN</b> ... ..         | <b>£433</b>            | <b>£446</b>       |
| Earnings per train-mile ... ..                           | d.<br>105·25           | d.<br>105·50      |
| Working-expenses per train-mile ... ..                   | 70·52                  | 71·84             |
| <b>NET EARNINGS PER TRAIN-MILE</b> ... ..                | <b>34·73</b>           | <b>33·66</b>      |
| Passengers, ordinary ... ..                              | 11,891,134             | 13,123,879        |
| Season tickets ... ..                                    | 236,957                | 265,259           |
| Goods tonnage ... ..                                     | 5,599,756              | 5,957,005         |
| Live-stock tonnage ... ..                                | 288,152                | 289,123           |
| Train-mileage ... ..                                     | 8,371,687              | 9,016,224         |
| Locomotives ... ..                                       | 493                    | 513               |
| Passenger-cars ... ..                                    | 1,212                  | 1,282             |
| Wagons and brake-vans ... ..                             | 18,521                 | 19,515            |

## CONCLUDING REMARKS AND FORECAST.

The Hutt Road having been completed in readiness for handing over to the local bodies, a Commissioner was appointed in terms of the Act to hear evidence and apportion the charges incurred in connection with the formation of the road. The report of the Commissioner has now been received, and is engaging the attention of the Government. I anticipate that a final decision will be come to at an early date, and, as it is essential that the Railway Department should be relieved of the responsibility attaching to the upkeep of the road, over which it has practically no jurisdiction, arrangements are being made to vest the control of the

thoroughfare in the Wellington City Council, which body has the largest interests involved. The apportionment of the charges as fixed by the Commissioner will also be gazetted in due course.

During the year an extension of about three-quarters of a mile of the double line between Dunedin and Mosgiel was opened for traffic, and steady progress has been made with the piercing of the Chain Hills tunnel. The bad ground met with interfered materially with the boring operations, but as more favourable indications are now in evidence better progress is anticipated from now onwards to the completion of the tunnel, of which some 15 chains remain to be bored.

Considerable progress has been made in connection with grade improvements in the North Island. On the Main Trunk line the improvements between Buckland and Tuakau, and at Pukekohe, have been completed, and a commencement made at easing grades between Tuakau and Pokeno. On the Wanganui—New Plymouth line the earthworks for the Manawapou Viaduct improvement are finished as far as practicable pending completion of the viaduct, construction of which is in hand. The reclamation of land in Mechanics Bay, Auckland, is in hand, and the sum of £11,089 was paid to the Auckland Harbour Board for reclamation carried out by the Board under agreement with the Railway Department.

Messrs. Price (Limited) delivered during the year seven AD locomotives constructed by them under contract, and have still to construct thirteen engines of the same type under existing contract.

The rolling-stock under construction in the railway workshops on the 31st March consisted of 10 Class X 94-ton four-cylinder balanced compound, 1 Class BA goods engine, and 20 Class WG tank engines. The improvements and additions made to the rolling-stock during the past eighteen years have increased the tractive power by 259 per cent., seating-capacity by 208 per cent., wagon-capacity by 212 per cent. During the same period the rolling-stock equipment has been increased by 244 locomotives, 784 cars, 181 brake-vans, 1,053 sheep-trucks, 9,813 goods-wagons.

Special and sustained efforts are made to build rolling-stock with despatch so as to keep pace with the demands of the existing and prospective traffic. The programme for 1913–14 comprises 65 bogie cars, 19 bogie brake-vans, 68 bogie wagons, 522 four-wheeled wagons. The total rolling-stock actually under order at the present time comprises 44 locomotives, 108 cars, 27 brake-vans, 113 bogie wagons, and 1,475 four-wheeled wagons.

The investigations made into the results of the motor-car experiments carried out over extended periods by other railway systems has shown the wisdom of proceeding cautiously in regard to ordering motor-cars for use on the New Zealand railways. Material alterations and improvements in this class of vehicle are daily taking place, but as a consequence of the satisfactory result of extended trials made on the South African lines two cars have been ordered for trial purposes on our railways. They will be placed in commission as early as possible after arrival in the Dominion, and if the results come up to anticipation the use of the cars will be extended as circumstances permit.

The new steamer, "Earnslaw," built for the Lake Wakatipu service by Messrs. McGregor, of Dunedin, was placed in commission during the last summer season. The vessel fulfilled all requirements of the contract. It has a gross tonnage of 329 tons, carries 1,000 passengers, and steamed on trial trip 15 knots per hour. The vessel has already established itself as a favourite on the lake, but it is too large and costly to run during the winter season when the traffic is light.

With a view to bringing the producer and consumer into closer relations, for the mutual benefit of both, arrangements were made for the through booking of fruit from various parts of the Dominion. Delivery at destination was also provided for in the case of larger centres, and a minimum rate of freight was fixed for both rail and sea transport. The steamship companies readily joined in the scheme and assisted as far as practicable. The Postal Department co-operated and arranged that orders for fruit might be transmitted through Postmasters to growers direct. Wide publicity was given to the arrangements, and every endeavour made in other directions to ensure the success of the project. The traffic results

were, however, distinctly disappointing, the resultant business being insufficient to recoup the cost of bringing the arrangements into force.

In response to strong representations made respecting conveyance of fruit from Auckland to Wellington by express, special arrangements were made, on the assurance of those concerned, that the traffic would amount to about 5 tons per day. In actual practice it did not average 5 cwt. per day, a quantity altogether inadequate to justify the running of a bogie wagon. Similar experience followed the efforts made to foster the fish industry and meet the requests of fishermen for improved means of transport. The traffic did not expand, consequently the cost of operating became greater than the value of the business, and loss resulted. This will readily be understood when it is remembered that 56 lb. of fruit can be railed any distance over a connected railway for 6d., and 7 lb. of fish any distance for 6d. Consumers who deal direct with producers can obtain the benefit of these rates, and it is a matter of surprise that the producer and consumer do not, under such circumstances, get into direct touch and take advantage of the facilities provided to enable them to save the cost inseparable from dealing through intermediaries.

During last session an Act amending the schedule to the Government Railways Classification was passed. I have since further reviewed the matter, and in accordance with the intimation given to the representations of the Railway staff last year propose to ask Parliament to further amend the schedule. The regulations under the Act have also been carefully considered and revised to bring them more closely into line with the regulations applicable to other branches of the Public Service so far as leave of absence and travelling-allowances are concerned. The amended regulations will be gazetted shortly, and in addition to other improvements will contain provision for the issues of a privilege ticket to a superannuated member of the Railway service and his wife once a month.

The regulations also contain provision under which members of the Second Division may qualify for transfer to the First Division if they elect to attend at stations in their own time or to utilize the opportunities that may be afforded them at other periods to acquire a knowledge of accounting and other duties appertaining to the First Division. I trust members of the Second Division will take advantage of the regulation which has been made with a view to giving greater scope for their advancement to positions in the First Division, it being fully recognized that men who have had practical experience in the Second Division and subsequently qualify themselves for promotion are as a rule decided acquisitions to the First Division.

The advent of road motor-vehicles has materially altered the conditions that existed in respect to railway-crossings when horses and bullocks provided the principal form of traction. The high rate of speed at which drivers of motor-vehicles drive over the public roads and dash over railway-crossings is a menace not only to the occupants of the cars, but to other persons who are using the road and to trains running on the railway. During the past year there have been a number of accidents on railway-crossings, some, unfortunately, attended with loss of life and severe personal injury to occupants of motor-cars driven on to crossings in the face of approaching trains. As the use of the motor-car extends, these risks will increase; and, with a view to providing additional safeguards, I have given instructions for the designing of automatic signals for use on railway level crossings. It is quite feasible to provide such appliances, and it is proposed to instal them on the busier crossings only at the outset, afterwards extending their use to additional crossings after practical experience has demonstrated the reliability and usefulness of the appliances. Automatic appliances of every kind are, however, liable to fail occasionally no matter what care and attention is bestowed on their upkeep. The interests of the State must be safeguarded in this respect before any expenditure is incurred in erecting automatic alarms. The necessary legislation will be introduced this session. In view of the indifference persons in charge of vehicles display when approaching railway-crossings, and their disregard of warning bells, sign-posts, and even the signals of crossing-keepers, more stringent measures will require to be adopted in the interests of public safety and heavier penalties be pressed for in future cases where breaches of the by-laws are committed.

During the year I have made investigation into the causes that are responsible for the percentage of working-expenses to earnings being so high, and find that

the factors which in the main conduce to bring about the position are increased wages and shortening the hours of the staff, increasing train services by running trains for experimental development many of which are unremunerative, opening of new sections of railway in undeveloped country where business is necessarily very restricted and unprofitable, additional staff necessitated by the expansion of interlocking and safety appliances which has resulted in a large proportion of what were unattended flag stations being converted into tablet stations, many of which are double-manned on account of long hours. The more extended hours trains are now running on the Main Trunk systems also necessitates increased staff. The rates paid for fuel, stores, and materials of every description used by the Railway Department have advanced in sympathy with the improvement that has taken place in working-conditions and wages in foreign countries and foreign and local industries.

My research into this aspect of the railway question has revealed the fact that New Zealand is by no means singular in respect to the advance of percentage of operating expenses to earnings. Every large railway system shows the same upward tendency following on their general advance of wages and shortening of the hours of staff, the increase in price of coal and other materials, more lavish train services without increasing the tariff to bring in additional revenue to correspond with the advance in expenditure.

A comparison of the percentage of working-expenses in the railways of other Australian States, as shown in Table 15, if compared with the similar table of last year, will show that the working-expenses of all of these railways have increased with the exception of Tasmania, and in most cases the increases have been greater than those in New Zealand. New South Wales, for instance, increased from 61·09 in 1911 to 64·23 in 1912, and the latest report of the Commissioner gives the percentage as 68·82 in 1913. In other countries the same conditions occur, and the New Zealand percentage, though higher than I would like to see it, is not higher than that obtaining in other parts of the world. In the Canadian railways, for instance, the percentage for 1912 was 68·7, and in the United States railways 69·33, as against New Zealand 68·13.

The running of trains in excess of the immediate requirements for the purpose of developing the country and inducing settlement, thus creating a traffic that will ultimately be remunerative, is sound in principle as a business proposition. So long, therefore, as the close scrutiny that has in the past been kept on this and all other items of railway expenditure continues I am satisfied the best results will follow, and an advance in the rates of expenditure to earnings need be no cause for misgiving in so far as railway operations are concerned.

The effect increased train-mileage has on the financial results of working the railways is illustrated by the following figures relating to the North and South Island main lines and branches respectively. The North Island train-mileage was increased by 499,951 miles during the year, and the South Island main lines by 107,376 miles. The earnings per train-mile in the North Island declined from 8s. 4d. last year to 8s. 1½d., a decrease of 2½d. per train-mile, indicating that train services were in advance of the traffic. The earnings of the South Island lines advanced from 8s. 9¼d. to 9s. 2¾d., an increase of 5½d. per train-mile, indicating that traffic had more than kept pace with the increased train services.

The interest on capital earned by the North Island main line and branches receded from £4 19s. 7d. per cent. to £4 17s. 5d. per cent., while that earned by the South Island main line and branches advanced from £3 2s. per cent. to £3 8s. per cent.

I am of opinion that the time has arrived when it is desirable for the Railway Department to establish in each of the four principal centres a booking-office from which passengers may purchase, the day or the day before they intend to travel, a ticket for any journey they contemplate taking by railway.

I propose also arranging for the collection and delivery of parcels and passengers' luggage at each of the four centres, and for the conveyance of luggage between the ferry steamers and Wellington Railway-stations, also to inaugurate the system of "cash on delivery" parcels.

These arrangements will, I have no doubt, be a public convenience,

The accumulated balance to the credit of the Government Railways Superannuation Fund at the 31st March amounted to £264,455, an increase of £30,998 on the previous year. The total income for the year was £102,951, and the amount outgoing was £71,953. Of the latter the sum of £61,783 represented the charge involved in payments to 1,261 beneficiaries, comprising 807 members of the service who have either voluntarily resigned or who have been retired on account of being medically unfit, 179 widows and 275 children dependents of deceased members of the service who had not retired on superannuation at the time of their death.

As indicated in His Excellency the Governor's speech, Mr. E. H. Hiley was selected out of 104 applicants to fill the post of General Manager. Mr. Hiley will shortly arrive in the Dominion and will take up his duties. The thanks of the Dominion are due to the retiring General Manager for his long and faithful services.

As promised in last year's Statement a long and exhaustive investigation has been made into the question of shunting. Some valuable information has been received, which is now being gone into by the General Manager and the principal departmental officers. I hope shortly to lay a report on the subject before honourable members and to be able to take such steps as will minimize the danger to which shunters are subject.

The visit of the Battleship "New Zealand," though not falling altogether into last year's operations, caused great activity on the railways, and I think that the way in which the vast crowds travelling by rail were handled without a hitch reflects the greatest credit on the railway staff, both officers and men, and the thanks of the Dominion are due to them. I have personally to thank all the staff for their efforts on this occasion and also for their efforts on the occasion of the floods in the South Island.

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,<br>1895. | 31st March,<br>1913. | Increase.  | Per Cent of<br>Increase. |
|---------------------------------------------|----------------------|----------------------|------------|--------------------------|
| Passengers (number) ...                     | 3,905,578            | 13,123,879           | 9,218,301  | 236                      |
| Season tickets " ...                        | 28,623               | 265,259              | 236,636    | 826                      |
| Parcels " ...                               | 444,981              | 1,320,873            | 875,892    | 197                      |
| Horses " ...                                | 11,185               | 21,971               | 10,786     | 96                       |
| Carriages " ...                             | 750                  | 2,904                | 2,154      | 287                      |
| Dogs " ...                                  | 23,517               | 57,388               | 33,871     | 144                      |
| Drays " ...                                 | 705                  | 3,189                | 2,484      | 352                      |
| Cattle " ...                                | 40,890               | 221,595              | 180,705    | 442                      |
| Sheep " ...                                 | 1,519,921            | 5,388,805            | 3,868,884  | 255                      |
| Pigs " ...                                  | 43,292               | 136,130              | 92,838     | 214                      |
| Chaff, lime (tons) ...                      | 36,972               | 213,322              | 176,350    | 497                      |
| Wool " ...                                  | 103,328              | 147,735              | 44,407     | 43                       |
| Firewood " ...                              | 85,102               | 112,072              | 26,970     | 32                       |
| Timber " ...                                | 198,578              | 695,060              | 496,482    | 250                      |
| Grain " ...                                 | 388,556              | 1,181,899            | 793,343    | 204                      |
| Merchandise " ...                           | 377,938              | 845,934              | 467,996    | 124                      |
| Minerals " ...                              | 857,917              | 2,760,983            | 1,903,066  | 222                      |
| Total tonnage ...                           | 2,048,391            | 5,957,005            | 3,908,614  | 191                      |
| Total revenue ...                           | £1,150,851           | £3,971,002           | £2,820,151 | 245                      |
| Locomotives (number) ...                    | 269                  | 513                  | 244        | 91                       |
| " tractive power (lb.) ...                  | 1,756,178            | 6,317,810            | 4,561,632  | 259                      |
| Passenger-cars (number) ...                 | 498                  | 1,282                | 784        | 158                      |
| Passenger-cars, seating - accommodation ... | 17,455               | 53,819               | 36,364     | 208                      |
| Brake-vans (number) ...                     | 204                  | 385                  | 181        | 88                       |
| Sheep-wagons " ...                          | 390                  | 1,443                | 1,053      | 270                      |
| Total wagons, all classes (number) ...      | 8,264                | 19,130               | 10,866     | 131                      |
| Wagon carrying-capacity (tons) ...          | 50,861               | 158,447              | 107,586    | 212                      |
| Train-mileage run... ..                     | 3,221,620            | 9,016,224            | 5,794,604  | 180                      |

Having given careful consideration to the general circumstances of the Dominion as reflected by the railway traffic, I feel confident of continued prosperity during the next financial year, and estimate the revenue for the year ending 31st March, 1914, at £4,200,000, and the expenditure at £2,931,250.

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

New Zealand Government Railways,

SIR,—

Head Office, Wellington, 30th August, 1913.

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1913.

The capital cost has increased from £30,506,089 to £31,611,220. The revenue was £3,971,002, against £3,676,509. The expenditure for the year amounted to £2,705,609, against £2,465,896 last year. The rate of interest on the capital was £4 0s. 9d., as compared with £3 19s. 7d. for the preceding year. The revenue per train-mile was 8s. 9½d. and the expenditure, 5s. 11¼d., as compared with 8s. 9½d. and 5s. 10½d. respectively last year.

The following extensions were opened during the year :—

|                  | M. | ch. |
|------------------|----|-----|
| Westport—Te Kuha | 5  | 61  |
| Waikohu—Otoko    | 7  | 79  |
| Te Wera—Pohokura | 8  | 51  |
| Mina—Parnassus   | 8  | 51  |
| Kiwi—Glenhope    | 12 | 45  |
| Te Hana—Kaiwaka  | 8  | 67  |
|                  | 52 | 34  |

The mileage added to the system was thus 52 miles 34 chains, making the total mileage open for traffic on the 31st March, 1913, 2,860 miles 10 chains, as against 2,807 miles 56 chains at the close of the previous year.

During the year 13,123,879 passengers were carried, yielding a revenue of £1,314,340, and 265,259 season tickets were issued, the revenue derived therefrom amounting to £147,533. There was thus an increase of 1,232,745 ordinary passengers and £128,514 revenue, and 28,302 season tickets and £14,244 revenue over the traffic carried under these heads during the previous year. 72,763 children and teachers and 61,134 adults travelled by school and factory excursions during the year, the revenue derived therefrom amounting to £9,509. 964,695 passengers travelled at holiday excursion fares, yielding a revenue of £271,612.

The coaching and goods traffic has been well maintained during the year, and shows increases under all heads with the exception of sheep, pigs, and timber.

## Increases.

*Coaching.*—Parcels, 129,966; horses, 1,461; carriages, 103; dogs, 1,232. Revenue, £11,875.

*Goods.*—Drays, 285; cattle and calves, 14,049 head; chaff, lime, &c., 21,528 tons; wool, 6,128 tons; firewood, 1,636 tons; grain, 232,343 tons; merchandise, 34,768 tons; minerals, 84,200 tons.

## Decreases.

*Goods.*—Sheep, 65,638 head; pigs, 11,138 head; timber, 23,353 tons.

Several additions and alterations were made to the train services during the year to meet traffic requirements and to give greater facilities to the public. The train-mileage was 9,016,234, an increase of 644,537 miles. The increase on the North Island main line and branches was 499,951 miles, and on the South Island main line and branches 107,376 miles.

During the year floods and slips have caused serious delays to traffic, but the train services generally were well maintained. There was no serious train accident during the year, and no passengers were injured as the result of train accidents.

## 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 completed and in hand being as follows :—

*Locomotives.*—On the 1st April, 1912, there were 493 engines in service, and on the 31st March, 1913, there were 513 engines. Twenty new engines were added to stock. Of the new engines added to stock thirteen were built in the Government Railway workshops, and comprised five large tender engines, Class BA, and eight heavy tank engines, Class Wg; seven Class Ad, 72-ton tender engines, four-cylinder “balanced compound,” were completed under the contract with Messrs. A. and G. Price (Limited), of Thames.

In the Government Railway workshops to date 110 engines have been built, and twenty-four old locomotives have been rebuilt to modern designs.

Six hundred and seventy-seven locomotives passed through the workshops during the year, the details being as follows :—

| Particulars.                | Number and Type.                                        |                 |               |               |           |         | Total. |
|-----------------------------|---------------------------------------------------------|-----------------|---------------|---------------|-----------|---------|--------|
|                             | Four-cylinder<br>"Balanced-compound"<br>Tender Engines. | Tender Engines. | Tank Engines. | Fell Engines. | Fairlies. |         |        |
|                             |                                                         |                 |               |               | Single.   | Double. |        |
| Number passed through shops | 63                                                      | 228             | 344           | 6             | 31        | 5       | 677    |
| Built new                   | ...                                                     | 5               | 8             | ...           | ...       | ...     | 13     |
| Re-erected                  | ...                                                     | ...             | 11            | ...           | ...       | ...     | 11     |
| Thoroughly overhauled       | 5                                                       | 44              | 29            | ...           | 2         | 1       | 81     |
| Heavy repairs               | 24                                                      | 64              | 110           | 6             | 13        | 2       | 219    |
| Light repairs               | 34                                                      | 115             | 186           | ...           | 16        | 2       | 353    |
| Painted and varnished       | 15                                                      | 51              | 51            | 5             | 1         | 1       | 124    |
| Touched up                  | 16                                                      | 89              | 50            | ...           | 13        | ...     | 168    |

Included in above are six engines for the Public Works Department and two engines for private railway companies.

At the close of the year there were under construction in the Railway workshops thirty-one locomotive engines, comprising one Class BA tender engine, ten Class X 94-ton tender engines, four-cylinder "balanced-compound" type, and twenty heavy tank engines, Class Wg.

The contract entered into last year with Messrs. A. and G. Price (Limited), of Thames, to construct ten Class Ad 72-ton tender engines was increased to twenty engines. Of this number there were incomplete on the 31st March, 1913, thirteen engines, so that altogether there were in hand at the close of year forty-four locomotive engines.

The new locomotives added, together with boiler-renewals, increased the total tractive power by 341,434 lb., equal to 5.71 per cent. The new engines being built and boilers under construction will, when completed, still further largely augment the tractive power.

**Boilers.**—The work on new boilers, renewals, and boiler-repairs has been kept well up to date. Sixteen new locomotive-boilers were constructed. The following statement shows the details of boiler-work :—

| Description. | Number passed through Shops. | Built new. | Heavy Repairs. | Light Repairs. | New Tubes (Sets). | Tubes pieced and Second-hand (Sets). | New Firebox. | New Firebox Tube-plates. | Boilers patched. |
|--------------|------------------------------|------------|----------------|----------------|-------------------|--------------------------------------|--------------|--------------------------|------------------|
| Boilers ...  | 361                          | 16         | 145            | 200            | 110               | 19                                   | 6            | 15                       | 133              |

Forty-three new boilers were under construction at the close of the year, comprising one Class D, three Class F, three Class J, five Class R, one Class Wf, twenty Class Wg, and ten Class X.

**Carriages.**—The car stock on the 1st April, 1912, consisted of 1,212 cars, and the number on the 31st March, 1913, was 1,282 cars. Seventy-seven new bogie cars were built and added to stock, and six old cars were written off and replaced; one old car was converted to a sleeping-van, and is being replaced with a new bogie car.

Satisfactory progress has been made with fitting second-class cars on long-distance trains with chair seats, also fitting platform gates, gangways, and additional handrails on all sections.

The following table shows the details of car-work during the year :—

| Particulars.                    | Number and Type of Carriages. |            |             | Total. |
|---------------------------------|-------------------------------|------------|-------------|--------|
|                                 | Bogie.                        | Six-wheel. | Four-wheel. |        |
| Number passed through shops ... | 1,864                         | 91         | 36          | 1,991  |
| Built new ...                   | 77                            | ...        | ...         | 77     |
| Converted ...                   | 1                             | ...        | 1           | 2      |
| Thoroughly overhauled ...       | 43                            | 2          | ...         | 45     |
| Heavy repairs ...               | 1,046                         | 13         | 6           | 1,065  |
| Light repairs ...               | 697                           | 76         | 29          | 802    |
| Painted and varnished ...       | 561                           | 6          | ...         | 567    |
| Touched up and revarnished ...  | 441                           | 10         | 8           | 459    |

One hundred and eight new bogie cars are under construction in Railway workshops.

*Brake-vans.*—The number of brake-vans on the line on the 1st April, 1912, was 381, and the number on the 31st March, 1913, was 385. Five new bogie brake-vans were built, four being additional stock and one to replace a van written off.

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

| Description.      | Number passed through Shops. | Built new. | Heavy Repairs. | Light Repairs. | Painted. | Touched up. |
|-------------------|------------------------------|------------|----------------|----------------|----------|-------------|
| Brake-vans ... .. | 613                          | 5          | 309            | 299            | 140      | 156         |

Twenty-seven bogie brake-vans are under construction.

*Wagons.*—The wagon stock on the 1st April, 1912, comprised 18,140 vehicles, and on the 31st March, 1913, the number was 19,130. Twenty-two old wagons were written off and replaced, twenty wagons were sold to the Public Works Department, and one old wagon was sold to a frozen-meat company, and these are being replaced. One thousand and thirty-two new wagons were built and added to stock. Of this number 1,010 wagons were additional stock, and the balance to replace stock written off; also one old car was converted to a sleeping-van.

The carrying-capacity of the wagon stock was increased by 9,734 tons, equal to 6·55 per cent., or an equivalent of 1,622 ordinary wagons.

The following table gives particulars of wagon-work during the year :—

| Description.  | Number passed through Shops. | Built new. | Converted. | Rebuilt. | Heavy Repairs. | Light Repairs. | Painted. | Touched up. |
|---------------|------------------------------|------------|------------|----------|----------------|----------------|----------|-------------|
| Wagons ... .. | 19,249                       | 1,032      | 34         | 38       | 5,195          | 12,950         | 3,936    | 5,595       |

One thousand five hundred and eighty-eight new wagons were under construction in Railway workshops at the close of the year, and these comprised 113 bogie and 1,475 four-wheel wagons.

*Tarpaulins.*—The stock of tarpaulins on the 1st April, 1912, was 13,955, and the number on the 31st March, 1913, was 15,222. One thousand two hundred and sixty-seven new tarpaulins were made and added to stock; 2,374 worn-out tarpaulins were written off and replaced with a similar number of new tarpaulins.

The following table gives details of the work on tarpaulins for the year :—

| Description.      | Number passed through Shops. | Manufactured new. | Condemned, and replaced with New Tarpaulins. | Repaired. |
|-------------------|------------------------------|-------------------|----------------------------------------------|-----------|
| Tarpaulins ... .. | 19,334                       | 1,267             | 2,374                                        | 15,693    |

There were 2,035 new tarpaulins in hand at close of year.

*Stationary Engines and Cranes.*—The repairs and renewals were as follows :—

| Description.                      | Number passed through Shops. | Built new. | Converted. | Heavy Repairs. | Light Repairs. | Painted. | Touched up. | Boiler-repairs. |                |                   |                  |
|-----------------------------------|------------------------------|------------|------------|----------------|----------------|----------|-------------|-----------------|----------------|-------------------|------------------|
|                                   |                              |            |            |                |                |          |             | Heavy Repairs.  | Light Repairs. | New Tubes (Sets). | Boilers patched. |
| Hand-cranes ... ..                | 28                           | ...        | 1          | 9              | 18             | 3        | 5           | ...             | ...            | ...               | ...              |
| Steam-cranes ... ..               | 49                           | ...        | ...        | 15             | 34             | 6        | 7           | ...             | 5              | ...               | ...              |
| Stationary engines ... ..         | 27                           | ...        | ...        | ...            | 1              | ...      | ...         | 9               | 18             | 6                 | 8                |
| Pile-drivers and hoisting-engines | 9                            | ...        | ...        | ...            | 9              | ...      | ...         | 1               | 1              | 1                 | 1                |
| Pneumatic cranes ... ..           | 4                            | 2          | ...        | ...            | 2              | 2        | ...         | ...             | ...            | ...               | ...              |

*Axles.*—During the year 2,182 car, van, and wagon axles were replaced with modern steel axles; this number does not include new stock. The replacement of old iron axles with modern steel axles is now practically completed. The steel axles increase the carrying-capacity of wagons by 2 tons.

*Westinghouse Brake.*—All new engines and rolling-stock built for North and South Island Main Lines and Branches are equipped with the quick-acting Westinghouse brake before being placed in service. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. The work of equipping the engines and rolling-stock on Whangarei and Gisborne Sections with the Westinghouse brake has been put in hand.

*Car-lighting.*—The oil-gas manufactured at the five separate Pintsch gas works amounted to 9,994,930 cubic feet, costing 2s. 1'31d. per 100 cubic feet. The rise in cost was due to the increased price paid for oil.

On sections not provided with Pintsch gas cars are lighted with acetylene gas, and practically all the cars on the isolated sections are now supplied with this system of lighting.

*Motor-cars, Culverden-Hanmer.*—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. A new steamer was completed and put into commission during the year.

*Re-tareing Wagons.*—Whenever wagons are in workshops for repairs the tare weight is checked and adjusted before the wagon goes into service again; also, at intervals not exceeding twelve months, the tare weight of all goods-wagons in service is checked and adjusted.

*Sheep-wagons.*—The work of fitting grated floors to all the older wagons is now completed. All new live-stock wagons are built with grated floors. These grated floors are found to be of great assistance in carrying live-stock in good condition.

*Renewals and Replacements.*—During the year under review six old cars, one brake-van, twenty-two wagons, and 2,374 worn-out tarpaulins were written off and replaced with six new cars, one new brake-van, twenty-two new wagons, and 2,374 new tarpaulins. In accordance with the practice of the Department the cost of the new cars, brake-van, wagons, and tarpaulins was debited to working-expenses.

Seven new bogie cars are in hand (cost debited to working-expenses) for replacing old cars sold, and old cars which will be written off when the new cars are completed.

*Train Running and Mileage.*—There has again been an increase in train-mileage. Compared with 1911-12 the increase in 1912-13 is 644,537 train-miles, or equal to 7·7 per cent., and 779,847 engine-miles, being equal to 6·9 per cent.

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. |
| 1912-13    ...    ... | 9,016,224      | 12,089,925      | 22·18                           | 6·02                  | 28·20  |
| 1911-12    ...    ... | 8,371,687      | 11,310,078      | 21·32                           | 5·99                  | 27·81  |

The increased cost per train-mile has been mainly caused by the extra cost of fuel and wages.

#### MAINTENANCE.

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

*Permanent-way.*—The track has been maintained in good condition. The following relaying has been done during the financial year:—

|                                                                                                        | Miles. |
|--------------------------------------------------------------------------------------------------------|--------|
| Main lines, 53 lb. and 56 lb. relaid with 70 lb. steel material .. ..                                  | 83½    |
| Branch lines, 40 lb. relaid with second-hand 53 lb., &c., steel material removed from main lines .. .. | 20     |
| Branch lines, 40 lb. relaid with new 55 lb. steel material .. ..                                       | ¾      |
| Total relaying for the year .. ..                                                                      | 104½   |

Short supplies of sleepers prevented a greater length being done.

Between 125½ m. and 126½ m., Wanganui district, near Turakina, an improvement of the alignment from minimum 6-chain to 15-chain curves, preparatory to relaying, has been put in hand as a charge to working-expenses.

The work of fitting sharp curves with check-rails to lessen the wear on outer rail has been continued.

*Sleepers.*—235,378 sleepers were put into the track during the year. Respacing to provide the standard number of sleepers to strengthen the track has been gone on with so far as the supply permitted.

*Slips and Floods.*—Traffic on the North Island Main Trunk was twice interrupted by slips in the Ohakune district, where, in two places, deviations of the line had to be made. In such country there is great liability to interruptions by slips.

A heavy storm did some damage to the sea-wall between Kaiwarra and Petone.

In the South Island heavy rains were experienced in July and November, 1912, and in March of this year, causing delays to traffic. In the latter month exceptionally heavy floods did considerable damage to the main line and all branches (except the Tapanui, which was not damaged) in the Inver-

cargill district. The North Rangitata Bridge in Canterbury was also damaged, being blocked for traffic for three days, until repairs were effected.

The district staffs concerned met these unusual difficulties in a creditable manner.

*Ballasting.*—Ballast to the amount of about 290,000 cubic yards was used on the track during the year. This is less than the average yearly quantity used during the previous five years. Scarcity of labour accounted for this decrease.

A steam navvy is being used for loading ballast in Invercargill district, and a Quertier excavator in the Wellington district. The provision of further mechanical loading plants is under consideration.

A second crushing plant is being installed in the quarry at Te Kuiti, and a crushing plant at Mount Albert, Auckland.

*Bridges, &c.*—Bridge structures have been maintained in a safe condition. The renewal of timber superstructures in steel has been continued. Where desirable, the alignment has been improved when rebuilding bridges.

New steel-girder bridges over the New North Road, Morningside, and Park Road (Auckland), and new steel viaduct at Manawapou (Wanganui district), are in hand.

*Fences.*—A good deal of work has been done in the way of enclosing the line, about 48½ miles of fences having been erected on the Manawatu line alone.

*Locomotive Water-services.*—Improvements have been made at a number of stations.

*Wharves.*—New ferro-concrete wharf at Picton completed. Additions to the Lake Wakatipu wharves have been completed, and a patent slip is being constructed. Heavy repairs to Port Chalmers wharves are in hand.

*Buildings.*—New engine-depots are in course of construction at Newmarket and Linwood (Christchurch).

The maintenance-works depot at Newmarket is being shifted to Penrose, to make room for the new engine-depot. The removal of maintenance-works depots to Kaiwarra and Addington has been completed.

Social halls for the use of employees have been provided at Auckland, Ohakune, and Marton. Bathrooms and other additions have been supplied at a large number of cottages.

Albert Bond building at Christchurch, recently purchased by the Department, is being converted to offices for district staffs.

*Miscellaneous Works.*—Additions and improvements were carried out during the year amounting to £26,101, which was charged to working-expenses. The principal works were: Additions and improvements at Whangarei, Helensville, Remuera, Ohinewai, Kiwitahi, Matamata, Ohakune, Ball Road, Pahiata, Carterton, Thorndon, Lambton, Christchurch, Temuka, Timaru, Glenavy, Ladbroke (part), Waimate, Allanton, Ocean Beach, Dipton, and Balfour; new station building at Henderson; additions to houses at Mount Eden, Tirau, Bennett's, Chertsey, Oxford East, and Tapui; new houses at Dargaville, Utiku, and Springfield; social halls at Frankton (part), Ohakune (part), and Marton; erection of verandas at Halcombe, Rolleston, and Waipara; new goods-sheds at Waikumete and Motumaoho; additions to goods-sheds at Runciman, Bonny Glen, and Hawarden; fire-break walls in goods-sheds at New Plymouth, Westport, Christchurch, Timaru, Oamaru, and Invercargill; new stockyards and improvements at Eureka, Methven, Otamita, and Glenorchy; additions to water-services at Hikurangi, Helensville, Mercer (part), Ohau, Thorndon, and Invercargill; erection of weigh-bridges at Helensville, Morrinsville, Te Aroha, and Granity; erection of turntables at Waipahi, Gore, Heriot, Tokanui, and Hedgehope; Dunedin, trial well at engine-depot (completion); drainage improvements at Whangarei, Pelichet Bay, and Dunedin; workshops improvements at Whangarei, Napier (part), Petone, and Addington; refreshment-rooms at Paekakariki (completion) and Cass (part); Otira, passenger-shelter; Paekakariki, new engine-depot (part); Auckland, extension of Pintsch-gas works (completion); Arahura, fencing-line; Frankton and Balclutha, improved coal-storage; deviation of line at Mercer (completion) and Bonny Glen—Turakina (part); erection of cranes at Taumarunui and Waikari; land for ballast-pits at Te Awamutu and Glasnevin; purchase of land, Otahuhu; foot-warmer furnaces at Upper Hutt, Ward, and Picton; additions to library at Petone and Hillside; Invercargill, fire-prevention water-service; Taumarunui, storeroom and goods-offices; Lyttelton, purchase of New Zealand Shipping Company's buildings; Lyttelton, lighting grain-shed; Ohakune, lighting with acetylene.

*Additions to Open Lines.*—£164,577 was spent on these works and charged to capital, the principal items being the following: Signalling, interlocking, block-working, &c.; additions to station buildings, yards, and sidings, at Whangarei, Motatau (part), Helensville, Pokapu, Taita, Auckland (completion), Auckland (Quay Street) (completion), Mercer (part), Otahuhu, Huntly (part), Taupiri, Mount Eden (completion), Mount Albert, Frankton, Morrinsville (completion), Paeroa, Te Kumi, Te Kuiti (completion), Poro-o-tarao, Taumarunui, Eltham (completion), Napier, Waipawa (part), Waipukurau (part), Pukerua, Pimmerton, Tawa Flat, Thorndon, Picton (part), Ikamatua (completion), Heathcote, Christchurch (part), Leeston, Waddington, Coalgate, Lincoln, Hinds, Dunsandel (completion), Mataura (part), Timaru (part), Dunedin, Stirling (part), and Invercargill (part).

*Miscellaneous.*—Additions to water-services at Ngaruawahia, Henderson (part), Morrinsville, Otahuhu (part), and Tokomaru; new houses at Waikumete, Frankton, Springfield, Duntroon, and Glenham; purchase of land at Ngaruawahia, Huntly, Hawera, Stratford, Napier, and Gore; additions to workshops at Whangarei (part), Newmarket (part), Petone, and Addington; extension of platforms at Te Kumi and Hamilton; extension of verandahs at Napier, Palmerston North (completion), Thorndon, Lambton, Oxford East, and Gore (part); additions to goods-sheds at Auckland, Kawa,

Christchurch, Timaru, and Invercargill (part); grade-improvements, Auckland-Mercer; fencing, Glenavy; weighbridges, Port Ahuriri (part) and Onehunga; turntables at Rangiora, Port Chalmers, and Mosgiel; subways at 27½ m. North Island Main Trunk, Dannevirke (completion), and Manakau; stockyards at Hukerenui, Mangapechi (part), Erua, Pukerua, and Hawarden; reclamations, Mechanics Bay (part) and Bluff (part); overbridges at Newmarket (part), Morningside (part), and Gore; cranes for goods-shed, Auckland (completion); crane, Hawera (part); State collieries, approach-road; Picton, new wharf (part); Lake Wakatipu, wharf-extension (completion); Nelson, wharf-extension (part); Lake Wakatipu, slipway (part); additions to Pintsch-gas works at Wellington, Christchurch, and Dunedin; Ngawapuria, fire-service (Manawatu Bridge); additions to District Offices, Wanganui; new District Offices, Christchurch (part); doubling line, Westfield-Otahuhu; engine-depots at Newmarket (part), Paekakariki, Linwood (part), and Dunedin (completion); engine-shed extensions, Bluff; wagon-repair shed, Taumarunui (part); Wellington, culvert (Waterloo Quay) (completion); Otahuhu, ramps to overbridge; electric lighting at Addington shops and Hillside; Mount Albert, stone-crusher (part); Christchurch, concrete-mixer.

*Doubling and Improvement of Lines.*—Dunedin-Mosgiel: A further distance of about three-quarters of a mile to Abbot's Creek has been opened for double-line working. The Chain Hills Tunnel has been pushed on steadily. Bad ground has been met, but indications are now more favourable. There is a length of about 15 chains to complete this tunnel.

Maintenance of the new Hutt Road is still in the Department's hands, and is being charged against the construction authority.

*Grade-improvements.*—A sum of £33,031 has been spent during the year on the grade-easements on the North Island Main Trunk line. The improvements between Buckland and Tuakau and at Pukekohe, including new station-yard and station at Pukekohe, have been completed, and the Tuakau-Pokeno easements are now in hand.

The earthworks for improvements at the Manawapou (Wanganui district) Viaduct have been finished as far as possible till the viaduct now being erected is completed.

*Reclamation, Mechanics Bay, Auckland.*—£11,089 has been paid for reclamation carried out by the Auckland Harbour Board under agreement with that body.

The provision of new stations and station-yards at Wellington and Auckland, and of large additions at Palmerston North, Lyttelton, Christchurch, Timaru, and Invercargill, is becoming a matter of urgency as the traffic is rapidly outgrowing the capacity of the existing accommodation.

It is probable that further duplications will be necessary in the near future.

*Expenditure.*—The cost of maintenance was £765,860, equal to about £270 per mile of railway maintained. In addition a sum of £222,501 was spent on new works and works chargeable to other Government Departments, public bodies, and private parties, making the total expenditure of my branch for the year £988,361. The increase in maintenance working-expenses was mainly caused by the higher rate of wages paid to the workmen, amounting to over £10 per man.

*Mileage.*—The mileage open for traffic on the 31st March, 1913, was 2,860 miles 10 chains. Opened during the year, 52 miles 34 chains.

*Lands and Leases.*—The figures for this branch are as under:—Leases: Number of leases registered during year, 739; aggregate annual rental of same, £9,580; total number of leases current at 31st March, 1913, 4,359; aggregate annual rental of same, £32,660. Sidings: Number of siding agreements registered during year, 34; aggregate annual rental of same, £525; total number of siding agreements current at 31st March, 1913, 356; aggregate annual rental of same, £7,082. Land: Total number of Proclamations issued taking or giving up land, 67; total amount of compensation paid during year for land taken, £16,615.

*Staff.*—Maintenance working staff, 4,223 men; office staff, 128 men: total, 4,351 men.

#### SIGNAL AND ELECTRICAL.

During the past year thirteen stations have been fitted with fixed semaphore signals, viz.: Coalgate, Linton, Marakeke, Otoko, Porewa, Pokako, Kakahi, Okahukara, Waimiha, Hangatiki, Kawa, Rangiriri, Hikurangi.

|                                                                |    |    |     |
|----------------------------------------------------------------|----|----|-----|
| Total number of officered stations (including tablet stations) | .. | .. | 455 |
| Equipped with fixed signals                                    | .. | .. | 228 |
| Interlocked                                                    | .. | .. | 79  |
| Unequipped                                                     | .. | .. | 148 |

#### *Interlocking of Points and Signals.*

The electro-pneumatic installation at Dunedin has worked satisfactorily.

The following places have been signalled and interlocked: Gore, Abbot's Creek, Black Jack's Point, Fendalton tram-crossing, Paeroa, Pokeno grade-easement crossing, Otahuhu, Westfield.

The interlocking has been added to and rearranged at Abbotsford, Pukerua, Christchurch, Thorndon, Taihape, and Remuera.

The following sidings have been interlocked with the tablet system: Te Kuha Branch Junction, Westport; Pokeno service siding, at 40 m. 18 ch.; Whangarata service siding, at 36 m. 73 ch.; Gilmer and McGuire's siding, near Lower Hutt; May Morn Estate siding, near Mangaroa; Auckland Brick Company's siding, Avondale. The interlocking at Taumarunui and Ohakune is in hand.

Total stations now interlocked, 79; tramway crossings interlocked, 6; intermediate sidings interlocked with tablet, 22.

Expenditure for the year was—New works, £10,910 17s. 1d.; maintenance, £7,183 16s. 3d.

*Block Working (Electric Tablet).*

During the year eighty-two tablet instruments and 115 miles of line have been fitted and brought into operation, embracing the following sections: Waipukurau to Napier, Greymouth to Dunollie, Henderson to Kaukapakapa, Morrinsville to Putaruru. Waikumete, Pokako, Kakahi, Porewa, Hanga-tiki, Marakeke, Okahukara, Linton Ballast-pit, have also been installed as tablet stations. The equipment of the section Putaruru to Rotorua is in progress.

Total mileage now equipped with tablet apparatus, 1,504 miles, single line.

Electric tablet instruments now in use, 790, at 334 stations.

The automatic tablet-exchanging apparatus has been installed at twenty-seven additional stations. The total now in use is 304.

*Lock and Block.*

The electric lock-and-block system for double-line working has been brought into operation between Abbotsford and Abbot's Creek.

Mileage of line open for traffic: Double line, 39½ miles; single line, 2,820 miles, 50 chains.

Total mileage now equipped with lock-and-block apparatus, 39½ miles, double line.

Electric lock-and-block instruments now in use, 76, at 35 stations.

*Telegraph and Telephone Facilities.*

Four hundred and ninety-three miles of wire and 199 miles of poles have been erected and brought into use, also various alterations and additions have been made to improve existing lines.

One hundred and four telephones have been fixed and brought into operation, twenty-nine additional and twelve extension connections have been made with the public telephone exchanges, and two Morse connections and thirty-eight electric bells have been brought into use. A number of old-pattern telephones have been replaced by new and modern ones. Totals now in use: Morse sets, 232; telephones, 1,315; electric bells, 193; miles wire, 6,133; miles poles, 2,295.

The work on the following lines is in progress: Frankton-Rotorua, Morse line; Putaruru-Rotorua, telephone line; Belgrove-Tadmor, telephone line. Greater facilities are still needed in some districts to meet the more pressing requirements.

*Electric Lighting and Power Working.*

Electric light has been installed in the signals at Gore, Lyttelton grain-shed, Kakahi Sawmill, Auckland new goods-shed, Hillside Workshops, and additional lighting at Petone and Addington Workshops and Dunedin engine-sheds.

The installation of additional lighting at Maita Station and lighting of new Railway Offices, Christchurch, is in hand.

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

| New works—                                               |    |    |    |    | £       | s. | d. |
|----------------------------------------------------------|----|----|----|----|---------|----|----|
| Electric tablet-working                                  | .. | .. | .. | .. | 10,126  | 6  | 2  |
| Electric lock and block                                  | .. | .. | .. | .. | 82      | 2  | 7  |
| Telephone and telegraph lines                            | .. | .. | .. | .. | 3,746   | 3  | 5  |
| Electric light                                           | .. | .. | .. | .. | 1,206   | 19 | 7  |
|                                                          |    |    |    |    | £15,161 | 11 | 9  |
| Maintenance—                                             |    |    |    |    | £       | s. | d. |
| Electric block-working and telegraph and telephone lines | .. | .. | .. | .. | 9,806   | 9  | 4  |
| Lines, &c., maintained by Post and Telegraph Department  | .. | .. | .. | .. | 2,917   | 0  | 6  |
| Electric light                                           | .. | .. | .. | .. | 2,039   | 8  | 4  |
|                                                          |    |    |    |    | £14,762 | 18 | 2  |
| Public telephone-exchange connections .. .. .            |    |    |    |    | £2,403  | 15 | 0  |

The electrical work in connection with the installation of a number of motors for driving machines at Hillside, Addington, and Petone has been carried out.

*TRAFFIC.*

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

*Whangarei-Kawakawa Section.*

Revenue, £41,410; increase, £4,947.

The principal increases were in passengers and timber. Chaff, grain, and merchandise also improved, but minerals decreased slightly.

*Kaihu Section.*

Revenue, £4,702 ; increase, £678.

The increases were chiefly in passengers, flax, grain, and minerals.

*Gisborne Section.*

Revenue, £18,523 ; increase, £2,025.

Nine miles additional were opened for traffic during the year.

There was a general improvement in all classes of traffic. The increase of goods traffic totalled 500 tons.

*North Island Main Line and Branches.*

Revenue, £2,035,997 ; increase, £158,387.

The principal items of traffic were :—

|                        | Number.               | Number. |
|------------------------|-----------------------|---------|
| Passengers .. .. .     | 6,931,522 ; increase, | 789,100 |
| Season tickets .. .. . | 165,886 ;             | 18,249  |
| Parcels, &c. .. .. .   | 636,835 ;             | 60,274  |
| Live-stock .. .. .     | 2,732,603 ; decrease, | 99,995  |
|                        | Tons.                 | Tons.   |
| Goods .. .. .          | 1,779,005 ; increase, | 109,754 |

The annual revenue per mile of railway rose from £1,746 12s. 2d. last year to £1,884 3s. 5d. for year under review, but per train-mile it decreased from 8s. 4d. to 8s. 1½d.

The variations of traffic in the different districts were approximately as follows :—

*Auckland District.*—Revenue, £849,226 ; increase, £88,884.

Passengers increased by 468,000, chiefly at Auckland and adjoining stations, and at Frankton Junction.

Season tickets increased by 10,513.

Parcels increased by 36,920, the increase being distributed throughout the district.

Live-stock traffic shows an increase of 40,600 ; sheep, 27,500 ; and cattle, 7,800.

Goods traffic shows a general improvement. Timber increased by 6,662,000 ft., wool by 2,508 bales, chaff by 9,552 tons, grain by 540 tons, merchandise by 10,740 tons, and minerals by 3,806 tons.

*Wanganui District.*—Revenue, £432,535 ; increase, £22,984.

Passengers increased by 54,686, and parcels by 6,092.

Live-stock : Cattle increased by 3,473, calves by 3,638, sheep by 32,397 ; but there was a decrease of 7,455 pigs.

The tonnage carried of chaff, wool, grain, and merchandise shows an increase ; but firewood, timber, and minerals show a drop of about 7,000 tons.

There was an increase of 6,500 tons in the export of dairy-produce.

*Wellington District.*—Revenue, £754,236 ; increase, £46,519.

Passengers show an increase of 266,142, distributed over the district.

Season tickets increased by 6,898, and parcels by 15,892. There was an increase of 1,149 calves, but cattle and sheep declined ; sheep by 169,000, in consequence of the strike of slaughtermen at the freezing-works.

There was a large increase in tonnage, the items being : chaff, &c., 2,808 tons ; wool, 1,103 tons ; firewood, 2,808 tons ; grain, 12,682 tons ; merchandise, 9,248 tons ; and minerals, 31,661 tons. Timber decreased by about 8,000 tons, chiefly on account of the exhaustion of local milling-areas.

*Picton Section.*

Revenue, £31,392 ; increase, £2,266.

Increases are noticeable in passengers, chaff, &c., grain, merchandise, and minerals, and decreases in live-stock, wool, firewood, and timber. Sheep dropped 20,000 owing to the stoppage of the freezing-works in consequence of labour trouble.

*Nelson Section.*

Revenue, £29,147 ; increase, £4,121.

Thirteen miles additional were opened for traffic on the 2nd September.

The increase of business was general, though the tonnage of timber fell off slightly.

*Westport Section.*

Revenue, £124,476 ; increase, £6,423.

The only large increase was in coal, 32,879 tons, though there was an improvement in other classes of traffic.

*Westland Section.*

Revenue, £144,723 ; decrease, £6,479.

Most classes of traffic show decreases, the most noticeable being 15,696 tons of timber and 9,923 tons of coal.

*South Island Main Line and Branches.*

Revenue, £1,533,611 ; increase, £121,774.

The principal items were :—

|                        |    | Number.               | Number. |
|------------------------|----|-----------------------|---------|
| Passengers .. .. .     | .. | 5,090,256 ; increase, | 381,846 |
| Season tickets .. .. . | .. | 92,409 ;              | 10,872  |
| Parcels, &c. .. .. .   | .. | 684,827 ;             | 65,100  |
| Live-stock .. .. .     | .. | 2,799,161 ;           | 51,075  |
|                        |    | Tons.                 | Tons.   |
| Goods .. .. .          | .. | 2,470,658 ; increase, | 221,421 |

The annual revenue per mile of railway rose from £1,043 5s. last year to £1,125 16s. 10d. for the year under review, and per train-mile from 8s. 9½d. to 9s. 2½d.

The variations of traffic in the different districts were approximately as follows :—

*Christchurch District.*—Revenue, £684,104 ; increase, £69,175.

Passengers increased by 171,480. The increase was general, but was largest at Lyttelton, Christchurch, and Ashburton.

Season tickets increased by 5,301.

Parcels increased by 32,000, the largest increase being at Christchurch.

There was an increase of 65,000 sheep, but cattle and pigs decreased slightly.

Wool increased by 3,216 tons, grain by 121,667 tons, merchandise by 10,057 tons, and minerals by 25,443 tons. Chaff, &c., decreased by 1,272 tons ; and timber by 20,301 tons, chiefly water-borne timber at Lyttelton.

The 1912 grain crop was exceptionally heavy, and the season later than usual.

*Dunedin District.*—Revenue, £492,118 ; increase, £37,464.

Passengers increased by 139,000, season tickets by 4,712, and parcels by 23,547.

Sheep increased by 108,000, wool by 10,877 bales, and grain by 61,987 tons.

Chaff, &c., decreased by 304 tons, firewood by 6,450 tons, merchandise by 41 tons, and minerals by 5,919 tons.

*Invercargill District.*—Revenue, £357,389 ; increase, £15,135.

Passengers show an increase of 71,247 ; season tickets, 859 ; and parcels, 8,440.

Cattle show a slight increase ; but sheep decreased by 114,307, in consequence of the absence of the usual demand from Canterbury.

Grain increased by 22,813 tons, and minerals by 17,269 tons ; but chaff, wool, and timber declined.

*Lake Wakatipu Steamers.*

Revenue, £7,021 ; increase, £352.

Passengers, parcels, and live-stock show increases, but there were decreases in some other classes.

*Average Late Arrival of Trains, Year ended 31st March, 1913.*

|                                    | Period ending |         |          |          |          |           |          |         |         |         |         |         |          | Average for<br>Year,<br>in<br>Minutes. |
|------------------------------------|---------------|---------|----------|----------|----------|-----------|----------|---------|---------|---------|---------|---------|----------|----------------------------------------|
|                                    | Apr. 27.      | May 25. | June 22. | July 20. | Aug. 17. | Sept. 14. | Oct. 12. | Nov. 9. | Dec. 7. | Jan. 4. | Feb. 1. | Mar. 1. | Mar. 31. |                                        |
| <i>Express and Mail Trains.</i>    |               |         |          |          |          |           |          |         |         |         |         |         |          |                                        |
| Year ending 31st March,<br>1913    | 4·60          | 2·01    | 3·28     | 1·00     | 0·88     | 0·57      | 0·69     | 1·04    | 0·76    | 2·44    | 1·21    | 0·92    | 2·40     | 1·67                                   |
| Year ending 31st March,<br>1912    | 6·48          | 2·96    | 2·65     | 2·47     | 1·66     | 0·68      | 1·05     | 1·01    | 0·84    | 3·45    | 1·95    | 2·14    | 1·65     | 2·23                                   |
| <i>Long-distance Mixed Trains.</i> |               |         |          |          |          |           |          |         |         |         |         |         |          |                                        |
| Year ending 31st March,<br>1913    | 5·52          | 3·65    | 3·35     | 1·46     | 1·17     | 1·34      | 1·30     | 1·71    | 1·89    | 2·94    | 2·52    | 2·64    | 4·14     | 2·58                                   |
| Year ending 31st March,<br>1912    | 4·52          | 3·18    | 2·85     | 2·53     | 2·19     | 1·84      | 1·88     | 2·15    | 2·49    | 4·05    | 3·54    | 4·29    | 3·45     | 2·99                                   |
| <i>Suburban Trains.</i>            |               |         |          |          |          |           |          |         |         |         |         |         |          |                                        |
| Year ending 31st March,<br>1913    | 0·76          | 0·60    | 0·93     | 0·54     | 0·42     | 0·27      | 0·29     | 0·57    | 0·32    | 0·77    | 0·55    | 0·65    | 0·62     | 0·56                                   |
| Year ending 31st March,<br>1912    | 0·81          | 0·63    | 0·68     | 0·44     | 0·30     | 0·21      | 0·58     | 0·34    | 0·30    | 0·68    | 0·59    | 0·66    | 0·64     | 0·52                                   |

## STORES.

Mr. H. Baxter, Comptroller of Stores, reports as follows :—

The value of stores (purchased under the Railway vote) on hand at 31st March, 1913, at the various stores and depots amounted to £328,754 18s. 2d., as against £250,764 8s. 9d. on the 31st March, 1912, an increase of £77,990 9s. 5d.

The value of stores stock on hand on account of additions to open lines amounted to £37,801 16s. 6d., as against £17,266 18s. 5d. on 31st March, 1912, an increase of £20,534 18s. 1d.

The total stock of stores on hand has therefore increased during the year by £98,525 7s. 6d.

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

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

I have, &c.,

T. RONAYNE,  
General Manager.

The Hon. the Minister of Railways.

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# RETURN No. 1.

## GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1913.

| Dr.                                                                                  |     | £         | s. | d. | Cr.                                                                    |     | £                 | s.        | d.        |
|--------------------------------------------------------------------------------------|-----|-----------|----|----|------------------------------------------------------------------------|-----|-------------------|-----------|-----------|
| To Cash in hand, freights, &c., outstanding at stations, 1st April, 1912             | ... | 76,340    | 6  | 6  | By Gross payment to Public Account                                     | ... | 4,188,835         | 12        | 8         |
| Revenue from passenger, parcels, and goods traffic, as per Return No. 5              | ... | 3,971,001 | 18 | 9  | Less Collections for refund                                            | ... | 224,004           | 10        | 10        |
|                                                                                      |     |           |    |    | Cash in hand, freights, &c., outstanding at stations, 31st March, 1913 | ... | 3,964,831         | 1         | 10        |
|                                                                                      |     |           |    |    |                                                                        |     | 82,511            | 3         | 5         |
|                                                                                      |     |           |    |    |                                                                        |     | <u>£4,047,342</u> | <u>5</u>  | <u>3</u>  |
| To Net payment to Public Account                                                     | ... | 3,964,831 | 1  | 10 | By Working-expenses, as per Return No. 4                               | ... | ...               | ...       | ...       |
| Less Cash in hand, freights, &c., outstanding at stations, 1st April, 1912, as above | ... | 76,340    | 6  | 6  | Balance—Net earnings, available for interest                           | ... | ...               | ...       | ...       |
|                                                                                      |     | 3,888,490 | 15 | 4  | * Receipts as per Treasury accounts                                    | ... | £3,968,349        | 13        | 5         |
|                                                                                      |     |           |    |    | Balance Refund Account, 31st March, 1912, as below                     | ... | 13,694            | 5         | 10        |
|                                                                                      |     |           |    |    |                                                                        |     | <u>3,982,043</u>  | <u>18</u> | <u>3</u>  |
|                                                                                      |     |           |    |    | Balance Refund Account, 31st March, 1913, as below                     | ... | <u>17,212</u>     | <u>16</u> | <u>5</u>  |
|                                                                                      |     |           |    |    |                                                                        |     | <u>£3,964,831</u> | <u>1</u>  | <u>10</u> |
| Cash in hand, freights, &c., outstanding at stations, 31st March, 1913, as above     | ... | 82,511    | 3  | 5  |                                                                        |     |                   |           |           |
|                                                                                      |     |           |    |    |                                                                        |     | <u>£3,971,001</u> | <u>18</u> | <u>9</u>  |

## COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1913.

| Dr.                                         |     | £       | s. | d. | Cr.                                        |     | £               | s.        | d.       |
|---------------------------------------------|-----|---------|----|----|--------------------------------------------|-----|-----------------|-----------|----------|
| To Balance brought forward, 1st April, 1912 | ... | 13,694  | 5  | 10 | By Treasury payments                       | ... | 220,486         | 0         | 3        |
| Collections for refund                      | ... | 224,004 | 10 | 10 | Balance, 31st March, 1913, carried forward | ... | 17,212          | 16        | 5        |
|                                             |     |         |    |    |                                            |     | <u>£237,698</u> | <u>16</u> | <u>8</u> |

H. DAVIDSON, Chief Accountant.



RETURN No. 3.  
CLASSIFIED EXPENDITURE for the Year ended 31st March, 1913.

| Section.                             | Maintenance of Way and Works. |                |               |                |                  |                 | Locomotive Power.   |                 |                  |                       |                  |                | Carriages.     | Wagons.        | Traffic.       | Head Office.   | Departmental Offices. | Lake Wakatipu Steamers. | 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.                  |                               |                |               |                |                  |                 |                     |                 |                  |                       |                  |                |                |                |                |                |                       |                         |                  |  |
| Whangarei-Kawakawa ..                | £ 5,001 18 3                  | £ 2,407 14 1   | £ 1,148 2 3   | £ 991 9 1      | £ ..             | £ 9,549 3 8     | £ 3,133 0 8         | £ 297 11 11     | £ ..             | £ 1,057 9 1           | £ ..             | £ 4,488 1 8    | £ 503 15 2     | £ 954 5 10     | £ 5,913 6 9    | £ 344 8 8      | £ 823 15 1            | £ ..                    | £ 22,576 16 10   |  |
| Kaihu ..                             | £ 1,134 1 4                   | £ 116 10 11    | £ 23 15 11    | £ 2 2 9        | £ ..             | £ 1,276 10 11   | £ 550 8 5           | £ 45 17 11      | £ ..             | £ 166 10 9            | £ ..             | £ 762 17 1     | £ 165 0 5      | £ 235 7 3      | £ 1,067 4 10   | £ 38 13 11     | £ 281 12 4            | £ ..                    | £ 3,827 6 9      |  |
| Gisborne ..                          | £ 2,622 11 3                  | £ 618 4 4      | £ 296 14 11   | £ 127 19 0     | £ ..             | £ 3,665 9 6     | £ 1,735 5 9         | £ 25 9 3        | £ ..             | £ 698 6 10            | £ ..             | £ 2,459 1 10   | £ 304 14 6     | £ 270 16 10    | £ 2,115 9 2    | £ 152 8 0      | £ 564 18 6            | £ ..                    | £ 9,532 18 4     |  |
| North Island Main Lines and Branches | £ 143,563 4 7                 | £ 62,151 9 5   | £ 28,704 19 5 | £ 7,385 5 5    | £ ..             | £ 241,804 18 10 | £ 154,040 2 7       | £ 19,656 12 10  | £ ..             | £ 60,880 8 2          | £ ..             | £ 234,577 3 7  | £ 29,358 15 0  | £ 37,324 13 0  | £ 310,589 18 7 | £ 16,857 9 11  | £ 33,477 7 5          | £ ..                    | £ 903,990 6 4    |  |
| South Island Main Lines and Branches | £ 134,881 3 8                 | £ 39,090 8 0   | £ 26,289 4 4  | £ 5,535 7 6    | £ ..             | £ 205,796 3 6   | £ 112,714 5 9       | £ 14,895 3 2    | £ ..             | £ 40,093 16 0         | £ ..             | £ 167,703 4 11 | £ 17,367 9 6   | £ 29,895 1 10  | £ 292,402 18 3 | £ 12,689 0 7   | £ 25,522 2 10         | £ ..                    | £ 751,376 1 5    |  |
| Westland ..                          | £ 17,419 15 5                 | £ 5,603 8 8    | £ 2,242 14 11 | £ 288 15 10    | £ ..             | £ 25,554 14 10  | £ 9,714 5 11        | £ 529 8 6       | £ ..             | £ 3,565 16 7          | £ ..             | £ 13,809 11 0  | £ 1,310 10 3   | £ 3,771 7 8    | £ 22,775 4 5   | £ 1,209 14 4   | £ 3,637 5 7           | £ ..                    | £ 72,068 8 1     |  |
| Westport ..                          | £ 3,754 3 0                   | £ 2,141 2 4    | £ 838 1 6     | £ 189 6 9      | £ ..             | £ 6,922 13 7    | £ 6,340 15 3        | £ 435 8 3       | £ ..             | £ 2,041 19 6          | £ ..             | £ 8,818 3 0    | £ 455 8 7      | £ 4,644 2 5    | £ 15,517 14 11 | £ 1,049 0 6    | £ 2,724 11 2          | £ ..                    | £ 40,131 14 2    |  |
| Nelson ..                            | £ 2,408 11 10                 | £ 2,991 19 6   | £ 675 17 10   | £ 18 2 7       | £ ..             | £ 6,094 11 9    | £ 2,009 12 3        | £ 111 8 5       | £ ..             | £ 581 7 1             | £ ..             | £ 2,702 7 9    | £ 344 0 5      | £ 257 7 7      | £ 7,405 10 7   | £ 241 9 5      | £ 779 0 1             | £ ..                    | £ 17,824 7 7     |  |
| Pictou ..                            | £ 4,847 17 11                 | £ 3,419 17 3   | £ 257 5 0     | £ 117 10 1     | £ ..             | £ 8,642 10 3    | £ 2,998 1 9         | £ 253 13 9      | £ ..             | £ 867 14 5            | £ ..             | £ 4,119 9 11   | £ 263 15 1     | £ 428 13 3     | £ 5,473 5 6    | £ 258 12 1     | £ 793 19 11           | £ ..                    | £ 19,980 6 0     |  |
| Lake Wakatipu Steamers.              | £ ..                          | £ ..           | £ ..          | £ ..           | £ ..             | £ ..            | £ ..                | £ ..            | £ ..             | £ ..                  | £ ..             | £ ..           | £ ..           | £ ..           | £ ..           | £ ..           | £ ..                  | £ 4,951 12 3            | £ 4,951 12 3     |  |
| Totals ..                            | £ 315,633 7 3                 | £ 118,540 14 6 | £ 60,476 16 1 | £ 14,655 19 0  | £ ..             | £ 509,306 16 10 | £ 293,235 18 4      | £ 36,250 14 0   | £ ..             | £ 109,953 8 5         | £ ..             | £ 439,440 0 9  | £ 50,073 8 11  | £ 77,781 15 8  | £ 663,260 13 0 | £ 32,840 17 5  | £ 68,604 12 11        | £ 4,951 12 3            | £ 1,846,259 17 9 |  |
| STORES.                              |                               |                |               |                |                  |                 |                     |                 |                  |                       |                  |                |                |                |                |                |                       |                         |                  |  |
| Whangarei-Kawakawa ..                | £ 311 13 1                    | £ 449 8 6      | £ 427 2 5     | £ 214 1 8      | £ ..             | £ 1,402 5 8     | £ ..                | £ 1,586 13 2    | £ 192 13 3       | £ 827 8 4             | £ ..             | £ 2,606 14 9   | £ 385 1 3      | £ 1,659 7 0    | £ 525 14 11    | £ 27 2 10      | £ 9 6 10              | £ ..                    | £ 6,615 13 3     |  |
| Kaihu ..                             | £ 218 13 3                    | £ 49 15 9      | £ 8 4 0       | £ 96 5 11      | £ ..             | £ 372 18 11     | £ ..                | £ 354 9 8       | £ 21 9 10        | £ 53 17 9             | £ ..             | £ 429 17 3     | £ 1 19 3       | £ 83 7 8       | £ 88 13 10     | £ 3 0 6        | £ 1 0 2               | £ ..                    | £ 980 17 7       |  |
| Gisborne ..                          | £ 62 11 7                     | £ 113 8 2      | £ 126 14 7    | £ 69 6 3       | £ ..             | £ 372 0 7       | £ ..                | £ 1,555 7 8     | £ 143 2 11       | £ 251 13 4            | £ ..             | £ 1,950 3 11   | £ 136 13 7     | £ 132 17 8     | £ 194 12 5     | £ 12 0 11      | £ 3 19 1              | £ ..                    | £ 2,802 8 2      |  |
| North Island Main Lines and Branches | £ 89,378 16 4                 | £ 20,221 2 8   | £ 20,378 2 9  | £ 6,530 18 7   | £ ..             | £ 163,509 0 4   | £ ..                | £ 168,026 4 8   | £ 10,724 3 7     | £ 38,603 18 9         | £ ..             | £ 217,354 7 0  | £ 22,880 18 8  | £ 18,411 14 5  | £ 26,962 11 5  | £ 1,315 4 11   | £ 450 5 8             | £ ..                    | £ 423,884 2 5    |  |
| South Island Main Lines and Branches | £ 64,169 6 7                  | £ 14,624 4 9   | £ 16,293 1 8  | £ 4,176 14 1   | £ ..             | £ 99,263 7 1    | £ ..                | £ 105,379 9 6   | £ 5,269 9 8      | £ 23,757 10           | £ ..             | £ 134,406 7 0  | £ 10,156 14 5  | £ 16,874 15 2  | £ 19,992 15 3  | £ 998 6 2      | £ 345 12 10           | £ ..                    | £ 282,037 17 11  |  |
| Westland ..                          | £ 4,511 8 1                   | £ 1,802 7 6    | £ 1,046 4 1   | £ 160 1 4      | £ ..             | £ 7,520 1 0     | £ ..                | £ 4,569 3 8     | £ 495 18 6       | £ 1,141 5 6           | £ ..             | £ 6,206 7 8    | £ 674 1 6      | £ 1,549 8 0    | £ 1,843 12 7   | £ 94 5 0       | £ 32 17 5             | £ ..                    | £ 17,920 13 2    |  |
| Westport ..                          | £ 1,571 3 8                   | £ 496 6 0      | £ 434 6 2     | £ 61 15 4      | £ ..             | £ 2,563 11 2    | £ ..                | £ 2,604 1 11    | £ 317 1 7        | £ 1,351 19 11         | £ ..             | £ 4,273 3 5    | £ 243 7 3      | £ 3,447 14 11  | £ 1,175 16 3   | £ 80 5 9       | £ 29 2 1              | £ ..                    | £ 11,813 0 10    |  |
| Nelson ..                            | £ 181 3 2                     | £ 328 14 9     | £ 379 4 5     | £ 16 9 10      | £ ..             | £ 905 12 2      | £ ..                | £ 1,578 4 4     | £ 116 16 10      | £ 185 5 6             | £ ..             | £ 1,880 6 8    | £ 268 9 4      | £ 143 4 11     | £ 685 18 1     | £ 19 3 2       | £ 6 10 2              | £ ..                    | £ 3,909 4 6      |  |
| Pictou ..                            | £ 967 17 0                    | £ 778 7 1      | £ 207 14 6    | £ 72 14 5      | £ ..             | £ 2,026 13 0    | £ ..                | £ 3,094 10 3    | £ 174 16 1       | £ 331 7 9             | £ ..             | £ 3,600 14 1   | £ 141 8 7      | £ 301 5 11     | £ 295 5 4      | £ 21 9 3       | £ 6 19 6              | £ ..                    | £ 6,393 15 8     |  |
| Lake Wakatipu Steamers               | £ ..                          | £ ..           | £ ..          | £ ..           | £ ..             | £ ..            | £ ..                | £ ..            | £ ..             | £ ..                  | £ ..             | £ ..           | £ ..           | £ ..           | £ ..           | £ ..           | £ ..                  | £ 1,541 1 8             | £ 1,541 1 8      |  |
| Totals ..                            | £ 161,372 12 9                | £ 38,863 15 2  | £ 39,300 14 7 | £ 11,398 7 5   | £ ..             | £ 250,935 9 11  | £ ..                | £ 288,748 4 10  | £ 17,455 12 3    | £ 66,504 4 8          | £ ..             | £ 372,708 1 9  | £ 34,888 13 10 | £ 42,603 15 8  | £ 51,765 0 1   | £ 2,570 18 6   | £ 885 13 9            | £ 1,541 1 8             | £ 757,898 15 2   |  |
| MISCELLANEOUS.                       |                               |                |               |                |                  |                 |                     |                 |                  |                       |                  |                |                |                |                |                |                       |                         |                  |  |
| Whangarei-Kawakawa ..                | £ 3 8 3                       | £ 5 4 6        | £ 1 3 6       | £ 0 9 9        | £ 88 5 11        | £ 98 11 11      | £ ..                | £ 12 6 3        | £ ..             | £ 365 0 4             | £ 7 12 8         | £ 384 19 3     | £ 226 0 10     | £ 482 3 6      | £ 359 7 2      | £ ..           | £ ..                  | £ ..                    | £ 1,551 2 8      |  |
| Kaihu ..                             | £ ..                          | £ ..           | £ ..          | £ ..           | £ 1 6 11         | £ 1 6 11        | £ ..                | £ 0 0 9         | £ ..             | £ 8 16 5              | £ 0 13 3         | £ 9 10 5       | £ 5 0 6        | £ 14 5 7       | £ 22 9 6       | £ ..           | £ ..                  | £ ..                    | £ 52 12 11       |  |
| Gisborne ..                          | £ 1 0 0                       | £ 1 0 10       | £ 0 5 10      | £ ..           | £ 8 3 5          | £ 10 10 1       | £ ..                | £ 0 11 9        | £ ..             | £ 86 13 5             | £ 34 5 7         | £ 121 10 9     | £ 18 17 3      | £ 36 5 9       | £ 224 8 4      | £ ..           | £ ..                  | £ ..                    | £ 411 12 2       |  |
| North Island Main Lines and Branches | £ 205 1 8                     | £ 164 6 0      | £ 10 19 10    | £ 19 11 9      | £ 2,423 19 7     | £ 2,823 18 10   | £ ..                | £ 159 5 5       | £ ..             | £ 11,514 18 11        | £ 1,583 2 0      | £ 13,257 6 4   | £ 5,780 6 8    | £ 7,298 6 8    | £ 23,474 5 3   | £ ..           | £ ..                  | £ ..                    | £ 52,634 3 9     |  |
| South Island Main Lines and Branches | £ 320 15 7                    | £ 132 10 8     | £ 76 18 4     | £ 16 3 2       | £ 1,409 9 5      | £ 1,955 17 2    | £ ..                | £ 46 16 7       | £ ..             | £ 5,405 14 2          | £ 688 13 10      | £ 6,141 4 7    | £ 826 13 11    | £ 3,944 10 7   | £ 22,837 8 9   | £ ..           | £ ..                  | £ ..                    | £ 35,705 15 0    |  |
| Westland ..                          | £ 15 15 2                     | £ 19 10 0      | £ 0 8 9       | £ ..           | £ 103 19 6       | £ 139 13 5      | £ ..                | £ 14 16 9       | £ ..             | £ 430 15 4            | £ 20 15 10       | £ 466 7 11     | £ 303 9 6      | £ 563 9 5      | £ 2,921 19 2   | £ ..           | £ ..                  | £ ..                    | £ 4,394 19 5     |  |
| Westport ..                          | £ 13 10 7                     | £ 40 0 2       | £ ..          | £ 6 4 9        | £ 388 15 0       | £ 448 10 6      | £ ..                | £ 3 5 3         | £ ..             | £ 317 3 9             | £ 38 0 0         | £ 358 9 0      | £ 15 9 5       | £ 1,071 17 10  | £ 2,865 2 3    | £ ..           | £ ..                  | £ ..                    | £ 4,728 10 2     |  |
| Nelson ..                            | £ 6 5 0                       | £ 18 10 10     | £ 1 5 5       | £ ..           | £ 49 5 4         | £ 75 6 7        | £ ..                | £ 5 6 0         | £ ..             | £ 111 14 3            | £ 10 12 10       | £ 127 13 1     | £ 99 18 8      | £ 67 10 9      | £ 671 8 2      | £ ..           | £ ..                  | £ ..                    | £ 1,041 17 3     |  |
| Pictou ..                            | £ 0 8 0                       | £ 1 1 11       | £ 0 1 5       | £ 4 11 7       | £ 57 17 5        | £ 64 0 4        | £ ..                | £ ..            | £ ..             | £ 125 18 7            | £ 4 15 9         | £ 130 14 4     | £ 13 6 8       | £ 61 15 4      | £ 534 6 2      | £ ..           | £ ..                  | £ ..                    | £ 804 2 10       |  |
| Lake Wakatipu Steamers               | £ ..                          | £ ..           | £ ..          | £ ..           | £ ..             | £ ..            | £ ..                | £ ..            | £ ..             | £ ..                  | £ ..             | £ ..           | £ ..           | £ ..           | £ ..           | £ ..           | £ ..                  | £ 125 14 5              | £ 125 14 5       |  |
| Totals ..                            | £ 566 4 3                     | £ 382 4 11     | £ 91 3 1      | £ 47 1 0       | £ 4,531 2 6      | £ 5,617 15 9    | £ ..                | £ 242 8 9       | £ ..             | £ 18,366 15 2         | £ 2,388 11 9     | £ 20,997 15 8  | £ 7,258 4 7    | £ 13,540 5 5   | £ 53,910 14 9  | £ ..           | £ ..                  | £ 125 14 5              | £ 101,450 10 7   |  |
| Grand Totals ..                      | £ 477,572 4 3                 | £ 157,786 14 7 | £ 99,868 13 9 | £ 26,101 7 5   | £ 4,531 2 6      | £ 765,860 2 6   | £ 293,235 18 4      | £ 325,241 7 7   | £ 17,455 12 3    | £ 194,824 8 3         | £ 2,388 11 9     | £ 833,145 18 2 | £ 92,220 7 4   | £ 133,925 16 9 | £ 768,936 7 10 | £ 35,411 15 11 | £ 69,490 6 8          | £ 6,618 8 4             | £ 2,705,609 3 6  |  |

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1913.

H. DAVIDSON, Chief Accountant.

RETURN No. 5.  
COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1913.

| Sections.                            | Length Open for Traffic. | Passengers.  |           |               |           |            |          | Total Season Tickets. | Parcels, &c. |            |        |           |            | Live-Stock, Goods, &c. |         |           |         |           |                                        |    |                  |         |       |    |           |       |         |         |        |    |              |       |           |           |        |                      |         |         |    |           |         |    |           |         |    |           |    |   |
|--------------------------------------|--------------------------|--------------|-----------|---------------|-----------|------------|----------|-----------------------|--------------|------------|--------|-----------|------------|------------------------|---------|-----------|---------|-----------|----------------------------------------|----|------------------|---------|-------|----|-----------|-------|---------|---------|--------|----|--------------|-------|-----------|-----------|--------|----------------------|---------|---------|----|-----------|---------|----|-----------|---------|----|-----------|----|---|
|                                      |                          | 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. | Gross Total Tonnage. |         |         |    |           |         |    |           |         |    |           |    |   |
| 1912-13.                             | 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. |           |         |    |           |    |   |
| Whangarei-Kawakawa...                | 58                       | 16,634       | 10,712    | 64,917        | 82,106    | 174,369    | 966      | 5,510                 | 163          | 21         | 667    | 6,361     | 32         | 702                    | 156     | 9,514     | 432     | 10,836    | 655                                    | 7  | 0                | 2,460   | 0     | 0  | ..        | 1,770 | 0       | 0       | 33,283 | 4  | 0            | 5,369 | 10        | 0         | 8,390  | 13                   | 0       | 108,143 | 15 | 0         | 159,417 | 2  | 0         | 160,072 | 9  | 0         |    |   |
| Kaihu .. .. .                        | 17                       | 338          | 1,240     | 11,381        | 15,470    | 28,429     | 4        | 4,447                 | 60           | 10         | 179    | 4,696     | 13         | 46                     | 6       | 247       | 73      | 385       | 35                                     | 0  | 0                | 846     | 0     | 0  | 51        | 16    | 0       | 552     | 0      | 0  | 6,534        | 6     | 0         | 951       | 0      | 0                    | 1,473   | 6       | 0  | 803       | 1       | 0  | 11,211    | 9       | 0  | 11,246    | 9  | 0 |
| Gisborne .. ..                       | 32                       | 6,748        | 6,034     | 36,867        | 42,054    | 91,703     | 98       | 7,611                 | 97           | 21         | 733    | 8,462     | 31         | 683                    | 56      | 71,521    | 722     | 73,013    | 3,135                                  | 16 | 0                | 1,314   | 0     | 0  | 2,167     | 4     | 0       | 1,296   | 0      | 0  | 4,307        | 16    | 0         | 4,768     | 18     | 0                    | 2,950   | 8       | 0  | 22,815    | 9       | 0  | 39,619    | 15      | 0  | 42,755    | 11 | 0 |
| North Island Main Lines and Branches | 1,092                    | 256,876      | 718,226   | 1,527,770     | 4,428,650 | 6,931,522  | 165,886  | 593,775               | 10,588       | 1,348      | 31,124 | 636,835   | 1,454      | 13,5449                | 21,052  | 2,481,179 | 94,923  | 2,734,057 | 149,973                                | 8  | 0                | 89,292  | 0     | 0  | 36,627    | 16    | 0       | 63,006  | 0      | 0  | 317,713      | 12    | 0         | 307,980   | 5      | 0                    | 334,326 | 14      | 0  | 628,604   | 10      | 0  | 1,777,550 | 17      | 0  | 1,927,524 | 5  | 0 |
| South Island Main Lines and Branches | 1,366                    | 187,805      | 721,182   | 865,321       | 3,315,948 | 5,090,256  | 92,409   | 652,197               | 9,726        | 1,345      | 21,559 | 684,827   | 1,544      | 55,624                 | 3,838   | 2,699,910 | 39,789  | 2,800,705 | 129,093                                | 13 | 0                | 93,586  | 0     | 0  | 104,387   | 8     | 0       | 29,228  | 0      | 0  | 196,895      | 2     | 0         | 822,217   | 3      | 0                    | 455,724 | 2       | 0  | 767,076   | 2       | 0  | 2,469,113 | 17      | 0  | 2,598,207 | 10 | 0 |
| Westland .. ..                       | 141                      | 14,155       | 28,286    | 109,957       | 251,188   | 403,586    | 3,327    | 30,473                | 744          | 66         | 1,165  | 32,448    | 47         | 2,400                  | 273     | 21,185    | 28      | 23,933    | 1,685                                  | 11 | 0                | 2,220   | 0     | 0  | 256       | 4     | 0       | 3,462   | 0      | 0  | 127,477      | 18    | 0         | 9,850     | 19     | 0                    | 21,843  | 3       | 0  | 404,423   | 18      | 0  | 569,534   | 2       | 0  | 571,219   | 13 | 0 |
| Westport .. ..                       | 36                       | 554          | 1,748     | 28,355        | 76,988    | 107,645    | 917      | 8,073                 | 67           | 2          | 181    | 8,323     | 14         | 42                     | 25      | 3,273     | 29      | 3,383     | 154                                    | 8  | 0                | 840     | 0     | 0  | 0         | 16    | 0       | 7,864   | 0      | 0  | 2,358        | 0     | 0         | 2,970     | 17     | 0                    | 4,994   | 6       | 0  | 808,084   | 17      | 0  | 827,112   | 16      | 0  | 827,267   | 4  | 0 |
| Nelson .. .. .                       | 61                       | 2,594        | 7,606     | 38,849        | 74,986    | 124,035    | 1,158    | 6,246                 | 59           | 33         | 524    | 6,862     | 12         | 144                    | 47      | 13,413    | 8       | 13,624    | 590                                    | 10 | 0                | 2,670   | 0     | 0  | 704       | 8     | 0       | 3,508   | 0      | 0  | 3,502        | 18    | 0         | 9,038     | 0      | 0                    | 6,457   | 1       | 0  | 9,916     | 6       | 0  | 35,796    | 13      | 0  | 36,387    | 3  | 0 |
| Pictou .. .. .                       | 48                       | 8,792        | 29,572    | 27,981        | 80,890    | 147,235    | 474      | 5,395                 | 327          | 26         | 1,090  | 6,838     | 35         | 450                    | 424     | 80,519    | 126     | 81,554    | 3,414                                  | 14 | 0                | 19,908  | 0     | 0  | 3,017     | 0     | 0       | 1,356   | 0      | 0  | 2,396        | 18    | 0         | 17,079    | 11     | 0                    | 7,823   | 14      | 0  | 9,683     | 10      | 0  | 61,264    | 13      | 0  | 64,679    | 7  | 0 |
| Lake Wakatipu Steamers               | ..                       | 1,968        | 12,726    | 3,183         | 7,222     | 25,099     | 20       | 7,146                 | 140          | 32         | 166    | 7,484     | 7          | 177                    | 1       | 8,044     | ..      | 8,229     | 384                                    | 11 | 0                | 186     | 0     | 0  | 522       | 16    | 0       | 30      | 0      | 0  | 590          | 13    | 0         | 1,672     | 12     | 0                    | 1,950   | 9       | 0  | 1,431     | 15      | 0  | 6,384     | 5       | 0  | 6,768     | 16 | 0 |
| Totals .. .. .                       | 2,851                    | 496,464      | 1,537,332 | 2,714,581     | 8,375,502 | 13,123,879 | 265,259  | 1,320,873             | 21,971       | 2,904      | 57,388 | 1,403,136 | 3,189      | 195,717                | 25,878  | 5,388,805 | 136,130 | 5,749,719 | 289,122                                | 18 | 0                | 213,322 | 0     | 0  | 147,735   | 8     | 0       | 112,072 | 0      | 0  | 695,060      | 7     | 0         | 1,181,898 | 15     | 0                    | 845,933 | 16      | 0  | 2,760,983 | 3       | 0  | 5,957,005 | 9       | 0  | 6,246,128 | 7  | 0 |
| 1911-12.                             | 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. |           |    |   |
| Whangarei-Kawakawa...                | 58                       | 15,778       | 9,378     | 52,333        | 65,012    | 142,501    | 841      | 3,332                 | 142          | 25         | 515    | 4,014     | 34         | 381                    | 38      | 11,259    | 280     | 11,992    | 607                                    | 9  | 0                | 210     | 0     | 0  | ..        | 1,788 | 0       | 0       | 17,891 | 10 | 0            | 4,868 | 14        | 0         | 7,583  | 17                   | 0       | 115,378 | 2  | 0         | 147,720 | 3  | 0         | 148,327 | 12 | 0         |    |   |
| Kaihu .. .. .                        | 17                       | 332          | 768       | 10,308        | 12,674    | 24,082     | 20       | 4,511                 | 48           | 23         | 186    | 4,768     | 35         | 33                     | ..      | 1,153     | ..      | 1,221     | 74                                     | 12 | 0                | 36      | 0     | 0  | 39        | 8     | 0       | 516     | 0      | 0  | 6,767        | 12    | 0         | 758       | 10     | 0                    | 1,659   | 3       | 0  | 335       | 2       | 0  | 10,111    | 15      | 0  | 10,186    | 7  | 0 |
| Gisborne .. ..                       | 23                       | 5,879        | 5,514     | 37,070        | 40,526    | 88,989     | 125      | 5,950                 | 52           | 11         | 584    | 6,597     | 41         | 397                    | 22      | 67,425    | 445     | 68,330    | 2,868                                  | 15 | 0                | 660     | 0     | 0  | 2,022     | 4     | 0       | 492     | 0      | 0  | 3,913        | 0     | 0         | 4,868     | 1      | 0                    | 4,210   | 13      | 0  | 22,953    | 16      | 0  | 39,119    | 14      | 0  | 41,988    | 9  | 0 |
| North Island Main Lines and Branches | 1,075                    | 253,294      | 649,418   | 1,430,126     | 3,809,584 | 6,142,422  | 147,637  | 534,871               | 9,748        | 1,267      | 30,675 | 576,561   | 1,299      | 124,324                | 16,560  | 2,590,669 | 101,045 | 2,833,897 | 150,587                                | 8  | 0                | 66,784  | 0     | 0  | 33,874    | 8     | 0       | 61,440  | 0      | 0  | 313,522      | 11    | 0         | 285,223   | 3      | 0                    | 309,076 | 17      | 0  | 598,031   | 2       | 0  | 1,667,952 | 1       | 0  | 1,818,539 | 9  | 0 |
| South Island Main Lines and Branches | 1,357                    | 181,202      | 666,306   | 814,928       | 3,045,974 | 4,708,410  | 81,537   | 588,179               | 9,147        | 1,312      | 21,089 | 619,727   | 1,367      | 56,350                 | 5,826   | 2,640,999 | 44,911  | 2,749,453 | 127,194                                | 11 | 0                | 101,964 | 0     | 0  | 100,939   | 0     | 0       | 30,056  | 0      | 0  | 222,951      | 3     | 0         | 615,750   | 2      | 0                    | 445,927 | 6       | 0  | 730,282   | 18      | 0  | 2,247,870 | 9       | 0  | 2,375,065 | 0  | 0 |
| Westland .. ..                       | 141                      | 14,258       | 26,588    | 112,603       | 251,228   | 404,677    | 4,329    | 30,766                | 706          | 87         | 1,270  | 32,829    | 47         | 2,314                  | 212     | 20,667    | 37      | 23,277    | 1,633                                  | 13 | 0                | 1,848   | 0     | 0  | 244       | 12    | 0       | 2,770   | 0      | 0  | 143,173      | 11    | 0         | 10,332    | 6      | 0                    | 23,928  | 4       | 0  | 414,347   | 1       | 0  | 596,643   | 14      | 0  | 598,277   | 7  | 0 |
| Westport .. ..                       | 31                       | 621          | 1,838     | 28,551        | 76,474    | 107,484    | 912      | 7,355                 | 59           | 1          | 233    | 7,648     | 21         | 23                     | 7       | 2,470     | 152     | 2,673     | 123                                    | 7  | 0                | 474     | 0     | 0  | 1         | 0     | 0       | 8,184   | 0      | 0  | 3,044        | 4     | 0         | 3,227     | 15     | 0                    | 4,788   | 5       | 0  | 775,206   | 1       | 0  | 794,925   | 5       | 0  | 795,048   | 12 | 0 |
| Nelson .. .. .                       | 48                       | 2,303        | 6,652     | 34,029        | 70,214    | 113,198    | 1,012    | 5,323                 | 68           | 27         | 350    | 5,768     | 14         | 185                    | 106     | 11,729    | 32      | 12,066    | 544                                    | 7  | 0                | 2,148   | 0     | 0  | 641       | 4     | 0       | 3,492   | 0      | 0  | 4,108        | 19    | 0         | 8,140     | 5      | 0                    | 5,191   | 5       | 0  | 9,423     | 2       | 0  | 33,144    | 15      | 0  | 33,689    | 2  | 0 |
| Pictou .. .. .                       | 48                       | 8,567        | 26,614    | 27,251        | 75,984    | 138,416    | 529      | 4,094                 | 377          | 20         | 1,100  | 5,591     | 38         | 292                    | 348     | 100,486   | 366     | 101,530   | 4,167                                  | 16 | 0                | 16,812  | 0     | 0  | 3,189     | 8     | 0       | 1,656   | 0      | 0  | 2,527        | 9     | 0         | 14,440    | 16     | 0                    | 6,881   | 9       | 0  | 9,422     | 10      | 0  | 54,929    | 12      | 0  | 59,097    | 8  | 0 |
| Lake Wakatipu Steamers               | ..                       | 1,843        | 10,368    | 2,882         | 5,862     | 20,955     | 15       | 6,526                 | 163          | 28         | 154    | 6,871     | 8          | 128                    | ..      | 7,586     | ..      | 7,722     | 350                                    | 2  | 0                | 858     | 0     | 0  | 656       | 0     | 0       | 42      | 0      | 0  | 513          | 11    | 0         | 1,946     | 0      | 0                    | 1,919   | 10      | 0  | 1,403     | 12      | 0  | 7,338     | 13      | 0  | 7,688     | 15 | 0 |
| Totals .. .. .                       | 2,798                    | 484,077      | 1,403,444 | 2,550,081     | 7,453,532 | 11,891,134 | 236,957  | 1,190,907             | 20,510       | 2,801      | 56,156 | 1,270,374 | 2,904      | 184,427                | 23,119  | 5,454,443 | 147,268 | 5,812,161 | 288,152                                | 0  | 0                | 191,794 | 0     | 0  | 141,607   | 4     | 0       | 110,436 | 0      | 0  | 718,413      | 10    | 0         | 949,555   | 12     | 0                    | 811,166 | 9       | 0  | 2,676,783 | 6       | 0  | 5,599,756 | 1       | 0  | 5,887,908 | 1  | 0 |

| Sections.                           | Revenue.             |       |                 |                              |                 |        |                |                       |              |                      | Mileage. |                          |        |      |           |       |           |       |           |           |            |
|-------------------------------------|----------------------|-------|-----------------|------------------------------|-----------------|--------|----------------|-----------------------|--------------|----------------------|----------|--------------------------|--------|------|-----------|-------|-----------|-------|-----------|-----------|------------|
|                                     | Ordinary Passengers. |       | Season Tickets. | Parcels, Luggage, and Mails. | Total Coaching. | Goods. | Miscellaneous. | Rents and Commission. | Total Goods. | Grand Total Revenue. | Train.   | Shunting and Ballasting. | Total. |      |           |       |           |       |           |           |            |
| 1912-13.                            | £                    | s. d. | £               | s. d.                        | £               | s. d.  | £              | s. d.                 | £            | s. d.                | £        | s. d.                    | No.    | No.  | No.       |       |           |       |           |           |            |
| Whangarei-Kawakawa..                | 9,805                | 2 1   | 522             | 18 5                         | 1,139           | 1 5    | 11,497         | 1 11                  | 28,871       | 18 11                | 360      | 15 4                     | 680    | 8 8  | 29,913    | 2 11  | 41,410    | 4 10  | 115,046   | 31,695    | 146,741    |
| Kaihu .. .. .                       | 1,466                | 11 5  | 41              | 7 3                          | 353             | 8 9    | 1,861          | 7 5                   | 2,414        | 1 1                  | 275      | 3 7                      | 151    | 17 6 | 2,841     | 2 2   | 4,702     | 9 7   | 13,326    | 9,416     | 22,742     |
| Gisborne .. ..                      | 6,607                | 7 6   | 183             | 8 7                          | 965             | 1 6    | 7,755          | 17 7                  | 9,595        | 10 1                 | 664      | 5 0                      | 507    | 5 4  | 10,767    | 0 5   | 18,522    | 18 0  | 44,443    | 21,110    | 65,553     |
| North Island Main Line and Branches | 765,762              | 4 3   | 94,856          | 6 7                          | 115,807         | 17 9   | 976,426        | 8 7                   | 1,003,498    | 19 8                 | 20,124   | 1 10                     | 35,947 | 2 9  | 1,059,570 | 4 3   | 2,035,996 | 12 10 | 5,004,805 | 1,533,376 | 6,538,181  |
| South Island Main Line and Branches | 478,479              | 0 6   | 47,615          | 8 0                          | 87,584          | 0 5    | 613,678        | 8 11                  | 862,378      | 6 4                  | 30,592   | 5 7                      | 26,961 | 17 4 | 919,932   | 9 3   | 1,533,610 | 18 2  | 3,325,274 | 1,189,791 | 4,515,065  |
| Westland .. ..                      | 25,691               | 13 7  | 1,903           | 0 5                          | 4,896           | 7 6    | 32,491         | 1 6                   | 105,796      | 18 4                 | 4,261    | 5 5                      | 2,174  | 1 10 | 112,232   | 5 7   | 144,723   | 7 1   | 240,363   | 115,618   | 355,981    |
| Westport .. ..                      | 5,885                | 12 5  | 557             | 9 6                          | 991             | 15 6   | 7,434          | 17 5                  | 109,406      | 14 1                 | 6,859    | 18 6                     | 774    | 6 10 | 117,040   | 19 5  | 124,475   | 16 10 | 112,032   | 96,501    | 208,533    |
| Nelson .. .. .                      | 7,712                | 19 11 | 862             | 15 10                        | 1,332           | 17 3   | 9,908          | 13 0                  | 16,456       | 2 3                  | 1,669    | 0 10                     | 1,113  | 3 3  | 19,238    | 6 4   | 29,146    | 19 4  | 75,576    | 22,147    | 97,723     |
| Pictou .. .. .                      | 9,791                | 7 10  | 512             | 11 7                         | 1,292           | 7 1    | 11,596         | 6 6                   | 16,708       | 10 6                 | 2,293    | 19 10                    | 793    | 0 2  | 19,795    | 10 6  | 31,391    | 17 0  | 85,359    | 54,047    | 139,406    |
| Lake Wakatipu Steamers              | 3,137                | 16 9  | 447             | 10 11                        | 846             | 6 2    | 4,431          | 13 10                 | 2,559        | 6 10                 | Cr.      | 0 15 7                   | 30     | 10 0 | 2,589     | 1 3   | 7,020     | 15 1  | ..        | ..        | ..         |
| Totals .. ..                        | 1,314,339            | 16 3  | 147,532         | 17 1                         | 215,209         | 3 4    | 1,677,081      | 16 8                  | 2,157,686    | 8 1                  | 67,100   | 0 4                      | 69,133 | 13 8 | 2,293,920 | 2 1   | 3,971,001 | 18 9  | 9,016,224 | 3,073,701 | 12,089,952 |
| 1911-12.                            |                      |       |                 |                              |                 |        |                |                       |              |                      |          |                          |        |      |           |       |           |       |           |           |            |
| Whangarei-Kawakawa..                | 8,446                | 7 9   | 554             | 15 7                         | 982             | 11 9   | 9,983          | 15 1                  | 25,200       | 2 3                  | 829      | 17 2                     | 448    | 18 8 | 26,478    | 18 1  | 36,462    | 13 2  | 100,865   | 27,980    | 128,845    |
| Kaihu .. .. .                       | 1,215                | 7 5   | 55              | 5 4                          | 357             | 12 6   | 1,628          | 5 3                   | 2,198        | 12 5                 | 48       | 10 8                     | 148    | 18 1 | 2,396     | 1 2   | 4,024     | 6 5   | 12,836    | 3,919     | 16,755     |
| Gisborne .. ..                      | 5,729                | 17 10 | 180             | 10 0                         | 702             | 17 7   | 6,613          | 5 5                   | 8,298        | 7 8                  | 1,140    | 9 6                      | 445    | 15 1 | 9,884     | 12 3  | 16,497    | 17 8  | 32,912    | 28,507    | 61,419     |
| North Island Main Line and Branches | 688,594              | 13 6  | 85,030          | 0 2                          | 108,795         | 18 3   | 882,420        | 11 11                 | 944,363      | 17 6                 | 18,533   | 0 7                      | 32,292 | 6 0  | 995,189   | 4 1   | 1,877,609 | 16 0  | 4,504,854 | 1,403,967 | 5,908,821  |
| South Island Main Line and Branches | 431,531              | 12 3  | 43,181          | 8 0                          | 83,244          | 7 7    | 557,957        | 7 10                  | 803,469      | 19 7                 | 24,568   | 9 9                      | 25,841 | 10 4 | 853,879   | 19 8  | 1,411,837 | 7 6   | 3,217,898 | 1,169,857 | 4,387,755  |
| Westland .. ..                      | 25,939               | 12 2  | 1,952           | 7 5                          | 5,076           | 2 2    | 32,968         | 1 9                   | 112,212      | 0 0                  | 4,042    | 7 2                      | 1,979  | 19 4 | 118,234   | 6 6   | 151,202   | 8 3   | 243,052   | 116,494   | 359,546    |
| Westport .. ..                      | 6,072                | 7 0   | 559             | 15 3                         | 856             | 11 7   | 7,488          | 13 10                 | 104,019      | 12 9                 | 5,863    | 6 0                      | 681    | 0 3  | 110,563   | 19 0  | 118,052   | 12 10 | 109,654   | 112,340   | 221,994    |
| Nelson .. .. .                      | 6,336                | 10 6  | 796             | 15 10                        | 1,189           | 11 4   | 8,322          | 17 8                  | 14,712       | 4 10                 | 1,053    | 8 3                      | 937    | 18 4 | 16,703    | 11 5  | 25,026    | 9 1   | 66,267    | 27,294    | 93,561     |
| Pictou .. .. .                      | 9,325                | 0 0   | 593             | 7 7                          | 1,286           | 11 1   | 11,204         | 18 8                  | 15,521       | 14 5                 | 1,679    | 18 3                     | 719    | 18 7 | 17,921    | 11 3  | 29,126    | 9 11  | 83,349    | 48,033    | 131,382    |
| Lake Wakatipu Steamers              | 2,634                | 0 7   | 385             | 0 0                          | 841             | 11 3   | 3,860          | 11 10                 | 2,788        | 0 9                  | Cr.      | 5 7 4                    | 26     | 0 0  | 2,808     | 13 5  | 6,669     | 5 3   | ..        | ..        | ..         |
| Totals]. ..                         | 1,185,825            | 9 0   | 133,289         | 5 2                          | 203,333         | 15 1   | 1,522,448      | 9 3                   | 2,032,784    | 12 2                 | 57,754   | 0 0                      | 63,522 | 4 8  | 2,154,060 | 16 10 | 3,676,509 | 6 1   | 8,371,687 | 2,938,391 | 11,310,078 |



## RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, Rolling-stock, &c., to 31st March, 1913; 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.                  |
| Whangarei-Kawakawa .. .. .                                  | 572,438                    | ..              | 10,667       | 1 17 3                   |
| Kaibu " .. .. .                                             | 68,281                     | 116,397         | ..           | ..                       |
| Gisborne .. .. .                                            | 392,268                    | 20,289          | ..           | ..                       |
| North Island Main Lines and Branches .. .. .                | 13,641,054                 | 223,666         | 5,776        | 1 14 11                  |
| South Island Main Lines and Branches .. .. .                | 13,511,641                 | 533,547         | ..           | ..                       |
| Westland " .. .. .                                          | 1,715,702                  | 418,777         | 464,491      | 3 8 11                   |
| Westport .. .. .                                            | 586,239                    | ..              | ..           | ..                       |
| Nelson .. .. .                                              | 531,117                    | 627,508         | 50,839       | 2 18 8                   |
| Pictou .. .. .                                              | 574,424                    | 60,019          | 67,803       | 11 11 4                  |
| Lake Wakatipu steamer service .. .. .                       | 40,254                     | ..              | 6,371        | 1 6 6                    |
| In suspense—                                                | ..                         | 22,801          | 4,214        | 0 14 8                   |
| Surveys, North Island .. .. .                               | ..                         | 48,104          | ..           | ..                       |
| Miscellaneous, North Island .. .. .                         | ..                         | ..              | 402          | 0 19 11                  |
| Surveys, South Island .. .. .                               | ..                         | 32,802          | ..           | ..                       |
| Miscellaneous, South Island .. .. .                         | ..                         | 5,169           | ..           | ..                       |
| P.W.D. stock of permanent-way .. .. .                       | ..                         | 5,636           | ..           | ..                       |
| W.R.D. stock of A.O.L. stores .. .. .                       | ..                         | 5,168           | ..           | ..                       |
|                                                             | £31,611,220                | £2,220,563      | £1,265,393   | £4 0 9                   |
| Total cost of opened and unopened lines at 31st March, 1913 | £33,831,783                |                 | £1,265,393   | £3 14 10                 |

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—                     |    |    |                                     |
| Waikohu-Otoko .. .. .                 | .. | .. | Opened for traffic 6th April, 1912. |
| North Island Main Lines and Branches— |    |    |                                     |
| Te Wera-Pohokura .. .. .              | .. | .. | 1st August, "                       |
| Te Hana-Kaiwaka .. .. .               | .. | .. | 18th March, 1913.                   |
| South Island Main Lines and Branches— |    |    |                                     |
| Mina-Parnassus .. .. .                | .. | .. | 2nd September, 1912.                |
| Westport Section—                     |    |    |                                     |
| Westport-Te Kuha .. .. .              | .. | .. | 1st April, "                        |
| Nelson Section—                       |    |    |                                     |
| Kiwi-Glenhope .. .. .                 | .. | .. | 2nd September, "                    |

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, 1913.

|                                                    | Amount       | Total.       |
|----------------------------------------------------|--------------|--------------|
|                                                    | £ s. d.      | £ s. d.      |
| Material on hand at 31st March, 1912 .. .. .       | .. .. .      | 17,266 18 5  |
| Expenditure charged to Vote 94 by Treasury .. .. . | .. .. .      | 464,636 8 1  |
|                                                    |              | 481,903 6 6  |
| Less material on hand at 31st March, 1913 .. .. .  | .. .. .      | 37,801 16 6  |
| Expenditure on Works, &c.—                         |              |              |
| Way and Works Branch .. .. .                       | 164,576 19 4 |              |
| Locomotive Branch .. .. .                          | 279,524 10 8 |              |
|                                                    |              | 444,101 10 0 |

## WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

| Railway.                             | Work, &c.                                                                                | Amount.     | Total.        |
|--------------------------------------|------------------------------------------------------------------------------------------|-------------|---------------|
|                                      |                                                                                          | £ s. d.     | £ s. d.       |
| North Island Main Lines and Branches | Sidings, loading-banks, stockyards, crossings, &c. ..                                    | 13,927 14 7 |               |
|                                      | Additions to station buildings, extension of station-yards, and other facilities .. .. . | 16,146 15 4 |               |
|                                      | Additional works, water-services, &c., for Locomotive Branch .. .. .                     | 8,017 10 0  |               |
|                                      | Reduction of grades and improvement of curves .. ..                                      | 33,030 17 3 |               |
|                                      | Duplication of line, Westfield-Otahuhu .. .. .                                           | 3,781 9 8   |               |
|                                      | Additional dwellings .. .. .                                                             | 687 9 0     |               |
|                                      | Purchase of land .. .. .                                                                 | 4,312 6 5   |               |
|                                      | Reclamation of land .. .. .                                                              | 11,336 16 7 |               |
|                                      | Bridge-work and subways .. .. .                                                          | 2,735 13 9  |               |
|                                      | Culvert-extension, Waterloo Quay, Wellington ..                                          | 653 19 1    |               |
|                                      | Cranes, weighbridges, &c. .. .. .                                                        | 1,017 0 11  |               |
|                                      | Stone-crusher .. .. .                                                                    | 514 4 0     |               |
|                                      | Fire-prevention services .. .. .                                                         | 352 4 5     |               |
|                                      | Gasworks-extension .. .. .                                                               | 306 0 2     |               |
|                                      | Additions to workshops .. .. .                                                           | 4,401 11 7  |               |
|                                      | Signals and interlocking, and locking points at crossing stations .. .. .                | 7,238 18 7  |               |
|                                      | Tablet-installation .. .. .                                                              | 8,538 0 8   |               |
|                                      | Telegraph and telephone facilities .. .. .                                               | 1,803 4 9   |               |
|                                      | Fixed signals at officered stations .. .. .                                              | 324 17 3    |               |
|                                      |                                                                                          |             | 119,126 14 0  |
| Whangarei-Kawakawa ..                | Sidings and loading-bank .. .. .                                                         | 761 14 11   |               |
|                                      | Station buildings .. .. .                                                                | 719 19 10   |               |
|                                      | Additions to workshops .. .. .                                                           | 334 4 4     |               |
|                                      | Fixed signals at officered stations .. .. .                                              | 130 15 1    |               |
|                                      |                                                                                          |             | 1,946 14 2    |
| Kaihu .. .. .                        | Siding .. .. .                                                                           | .. .. .     | 193 2 7       |
| Picton .. .. .                       | New wharf .. .. .                                                                        | 12,459 19 4 |               |
|                                      | Additions to station buildings .. .. .                                                   | 2,372 16 0  |               |
|                                      | Telegraph and telephone facilities, &c. .. ..                                            | 649 13 10   |               |
|                                      |                                                                                          |             | 15,482 9 2    |
| Nelson .. .. .                       | Wharf-extension, &c. .. .. .                                                             | 715 19 11   |               |
|                                      | Telegraph and telephone facilities .. .. .                                               | 461 0 4     |               |
|                                      |                                                                                          |             | 1,177 0 3     |
| Westland .. .. .                     | Additions to station buildings .. .. .                                                   | 155 2 7     |               |
|                                      | Approach-road .. .. .                                                                    | 266 19 3    |               |
|                                      |                                                                                          |             | 422 1 10      |
| South Island Main Lines and Branches | Sidings, loading-banks, stockyards, crossings, &c. ..                                    | 2,684 2 7   |               |
|                                      | Additions to station buildings, extension of station-yards, and other facilities .. .. . | 7,168 2 3   |               |
|                                      | Additional works, water-services, &c., for Locomotive Branch .. .. .                     | 3,533 17 5  |               |
|                                      | Additional dwellings .. .. .                                                             | 1,248 15 0  |               |
|                                      | Additions to workshops .. .. .                                                           | 1,487 10 11 |               |
|                                      | Purchase of land .. .. .                                                                 | 812 10 7    |               |
|                                      | Reclamation of land .. .. .                                                              | 1,000 0 0   |               |
|                                      | New District Offices, Christchurch .. .. .                                               | 2,019 9 6   |               |
|                                      | Bridge-work .. .. .                                                                      | 405 19 1    |               |
|                                      | Turntables .. .. .                                                                       | 1,815 11 11 |               |
|                                      | Gasworks-extension .. .. .                                                               | 378 1 10    |               |
|                                      | Concrete-mixer .. .. .                                                                   | 305 0 0     |               |
|                                      | Fencing .. .. .                                                                          | 173 9 5     |               |
|                                      | Signals and interlocking .. .. .                                                         | 1,002 0 10  |               |
|                                      | Tablet-installation .. .. .                                                              | 140 15 7    |               |
|                                      | Telegraph and telephone facilities .. .. .                                               | 772 13 11   |               |
|                                      | Fixed signals at officered stations .. .. .                                              | 101 12 4    |               |
|                                      |                                                                                          |             | 25,049 13 2   |
| Lake Wakatipu Service..              | Extension of wharves, &c. .. .. .                                                        | .. .. .     | 1,179 4 2     |
|                                      |                                                                                          |             | £164 576 19 4 |

## RETURN NO. 7—continued.

## LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

| Description of Stock ordered.                             | Order. | Number Incomplete on March 31, 1912. | Number Complete on 31st March, 1913. | Number Incomplete on 31st March, 1913. | Expenditure in Year ended 31st March, 1913. |
|-----------------------------------------------------------|--------|--------------------------------------|--------------------------------------|----------------------------------------|---------------------------------------------|
|                                                           |        |                                      |                                      |                                        | £ s. d.                                     |
| Wagons, four-wheel, 1908-1909 programme ..                | S-7    | 20                                   | 20                                   | ..                                     | 646 10 2                                    |
| Carriages, Class A, 1909-1910 programme ..                | X-7    | ..                                   | ..                                   | ..                                     | 302 7 9                                     |
| Wagons, bogie, 1909-1910 programme ..                     | Z-7    | 12                                   | 12                                   | ..                                     | 1,715 9 4                                   |
| Wagons, four-wheel, 1909-1910 programme ..                | A-8    | 300*                                 | 300                                  | ..                                     | 2,428 9 1                                   |
| Locomotives, Class Ba ..                                  | E-8    | 6                                    | 5                                    | 1                                      | 7,825 4 9                                   |
| Carriages, Class A, 1910-1911 programme ..                | J-8    | 7                                    | 5                                    | 2                                      | 2,780 12 4                                  |
| Brake-vans, Class F, 1910-1911 programme ..               | K-8    | 1                                    | 1                                    | ..                                     | 329 4 2                                     |
| Wagons, bogie, 1910-1911 programme ..                     | L-8    | 2                                    | 2                                    | ..                                     | 193 14 10                                   |
| Wagons, four-wheel, 1910-1911 programme ..                | M-8    | 646                                  | 488                                  | 158                                    | 22,219 10 0                                 |
| Pneumatic coaling-cranes ..                               | N-8    | 2                                    | 2                                    | ..                                     | 63 16 4                                     |
| Locomotives, Class Wg ..                                  | O-8    | 8                                    | 8                                    | ..                                     | 9,834 19 6                                  |
| Tarpaulins, 1910-1911 programme ..                        | P-8    | 87                                   | 87                                   | ..                                     | 62 17 0                                     |
| Carriages, Class A, 1911-1912 programme ..                | Q-8    | 31                                   | 21                                   | 10                                     | 15,656 9 11                                 |
| Wagons, bogie, 1911-1912 programme ..                     | R-8    | 17                                   | 15                                   | 2                                      | 1,933 0 3                                   |
| Wagons, four-wheel, 1911-1912 programme ..                | S-8    | 84                                   | 74                                   | 10                                     | 10,047 9 1                                  |
| Tarpaulins, 1911-1912 programme ..                        | T-8    | 910                                  | 910                                  | ..                                     | 382 7 11                                    |
| Locomotives, Class Wg ..                                  | U-8    | 20                                   | ..                                   | 20                                     | 15,398 9 11                                 |
| Locomotives, Class X ..                                   | V-8    | 10                                   | ..                                   | 10                                     | 9,243 0 3                                   |
| Motor rail car ..                                         | W-8    | 1                                    | 1                                    | ..                                     | 412 4 7                                     |
| Locomotives, Class Ad (contract) ..                       | X-8    | 20†                                  | 7                                    | 13                                     | 27,283 2 4                                  |
| Steamer for Lake Wakatipu service ..                      | Y-8    | 1                                    | 1                                    | ..                                     | 6,043 5 4                                   |
| Carriages, Class Aa, for Main Trunk ..                    | Z-8    | 25                                   | 25                                   | ..                                     | 27,021 0 2                                  |
| Carriages, Class A, for Rotorua Express ..                | A-9    | 20                                   | 20                                   | ..                                     | 18,065 16 5                                 |
| Carriages, Class A, 1912-1913 programme ..                | B-9    | 22                                   | ..                                   | 22                                     | 8,506 16 7                                  |
| Brake-vans, Class F, 1912-1913 programme ..               | C-9    | 8                                    | 2                                    | 6                                      | 2,651 16 1                                  |
| Wagons, bogie, 1912-1913 programme ..                     | D-9    | 54                                   | 11                                   | 43                                     | 9,861 4 6                                   |
| Wagons, four-wheel, 1912-1913 programme ..                | E-9    | 841                                  | 45                                   | 796                                    | 48,187 7 5                                  |
| Wagons, Class P, for Whangarei ..                         | F-9    | 20                                   | ..                                   | 20                                     | 1,043 10 11                                 |
| Brake-vans, "Fell," for Greymouth ..                      | G-9    | 2                                    | 1                                    | 1                                      | 439 19 1                                    |
| Pneumatic coaling-cranes ..                               | H-9    | 3                                    | ..                                   | 3                                      | 219 3 1                                     |
| Fitting Gisborne rolling-stock with Westinghouse brake .. | I-9    | ..                                   | ..                                   | ..                                     | 670 0 11                                    |
| Tarpaulins, 1912-1913 programme ..                        | J-9    | 1,220                                | 270                                  | 950                                    | 2,874 0 8                                   |
| Fitting brake-vans with Pintsch gas ..                    | K-9    | ..                                   | ..                                   | ..                                     | 3,835 9 1                                   |
| Fitting locomotives with steam heating-gear ..            | L-9    | ..                                   | ..                                   | ..                                     | 1,508 6 6                                   |
| Fitting cars with steam heating-gear ..                   | M-9    | ..                                   | ..                                   | ..                                     | 5,110 16 11                                 |
| Carriages, Class A, 1913-1914 programme ..                | N-9    | 65                                   | ..                                   | 65                                     | ..                                          |
| Brake-vans, Class F, 1913-1914 programme ..               | O-9    | 19                                   | ..                                   | 19                                     | ..                                          |
| Wagons, bogie, 1913-1914 programme ..                     | P-9    | 68                                   | ..                                   | 68                                     | ..                                          |
| Wagons, four-wheel, 1913-1914 programme ..                | Q-9    | 454                                  | ..                                   | 454                                    | ..                                          |
| Tarpaulins, 1913-1914 programme ..                        | R-9    | 1,075                                | ..                                   | 1,075                                  | ..                                          |
| Workshop machinery ..                                     | ..     | ..                                   | ..                                   | ..                                     | 14,766 7 3                                  |
| Footwarmers ..                                            | ..     | ..                                   | ..                                   | ..                                     | 70 10 3                                     |
| Total ..                                                  | ..     | ..                                   | ..                                   | ..                                     | £279,524 10 8                               |
| Total locomotives ..                                      | ..     | 64                                   | 20                                   | 44                                     | ..                                          |
| " carriages ..                                            | ..     | 170                                  | 71                                   | 99                                     | ..                                          |
| " brake-vans ..                                           | ..     | 30                                   | 4                                    | 26                                     | ..                                          |
| " wagons, bogie ..                                        | ..     | 153                                  | 40                                   | 113                                    | ..                                          |
| " wagons, four-wheel ..                                   | ..     | 2,365                                | 927                                  | 1,438                                  | ..                                          |
| " tarpaulins ..                                           | ..     | 3,292                                | 1,267                                | 2,025                                  | ..                                          |

\* Order reduced by 8.

† Contract increased to 20.

## EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1913.

## Railway Capital Account:—

|                                                                     | £     | s. | d. | £      | s.      | d.  |
|---------------------------------------------------------------------|-------|----|----|--------|---------|-----|
| Straightening and doubling Wellington-Hutt Railway ..               | ..    | .. | .. | 1,105  | 10      | 10  |
| Less value of working-plant transferred to other works ..           | 3,021 | 5  | 7  | ..     | ..      | ..  |
| Less transfer to New Hutt Road in adjustment of land claims, &c. .. | 8,285 | 12 | 7  | ..     | ..      | ..  |
|                                                                     |       |    |    | 11,306 | 18      | 2   |
|                                                                     |       |    |    | Cr.    | £10,201 | 7 4 |

## For Recovery in terms of Act:—

|                                            | £     | s.      | d.   |
|--------------------------------------------|-------|---------|------|
| New Hutt Road (including land for same) .. | 1,738 | 6       | 5    |
| New Hutt Road, adjustment as above ..      | 8,285 | 12      | 7    |
|                                            | Dr.   | £10,023 | 19 0 |

## EXPENDITURE under the Railways Improvements Authorisation Act, 1904, charged to Capital Account for the Year ended 31st March, 1913.

|                                                                | £       | s. | d.  |
|----------------------------------------------------------------|---------|----|-----|
| Dunedin-Mosgiel, duplication and deviation of line ..          | 29,253  | 9  | 9   |
| Charges and expenses of raising loan, as per Treasury-books .. | ..      | 0  | 3 6 |
|                                                                | £29,253 | 13 | 3   |

H. DAVIDSON, Chief Accountant.

## RETURN No. 8.

RETURN OF REVENUE RECEIVED BY RAILWAY DEPARTMENT FROM OTHER DEPARTMENTS OF THE  
PUBLIC SERVICE FOR THE YEAR ENDED 31st MARCH, 1913.

| Department.                                  | Passengers. |    |    | Mails. |    |    | Goods. |    |    | Total.  |    |    |
|----------------------------------------------|-------------|----|----|--------|----|----|--------|----|----|---------|----|----|
|                                              | £           | s. | d. | £      | s. | d. | £      | s. | d. | £       | s. | d. |
| Agriculture .. ..                            | 2,802       | 0  | 0  | ..     | .. | .. | 1,386  | 12 | 0  | 4,188   | 12 | 0  |
| Audit .. ..                                  | 297         | 11 | 4  | ..     | .. | .. | ..     | .. | .. | 297     | 11 | 4  |
| Customs .. ..                                | 141         | 8  | 7  | ..     | .. | .. | 5      | 14 | 2  | 147     | 2  | 9  |
| Defence .. ..                                | 12,360      | 11 | 4  | ..     | .. | .. | 4,286  | 2  | 7  | 16,646  | 13 | 11 |
| Education .. ..                              | 19,070      | 18 | 11 | ..     | .. | .. | 1,519  | 2  | 4  | 20,590  | 1  | 3  |
| Hospitals, Charitable Aid, and Public Health | 1,031       | 11 | 7  | ..     | .. | .. | 124    | 14 | 9  | 1,156   | 6  | 4  |
| Internal Affairs .. ..                       | 2,077       | 11 | 7  | ..     | .. | .. | 6      | 7  | 3  | 2,083   | 18 | 10 |
| Justice .. ..                                | 2,127       | 2  | 5  | ..     | .. | .. | 16     | 17 | 3  | 2,143   | 19 | 8  |
| Junior Cadets .. ..                          | 110         | 2  | 0  | ..     | .. | .. | 0      | 6  | 3  | 110     | 8  | 3  |
| Lands and Survey .. ..                       | 1,686       | 7  | 8  | ..     | .. | .. | 342    | 16 | 6  | 2,029   | 4  | 2  |
| Legislative .. ..                            | 18          | 0  | 1  | ..     | .. | .. | 0      | 8  | 0  | 18      | 8  | 1  |
| Labour .. ..                                 | 3,160       | 7  | 2  | ..     | .. | .. | 1      | 11 | 3  | 3,161   | 18 | 5  |
| Mental Hospitals .. ..                       | 171         | 12 | 7  | ..     | .. | .. | 1,708  | 10 | 0  | 1,880   | 2  | 7  |
| Mines .. ..                                  | 268         | 11 | 11 | ..     | .. | .. | 31,570 | 2  | 7  | 31,838  | 14 | 6  |
| Marine and Machinery .. ..                   | 568         | 5  | 3  | ..     | .. | .. | 27     | 9  | 7  | 595     | 14 | 10 |
| Native .. ..                                 | 61          | 14 | 4  | ..     | .. | .. | 7      | 15 | 5  | 69      | 9  | 9  |
| National Provident .. ..                     | 14          | 1  | 6  | ..     | .. | .. | ..     | .. | .. | 14      | 1  | 6  |
| Printing and Stationery .. ..                | ..          | .. | .. | ..     | .. | .. | 230    | 7  | 2  | 230     | 7  | 2  |
| Public Works .. ..                           | 1,778       | 9  | 1  | ..     | .. | .. | 20,820 | 17 | 0  | 22,599  | 6  | 1  |
| Public Trustee .. ..                         | 55          | 10 | 0  | ..     | .. | .. | 0      | 1  | 9  | 55      | 11 | 9  |
| Police .. ..                                 | 2,846       | 2  | 2  | ..     | .. | .. | 617    | 13 | 7  | 3,463   | 15 | 9  |
| Post and Telegraph .. ..                     | 2,441       | 18 | 6  | 60,963 | 4  | 0  | 7,747  | 12 | 6  | 71,152  | 15 | 0  |
| Prisons .. ..                                | 774         | 8  | 7  | ..     | .. | .. | 296    | 5  | 2  | 1,070   | 13 | 9  |
| Registrar-General .. ..                      | 70          | 0  | 0  | ..     | .. | .. | 0      | 0  | 6  | 70      | 0  | 6  |
| State Advances .. ..                         | 40          | 10 | 0  | ..     | .. | .. | ..     | .. | .. | 40      | 10 | 0  |
| Stamps .. ..                                 | 39          | 17 | 9  | ..     | .. | .. | 0      | 4  | 5  | 40      | 2  | 2  |
| Tourist and Health Resorts .. ..             | ..          | .. | .. | ..     | .. | .. | 859    | 17 | 5  | 859     | 17 | 5  |
| Valuation .. ..                              | 360         | 17 | 2  | ..     | .. | .. | 3      | 6  | 11 | 364     | 4  | 1  |
| Totals .. ..                                 | 54,375      | 11 | 6  | 60,963 | 4  | 0  | 71,580 | 16 | 4  | 186,919 | 11 | 10 |

H. DAVIDSON, Chief Accountant.

## RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31st MARCH, 1913.

| Description.                                 | Number. | Amount. |    |    |
|----------------------------------------------|---------|---------|----|----|
|                                              |         | £       | s. | d. |
| Travellers' tickets, all lines...            | 7       | 531     | 0  | 0  |
| Travellers' tickets, North Island ..         | 40      | 2,129   | 10 | 0  |
| Travellers' tickets, South Island ..         | 44      | 2,302   | 0  | 0  |
| Reporters' tickets ..                        | 102     | 1,014   | 5  | 0  |
| Sectional tickets, North Island ..           | 354     | 10,716  | 16 | 9  |
| Sectional tickets, South Island ..           | 309     | 9,435   | 9  | 9  |
| Tourists' tickets, all lines ..              | 915     | 9,286   | 10 | 0  |
| Tourists' tickets, North Island ..           | 5,566   | 34,547  | 5  | 0  |
| Tourists' tickets, South Island ..           | 506     | 3,132   | 0  | 0  |
| Fifty-trip commutation tickets (ordinary) .. | 3,325   | 2,567   | 8  | 9  |
| Fifty-trip commutation tickets (family) ..   | 2,017   | 3,292   | 18 | 6  |
| School tickets ..                            | 27,444  | 15,249  | 7  | 3  |
| Twenty-trip commutation tickets ..           | 1,223   | 917     | 1  | 8  |
| Twelve-trip workmen's tickets ..             | 53,697  | 7,883   | 14 | 0  |
| Weekly workmen's tickets ..                  | 148,954 | 15,140  | 19 | 3  |
| All other season tickets ..                  | 20,756  | 29,386  | 11 | 2  |
| Totals ..                                    | 265,259 | 147,532 | 17 | 1  |

H. DAVIDSON, Chief Accountant.

# RETURN NO. 10.

## STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1913.

| Classification of Work.                     | SECTIONS.           |       |        |       |           |       |                                       |       |                                       |       |           |       |           |       | Total. |         |         |         |       |
|---------------------------------------------|---------------------|-------|--------|-------|-----------|-------|---------------------------------------|-------|---------------------------------------|-------|-----------|-------|-----------|-------|--------|---------|---------|---------|-------|
|                                             | Whangarei-Kawakawa. |       | Kaihu. |       | Gisborne. |       | North Island Main Lines and Branches. |       | South Island Main Lines and Branches. |       | Westland. |       | Westport. |       |        | Nelson. |         | Picton. |       |
|                                             | £                   | s. d. | £      | s. d. | £         | s. d. | £                                     | s. d. | £                                     | s. d. | £         | s. d. | £         | s. d. |        | £       | s. d.   | £       | s. d. |
| Track-surfacing .. ..                       | 3,987               | 4 7   | 889    | 12 1  | 2,357     | 1 1   | 114,122                               | 4 11  | 114,720                               | 10 1  | 11,492    | 17 7  | 3,150     | 10 9  | 3,885  | 15 2    | 257,807 | 12 0    |       |
| Track-renewals .. ..                        | Cr. 23              | 14 8  | 315    | 8 0   | 146       | 16 10 | 89,631                                | 16 10 | 65,319                                | 3 2   | 7,175     | 14 5  | 1,408     | 18 10 | 660    | 4 8     | 163,663 | 15 6    |       |
| Ballasting .. ..                            | 557                 | 5 0   | 48     | 7 0   | 64        | 16 11 | 15,701                                | 3 5   | 8,753                                 | 18 2  | 1,105     | 12 11 | 601       | 10 3  | 25     | 4 3     | 27,307  | 13 0    |       |
| Banks, cuttings, ditches, tunnels ..        | 796                 | 4 8   | 99     | 7 6   | 117       | 8 0   | 13,691                                | 17 5  | 10,577                                | 14 5  | 2,172     | 13 9  | 177       | 17 5  | 339    | 12 7    | 28,793  | 3 9     |       |
| Bridges, culverts, drains ..                | 1,105               | 0 7   | 90     | 10 1  | 443       | 15 0  | 42,612                                | 19 1  | 27,503                                | 1 8   | 3,241     | 17 1  | 1,341     | 9 9   | 1,627  | 15 0    | 80,139  | 19 3    |       |
| Fences, gates, cattle-stops, hedges ..      | 375                 | 8 10  | 9      | 18 9  | 133       | 1 1   | 14,621                                | 14 2  | 9,616                                 | 5 5   | 1,619     | 6 0   | 102       | 15 9  | 456    | 5 9     | 27,390  | 7 10    |       |
| Roads, approaches, &c. ..                   | 95                  | 17 11 | 4      | 18 1  | 44        | 17 1  | 5,273                                 | 6 2   | 3,247                                 | 11 3  | 347       | 6 5   | 86        | 16 5  | 65     | 18 0    | 9,242   | 11 3    |       |
| Water-services, signals, cranes, appliances | 739                 | 2 4   | 37     | 5 10  | 110       | 1 8   | 18,839                                | 19 5  | 13,106                                | 16 9  | 935       | 16 6  | 535       | 7 10  | 144    | 16 3    | 34,844  | 14 5    |       |
| Wharves .. ..                               | 546                 | 17 5  | 23     | 13 11 | 0         | 18 6  | 1,188                                 | 19 3  | 373                                   | 8 4   | 1,281     | 0 2   | 610       | 18 9  | 1,044  | 10 1    | 6,169   | 1 10    |       |
| Buildings .. ..                             | 1,576               | 8 2   | 31     | 19 11 | 423       | 15 4  | 49,094                                | 2 0   | 42,659                                | 4 4   | 3,289     | 7 9   | 1,272     | 7 8   | 1,056  | 7 8     | 99,868  | 13 9    |       |
| Miscellaneous .. ..                         | 1,206               | 0 6   | 98     | 8 8   | 197       | 5 3   | 13,935                                | 15 9  | 9,728                                 | 4 9   | 448       | 17 2  | 257       | 6 10  | 34     | 12 5    | 26,101  | 7 5     |       |
| General charges .. ..                       | 88                  | 5 11  | 1      | 6 11  | 8         | 3 5   | 2,423                                 | 19 7  | 1,409                                 | 9 5   | 103       | 19 6  | 388       | 15 0  | 49     | 5 4     | 4,531   | 2 6     |       |
| Totals .. ..                                | 11,050              | 1 3   | 1,650  | 16 9  | 4,048     | 0 2   | 381,137                               | 18 0  | 307,015                               | 7 9   | 33,214    | 9 3   | 9,934     | 15 3  | 7,075  | 10 6    | 765,860 | 2 6     |       |
| Rate per mile opened .. ..                  | 190                 | 10 5  | 97     | 2 2   | 127       | 3 10  | 352                                   | 14 5  | 225                                   | 7 7   | 235       | 11 2  | 275       | 19 5  | 127    | 9 10    | 270     | 12 2    |       |

H. DAVIDSON, Chief Accountant.

RETURN NO. 11.

STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1913.

D.—2.

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| Sections.           | SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.                                     |                                                                                        |                                                     |         |                  | HOLIDAY EXCURSIONS. |            |         |                  | GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS. |                  |     |     |
|---------------------|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------|---------|------------------|---------------------|------------|---------|------------------|--------------------------------------------|------------------|-----|-----|
|                     | Schools, Factories, and Friendly Soc's. Children not exceeding 15 Years of Age. | Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers. | Schools, Factories, and Friendly Societies. Adults. | Total.  | Revenue. £ s. d. | 1st Class.          | 2nd Class. | Total.  | Revenue. £ s. d. | Number of Tickets.                         | Revenue. £ s. d. |     |     |
|                     | No.                                                                             | No.                                                                                    | No.                                                 | No.     | No.              | No.                 | No.        | No.     | No.              | No.                                        | No.              | No. | No. |
| Whangarei-Kawakawa  | 301                                                                             | 46                                                                                     | 143                                                 | 490     | 31 3 5           | 527                 | 6,104      | 6,631   | 921 1 5          | 7,121                                      | 952 4 10         |     |     |
| Kaihu               | 268                                                                             | 11                                                                                     | 200                                                 | 479     | 22 16 4          | 27                  | 1,211      | 1,238   | 127 3 1          | 1,717                                      | 149 19 5         |     |     |
| Auckland            | 4,093                                                                           | 910                                                                                    | 3,757                                               | 8,760   | 633 14 7         | 12,999              | 151,461    | 164,460 | 51,412 13 11     | 173,220                                    | 52,046 8 6       |     |     |
| Gisborne            | 255                                                                             | 78                                                                                     | 85                                                  | 418     | 16 12 6          | 322                 | 9,457      | 9,779   | 785 14 3         | 10,197                                     | 802 6 9          |     |     |
| Wanganui            | 6,509                                                                           | 1,108                                                                                  | 4,562                                               | 12,179  | 871 11 5         | 12,199              | 87,253     | 99,452  | 31,388 6 6       | 111,631                                    | 32,259 17 11     |     |     |
| Wellington-Napier   | 10,069                                                                          | 2,049                                                                                  | 7,433                                               | 19,551  | 1,279 2 7        | 46,730              | 143,095    | 189,825 | 62,480 4 9       | 209,376                                    | 63,759 7 4       |     |     |
| Picton              | 658                                                                             | 64                                                                                     | 386                                                 | 1,108   | 43 3 3           | 1,803               | 10,183     | 11,986  | 1,284 7 0        | 13,094                                     | 1,327 10 3       |     |     |
| Nelson              | 1,524                                                                           | 500                                                                                    | 209                                                 | 2,233   | 87 14 7          | 1,974               | 7,934      | 9,908   | 1,133 9 11       | 12,141                                     | 1,231 4 6        |     |     |
| Westport            | 364                                                                             | 30                                                                                     | 339                                                 | 733     | 36 12 6          | 54                  | 5,745      | 5,799   | 600 8 7          | 6,532                                      | 637 1 1          |     |     |
| Westland            | 4,518                                                                           | 377                                                                                    | 4,542                                               | 9,437   | 602 19 3         | 2,831               | 25,826     | 28,657  | 3,607 0 2        | 38,094                                     | 4,209 19 5       |     |     |
| Christchurch        | 17,673                                                                          | 2,336                                                                                  | 18,788                                              | 38,797  | 2,853 15 8       | 33,039              | 158,935    | 191,974 | 48,259 2 4       | 230,771                                    | 51,112 18 0      |     |     |
| Dunedin             | 9,284                                                                           | 1,145                                                                                  | 12,370                                              | 22,799  | 1,527 11 5       | 38,065              | 111,416    | 149,481 | 44,964 5 5       | 172,280                                    | 46,491 16 10     |     |     |
| Invercargill        | 7,524                                                                           | 1,069                                                                                  | 8,320                                               | 16,913  | 1,502 11 1       | 9,160               | 86,345     | 95,505  | 24,648 0 3       | 112,418                                    | 26,150 11 4      |     |     |
| Totals (1913        | 63,040                                                                          | 9,723                                                                                  | 61,134                                              | 133,897 | 9,509 8 7        | 159,730             | 804,965    | 964,695 | 271,611 17 7     | 1,098,592                                  | 281,121 6 2      |     |     |
| 1912                | 62,289                                                                          | 8,924                                                                                  | 63,612                                              | 134,825 | 9,702 15 3       | 135,590             | 704,883    | 840,473 | 206,472 13 1     | 975,298                                    | 216,175 8 4      |     |     |
| Increase            | 751                                                                             | 799                                                                                    | 2,478                                               | 928     | 193 6 8          | 24,140              | 100,082    | 124,222 | 65,139 4 6       | 123,294                                    | 64,945 17 10     |     |     |
| Decrease            | ...                                                                             | ...                                                                                    | ...                                                 | ...     | ...              | ...                 | ...        | ...     | ...              | ...                                        | ...              |     |     |
| Total, year ending— | 63,598                                                                          | 5,949                                                                                  | 38,467                                              | 108,014 | 7,246 5 9        | 50,511              | 239,164    | 289,675 | 50,232 12 11     | 397,689                                    | 57,478 18 8      |     |     |
| 31st March, 1896    | 44,610                                                                          | 5,993                                                                                  | 33,925                                              | 84,528  | 5,616 2 8        | 58,464              | 313,724    | 372,188 | 63,439 0 0       | 456,716                                    | 69,035 2 8       |     |     |
| 31st March, 1897    | 39,963                                                                          | 5,398                                                                                  | 35,064                                              | 80,425  | 5,569 11 8       | 66,012              | 383,569    | 449,581 | 80,822 8 1       | 530,006                                    | 86,392 6 2       |     |     |
| 31st March, 1898    | 45,748                                                                          | 6,192                                                                                  | 39,955                                              | 91,895  | 6,215 11 1       | 70,531              | 411,747    | 482,278 | 84,794 15 6      | 574,173                                    | 91,010 7 2       |     |     |
| 31st March, 1899    | 37,839                                                                          | 5,616                                                                                  | 31,164                                              | 74,619  | 4,752 3 10       | 81,528              | 501,176    | 582,704 | 96,154 7 5       | 657,323                                    | 100,906 11 3     |     |     |
| 31st March, 1901    | 38,864                                                                          | 5,602                                                                                  | 34,550                                              | 79,016  | 5,234 16 8       | 87,544              | 541,624    | 629,168 | 102,932 10 9     | 708,184                                    | 108,167 7 5      |     |     |
| 31st March, 1902    | 42,506                                                                          | 5,736                                                                                  | 37,708                                              | 85,950  | 5,466 16 9       | 95,628              | 588,813    | 684,441 | 136,813 0 1      | 770,391                                    | 142,279 16 10    |     |     |
| 31st March, 1903    | 41,540                                                                          | 6,048                                                                                  | 41,555                                              | 89,143  | 6,050 11 3       | 84,448              | 517,566    | 602,014 | 103,279 8 6      | 691,157                                    | 109,329 19 9     |     |     |
| 31st March, 1904    | 50,364                                                                          | 6,975                                                                                  | 54,344                                              | 111,683 | 7,424 19 7       | 100,417             | 594,967    | 695,384 | 125,624 4 0      | 807,067                                    | 133,049 3 7      |     |     |
| 31st March, 1905    | 52,742                                                                          | 7,359                                                                                  | 53,558                                              | 113,659 | 7,490 16 0       | 100,968             | 592,485    | 693,453 | 130,068 16 9     | 807,112                                    | 137,559 12 9     |     |     |
| 31st March, 1906    | 55,478                                                                          | 7,715                                                                                  | 57,027                                              | 120,220 | 7,882 16 1       | 110,823             | 626,852    | 737,675 | 140,939 16 3     | 857,895                                    | 148,832 12 4     |     |     |
| 31st March, 1907    | 48,044                                                                          | 8,137                                                                                  | 39,783                                              | 95,664  | 6,514 18 4       | 125,280             | 731,132    | 856,412 | 194,185 2 9      | 952,076                                    | 200,700 1 1      |     |     |
| 31st March, 1908    | 51,031                                                                          | 8,163                                                                                  | 53,886                                              | 113,080 | 7,604 10 4       | 113,617             | 718,518    | 732,135 | 141,519 16 11    | 845,215                                    | 149,124 7 3      |     |     |
| 31st March, 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     |     |     |
| 31st March, 1910    | 53,917                                                                          | 7,811                                                                                  | 53,677                                              | 115,405 | 7,964 15 7       | 128,277             | 735,561    | 863,838 | 211,133 6 10     | 979,243                                    | 219,098 2 5      |     |     |
| 31st March, 1911    | 66,381                                                                          | 10,799                                                                                 | 66,695                                              | 143,875 | 9,488 14 7       | 107,208             | 576,251    | 683,459 | 155,444 10 11    | 827,334                                    | 164,933 5 6      |     |     |
| 31st March, 1912    | 62,289                                                                          | 8,924                                                                                  | 63,612                                              | 134,825 | 9,702 15 3       | 135,590             | 704,883    | 840,473 | 206,472 13 1     | 975,298                                    | 216,175 8 4      |     |     |
| 31st March, 1913    | 63,040                                                                          | 9,723                                                                                  | 61,134                                              | 133,897 | 9,509 8 7        | 159,730             | 804,965    | 964,695 | 271,611 17 7     | 1,098,592                                  | 281,121 6 2      |     |     |

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1913

6—D. 2.

## RETURN No. 12—continued

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1913—continued

[illegible]

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ured.

7-D. 2



## RETURN No. 13.

STATEMENT OF CARRIAGE AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDING 31ST MARCH, 1913.

| Description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Class. | Whangarei. | Kaihu. | North Island<br>Main Line and<br>Branches. | Gisborne. | South Island<br>Main Line and<br>Branches. | Westland. | Westport. | Nelson. | Picton. | Total. |
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| CARRIAGES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             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| Sleepers, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | AA     | ..         | ..     | 10                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 10     |
| First-class day-cars, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | AA     | ..         | ..     | 22                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 22     |
| Second-class cars, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | AA     | ..         | ..     | 31                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 31     |
| Refreshment-cars, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | AA     | ..         | ..     | 8                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 8      |
| Royal saloon, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | AA     | ..         | ..     | 2                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| "    "    44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | ..                                         | ..        | 1                                          | ..        | ..        | ..      | ..      | 1      |
| Gallery-cars, bogie, 44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | A      | ..         | ..     | ..                                         | ..        | 5                                          | ..        | ..        | ..      | ..      | 5      |
| Saloon, bogie, 44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | A      | ..         | ..     | ..                                         | ..        | 1                                          | ..        | ..        | ..      | ..      | 1      |
| "    "    41 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 5                                          | ..        | 4                                          | ..        | ..        | ..      | ..      | 9      |
| "    "    39½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 7                                          | ..        | 7                                          | ..        | ..        | ..      | ..      | 14     |
| "    "    37½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 2                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| "    "    35 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 1                                          | ..        | ..                                         | 2         | ..        | ..      | ..      | 3      |
| Refreshment-cars, bogie, 54½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 1                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 1      |
| "    "    47½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | ..                                         | ..        | 6                                          | ..        | ..        | ..      | ..      | 6      |
| "    "    44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 4                                          | ..        | 1                                          | ..        | ..        | ..      | ..      | 5      |
| Motor-train cars, bogie, 60 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | A      | ..         | ..     | 4                                          | ..        | 1                                          | ..        | ..        | ..      | ..      | 5      |
| First-class, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | A      | ..         | ..     | 26                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 26     |
| "    "    47½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 47                                         | ..        | 43                                         | ..        | ..        | ..      | 1       | 91     |
| "    "    44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 2                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| "    "    43 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 11                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 11     |
| "    "    30 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | B      | ..         | ..     | 1                                          | ..        | 6                                          | ..        | ..        | ..      | ..      | 7      |
| "    6-wheel . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C      | ..         | ..     | ..                                         | ..        | 2                                          | ..        | ..        | ..      | ..      | 2      |
| "    4-wheel . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | D      | 2          | ..     | ..                                         | ..        | 1                                          | ..        | ..        | ..      | ..      | 3      |
| Composite, bogie, 60 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | A      | ..         | ..     | 6                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 6      |
| "    "    50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 13                                         | ..        | 1                                          | ..        | ..        | ..      | ..      | 14     |
| "    "    47½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 99                                         | 2         | 82                                         | 8         | 1         | 2       | 2       | 196    |
| "    "    46 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | ..                                         | ..        | 8                                          | ..        | ..        | ..      | ..      | 8      |
| "    "    44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | 4          | ..     | 80                                         | ..        | 85                                         | 8         | 2         | 2       | 3       | 184    |
| "    "    43 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 8                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 8      |
| "    "    42½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 13                                         | ..        | 30                                         | ..        | ..        | ..      | ..      | 43     |
| "    "    39½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 4                                          | ..        | 4                                          | ..        | 1         | 2       | 1       | 12     |
| "    "    30 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | B      | ..         | ..     | 19                                         | ..        | 20                                         | ..        | ..        | ..      | ..      | 39     |
| "    6-wheel . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C      | 4          | 2      | ..                                         | 3         | 5                                          | 2         | ..        | ..      | ..      | 16     |
| "    4-wheel . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | D      | 2          | ..     | ..                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| Second-class, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | A      | ..         | ..     | 34                                         | ..        | 1                                          | ..        | ..        | ..      | ..      | 35     |
| "    "    47½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 72                                         | ..        | 53                                         | 3         | 1         | ..      | ..      | 129    |
| "    "    46 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | ..                                         | ..        | 4                                          | ..        | ..        | ..      | ..      | 4      |
| "    "    44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 78                                         | ..        | 101                                        | 8         | 3         | 2       | 3       | 195    |
| "    "    43 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 16                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 16     |
| "    "    42½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 1                                          | ..        | 14                                         | ..        | ..        | ..      | ..      | 15     |
| "    "    39½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 8                                          | ..        | ..                                         | 3         | ..        | ..      | ..      | 11     |
| "    "    35 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | 3                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 3      |
| "    "    30 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | B      | ..         | ..     | 4                                          | ..        | 12                                         | ..        | ..        | ..      | 1       | 17     |
| "    6-wheel . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C      | 3          | 2      | ..                                         | 5         | 13                                         | 2         | ..        | 4       | ..      | 29     |
| "    4-wheel . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | D      | 4          | ..     | ..                                         | ..        | 6                                          | ..        | ..        | ..      | 2       | 12     |
| Postal, bogie, 50 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | A      | ..         | ..     | 8                                          | ..        | 2                                          | ..        | ..        | ..      | ..      | 10     |
| "    "    44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A      | ..         | ..     | ..                                         | ..        | 4                                          | ..        | ..        | ..      | ..      | 4      |
| "    "    39½ ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A      | ..         | ..     | 2                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| "    "    30 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | B      | ..         | ..     | ..                                         | ..        | 1                                          | ..        | ..        | ..      | ..      | 1      |
| "    "    composite, 44 ft. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| Totals . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ..     | 19         | 4      | 656                                        | 10        | 524                                        | 36        | 8         | 12      | 13      | 1,282  |
| WAGONS, ETC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| Brake-vans, 4-wheel . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | F      | 6          | 2      | 15                                         | 2         | 54                                         | 7         | 2         | 4       | 3       | 95     |
| "    bogie . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | FF     | 2          | ..     | 163                                        | 2         | 96                                         | 9         | 5         | 2       | 2       | 281    |
| "    Fell . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | FF     | ..         | ..     | 7                                          | ..        | ..                                         | 2         | ..        | ..      | ..      | 9      |
| Horseboxes . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | G      | 2          | ..     | 108                                        | 1         | 81                                         | 6         | ..        | 1       | 4       | 203    |
| Cattle . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | H      | 4          | ..     | 201                                        | 4         | 171                                        | 14        | 4         | 3       | 2       | 403    |
| Sheep . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | J      | 2          | ..     | 714                                        | 20        | 546                                        | 7         | ..        | 5       | 24      | 1,318  |
| Covered goods . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | K      | 9          | 1      | 206                                        | ..        | 324                                        | 24        | 5         | 6       | 3       | 578    |
| Sleeping-vans . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | K      | ..         | ..     | 31                                         | ..        | 42                                         | 3         | 1         | 1       | ..      | 78     |
| High sides . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | L      | 39         | 4      | 4,220                                      | 31        | 4,308                                      | 208       | 17        | 93      | 144     | 9,064  |
| "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    "    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|        |            |        |                                            |           |                                            |           |           |         |         |        |

RETURN NO. 13—*continued.*STATEMENT OF CARRIAGE AND WAGON STOCK, ETC.—*continued.*

| Description.                          | Class. | Whangarei. | Kaihu. | North Island<br>Main line and<br>Branches. | Gisborne. | South Island<br>Main line and<br>Branches. | Westland. | Westport. | Nelson. | Pictou. | Total. |
|---------------------------------------|--------|------------|--------|--------------------------------------------|-----------|--------------------------------------------|-----------|-----------|---------|---------|--------|
| <b>WAGONS, ETC.—<i>continued.</i></b> |        |            |        |                                            |           |                                            |           |           |         |         |        |
| Brought forward .. ..                 | ..     | 310        | 62     | 7,648                                      | 95        | 8,356                                      | 935       | 763       | 152     | 210     | 18,531 |
| Sheep, bogie .. ..                    | S      | ..         | ..     | 73                                         | ..        | 52                                         | ..        | ..        | ..      | ..      | 125    |
| Cattle, „ .. ..                       | T      | ..         | ..     | 49                                         | ..        | 21                                         | ..        | ..        | ..      | ..      | 70     |
| Platform, „ .. ..                     | U      | 3          | ..     | 205                                        | 10        | 60                                         | 28        | 2         | 2       | 6       | 316    |
| Gas-storeholders, bogie ..            | UA     | ..         | ..     | 7                                          | ..        | 7                                          | ..        | ..        | ..      | ..      | 14     |
| Platform, „ .. ..                     | UB     | ..         | ..     | 127                                        | ..        | 51                                         | 44        | ..        | ..      | ..      | 222    |
| Horseboxes, „ .. ..                   | UG     | ..         | ..     | 18                                         | ..        | 14                                         | ..        | ..        | ..      | ..      | 32     |
| Frozen meat, „ .. ..                  | V      | ..         | ..     | 46                                         | ..        | 75                                         | ..        | ..        | ..      | ..      | 121    |
| „ „ .. ..                             | VB     | ..         | ..     | 20                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 20     |
| Covered goods, „ .. ..                | Z      | ..         | ..     | 43                                         | ..        | 21                                         | ..        | ..        | ..      | ..      | 64     |
| Totals.. ..                           | ..     | 313        | 62     | 8,236                                      | 105       | 8,657                                      | 1,007     | 765       | 154     | 216     | 19,515 |
| TARPAULINS .. ..                      | ..     | 80         | 24     | 6,315                                      | 90        | 8,026                                      | 275       | 42        | 130     | 240     | 15,222 |

## RETURN NO. 14.

## STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1913.

| Class. | Type.                             | Cylinder.      |         | Coupled<br>Wheels. |                | Truck<br>Wheels. |                | Whangarei. | Kaihu. | North Island<br>Main line and<br>Branches. | Gisborne. | South Island<br>Main line and<br>Branches. | Westland. | Westport. | Nelson. | Pictou. | Total. |
|--------|-----------------------------------|----------------|---------|--------------------|----------------|------------------|----------------|------------|--------|--------------------------------------------|-----------|--------------------------------------------|-----------|-----------|---------|---------|--------|
|        |                                   | Dia-<br>meter. | Stroke. | No.                | Dia-<br>meter. | No.              | Dia-<br>meter. |            |        |                                            |           |                                            |           |           |         |         |        |
| A      | Tender (4-cyl. balanced compound) | 12 in.         | 19 in.  | 22                 | 6              | 4 ft.            | 6 in.          | 6          | 30 in. | 20                                         | ..        | 7                                          | ..        | ..        | ..      | ..      | 27     |
| A      | Tender (simple)                   | 17             | 26      | 6                  | 4              | 6                | 6              | 30 in.     | ..     | ..                                         | ..        | 1                                          | ..        | ..        | ..      | ..      | 1      |
| AD     | Tender (4-cyl. balanced compound) | 12 & 19        | 22      | 6                  | 4              | 6                | 6              | 30 in.     | ..     | 17                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 17     |
| B      | Tender .. ..                      | 16             | 22      | 8                  | 3              | 6 in.            | 4              | 30 in.     | ..     | ..                                         | ..        | 8                                          | ..        | ..        | ..      | ..      | 8      |
| BA     | „ .. ..                           | 16             | 22      | 8                  | 3              | 6 in.            | 4              | 26 in.     | ..     | ..                                         | ..        | 9                                          | ..        | ..        | ..      | ..      | 9      |
| Bc     | „ (compound) .. ..                | 11 in. & 19    | 20      | 8                  | 3              | 7                | 2              | 28         | ..     | 1                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 1      |
| C      | Tank .. ..                        | 9 in.          | 18      | 4                  | 2              | 6 in.            | 2              | 18         | 1      | 3                                          | ..        | ..                                         | 2         | ..        | ..      | ..      | 6      |
| D      | „ .. ..                           | 9 in.          | 18      | 4                  | 3              | 0 in.            | 2              | 18         | 1      | 10                                         | ..        | 15                                         | 1         | ..        | 1       | 1       | 29     |
| E      | „ (articulated compound)          | 9 in. & 16     | 18      | 12                 | 3              | 0 in.            | 2              | 26 in.     | ..     | 1                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 1      |
| F      | „ .. ..                           | 10 in.         | 18      | 6                  | 3              | 0 in.            | ..             | ..         | 2      | 24                                         | ..        | 37                                         | 5         | 2         | 1       | ..      | 71     |
| FA     | „ .. ..                           | 12             | 18      | 6                  | 3              | 0 in.            | 2              | 24         | 2      | 5                                          | 1         | 4                                          | 1         | 2         | 3       | 2       | 20     |
| G      | „ .. ..                           | 10 in.         | 18      | 4                  | 3              | 0 in.            | 4              | 21         | ..     | ..                                         | ..        | ..                                         | ..        | ..        | ..      | 4       | 4      |
| H      | „ (Fell) .. ..                    | 14             | 16      | 4                  | 2              | 8                | 2              | 30         | ..     | 6                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 6      |
| J      | Tender .. ..                      | 14             | 20      | 6                  | 3              | 6 in.            | 2              | 24 in.     | ..     | 17                                         | ..        | 15                                         | ..        | ..        | ..      | ..      | 32     |
| K      | „ .. ..                           | 12             | 20      | 4                  | 4              | 1 in.            | 4              | 30 in.     | ..     | 2                                          | ..        | 6                                          | ..        | ..        | ..      | ..      | 8      |
| L      | Tank .. ..                        | 12             | 18      | 4                  | 3              | 6 in.            | 6              | 26 in.     | ..     | 9                                          | ..        | 1                                          | ..        | ..        | ..      | ..      | 10     |
| LA     | „ .. ..                           | 12             | 18      | 4                  | 3              | 9                | 4              | 26 in.     | ..     | ..                                         | ..        | 5                                          | ..        | ..        | ..      | ..      | 5      |
| M      | „ .. ..                           | 13             | 20      | 4                  | 3              | 6 in.            | 6              | 28 in.     | ..     | 4                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 4      |
| N      | Tender .. ..                      | 15             | 20      | 6                  | 4              | 1 in.            | 4              | 28 in.     | ..     | 10                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 10     |
| NA     | „ (compound) .. ..                | 15             | 20      | 6                  | 4              | 1                | 4              | 30         | ..     | 2                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| NC     | „ .. ..                           | 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              | 0 in.            | 2              | 28 in.     | ..     | 6                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 6      |
| OB     | „ .. ..                           | 11 & 18        | 20      | 8                  | 3              | 7                | 2              | 30         | ..     | 1                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 1      |
| OC     | „ (compound) .. ..                | 16             | 20      | 8                  | 3              | 7                | 2              | 30         | ..     | 2                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| P      | „ .. ..                           | 11 & 18        | 20      | 8                  | 3              | 7                | 2              | 30         | ..     | 1                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 1      |
| Q      | „ .. ..                           | 15             | 20      | 8                  | 3              | 5                | 2              | 26 in.     | ..     | 4                                          | ..        | 6                                          | ..        | ..        | ..      | ..      | 10     |
| R      | „ .. ..                           | 16             | 22      | 6                  | 4              | 1 in.            | 4              | 30         | ..     | 6                                          | ..        | 7                                          | ..        | ..        | ..      | ..      | 13     |
| S      | „ .. ..                           | 16             | 22      | 6                  | 4              | 1 in.            | 4              | 30         | ..     | 6                                          | ..        | 7                                          | ..        | ..        | ..      | ..      | 13     |
| R      | Single Fairlie .. ..              | 12 in.         | 16      | 6                  | 3              | 0 in.            | 4              | 36 in.     | ..     | 10                                         | ..        | 8                                          | ..        | ..        | ..      | ..      | 18     |
| S      | „ .. ..                           | 13             | 16      | 6                  | 3              | 0 in.            | 4              | 36 in.     | ..     | 4                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 4      |
| T      | Tender .. ..                      | 15             | 18      | 8                  | 3              | 0 in.            | 2              | 24 in.     | ..     | 2                                          | ..        | 4                                          | ..        | ..        | ..      | ..      | 6      |
| U      | „ .. ..                           | 16             | 20      | 6                  | 4              | 6                | 4              | 30 in.     | ..     | ..                                         | ..        | 9                                          | ..        | ..        | ..      | ..      | 9      |
| UA     | „ .. ..                           | 16             | 20      | 6                  | 4              | 1 in.            | 4              | 30         | ..     | ..                                         | ..        | 6                                          | ..        | ..        | ..      | ..      | 6      |
| UB     | „ .. ..                           | 16             | 20      | 6                  | 4              | 1 in.            | 4              | 26 in.     | ..     | ..                                         | ..        | 20                                         | ..        | ..        | ..      | ..      | 20     |
| UB     | „ .. ..                           | 16             | 22      | 6                  | 4              | 1 in.            | 4              | 30         | ..     | ..                                         | ..        | 2                                          | ..        | ..        | ..      | ..      | 2      |
| UC     | „ .. ..                           | 16             | 22      | 6                  | 4              | 1 in.            | 4              | 30         | ..     | ..                                         | ..        | 10                                         | ..        | ..        | ..      | ..      | 10     |
| UD     | „ .. ..                           | 16 in.         | 22      | 6                  | 4              | 10               | 4              | 28         | ..     | 2                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 2      |
| V      | „ .. ..                           | 15             | 20      | 6                  | 4              | 1 in.            | 4              | 26 in.     | ..     | 3                                          | ..        | 10                                         | ..        | ..        | ..      | ..      | 13     |
| W      | Tank .. ..                        | 14             | 20      | 6                  | 3              | 0 in.            | 4              | 26 in.     | ..     | ..                                         | ..        | 2                                          | ..        | ..        | ..      | ..      | 2      |
| WA     | „ .. ..                           | 14             | 20      | 6                  | 3              | 3 in.            | 4              | 28 in.     | ..     | 5                                          | 3         | ..                                         | 3         | ..        | ..      | ..      | 11     |
| WB     | „ .. ..                           | 14             | 20      | 6                  | 3              | 3 in.            | 4              | 25         | 3      | 3                                          | ..        | ..                                         | 1         | 5         | ..      | ..      | 12     |
| WD     | „ .. ..                           | 14             | 20      | 6                  | 3              | 3 in.            | 4              | 25         | ..     | 14                                         | ..        | 4                                          | ..        | ..        | ..      | ..      | 18     |
| WE     | „ .. ..                           | 16             | 22      | 6                  | 3              | 6 in.            | 8              | 30 in.     | ..     | 1                                          | ..        | ..                                         | 1         | ..        | ..      | ..      | 2      |
| WF     | „ .. ..                           | 14             | 22      | 6                  | 3              | 9                | 6              | 30 in.     | ..     | 22                                         | ..        | 16                                         | ..        | ..        | ..      | ..      | 38     |
| WG     | „ .. ..                           | 14             | 22      | 6                  | 3              | 9                | 8              | 26 in.     | ..     | 20                                         | ..        | ..                                         | ..        | ..        | ..      | ..      | 20     |
| WH     | „ .. ..                           | 12             | 18      | 6                  | 3              | 1                | 4              | 24 in.     | ..     | 3                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 3      |
| WJ     | „ .. ..                           | 17             | 20      | 8                  | 3              | 7                | 4              | 30         | ..     | 1                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 1      |
| X      | Tender (4-cyl. balanced compound) | 13 in. & 22    | 22      | 8                  | 3              | 9                | 2              | 30 in.     | ..     | 8                                          | ..        | ..                                         | ..        | ..        | ..      | ..      | 8      |
|        | Totals .. ..                      | ..             | ..      | ..                 | ..             | ..               | ..             | 7          | 2      | 253                                        | 4         | 205                                        | 19        | 11        | 5       | 7       | 513    |

## RETURN No. 15.

COMPARATIVE STATEMENT of the MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, &amp;c., of RAILWAYS in the following Colonies (taken from latest Official Records):—

|                   |    | Area in Square Miles. | Population. | Average Miles open. | Gauge.  | Total Cost. | Cost per Mile. | Population per Mile of Railway. | Cost per Head of Population. | Train-miles run. | Gross Earnings. | Earnings per Train-mile. | Working-expenses. | Working-expenses per Train-mile. | Profit on Working. | Net Earnings per Train-mile. | Percentage of Net Earnings to Capital. | Percentage of Working-expenses to Earnings. | Earnings per Head of Population. | Passengers carried.* | Tonnage of Goods. | Earnings per Average Mile open. | Working-expenses per Average Mile open. | Net Earnings per Average Mile. | Expenses.                        |                                            |                               |                                                                     | Number of Locomotives. | Number of Passenger-carriages. | Number of Wagons and Brake-vans. | Year ending      |
|-------------------|----|-----------------------|-------------|---------------------|---------|-------------|----------------|---------------------------------|------------------------------|------------------|-----------------|--------------------------|-------------------|----------------------------------|--------------------|------------------------------|----------------------------------------|---------------------------------------------|----------------------------------|----------------------|-------------------|---------------------------------|-----------------------------------------|--------------------------------|----------------------------------|--------------------------------------------|-------------------------------|---------------------------------------------------------------------|------------------------|--------------------------------|----------------------------------|------------------|
|                   |    |                       |             |                     |         |             |                |                                 |                              |                  |                 |                          |                   |                                  |                    |                              |                                        |                                             |                                  |                      |                   |                                 |                                         |                                | Maintenance per Mile of Railway. | Locomotive, Car, and Wagon per Train-mile. | Traffic per Cent. of Revenue. | General Charges (including Compensation, &c.) per Cent. of Revenue. |                        |                                |                                  |                  |
|                   |    |                       |             |                     |         |             |                |                                 |                              |                  |                 |                          |                   |                                  |                    |                              |                                        |                                             |                                  |                      |                   |                                 |                                         |                                |                                  |                                            |                               |                                                                     |                        |                                |                                  |                  |
| Victoria          | .. | 87,884                | 1,380,561   | 3,543               | Ft. in. | £           | £              | £ s. d.                         |                              | £                | d.              | £                        | d.                | £                                | d.                 | £                            | s.                                     | d.                                          | £ s. d.                          |                      |                   | £                               | £                                       | £                              | £                                | d.                                         |                               |                                                                     |                        |                                | 1912.                            |                  |
| New South Wales   |    | 310,700               | 1,777,534   | 3,799               | 4 8½    | 53,514,903  | 13,967,468     | 30 2 2                          |                              | 18,521,320       | 6,491,473       | 84·12                    | 4,169,591         | 54·03                            | 2,321,882          | 30·09                        | 4·41                                   | 64·23                                       | 3 13 0                           | 70,706,728           | 10,910,553        | 1,708                           | 1,097                                   | 611                            | 238                              | 25·73                                      | 17·46                         | 2·23                                                                | 942                    | 1,244                          | 18,204                           | "                |
| Queensland        | .. | 668,224               | 622,129     | 4,143               | 3 6     | 27,751,227  | 6,505,146      | 44 12 2                         |                              | 10,327,237       | 3,032,858       | 70·50                    | 1,917,266         | 44·50                            | 1,115,592          | 26·00                        | 4·02                                   | 63·22                                       | 4 17 6                           | 17,080,756           | 3,214,006         | 732                             | 463                                     | 269                            | 136                              | 18·50                                      | 17·04                         | 1·47                                                                | 535                    | 610                            | 10,972                           | "                |
| South Australia   | .. | 903,690               | 424,000     | 1,460               | 3 6½    | 13,240,175  | 9,066,290      | 31 4 6                          |                              | 6,029,151        | 2,090,563       | 83·22                    | 1,293,987         | 51·50                            | 796,576            | 31·72                        | 6·02                                   | 61·89                                       | 4 18 7                           | 18,353,054           | 2,781,720         | 1,431                           | 886                                     | 545                            | 208                              | 25·15                                      | 15·56                         | 1·35                                                                | 354                    | 509                            | 7,587                            | "                |
| Western Australia |    | 975,876               | 294,412     | 2,471               | 3 6     | 13,233,093  | 5,355,119      | 44 18 11                        |                              | 5,227,311        | 1,884,604       | 86·53                    | 1,343,977         | 61·71                            | 540,627            | 24·82                        | 4·09                                   | 71·31                                       | 6 8 0                            | 16,390,261           | 2,853,636         | 763                             | 544                                     | 219                            | 118                              | 30·11                                      | 19·05                         | 2·00                                                                | 359                    | 387                            | 8,118                            | "                |
| Tasmania          | .. | 26,215                | 197,205     | 495                 | 3 6½    | 4,253,013   | 8,583,398      | 21 11 4                         |                              | 1,046,479        | 312,786         | 71·73                    | 221,172           | 50·72                            | 91,614             | 21·01                        | 2·15                                   | 70·71                                       | 1 11 9                           | 1,715,464            | 452,098           | 622                             | 440                                     | 182                            | 129                              | 20·24                                      | 18·41                         | 3·73                                                                | 79                     | 173                            | 1,710                            | "                |
| New Zealand       | .. | 104,471               | 746,673     | 2,090               | 3 6     | 16,404,076  | 7,849,357      | 21 19 5                         |                              | 3,968,708        | 1,469,665       | 89·00                    | 929,737           | 56·22                            | 539,928            | 32·78                        | 3·29                                   | 63·26                                       | 1 19 4                           | 4,955,553            | 2,624,059         | 712                             | 450                                     | 262                            | 173                              | 18·46                                      | 16·67                         | 3·00                                                                | 293                    | 550                            | 9,792                            | 1899.<br>31 Mar. |
| "                 | .. | 104,471               | 758,616     | 2,099               | 3 6     | 16,703,887  | 7,958,361      | 22 0 5                          |                              | 4,187,893        | 1,623,891       | 93·00                    | 1,052,358         | 60·31                            | 571,533            | 32·69                        | 3·42                                   | 64·80                                       | 2 2 10                           | 5,468,284            | 3,127,824         | 774                             | 501                                     | 273                            | 188                              | 21·32                                      | 16·17                         | 2·93                                                                | 304                    | 577                            | 10,295                           | 1900.<br>31 Mar. |
| "                 | .. | 104,471               | 815,349     | 2,174               | 3 6     | 17,207,328  | 7,915,375      | 21 2 1                          |                              | 4,620,971        | 1,727,236       | 89·75                    | 1,127,848         | 58·58                            | 599,388            | 31·17                        | 3·47                                   | 65·30                                       | 2 2 4                            | 6,243,593            | 3,339,687         | 794                             | 519                                     | 275                            | 196                              | 19·99                                      | 17·15                         | 2·09                                                                | 306                    | 603                            | 10,868                           | 1901.<br>31 Mar. |
| "                 | .. | 104,471               | 833,137     | 2,227               | 3 6     | 18,170,722  | 8,159,374      | 21 16 2                         |                              | 5,066,360        | 1,874,586       | 88·75                    | 1,252,237         | 59·32                            | 622,349            | 29·43                        | 3·43                                   | 66·80                                       | 2 5 0                            | 7,356,136            | 3,529,177         | 842                             | 562                                     | 280                            | 196                              | 21·35                                      | 17·78                         | 3·03                                                                | 362                    | 701                            | 12,444                           | 1902.<br>31 Mar. |
| "                 | .. | 104,471               | 857,985     | 2,262               | 3 6     | 19,081,735  | 8,436,379      | 22 4 10                         |                              | 5,443,333        | 1,974,038       | 87·00                    | 1,343,415         | 59·23                            | 630,623            | 27·77                        | 3·30                                   | 68·05                                       | 2 6 0                            | 7,575,390            | 3,730,394         | 873                             | 594                                     | 279                            | 204                              | 21·36                                      | 18·24                         | 3·19                                                                | 372                    | 751                            | 12,992                           | 1903.<br>31 Mar. |
| "                 | .. | 104,471               | 882,097     | 2,305               | 3 6     | 20,692,911  | 8,977,383      | 23 9 2                          |                              | 5,685,399        | 2,180,641       | 91·75                    | 1,438,724         | 60·48                            | 741,917            | 31·27                        | 3·58                                   | 65·98                                       | 2 9 5                            | 8,306,383            | 4,072,576         | 943                             | 622                                     | 321                            | 213                              | 22·21                                      | 17·22                         | 3·14                                                                | 377                    | 809                            | 13,433                           | 1904.<br>31 Mar. |
| "                 | .. | 104,471               | 908,114     | 2,347               | 3 6     | 21,701,572  | 9,141,387      | 23 17 11                        |                              | 6,107,079        | 2,209,231       | 86·50                    | 1,492,900         | 58·46                            | 716,331            | 28·04                        | 3·30                                   | 67·58                                       | 2 8 8                            | 8,514,112            | 4,011,511         | 938                             | 634                                     | 304                            | 217                              | 21·05                                      | 18·28                         | 3·10                                                                | 389                    | 864                            | 13,885                           | 1905.<br>31 Mar. |
| "                 | .. | 104,471               | 933,111     | 2,391               | 3 6     | 22,498,972  | 9,410,391      | 24 2 3                          |                              | 6,413,573        | 2,349,704       | 87·75                    | 1,621,239         | 60·47                            | 728,465            | 27·28                        | 3·24                                   | 69·00                                       | 2 10 4                           | 8,826,382            | 4,241,422         | 980                             | 676                                     | 304                            | 229                              | 21·99                                      | 18·86                         | 3·01                                                                | 395                    | 906                            | 14,127                           | 1906.<br>31 Mar. |
| "                 | .. | 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                           | 1907.<br>31 Mar. |
| "                 | .. | 104,471               | 985,318     | 2,469               | 3 6     | 24,365,647  | 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            | 4,834,534         | 1,114                           | 786                                     | 328                            | 258                              | 24·96                                      | 19·40                         | 2·76                                                                | 410                    | 1,002                          | 15,475                           | 1908.<br>31 Mar. |
| "                 | .. | 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                           | 1909.<br>31 Mar. |
| "                 | .. | 104,471               | 1,035,211   | 2,704               | 3 6     | 28,513,476  | 10,494,383     | 27 10 10                        |                              | 7,889,166        | 3,249,790       | 98·75                    | 2,169,474         | 65·84                            | 1,080,316          | 32·91                        | 3·80                                   | 66·76                                       | 3 2 9                            | 11,141,142           | 5,223,414         | 1,203                           | 803                                     | 400                            | 230                              | 25·35                                      | 18·96                         | 2·96                                                                | 465                    | 1,140                          | 17,220                           | 1910.<br>31 Mar. |
| "                 | .. | 104,471               | 1,055,640   | 2,742               | 3 6     | 29,606,546  | 10,723,385     | 28 1 0                          |                              | 8,141,075        | 3,494,182       | 102·75                   | 2,303,272         | 67·75                            | 1,190,910          | 35·00                        | 4·06                                   | 65·92                                       | 3 6 2                            | 11,200,613           | 5,555,292         | 1,275                           | 840                                     | 435                            | 254                              | 25·81                                      | 18·10                         | 2·81                                                                | 478                    | 1,166                          | 18,036                           | 1911.<br>31 Mar. |
| "                 | .. | 104,471               | 1,081,344   | 2,801               | 3 6     | 30,506,089  | 10,864,386     | 28 4 2                          |                              | 8,371,687        | 3,676,509       | 105·25                   | 2,465,896         | 70·52                            | 1,210,613          | 34·73                        | 3·98                                   | 67·07                                       | 3 8 0                            | 11,891,134           | 5,599,756         | 1,314                           | 881                                     | 433                            | 263                              | 27·30                                      | 18·27                         | 2·76                                                                | 493                    | 1,212                          | 18,521                           | 1912.<br>31 Mar. |
| "                 | .. | 104,471               | 1,111,592   | 2,840               | 3 6     | 31,611,220  | 11,053,391     | 28 8 9                          |                              | 9,016,224        | 3,971,002       | 105·50                   | 2,705,609         | 71·84                            | 1,265,393          | 33·66                        | 4·04                                   | 68·13                                       | 3 11 5                           | 13,123,879           | 5,957,005         | 1,400                           | 954                                     | 446                            | 271                              | 28·20                                      | 19·40                         | 2·64                                                                | 513                    | 1,282                          | 19,515                           | 1913.<br>31 Mar. |

\* The figures for passenger traffic in New Zealand are exclusive of season tickets.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1913.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

| Year.     | Miles. | Capital Cost. | Train-mileage. | Passengers. |           | Season Tickets. |          | Coaching. |         |            |        |          | Drays. | Cattle. | Sheep.    | Pigs.   | Lime Chaff. | Wool.   | Firewood. | Timber. | Grain.    | Merchandise. | Minerals. | Total.    | Goods Revenue. | Miscellaneous Revenue. | Rents and Commission. | Total Revenue. | Revenue per Train-mile. |
|-----------|--------|---------------|----------------|-------------|-----------|-----------------|----------|-----------|---------|------------|--------|----------|--------|---------|-----------|---------|-------------|---------|-----------|---------|-----------|--------------|-----------|-----------|----------------|------------------------|-----------------------|----------------|-------------------------|
|           |        |               |                | No.         | Revenue.  | No.             | Revenue. | Parcels.  | Horses. | Carriages. | Dogs.  | Revenue. |        |         |           |         |             |         |           |         |           |              |           |           |                |                        |                       |                |                         |
| 1882-83   | 1,358  | 10,478,998    | 2,785,685      | 3,283,378   | 362,106   | 8,621           | 14,763   | 308,620   | 9,850   | 975        | 22,716 | 34,658   | 928    | 27,605  | 421,671   | 27,799  | 11,810      | 51,703  | 75,740    | 197,231 | 367,428   | 350,823      | 510,088   | 1,564,823 | 518,330        | 29,496                 | 8,757                 | 953,847        | 82.00                   |
| 1883-84   | 1,396  | 11,078,500    | 2,841,745      | 3,272,644   | 321,615   | 9,036           | 14,763   | 325,675   | 9,555   | 906        | 24,666 | 35,142   | 939    | 29,675  | 627,090   | 29,522  | 16,470      | 62,067  | 81,255    | 183,449 | 432,223   | 350,263      | 574,313   | 1,700,040 | 548,918        | 31,644                 | 9,221                 | 961,304        | 81.00                   |
| 1884-85   | 1,477  | 11,810,194    | 2,882,422      | 3,232,886   | 348,628   | 8,999           | 16,406   | 313,047   | 10,358  | 793        | 24,020 | 35,592   | 756    | 32,738  | 666,522   | 30,268  | 17,030      | 68,523  | 86,670    | 178,909 | 414,590   | 365,623      | 618,511   | 1,749,856 | 611,504        | 23,160                 | 10,422                | 1,045,712      | 87.00                   |
| 1885-86   | 1,613  | 12,472,814    | 3,020,550      | 3,362,266   | 346,895   | 10,717          | 16,482   | 317,242   | 9,518   | 653        | 22,668 | 33,271   | 660    | 36,634  | 781,470   | 40,558  | 14,985      | 74,778  | 80,280    | 202,571 | 413,847   | 368,225      | 669,081   | 1,823,767 | 622,810        | 16,732                 | 11,229                | 1,047,419      | 83.00                   |
| 1886-87   | 1,727  | 13,017,567    | 3,008,949      | 3,426,403   | 339,255   | 11,821          | 16,998   | 341,634   | 9,165   | 689        | 21,598 | 33,749   | 597    | 37,435  | 856,431   | 48,151  | 22,110      | 82,963  | 73,040    | 175,581 | 345,254   | 329,227      | 719,579   | 1,747,754 | 581,350        | 14,893                 | 12,523                | 998,768        | 79.50                   |
| 1887-88   | 1,758  | 13,352,978    | 2,944,786      | 3,451,850   | 334,926   | 11,518          | 17,800   | 368,680   | 9,301   | 619        | 21,128 | 34,727   | 592    | 32,766  | 857,397   | 50,046  | 22,190      | 84,147  | 65,860    | 158,024 | 358,022   | 347,379      | 700,140   | 1,735,762 | 579,359        | 14,611                 | 13,420                | 994,843        | 81.00                   |
| 1888-89   | 1,777  | 13,472,837    | 2,796,007      | 3,132,803   | 305,632   | 11,817          | 17,816   | 370,707   | 8,378   | 650        | 19,971 | 34,101   | 547    | 29,426  | 842,840   | 47,126  | 24,335      | 78,203  | 67,045    | 160,399 | 447,027   | 356,732      | 786,690   | 1,920,431 | 610,488        | 15,663                 | 13,915                | 997,615        | 85.50                   |
| 1889-90   | 1,809  | 13,899,955    | 2,868,203      | 3,376,459   | 347,844   | 12,311          | 21,504   | 375,271   | 9,358   | 708        | 21,209 | 37,097   | 678    | 31,700  | 985,336   | 51,539  | 37,900      | 91,214  | 77,454    | 172,814 | 498,198   | 399,258      | 737,117   | 2,073,955 | 655,007        | 18,091                 | 16,027                | 1,095,570      | 91.50                   |
| 1890-91   | 1,842  | 14,278,586    | 2,894,776      | 3,433,629   | 333,122   | 13,881          | 20,471   | 380,319   | 9,790   | 757        | 22,965 | 38,997   | 582    | 35,209  | 1,258,471 | 54,684  | 29,800      | 87,701  | 73,650    | 153,078 | 528,683   | 385,020      | 828,079   | 2,086,011 | 690,779        | 20,718                 | 17,615                | 1,121,701      | 93.00                   |
| 1891-92   | 1,869  | 14,656,691    | 3,010,489      | 3,555,764   | 342,563   | 16,341          | 22,054   | 393,407   | 11,370  | 819        | 25,439 | 41,795   | 653    | 36,248  | 1,067,614 | 49,639  | 26,605      | 85,888  | 87,834    | 170,520 | 442,277   | 379,768      | 873,899   | 2,066,791 | 671,469        | 19,388                 | 18,163                | 1,115,432      | 88.75                   |
| 1892-93   | 1,886  | 14,739,120    | 3,002,174      | 3,759,044   | 367,594   | 16,504          | 23,025   | 420,610   | 12,993  | 921        | 26,780 | 44,801   | 796    | 33,597  | 1,321,046 | 38,814  | 34,314      | 96,841  | 88,186    | 168,910 | 523,637   | 377,411      | 884,081   | 2,193,330 | 707,786        | 18,830                 | 19,486                | 1,181,522      | 94.50                   |
| 1893-94   | 1,948  | 15,137,036    | 3,113,231      | 3,972,701   | 378,480   | 17,226          | 23,540   | 448,770   | 12,550  | 793        | 25,667 | 45,206   | 831    | 39,223  | 1,356,434 | 38,022  | 38,610      | 101,340 | 84,658    | 183,192 | 411,191   | 377,116      | 864,538   | 2,060,645 | 686,469        | 18,563                 | 20,535                | 1,172,793      | 90.25                   |
| 1894-95   | 1,993  | 15,352,613    | 3,221,620      | 3,905,578   | 360,243   | 28,623          | 24,906   | 444,981   | 11,185  | 750        | 23,517 | 43,270   | 705    | 40,890  | 1,519,921 | 43,292  | 36,972      | 103,323 | 85,102    | 198,578 | 388,556   | 377,938      | 857,917   | 2,048,391 | 683,726        | 17,265                 | 21,441                | 1,150,851      | 85.75                   |
| 1895-96   | 2,014  | 15,425,532    | 3,307,226      | 4,162,426   | 359,822   | 36,233          | 29,412   | 455,511   | 11,115  | 716        | 22,551 | 54,736   | 693    | 39,651  | 1,839,712 | 53,346  | 53,260      | 99,363  | 78,804    | 213,132 | 374,699   | 349,881      | 878,659   | 2,087,798 | 698,115        | 18,466                 | 22,490                | 1,183,041      | 85.75                   |
| 1896-97   | 2,018  | 15,577,392    | 3,409,218      | 4,439,387   | 378,684   | 43,069          | 31,476   | 489,825   | 11,347  | 778        | 22,891 | 58,084   | 841    | 35,909  | 1,964,110 | 52,327  | 60,542      | 98,958  | 80,014    | 257,825 | 423,888   | 415,448      | 1,032,252 | 2,368,927 | 774,163        | 20,225                 | 23,526                | 1,286,158      | 90.50                   |
| 1897-98   | 2,055  | 15,993,903    | 3,666,483      | 4,672,264   | 399,262   | 48,660          | 34,168   | 530,993   | 9,936   | 862        | 23,069 | 60,872   | 926    | 44,935  | 2,356,595 | 42,784  | 77,226      | 103,055 | 83,656    | 313,073 | 427,448   | 465,041      | 1,048,868 | 2,518,367 | 837,590        | 19,631                 | 24,485                | 1,376,008      | 90.00                   |
| 1898-99   | 2,090  | 16,404,076    | 3,968,708      | 4,955,553   | 438,367   | 55,027          | 37,186   | 589,372   | 10,348  | 998        | 24,963 | 66,418   | 1106   | 55,878  | 2,518,233 | 34,512  | 83,084      | 97,396  | 87,038    | 310,266 | 420,071   | 478,851      | 1,147,353 | 2,624,059 | 882,077        | 20,328                 | 25,289                | 1,469,665      | 89.00                   |
| 1899-1900 | 2,104  | 16,703,887    | 4,187,893      | 5,468,284   | 474,793   | 63,335          | 40,228   | 624,115   | 11,474  | 1159       | 27,066 | 68,488   | 1345   | 65,063  | 2,523,787 | 36,049  | 77,292      | 104,621 | 92,126    | 334,677 | 764,033   | 536,428      | 1,218,698 | 3,127,874 | 985,723        | 25,135                 | 29,524                | 1,623,891      | 93.00                   |
| 1900-1901 | 2,212  | 17,207,328    | 4,620,971      | 6,243,593   | 503,051   | 82,921          | 41,925   | 633,770   | 11,421  | 1336       | 30,658 | 72,712   | 1566   | 72,868  | 2,412,191 | 51,059  | 78,844      | 96,519  | 92,830    | 380,803 | 772,571   | 531,879      | 1,366,241 | 3,339,687 | 1,051,695      | 28,601                 | 29,253                | 1,727,236      | 89.75                   |
| 1901-1902 | 2,235  | 18,170,722    | 5,066,360      | 7,356,136   | 575,697   | 100,778         | 45,322   | 677,804   | 11,926  | 1506       | 30,404 | 79,561   | 1564   | 83,458  | 2,724,860 | 55,159  | 86,378      | 101,878 | 100,236   | 427,153 | 813,345   | 536,395      | 1,443,792 | 3,529,177 | 1,110,575      | 30,303                 | 33,129                | 1,874,586      | 88.75                   |
| 1902-1903 | 2,291  | 19,081,735    | 5,443,333      | 7,575,890   | 576,529   | 118,431         | 49,169   | 731,762   | 12,737  | 1646       | 34,202 | 87,273   | 1921   | 102,461 | 3,821,333 | 61,844  | 121,092     | 116,309 | 100,498   | 436,008 | 718,376   | 633,685      | 1,604,426 | 3,730,394 | 1,189,101      | 29,960                 | 42,006                | 1,974,038      | 87.00                   |
| 1903-1904 | 2,328  | 20,692,911    | 5,685,399      | 8,306,383   | 652,080   | 129,919         | 52,580   | 798,800   | 14,629  | 2056       | 36,816 | 110,151  | 2340   | 107,435 | 3,756,378 | 70,268  | 132,562     | 101,316 | 106,066   | 509,712 | 820,453   | 658,144      | 1,744,323 | 4,072,576 | 1,293,169      | 33,074                 | 39,587                | 2,180,641      | 91.75                   |
| 1904-1905 | 2,374  | 21,701,572    | 6,107,079      | 8,514,112   | 680,905   | 140,453         | 57,252   | 825,468   | 15,651  | 2228       | 38,592 | 115,051  | 2307   | 110,924 | 3,412,984 | 77,768  | 131,714     | 107,625 | 109,174   | 493,327 | 732,479   | 630,892      | 1,806,360 | 4,011,511 | 1,277,976      | 40,067                 | 37,980                | 2,209,231      | 86.50                   |
| 1905-1906 | 2,406  | 22,498,972    | 6,413,573      | 8,826,882   | 723,867   | 147,989         | 63,006   | 892,037   | 17,008  | 2376       | 40,097 | 142,642  | 2350   | 119,311 | 3,348,685 | 92,702  | 144,884     | 116,086 | 106,510   | 534,533 | 772,258   | 628,603      | 1,938,548 | 4,241,422 | 1,346,038      | 38,518                 | 35,633                | 2,349,704      | 87.75                   |
| 1906-1907 | 2,456  | 23,504,272    | 6,755,454      | 9,600,786   | 823,067   | 165,504         | 68,986   | 929,929   | 17,770  | 2440       | 42,081 | 151,913  | 2496   | 133,031 | 4,661,001 | 115,222 | 168,316     | 128,161 | 109,236   | 567,835 | 770,706   | 712,399      | 2,135,446 | 4,592,099 | 1,498,686      | 44,692                 | 37,256                | 2,624,600      | 93.00                   |
| 1907-1908 | 2,471  | 24,365,647    | 7,051,274      | 9,756,716   | 835,473   | 185,174         | 77,505   | 937,565   | 18,423  | 2829       | 47,766 | 176,876  | 2530   | 150,751 | 4,593,100 | 125,987 | 169,767     | 120,593 | 110,154   | 616,892 | 739,568   | 757,477      | 2,319,913 | 4,834,534 | 1,582,328      | 50,143                 | 39,613                | 2,761,938      | 93.75                   |
| 1908-1909 | 2,682  | 27,762,592    | 7,458,236      | 10,457,144  | 921,411   | 192,547         | 90,248   | 961,293   | 19,124  | 2550       | 50,798 | 187,040  | 2427   | 159,384 | 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                   |
| 1909-1910 | 2,717  | 28,513,476    | 7,889,166      | 11,141,142  | 1,070,791 | 199,371         | 100,249  | 1,047,806 | 20,571  | 2532       | 51,235 | 192,585  | 2490   | 176,412 | 5,126,762 | 126,930 | 179,902     | 151,051 | 98,360    | 523,845 | 1,044,468 | 739,667      | 2,486,121 | 5,223,414 | 1,772,546      | 57,132                 | 56,487                | 3,249,790      | 98.75                   |
| 1910-1911 | 2,761  | 29,606,546    | 8,141,075      | 11,200,613  | 1,104,295 | 222,104         | 119,117  | 1,118,361 | 20,137  | 2751       | 52,762 | 193,789  | 2441   | 210,848 | 5,911,291 | 160,379 | 198,546     | 143,247 | 109,400   | 627,107 | 1,013,298 | 808,444      | 2,655,250 | 5,555,292 | 1,961,078      | 56,777                 | 59,126                | 3,494,182      | 102.75                  |
| 1911-1912 | 2,808  | 30,506,089    | 8,371,687      | 11,891,134  | 1,185,825 | 236,957         | 133,289  | 1,190,907 | 20,510  | 2801       | 56,156 | 203,334  | 2404   | 217,546 | 5,454,443 | 147,268 | 191,794     | 141,607 | 110,436   | 718,414 | 949,556   | 811,166      | 2,676,783 | 5,599,756 | 2,032,785      | 57,754                 | 63,522                | 3,676,509      | 105.25                  |
| 1912-1913 | 2,860  | 31,611,220    | 9,016,224      | 13,123,879  | 1,314,340 | 265,259         | 147,533  | 1,320,873 | 21,971  | 2904       | 57,388 | 215,209  | 3189   | 221,595 | 5,388,805 | 136,130 | 213,322     | 147,735 | 112,072   | 695,060 | 1,181,899 | 845,934      | 2,760,983 | 5,957,005 | 2,157,686      | 67,100                 | 69,134                | 3,971,002      | 105.50                  |

EXPENDITURE.

| Year. | Expenditure per Train-mile. | Expenditure per Cent. of Revenue. | Maintenance of Way. |  |  |  | Locomotive Power. |  |  | Carriages and Wagons. |  |  | Traffic. |  |  | Head and Departmental Offices. |
|-------|-----------------------------|-----------------------------------|---------------------|--|--|--|-------------------|--|--|-----------------------|--|--|----------|--|--|--------------------------------|
|-------|-----------------------------|-----------------------------------|---------------------|--|--|--|-------------------|--|--|-----------------------|--|--|----------|--|--|--------------------------------|

## RETURN No. 17.

STATEMENT of STORES CONTRACTS, &amp;c., current during the Year ending 31st March. 1913.

| Service.                                         | Period.   | Name of Contractor.                                               | Rate.                   |
|--------------------------------------------------|-----------|-------------------------------------------------------------------|-------------------------|
| <b>Auckland—</b>                                 |           |                                                                   |                         |
| General stores .. .. .                           | 31/3/1914 | Briscoe and Co. (Limited) ..                                      | As per tender.          |
| " .. .. .                                        | "         | John Burns and Co. (Limited) ..                                   | "                       |
| " .. .. .                                        | "         | A. and T. Burt (Limited) ..                                       | "                       |
| " .. .. .                                        | "         | Ross and Glendining (Limited) ..                                  | "                       |
| " .. .. .                                        | "         | Sargood, Son, and Ewen (Limited) ..                               | "                       |
| " .. .. .                                        | "         | Hardley and Hardley (Limited) ..                                  | "                       |
| " .. .. .                                        | "         | Kempthorne, Prosser, and Co. (Limited) ..                         | "                       |
| Benzine and benzoline .. .. .                    | "         | Vacuum Oil Company (Limited) ..                                   | 1/1½ and 1/6 per gal.   |
| Bricks, red, ordinary .. .. .                    | "         | J. J. Craig (Limited) ..                                          | 46/6 per 1,000.         |
| " hand-pressed .. .. .                           | "         | " ..                                                              | 90/                     |
| Cement, New Zealand Portland .. .. .             | "         | New Zealand Portland Cement Company ..                            | 3/2 per cwt.            |
| " smooth-on .. .. .                              | "         | S. D. Hanna and Son ..                                            | 1/9 per lb.             |
| Coal-scuttles .. .. .                            | "         | Southern Cross Galvanized-iron Manufacturing Company (Limited) .. | 3/ and 3/3 each.        |
| Drainpipes, stoneware .. .. .                    | "         | J. J. Craig (Limited) ..                                          | As per tender.          |
| Firebricks and fireclay, New Zealand .. .. .     | "         | " ..                                                              | "                       |
| Gasolene .. .. .                                 | "         | Vacuum Oil Company (Limited) ..                                   | 2/2 per gal.            |
| Gum, core .. .. .                                | "         | Castendyk and Focke ..                                            | 27/6 per cwt.           |
| Heaters, kerosene, 100 c.p. and 200 c.p. .. .. . | "         | Vacuum Oil Company (Limited) ..                                   | 15/ and 20/ each.       |
| Hose-pipe, chrome-leather .. .. .                | "         | S. D. Hanna and Son ..                                            | As per tender.          |
| Hoses, indiarubber, delivery and suction .. .. . | "         | Perdrian Rubber Company (Limited) ..                              | "                       |
| Indiarubber sheet, Reddaway's .. .. .            | "         | A. R. Hislop ..                                                   | 4/6 per lb.             |
| " cloth-insertion .. .. .                        | "         | Perdrian Rubber Company (Limited) ..                              | 1/6 "                   |
| Iron and steel .. .. .                           | "         | Briscoe and Co. (Limited) ..                                      | As per tender.          |
| Leather, green buffalo .. .. .                   | "         | McKerrow and Co. ..                                               | 1/2 and 1/4 per sq. ft. |
| " cowhide, &c. .. .. .                           | "         | Brace, Windle, Blythe, and Co. (Limited) ..                       | As per tender.          |
| Lime, ordinary and hydraulic .. .. .             | "         | J. J. Craig (Limited) ..                                          | 1/3 and 1/4 per bush.   |
| Oil, kerosene, 150° test .. .. .                 | "         | Vacuum Oil Company (Limited) ..                                   | 10d. per gal.           |
| Oil-feeders, Kaye's patent .. .. .               | "         | R. Wood ..                                                        | As per tender.          |
| Packing, Tuck's, and asbestos .. .. .            | "         | John Chambers and Son (Limited) ..                                | 1/3 per lb.             |
| " Harris's .. .. .                               | "         | " ..                                                              | 1/8 "                   |
| Rendrock and oil .. .. .                         | "         | J. J. Craig (Limited) ..                                          | 9½d. "                  |
| Scrim, 72 in., No. 2 .. .. .                     | "         | Castendyk and Focke ..                                            | 4½d. per yard.          |
| Soda, acetate of .. .. .                         | "         | " ..                                                              | 26/6 per cwt.           |
| Steel, cast, all shapes .. .. .                  | "         | John Chambers and Son (Limited) ..                                | 60/ "                   |
| <b>Wellington—</b>                               |           |                                                                   |                         |
| General stores .. .. .                           | "         | Briscoe and Co. (Limited) ..                                      | As per tender.          |
| " .. .. .                                        | "         | E. W. Mills and Co. (Limited) ..                                  | "                       |
| " .. .. .                                        | "         | George Winder ..                                                  | "                       |
| " .. .. .                                        | "         | T. Ballinger and Co. (Limited) ..                                 | "                       |
| " .. .. .                                        | "         | Ballinger Bros. ..                                                | "                       |
| " .. .. .                                        | "         | Smith and Smith (Limited) ..                                      | "                       |
| " .. .. .                                        | "         | Stewart Timber Company (Limited) ..                               | "                       |
| " .. .. .                                        | "         | Kirkcaldie and Stains (Limited) ..                                | "                       |
| " .. .. .                                        | "         | Kempthorne, Prosser, and Co. (Limited) ..                         | "                       |
| " .. .. .                                        | "         | H. G. Anderson and Co. ..                                         | "                       |
| " .. .. .                                        | "         | John Chambers and Son (Limited) ..                                | "                       |
| " .. .. .                                        | "         | A. and T. Burt (Limited) ..                                       | "                       |
| " .. .. .                                        | "         | Te Aro House Drapery Company (Limited) ..                         | "                       |
| " .. .. .                                        | "         | Castendyk and Focke ..                                            | "                       |
| " .. .. .                                        | "         | R. and E. Tingey and Co. (Limited) ..                             | "                       |
| " .. .. .                                        | "         | A. R. Hislop ..                                                   | "                       |
| " .. .. .                                        | "         | Hutcheson, Wilson, and Co. (Limited) ..                           | "                       |
| Benzine and benzoline .. .. .                    | "         | Vacuum Oil Company (Limited) ..                                   | 1/1½ and 1/6 per gal.   |
| Bricks, red, ordinary .. .. .                    | "         | P. Hutson and Co. (Limited) ..                                    | 47/6 per 1,000.         |
| " hand-pressed .. .. .                           | "         | " ..                                                              | 90/                     |
| Cement, New Zealand Portland .. .. .             | "         | Wilson's Portland Cement Company (Limited) ..                     | 3/4 per cwt.            |
| Drainpipes, stoneware .. .. .                    | "         | H. Hill (Limited) ..                                              | As per tender.          |
| Explosives .. .. .                               | "         | W. M. Bannatyne and Co. ..                                        | "                       |
| Firebricks and fireclay, New Zealand .. .. .     | "         | P. Hutson and Co. (Limited) ..                                    | "                       |
| Gasolene .. .. .                                 | "         | Vacuum Oil Company (Limited) ..                                   | 2/2 per gal.            |
| Heaters, kerosene, 100 c.p. and 200 c.p. .. .. . | "         | " ..                                                              | 15/ and 20/ each.       |
| Hoses, indiarubber, delivery .. .. .             | "         | A. R. Hislop ..                                                   | As per tender.          |
| " " and suction .. .. .                          | "         | Perdrian Rubber Company (Limited) ..                              | "                       |
| Iron, bar, plate, sheet, and hoop .. .. .        | "         | Briscoe and Co. (Limited) ..                                      | "                       |
| " galvanized corrugated .. .. .                  | "         | J. Lysaght (Limited) ..                                           | "                       |
| Leather, buffalo, green .. .. .                  | "         | McKerrow and Co. ..                                               | 1/2 and 1/4 per sq. ft. |
| Lime, ordinary .. .. .                           | "         | J. J. Craig (Limited) ..                                          | 1/8 per bush.           |
| " hydraulic .. .. .                              | "         | Wilson's Portland Cement Company (Limited) ..                     | 1/9 "                   |

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

| Service.                                    | Period.   | Name of Contractor.                          | Rate                    |
|---------------------------------------------|-----------|----------------------------------------------|-------------------------|
| <b>Wellington—<i>continued.</i></b>         |           |                                              |                         |
| Oil, kerosene, 150° test ..                 | 31/3/1914 | Vacuum Oil Company (Limited) ..              | 10d. per gal.           |
| Oil-feeders, Kaye's patent ..               | "         | R. Wood ..                                   | As per tender.          |
| Steel (cast), all shapes ..                 | "         | John Chambers and Son (Limited) ..           | 60/ per cwt.            |
| " double-shear ..                           | "         | A. R. Hislop ..                              | 60/ "                   |
| " (mild), bar, plate, and sheet ..          | "         | Briscoe and Co. (Limited) ..                 | As per tender.          |
| Thread and worsted ..                       | "         | Sargood, Son, and Ewen (Limited) ..          | "                       |
| <b>Christchurch—</b>                        |           |                                              |                         |
| General stores ..                           | "         | Ashby, Bergh, and Co. (Limited) ..           | "                       |
| " ..                                        | "         | Craddock, Orr, and Co. (Limited) ..          | "                       |
| " ..                                        | "         | E. Reece and Sons (Limited) ..               | "                       |
| " ..                                        | "         | Aitken, Roberts, and Barrett ..              | "                       |
| " ..                                        | "         | Smith and Smith (Limited) ..                 | "                       |
| " ..                                        | "         | Archer and Halliburton ..                    | "                       |
| " ..                                        | "         | Ross and Glendining (Limited) ..             | "                       |
| " ..                                        | "         | M. W. Stevenson and Co. ..                   | "                       |
| " ..                                        | "         | Kempthorne, Prosser, and Co. ..              | "                       |
| " ..                                        | "         | Sargood, Son, and Ewen (Limited) ..          | "                       |
| " ..                                        | "         | Dalgety and Co. (Limited) ..                 | "                       |
| " ..                                        | "         | Castendyk and Focke ..                       | "                       |
| " ..                                        | "         | John Chambers and Son (Limited) ..           | "                       |
| " ..                                        | "         | A. and T. Burt (Limited) ..                  | "                       |
| Benzine and benzoline ..                    | "         | Vacuum Oil Company (Limited) ..              | 1/1½ and 1/6 per gal.   |
| Bricks, red, ordinary ..                    | "         | J. Brightling ..                             | 40/ and 45/ per 1,000.  |
| Cement, New Zealand Portland ..             | "         | Christchurch Brick Company (Limited) ..      | 3/6½ per cwt.           |
| Heaters, kerosene, 100 c.p. and 200 c.p. .. | "         | Vacuum Oil Company (Limited) ..              | 15/ and 20/ each.       |
| Hoses, indiarubber, delivery and suction .. | "         | Perdrian Rubber Company (Limited) ..         | As per tender.          |
| Iron, bar and plate ..                      | "         | Andersons Limited ..                         | "                       |
| Leather, buffalo, green ..                  | "         | McKerrow and Co. ..                          | 1/2 and 1/4 per sq. ft. |
| Lime, ordinary ..                           | "         | J. J. Craig (Limited) ..                     | 1/1½ per bush.          |
| Oil, kerosene, 150° test ..                 | "         | Vacuum Oil Company (Limited) ..              | 10½d. per gal.          |
| Steel, cast, all shapes ..                  | "         | John Chambers and Son (Limited) ..           | 65/ per cwt.            |
| " mild, bar and plate ..                    | "         | Andersons Limited ..                         | As per tender.          |
| <b>Dunedin—</b>                             |           |                                              |                         |
| General stores ..                           | "         | John Edmond ..                               | "                       |
| " ..                                        | "         | Briscoe and Co. (Limited) ..                 | "                       |
| " ..                                        | "         | J. Park and Co. ..                           | "                       |
| " ..                                        | "         | A. and T. Burt (Limited) ..                  | "                       |
| " ..                                        | "         | Thomson, Bridger, and Co. (Limited) ..       | "                       |
| " ..                                        | "         | Kempthorne, Prosser, and Co. (Limited) ..    | "                       |
| " ..                                        | "         | Bing, Harris, and Co. (Limited) ..           | "                       |
| " ..                                        | "         | Ross and Glendining (Limited) ..             | "                       |
| " ..                                        | "         | Smith and Smith (Limited) ..                 | "                       |
| " ..                                        | "         | Castendyk and Focke ..                       | "                       |
| " ..                                        | "         | John Chambers and Son (Limited) ..           | "                       |
| " ..                                        | "         | Michaelis, Hallenstein, and Co. ..           | "                       |
| " ..                                        | "         | J. and T. Christie ..                        | "                       |
| " ..                                        | "         | Paterson and Barr (Limited) ..               | "                       |
| " ..                                        | "         | Andrew Lees ..                               | "                       |
| " ..                                        | "         | Drummond and Co. ..                          | "                       |
| " ..                                        | "         | H. F. Stevens ..                             | "                       |
| " ..                                        | "         | Sargood, Son, and Ewen (Limited) ..          | "                       |
| " ..                                        | "         | Laidlaw and Gray ..                          | "                       |
| " ..                                        | "         | Ashby, Bergh, and Co. (Limited) ..           | "                       |
| " ..                                        | "         | Craddock, Orr, and Co. (Limited) ..          | "                       |
| " ..                                        | "         | E. Reece and Sons (Limited) ..               | "                       |
| " ..                                        | "         | Aitken, Roberts, and Barrett ..              | "                       |
| Benzine ..                                  | "         | Vacuum Oil Company (Limited) ..              | 1/1½ per gal.           |
| Bricks, red, ordinary ..                    | "         | C. and W. Gore ..                            | 35/ per 1,000.          |
| " hand-pressed ..                           | "         | " ..                                         | 60/ "                   |
| Cement, New Zealand Portland ..             | "         | Milburn Lime and Cement Company (Limited) .. | 3/4 per cwt.            |
| Drainpipes, stoneware ..                    | "         | P. McSkimming and Son ..                     | As per tender.          |
| Firebricks and fireclay ..                  | "         | " ..                                         | "                       |
| Gasolene ..                                 | "         | Vacuum Oil Company (Limited) ..              | 2/2½ per gal.           |
| Heaters, kerosene, 100 c.p. and 200 c.p. .. | "         | " ..                                         | 15/ and 20/ each.       |
| Hose, indiarubber, delivery and suction ..  | "         | Perdrian Rubber Company (Limited) ..         | As per tender.          |
| Indiarubber cloth-insertion ..              | "         | " ..                                         | 1/6 per lb.             |
| Iron, galvanized, corrugated, and plain ..  | "         | J. Lysaght (Limited) ..                      | As per tender.          |

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

| Service.                                 | Period.   | Name of Contractor:                       | Rate.                   |
|------------------------------------------|-----------|-------------------------------------------|-------------------------|
| <b>Dunedin—<i>continued.</i></b>         |           |                                           |                         |
| Leather, buffalo, green .. ..            | 31/3/1914 | McKerrow and Co. . . . .                  | 1/2 and 1/4 per sq. ft. |
| Lime, ordinary .. ..                     | "         | Milburn Lime and Cement Company (Limited) | 10d. per bush.          |
| " hydraulic .. ..                        | "         | J. J. Craig (Limited) .. ..               | 1/8 "                   |
| Oil, kerosene, 150° test .. ..           | "         | Vacuum Oil Company (Limited) ..           | 10½d. per gal.          |
| Oil-feeders, Kaye's patent .. ..         | "         | R. Wood .. ..                             | As per tender.          |
| Steel, cast, all shapes .. ..            | "         | John Chambers and Son (Limited) ..        | 68/ per cwt.            |
| " mild, bar and plate .. ..              | "         | Briscoe and Co. (Limited) .. ..           | As per tender.          |
| <b>Invercargill—</b>                     |           |                                           |                         |
| General stores .. ..                     | "         | John Edmond .. ..                         | "                       |
| " .. ..                                  | "         | Briscoe and Co. (Limited) .. ..           | "                       |
| " .. ..                                  | "         | Broad, Small, and Co. .. ..               | "                       |
| " .. ..                                  | "         | A. and T. Burt (Limited) .. ..            | "                       |
| " .. ..                                  | "         | New Zealand Hardware Company (Limited)    | "                       |
| " .. ..                                  | "         | Ross and Glendining (Limited) ..          | "                       |
| " .. ..                                  | "         | Bing, Harris, and Co. (Limited) ..        | "                       |
| " .. ..                                  | "         | Sargood, Son, and Ewen (Limited) ..       | "                       |
| " .. ..                                  | "         | Kemphorne, Prosser, and Co. (Limited)     | "                       |
| " .. ..                                  | "         | John Chambers and Son (Limited) ..        | "                       |
| " .. ..                                  | "         | Dalgety and Co. (Limited) .. ..           | "                       |
| " .. ..                                  | "         | Laidlaw and Gray .. ..                    | "                       |
| " .. ..                                  | "         | J. Park and Co. .. ..                     | "                       |
| " .. ..                                  | "         | Smith and Smith (Limited) .. ..           | "                       |
| " .. ..                                  | "         | J. and T. Christie .. ..                  | "                       |
| " .. ..                                  | "         | Ashby, Bergh, and Co. (Limited) ..        | "                       |
| " .. ..                                  | "         | E. Reece and Sons (Limited) .. ..         | "                       |
| " .. ..                                  | "         | Craddock, Orr, and Co. (Limited) ..       | "                       |
| " .. ..                                  | "         | Aitken, Roberts, and Barrett .. ..        | "                       |
| Benzine and benzoline .. ..              | "         | Vacuum Oil Company (Limited) ..           | 1/3½ and 1/7½ per gal.  |
| Bricks, red, ordinary .. ..              | "         | C. and W. Gore .. ..                      | 35/ per 1,000.          |
| " hand-pressed .. ..                     | "         | " .. ..                                   | 60/                     |
| Cement, New Zealand Portland ..          | "         | J. E. Watson and Co. (Limited) ..         | 3/10½ per cwt.          |
| Drainpipes, stoneware .. ..              | "         | T. Todd and Sons .. ..                    | As per tender.          |
| Firebricks and fireclay, New Zealand     | "         | P. McSkimming and Son .. ..               | "                       |
| Heaters, kerosene, 100 c.p. and 200 c.p. | "         | Vacuum Oil Company (Limited) ..           | 15/ and 20/ each.       |
| Hoses, indiarubber, delivery and suction | "         | Perdrian Rubber Company (Limited) ..      | "                       |
| Indiarubber, sheet and insertion ..      | "         | " .. ..                                   | 5/6 and 1/6 per lb.     |
| Iron, bar .. ..                          | "         | Broad, Small, and Co. (Limited) ..        | As per tender.          |
| " and plate .. ..                        | "         | Briscoe and Co. (Limited) .. ..           | "                       |
| " galvanized, corrugated .. ..           | "         | J. Lysaght (Limited) .. ..                | "                       |
| Leather, buffalo, green .. ..            | "         | McKerrow and Co. .. ..                    | 1/2 and 1/4 per sq. ft. |
| Lime ordinary .. ..                      | "         | J. E. Watson and Co. (Limited) ..         | 10d. per bush.          |
| " hydraulic .. ..                        | "         | " .. ..                                   | 1/10 "                  |
| Oil, kerosene, 150° test .. ..           | "         | Vacuum Oil Company (Limited) ..           | 11½d. per gal.          |
| Oil-feeders, Kaye's patent .. ..         | "         | R. Wood .. ..                             | As per tender.          |
| Steel, cast, all shapes .. ..            | "         | John Chambers and Son (Limited) ..        | 68/ per cwt.            |
| " mild, bar and plate .. ..              | "         | Briscoe and Co. (Limited) .. ..           | As per tender.          |
| <b>Greymouth—</b>                        |           |                                           |                         |
| General stores .. ..                     | "         | D. McLean .. ..                           | "                       |
| " .. ..                                  | "         | Forsyth and McKay .. ..                   | "                       |
| " .. ..                                  | "         | Kemphorne, Prosser, and Co. (Limited)     | "                       |
| " .. ..                                  | "         | Despatch Foundry Company (Limited)        | "                       |
| " .. ..                                  | "         | E. M. Sheedy and Co. .. ..                | "                       |
| " .. ..                                  | "         | Ross and Glendining (Limited) ..          | "                       |
| " .. ..                                  | "         | Te Aro House Drapery Company (Limited)    | "                       |
| " .. ..                                  | "         | W. Heinz .. ..                            | "                       |
| " .. ..                                  | "         | Griffen and Smith .. ..                   | "                       |
| " .. ..                                  | "         | Sargood, Son, and Ewen (Limited) ..       | "                       |
| Benzine and benzoline .. ..              | "         | Vacuum Oil Company (Limited) ..           | 1/3½ and 1/8½ per gal.  |
| Cement, New Zealand Portland ..          | "         | Milburn Lime and Cement Company (Limited) | 3/9 per cwt.            |
| Heaters, kerosene, 100 c.p. and 200 c.p. | "         | Vacuum Oil Company (Limited) ..           | 19/ and 24/ each.       |

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

| Service.                                                     | Period.   | Name of Contractor.                               | Rate.                                            |
|--------------------------------------------------------------|-----------|---------------------------------------------------|--------------------------------------------------|
| <i>Greymouth—continued.</i>                                  |           |                                                   |                                                  |
| Hoses, indiarubber, delivery and suction                     | 31/3/1914 | Perdrian Rubber Company (Limited)..               | As per tender.                                   |
| Indiarubber, sheet .. ..                                     | "         | E. M. Sheedy and Co. .. ..                        | 3/3 per lb.                                      |
| " cloth-insertion .. ..                                      | "         | Perdrian Rubber Company (Limited)..               | 1/6 "                                            |
| Lime, ordinary .. ..                                         | "         | Milburn Lime and Cement Company (Limited)         | 1/ per bush.                                     |
| Oil-feeders, Kaye's patent .. ..                             | "         | R. Wood .. ..                                     | As per tender.                                   |
| Soda, acetate of .. ..                                       | "         | Castendyk and Focke .. ..                         | 30/ per cwt.                                     |
| <i>Westport—</i>                                             |           |                                                   |                                                  |
| General stores .. ..                                         | "         | G. H. Gothard (Limited) .. ..                     | As per tender.                                   |
| " .. ..                                                      | "         | Martin and Co. .. ..                              | "                                                |
| " .. ..                                                      | "         | Baillie and Co. .. ..                             | "                                                |
| " .. ..                                                      | "         | Te Aro House Drapery Company (Ltd.)               | "                                                |
| " .. ..                                                      | "         | Ross and Glendining (Limited) .. ..               | "                                                |
| " .. ..                                                      | "         | Taylor, Enwright (Limited) .. ..                  | "                                                |
| " .. ..                                                      | "         | Kemphorne, Prosser, and Co. (Limited)             | "                                                |
| " .. ..                                                      | "         | Sargood, Son, and Ewen (Limited) .. ..            | "                                                |
| Benzine and benzoline .. ..                                  | "         | Vacuum Oil Company (Limited) .. ..                | 1/3 $\frac{1}{2}$ and 1/8 $\frac{1}{2}$ per gal. |
| Explosives .. ..                                             | "         | W. M. Bannatyne and Co. (Limited) .. ..           | As per tender.                                   |
| Drainpipes, stoneware .. ..                                  | "         | J. J. Craig (Limited) .. ..                       | "                                                |
| Heaters, kerosene, 100 c.p. and 200 c.p.                     | "         | Vacuum Oil Company (Limited) .. ..                | 19/ and 24/ each.                                |
| Hoses, indiarubber, delivery and suction                     | "         | Perdrian Rubber Company (Limited)..               | As per tender.                                   |
| Indiarubber, cloth-insertion .. ..                           | "         | Vacuum Oil Company (Limited) .. ..                | 1/6 per lb.                                      |
| Oil, kerosene, 150° test .. ..                               | "         | R. Wood .. ..                                     | 1/ per gal.                                      |
| Oil-feeders, Kaye's patent .. ..                             | "         | Castendyk and Focke .. ..                         | As per tender.                                   |
| Soda, acetate of .. ..                                       | "         |                                                   | 30/ per cwt.                                     |
| <i>Nelson—</i>                                               |           |                                                   |                                                  |
| General stores .. ..                                         | "         | Buxton and Co. (Limited) .. ..                    | As per tender.                                   |
| " .. ..                                                      | "         | Wilkins and Field Hardware Company (Limited)      | "                                                |
| <i>Brooms and brushes—</i>                                   |           |                                                   |                                                  |
| Auckland .. ..                                               | "         | J. Trevethick .. ..                               | "                                                |
| Wellington .. ..                                             | "         | C. Trevethick .. ..                               | "                                                |
| Christchurch .. ..                                           | "         | Otago Brush Company .. ..                         | "                                                |
| Dunedin .. ..                                                | "         | " .. ..                                           | "                                                |
| Invercargill .. ..                                           | "         | " .. ..                                           | "                                                |
| Painters' brushware .. ..                                    | "         | Bunting and Co. .. ..                             | "                                                |
| <i>Uniforms—</i>                                             |           |                                                   |                                                  |
| Stationmasters .. ..                                         | "         | Bing, Harris, and Co. (Limited) .. ..             | "                                                |
| Guards and porters .. ..                                     | "         | A. Levy .. ..                                     | "                                                |
| <i>Uniform caps—</i>                                         |           |                                                   |                                                  |
| Stationmasters, summer .. ..                                 | "         | Ross and Glendining (Limited) .. ..               | 9/3 each.                                        |
| " winter .. ..                                               | "         | " .. ..                                           | 9/9 "                                            |
| Drivers and firemen, summer .. ..                            | "         | " .. ..                                           | 3/4 "                                            |
| " winter .. ..                                               | "         | " .. ..                                           | 4/4 "                                            |
| Guards, summer .. ..                                         | "         | " .. ..                                           | 5/3 "                                            |
| " winter .. ..                                               | "         | " .. ..                                           | 5/6 "                                            |
| Porters, summer .. ..                                        | "         | " .. ..                                           | 3/6 "                                            |
| " winter .. ..                                               | "         | " .. ..                                           | 3/9 "                                            |
| White linen cap-covers .. ..                                 | "         | " .. ..                                           | 10 $\frac{1}{2}$ d. "                            |
| Rainproof cap-covers .. ..                                   | "         | " .. ..                                           | 2/ "                                             |
| Wire rope at Auckland, Wellington, Christchurch, and Dunedin | "         | John Chambers and Son (Limited) .. ..             | As per tender.                                   |
| <i>Candles and Soap—</i>                                     |           |                                                   |                                                  |
| North Island sections .. ..                                  | "         | The Union Oil, Soap, and Candle Company (Limited) | "                                                |
| South Island sections .. ..                                  | "         | McLeod Bros. (Limited) .. ..                      | "                                                |

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

| Service.                                                      | Period.    | Name of Contractor.                           | Rate.                    |
|---------------------------------------------------------------|------------|-----------------------------------------------|--------------------------|
| Rope, New Zealand flax—<br>North Island sections .. ..        | 31/3/1914  | Donaghy's Rope and Twine Company<br>(Limited) | As per tender.           |
| South Island sections .. ..                                   | "          | Maddren Bros. .. ..                           | "                        |
| Disinfectants—<br>Jeyes fluid .. ..                           | "          | A. C. Nottingham .. ..                        | 5/ per gal.              |
| " powder .. ..                                                | "          | " .. ..                                       | 10/ per doz. 2 lb. tins. |
| Various .. ..                                                 | "          | Kempthorne, Prosser, and Co. (Limited)        | As per tender.           |
| Cartage at Auckland .. ..                                     | 31/3/1913  | Cunningham and Co. .. ..                      | "                        |
| " Wellington .. ..                                            | "          | John Keir .. ..                               | "                        |
| Printing and stationery .. ..                                 | "          | Government Printer .. ..                      | As per agreement.        |
| Iron castings—<br>Greymouth .. ..                             | "          | Dominion Ironworks .. ..                      | 10/9 per cwt.            |
| Westport .. ..                                                | "          | G. Griffiths (Limited) .. ..                  | 10/6 "                   |
| Oil, dark axle- .. ..                                         | 31/8/1912  | James Service and Co. .. ..                   | 10d. per gal.            |
| " filtered, valve- .. ..                                      | "          | " .. ..                                       | 1/9 "                    |
| " mineral colza .. ..                                         | "          | " .. ..                                       | 9½d. "                   |
| " pale machinery- .. ..                                       | "          | " .. ..                                       | 10d. "                   |
| Loco-cylinder oil—<br>6,000 gallons, Auckland .. ..           | 8/7/1913   | Vacuum Oil Company (Limited) .. ..            | 1/8½ per gal.            |
| 15,000 " Wellington .. ..                                     | "          | " .. ..                                       | "                        |
| 4,000 " Lyttelton .. ..                                       | "          | " .. ..                                       | "                        |
| 5,000 " Port Chalmers .. ..                                   | "          | " .. ..                                       | "                        |
| Pale machinery-oil—<br>500 gallons, Auckland .. ..            | "          | " .. ..                                       | 10½d. per gal.           |
| 1,500 " Wellington .. ..                                      | "          | " .. ..                                       | "                        |
| 1,000 " Lyttelton .. ..                                       | "          | " .. ..                                       | "                        |
| 2,000 " Port Chalmers .. ..                                   | "          | " .. ..                                       | "                        |
| Dark axle-oil—<br>8,000 gallons, Auckland .. ..               | "          | Phillips and Pike .. ..                       | 1/1¼ per gal.            |
| 20,000 " Wellington .. ..                                     | "          | " .. ..                                       | "                        |
| 8,000 " Lyttelton .. ..                                       | "          | " .. ..                                       | "                        |
| 9,000 " Port Chalmers .. ..                                   | "          | " .. ..                                       | "                        |
| Mineral colza oil—<br>20,000 gallons, Auckland .. ..          | "          | " .. ..                                       | 11d. per gal.            |
| 55,000 " Wellington .. ..                                     | "          | " .. ..                                       | "                        |
| 20,000 " Lyttelton .. ..                                      | "          | " .. ..                                       | "                        |
| 20,000 " Port Chalmers .. ..                                  | "          | " .. ..                                       | "                        |
| Castor-oil—<br>15,000 gallons, Auckland .. ..                 | 31/12/1912 | Landale and Clark (Limited) .. ..             | Calcutta rates.          |
| 30,000 " Wellington .. ..                                     | "          | " .. ..                                       | "                        |
| 8,000 " Lyttelton .. ..                                       | "          | " .. ..                                       | "                        |
| 12,000 " Dunedin .. ..                                        | "          | " .. ..                                       | "                        |
| 5,000 " Bluff .. ..                                           | "          | " .. ..                                       | "                        |
| 15,000 " Auckland .. ..                                       | 31/12/1913 | " .. ..                                       | "                        |
| 30,000 " Wellington .. ..                                     | "          | " .. ..                                       | "                        |
| 4,000 " Lyttelton .. ..                                       | "          | " .. ..                                       | "                        |
| 4,000 " Dunedin .. ..                                         | "          | " .. ..                                       | "                        |
| 2,000 " Bluff .. ..                                           | "          | " .. ..                                       | "                        |
| Linseed-oil, double-boiled—<br>3,000 gallons, Auckland .. ..  | 31/5/1913  | " .. ..                                       | "                        |
| 6,000 " Wellington .. ..                                      | "          | " .. ..                                       | "                        |
| 3,500 " Lyttelton .. ..                                       | "          | " .. ..                                       | "                        |
| 2,000 " Dunedin .. ..                                         | "          | " .. ..                                       | "                        |
| Linseed-oil, raw—<br>2,500 gallons, Auckland .. ..            | "          | " .. ..                                       | "                        |
| 4,000 " Wellington .. ..                                      | "          | " .. ..                                       | "                        |
| 2,000 " Lyttelton .. ..                                       | "          | " .. ..                                       | "                        |
| 1,500 " Dunedin .. ..                                         | "          | " .. ..                                       | "                        |
| 1,000 " Bluff .. ..                                           | "          | " .. ..                                       | "                        |
| Ingot metals—<br>Copper .. ..                                 | 31/3/1913  | Noyes Bros. (Limited) .. ..                   | As per tender.           |
| Lead .. ..                                                    | "          | Russel and Somers .. ..                       | Market rates.            |
| Tin .. ..                                                     | "          | Mount Bischoff Tin-mining Company .. ..       | "                        |
| Varnish, Kearsley's—<br>500 gallons pale finishing body .. .. | 31/1/1913  | Hayward Bros. and Co. (Limited) .. ..         | 17/3 per gal.            |
| 620 " hard-drying body .. ..                                  | "          | " .. ..                                       | 16/6 "                   |
| 340 " hard-drying carriage .. ..                              | "          | " .. ..                                       | 12/3 "                   |
| 300 " best black japan .. ..                                  | "          | " .. ..                                       | 11/2 "                   |
| 400 " gold-size .. ..                                         | "          | " .. ..                                       | 7/10½ "                  |

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

| Service.                             | Period.   | Name of Contractor.                        | Rate.             |
|--------------------------------------|-----------|--------------------------------------------|-------------------|
| Coal-supply—                         |           |                                            |                   |
| Whangarei .. .. .                    | 31/3/1913 | Hikurangi Coal Company (Limited) ..        | 9/ per ton.       |
| Huntly .. .. .                       | "         | Taupiri Coal-mines (Limited) ..            | 10/6 "            |
| Auckland .. .. .                     | "         | Westport Coal Company (Limited) ..         | 25/6 "            |
| Onehunga .. .. .                     | "         | Blackball Coal Company (Limited) ..        | 24/6 "            |
| " .. .. .                            | "         | Westport Stockton Coal Company (Limited)   | 25/9 "            |
| New Plymouth .. .. .                 | "         | Blackball Coal Company (Limited) ..        | 25/6 "            |
| " .. .. .                            | "         | Westport Stockton Coal Company (Limited)   | 26/3 "            |
| " .. .. .                            | "         | J. A. Redpath and Sons .. ..               | 25/6 "            |
| Wanganui .. .. .                     | "         | Westport Coal Company (Limited) ..         | 28/ "             |
| " .. .. .                            | "         | Blackball Coal Company (Limited) ..        | 26/6 "            |
| " .. .. .                            | "         | Westport Stockton Coal Company (Limited)   | 27/3 "            |
| " .. .. .                            | "         | J. A. Redpath and Sons .. ..               | 25/ "             |
| Foxton .. .. .                       | "         | Blackball Coal Company (Limited) ..        | 27/6 "            |
| " .. .. .                            | "         | J. A. Redpath and Sons .. ..               | 27/ "             |
| Wellington .. .. .                   | "         | Westport Coal Company (Limited) ..         | 23/7 "            |
| " .. .. .                            | "         | Blackball Coal Company (Limited) ..        | 22/1 "            |
| " .. .. .                            | "         | Westport Stockton Coal Company (Limited)   | 22/10 "           |
| Napier .. .. .                       | "         | Blackball Coal Company (Limited) ..        | 25/6 "            |
| Picton .. .. .                       | "         | Neale and Haddon .. ..                     | 24/ "             |
| Nelson .. .. .                       | "         | " .. ..                                    | 21/6 "            |
| Lyttelton .. .. .                    | "         | Westport Coal Company (Limited) ..         | 24/6 "            |
| " .. .. .                            | "         | Blackball Coal Company (Limited) ..        | 23/ "             |
| " .. .. .                            | "         | Westport Stockton Coal Company (Limited)   | 23/9 "            |
| Timaru .. .. .                       | "         | Westport Coal Company (Limited) ..         | 26/ "             |
| " .. .. .                            | "         | Westport Stockton Coal Company (Limited)   | 25/3 "            |
| Oamaru .. .. .                       | "         | Westport Coal Company (Limited) ..         | 26/ "             |
| " .. .. .                            | "         | Blackball Coal Company (Limited) ..        | 24/6 "            |
| " .. .. .                            | "         | Westport Stockton Coal Company (Limited)   | 25/3 "            |
| Dunedin .. .. .                      | "         | Westport Coal Company (Limited) ..         | 25/6 "            |
| Milton .. .. .                       | "         | Bruce Railways and Coal Company ..         | 8/4 "             |
| Stirling .. .. .                     | "         | New Zealand Coal and Oil Company (Limited) | 10/ "             |
| Bluff .. .. .                        | "         | Westport Coal Company (Limited) ..         | 26/ "             |
| Nightcaps .. .. .                    | "         | Nightcaps Coal Company (Limited) ..        | 8/6 "             |
| Grey ironbark timber, hewn and sawn— |           |                                            |                   |
| Kaihu Section .. .. .                | "         | J. W. Wallace and Co. .. ..                | 30/ per 100 ft.   |
| Whangarei .. .. .                    | "         | Fraser and Co. .. ..                       | 32/ "             |
| Auckland .. .. .                     | "         | " .. ..                                    | 29/6 & 30/6 "     |
| Ohakune .. .. .                      | "         | " .. ..                                    | 30/ & 32/6 "      |
| Wanganui .. .. .                     | "         | " .. ..                                    | 31/6 & 35/6 "     |
| Wellington-Napier .. .. .            | "         | " .. ..                                    | 30/ & 32/6 "      |
| Gisborne .. .. .                     | "         | " .. ..                                    | 31/ "             |
| Christchurch .. .. .                 | "         | " .. ..                                    | 30/ "             |
| Dunedin .. .. .                      | "         | " .. ..                                    | 30/ to 33/ "      |
| Invercargill .. .. .                 | "         | " .. ..                                    | 28/ "             |
| Westland .. .. .                     | "         | " .. ..                                    | 31/ "             |
| Westport .. .. .                     | "         | " .. ..                                    | 30/ "             |
| Nelson .. .. .                       | "         | " .. ..                                    | 32/6 "            |
| Picton .. .. .                       | "         | Richardson, Blair, and McCabe (Limited)    | 27/6 & 33/6 "     |
| Grey ironbark piles—                 |           |                                            |                   |
| Auckland Section .. .. .             | "         | Fraser and Co. .. ..                       | 2/10 per lin. ft. |
| Wanganui .. .. .                     | "         | " .. ..                                    | 3/3 "             |
| Wellington-Napier .. .. .            | "         | " .. ..                                    | 2/8 "             |
| Christchurch .. .. .                 | "         | " .. ..                                    | 2/11 "            |
| Dunedin .. .. .                      | "         | " .. ..                                    | 2/8 & 2/9 "       |
| Invercargill .. .. .                 | "         | " .. ..                                    | 2/8 & 2/9 "       |
| Westland .. .. .                     | "         | " .. ..                                    | 2/10 "            |
| New South Wales hardwood, sawn—      |           |                                            |                   |
| For Newmarket shops—                 |           |                                            |                   |
| Tallow-wood .. .. .                  | "         | Richardson, Blair, and McCabe (Limited)    | 31/ per 100 ft.   |
| For Petone shops—                    |           |                                            |                   |
| Ironbark .. .. .                     | "         | " .. ..                                    | 36/ "             |
| Tallow-wood .. .. .                  | "         | " .. ..                                    | 31/6 "            |
| Spotted-gum .. .. .                  | "         | " .. ..                                    | 29/10 "           |
| For Eastown shops—                   |           |                                            |                   |
| Ironbark .. .. .                     | "         | " .. ..                                    | 36/ "             |
| Spotted-gum .. .. .                  | "         | " .. ..                                    | 31/ "             |
| For Addington shops—                 |           |                                            |                   |
| Tallow-wood .. .. .                  | "         | " .. ..                                    | 31/ "             |

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

| Service.                                              | Period.    | Name of Contractor.                                 | Rate.                                     |
|-------------------------------------------------------|------------|-----------------------------------------------------|-------------------------------------------|
| New South Wales hardwood, sawn—<br><i>continued</i> . |            |                                                     |                                           |
| For Hillside shops—                                   |            |                                                     |                                           |
| Ironbark .. .. .                                      | 31/3/1913  | Richardson, Blair, and McCabe (Limited)             | 36/ per 100 ft.                           |
| Tallow-wood .. .. .                                   | "          | " " " "                                             | 31/6 "                                    |
| Spotted-gum .. .. .                                   | "          | " " " "                                             | 29/10 "                                   |
| For Invercargill shops—                               |            |                                                     |                                           |
| Tallow-wood .. .. .                                   | "          | " " " "                                             | 31/6 "                                    |
| Spotted-gum .. .. .                                   | "          | " " " "                                             | 29/10 "                                   |
| Ironbark timber, hewn—                                |            |                                                     |                                           |
| Auckland .. .. .                                      | "          | J. W. Wallace and Co. .. ..                         | 27/3 to 37/ "                             |
| Wellington .. .. .                                    | "          | " .. .. .                                           | 29/6 to 33/ "                             |
| Lyttelton .. .. .                                     | "          | " .. .. .                                           | 29/6 to 37/6 "                            |
| Dunedin .. .. .                                       | "          | " .. .. .                                           | 29/6 to 37/ "                             |
| Bluff .. .. .                                         | "          | " .. .. .                                           | 29/6 to 35/ "                             |
| Ironbark piles—                                       |            |                                                     |                                           |
| Auckland .. .. .                                      | "          | " .. .. .                                           | 2/9½ per lin. ft.                         |
| Wellington .. .. .                                    | "          | " .. .. .                                           | 2/9½ "                                    |
| Lyttelton .. .. .                                     | "          | " .. .. .                                           | 2/8 "                                     |
| Dunedin .. .. .                                       | "          | " .. .. .                                           | 2/9½ "                                    |
| New South Wales hardwood, sawn—                       |            |                                                     |                                           |
| For Loco shops .. .. .                                | "          | " .. .. .                                           | 19/ to 25/ per 100 ft.<br>f.o.b., Sydney. |
| Native timber—                                        |            |                                                     |                                           |
| 1,300,000 super. ft. kauri .. .. .                    | "          | Mills and merchants .. ..                           | Tender and schedule<br>rates.             |
| 1,433,000 " red-pine .. .. .                          | "          | " .. .. .                                           | Ditto.                                    |
| 51,000 " white-pine .. .. .                           | "          | " .. .. .                                           | "                                         |
| 87,000 " totara .. .. .                               | "          | " .. .. .                                           | "                                         |
| 214,000 " for powellizing .. .. .                     | "          | " .. .. .                                           | "                                         |
| 4,000 " mangalo .. .. .                               | "          | " .. .. .                                           | "                                         |
| 81,000 " birch .. .. .                                | "          | " .. .. .                                           | "                                         |
| 47,000 " yellow-pine .. .. .                          | "          | " .. .. .                                           | "                                         |
| Native timber produced forway Rail<br>Department—     |            |                                                     |                                           |
| 3,095,000 super. ft. various .. .. .                  | "          | State Sawmill, Kakahi .. ..                         | Schedule rates.                           |
| Jarrah timber—                                        |            |                                                     |                                           |
| 1,050,000 super ft. .. .. .                           | "          | Millar's W.A. Hardwoods Company ..                  | 20/ to 32/ per 100<br>super. ft.          |
| Oregon pine—                                          |            |                                                     |                                           |
| 14,000 super. ft. .. .. .                             | "          | Merchants in New Zealand .. ..                      | Various.                                  |
| Sleeper-supply—                                       |            |                                                     |                                           |
| 95,000 native .. .. .                                 | "          | Settlers and mills .. .. .                          | 3/ to 4/3 each.                           |
| 119,000 for powellizing .. .. .                       | "          | " .. .. .                                           | 2/ "                                      |
| 25,000 New South Wales hardwood .. .. .               | "          | J. W. Wallace and Co. .. ..                         | 4/8 to 4/11 "                             |
| 250,000 jarrah .. .. .                                | "          | Millar's W.A. Hardwoods Company ..                  | 4/9 "                                     |
| 250,000 jarrah .. .. .                                | 31/12/1913 | The S.W. Timber Hewers' Co-operative<br>Association | 4/10 "                                    |



## STATEMENT of WEIGHING-MACHINES, &amp;c.—continued.

RETURN NO. 19.

| Weight.         |    |    |    | Whangarei<br>Kawakawa. | Kaiti. | Gisborne. | North Island<br>Main Line and<br>Branches. | South Island<br>Main Line and<br>Branches. | Westland. | Westport. | Nelson. | Pictou. | Total. |
|-----------------|----|----|----|------------------------|--------|-----------|--------------------------------------------|--------------------------------------------|-----------|-----------|---------|---------|--------|
| RAILS RELAID:—  |    |    |    |                        |        |           |                                            |                                            |           |           |         |         |        |
| 55 lb. steel .. | .. | .. | .. | ..                     | ..     | ..        | ..                                         | 240                                        | ..        | ..        | ..      | ..      | 240    |
| 56 " ..         | .. | .. | .. | ..                     | ..     | ..        | 12,906                                     | 7,694                                      | 903       | ..        | ..      | ..      | 21,503 |
| 70 " ..         | .. | .. | .. | ..                     | ..     | ..        | ..                                         | ..                                         | ..        | ..        | ..      | ..      | ..     |
| Totals          | .. | .. | .. | ..                     | ..     | ..        | 12,906                                     | 7,934                                      | 903       | ..        | ..      | ..      | 21,743 |

## RETURN No. 20.

STATEMENT of SLEEPERS BELAID and REMOVED during the Year ending 31st March, 1913.

| Description.               | Whangarei-Kawakawa. | Kaihu. | North Island Main Line and Branches. | Gisborne. | South Island Main Line and Branches. | Westland. | Westport. | Nelson. | Picton. | Total.  |
|----------------------------|---------------------|--------|--------------------------------------|-----------|--------------------------------------|-----------|-----------|---------|---------|---------|
| <b>SLEEPERS BELAID :—</b>  |                     |        |                                      |           |                                      |           |           |         |         |         |
| Totara .. ..               | 275                 | 141    | 13,537                               | 18        | ..                                   | ..        | ..        | ..      | 3       | 13,974  |
| Jarrah .. ..               | 5                   | ..     | 45,977                               | ..        | 67,935                               | 71        | 19        | ..      | 14      | 114,021 |
| Silver-pine .. ..          | ..                  | ..     | 16,258                               | ..        | 80                                   | 6,106     | 387       | 170     | 1,291   | 24,292  |
| Puriri .. ..               | 258                 | 104    | 569                                  | ..        | ..                                   | ..        | ..        | ..      | ..      | 931     |
| Creosoted .. ..            | ..                  | ..     | 185                                  | ..        | ..                                   | ..        | ..        | ..      | ..      | 185     |
| Ironbark .. ..             | ..                  | ..     | 4,287                                | ..        | 141                                  | 826       | 4         | ..      | ..      | 5,258   |
| Powellized .. ..           | ..                  | ..     | 14,606                               | ..        | 49,942                               | ..        | ..        | ..      | ..      | 64,548  |
| Matai .. ..                | ..                  | ..     | 7,828                                | ..        | ..                                   | ..        | ..        | ..      | ..      | 7,828   |
| Birch .. ..                | ..                  | ..     | 3,693                                | ..        | 98                                   | ..        | ..        | ..      | ..      | 3,791   |
| Grey-gum .. ..             | ..                  | ..     | 550                                  | ..        | ..                                   | ..        | ..        | ..      | ..      | 550     |
| Total .. ..                | 538                 | 245    | 107,490                              | 18        | 118,196                              | 7,003     | 410       | 170     | 1,308   | 235,378 |
| <b>SLEEPERS REMOVED :—</b> |                     |        |                                      |           |                                      |           |           |         |         |         |
| Matai .. ..                | ..                  | ..     | 31                                   | ..        | 21,218                               | ..        | ..        | 67      | ..      | 21,316  |
| Totara .. ..               | 242                 | ..     | 62,402                               | ..        | 26,844                               | ..        | ..        | ..      | ..      | 89,488  |
| Birch .. ..                | ..                  | ..     | 75                                   | ..        | 7,996                                | 272       | 264       | 103     | 883     | 9,993   |
| Jarrah .. ..               | ..                  | ..     | 12,259                               | ..        | 8,108                                | ..        | ..        | ..      | ..      | 20,367  |
| Silver-pine .. ..          | 71                  | ..     | 657                                  | 18        | 20,895                               | 6,398     | 146       | ..      | 423     | 28,608  |
| Puriri .. ..               | 141                 | 60     | 36,963                               | ..        | 2,062                                | ..        | ..        | ..      | ..      | 39,226  |
| Creosoted .. ..            | ..                  | ..     | 2,267                                | ..        | 18,808                               | ..        | ..        | ..      | ..      | 21,075  |
| Ironbark .. ..             | ..                  | ..     | 1,109                                | ..        | 637                                  | ..        | ..        | ..      | ..      | 1,746   |
| Grey-gum .. ..             | ..                  | ..     | 2                                    | ..        | 2,897                                | ..        | ..        | ..      | ..      | 2,899   |
| Kauri .. ..                | 44                  | 185    | 62                                   | ..        | ..                                   | ..        | ..        | ..      | ..      | 291     |
| Maire .. ..                | ..                  | ..     | 615                                  | ..        | ..                                   | ..        | ..        | ..      | ..      | 615     |
| Blue-gum .. ..             | ..                  | ..     | ..                                   | ..        | 258                                  | ..        | ..        | ..      | ..      | 258     |
| Rimu .. ..                 | ..                  | ..     | 168                                  | ..        | ..                                   | ..        | ..        | ..      | ..      | 168     |
| Kamai .. ..                | ..                  | ..     | ..                                   | ..        | 91                                   | ..        | ..        | ..      | ..      | 91      |
| Total .. ..                | 498                 | 245    | 116,610                              | 18        | 109,814                              | 6,670     | 410       | 170     | 1,306   | 235,741 |

## RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1913.

| Sections.                              | Miles chains. | Number of Stations and Stopping-places on the Time-tables. | Number of Private Sidings. |                  |        |
|----------------------------------------|---------------|------------------------------------------------------------|----------------------------|------------------|--------|
|                                        |               |                                                            | At Stations.               | Out of Stations. | Total. |
| Whangarei-Kawakawa .. ..               | 57 72         | 25                                                         | 3                          | 4                | 7      |
| Kaihu .. ..                            | 17 15         | 10                                                         | ..                         | 2                | 2      |
| Gisborne .. ..                         | 31 50         | 14                                                         | 2                          | 2                | 4      |
| North Island Main Line and Branches .. | 1,100 50      | 390                                                        | 92                         | 42               | 134    |
| South Island Main Line and Branches .. | 1,367 13      | 513                                                        | 148                        | 28               | 176    |
| Westland .. ..                         | 141 13        | 68                                                         | 25                         | 5                | 30     |
| Westport .. ..                         | 35 78         | 17                                                         | ..                         | 3                | 3      |
| Nelson .. ..                           | 60 20         | 23                                                         | 3                          | 1                | 4      |
| Picton .. ..                           | 48 19         | 20                                                         | 4                          | 1                | 5      |
| Totals .. ..                           | 2,860 10      | 1,080                                                      | 277                        | 88               | 365    |

# RETURN NO. 22.

## COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1913.

| Section.                                 | Mileage open for Traffic on 31st March, 1912. | Additional Lengths opened during Year.  |                                      | Reduced Mileage equivalent to Maintenance for whole Period. | Length closed during Year. |              | Net Addition to Mileage open for Traffic. | Net Addition to Mileage under Maintenance. | Total Mileage open for Traffic on 31st March, 1913. | Equivalent Total Mileage maintained during Financial Year ended 31st March, 1913. |
|------------------------------------------|-----------------------------------------------|-----------------------------------------|--------------------------------------|-------------------------------------------------------------|----------------------------|--------------|-------------------------------------------|--------------------------------------------|-----------------------------------------------------|-----------------------------------------------------------------------------------|
|                                          |                                               | Line opened.                            | Date of Opening.                     |                                                             | Line.                      | M. ch.       |                                           |                                            |                                                     |                                                                                   |
| Whangarei-Kawakawa ..                    | M. ch.<br>57 72                               | ..                                      | ..                                   | M. ch.<br>..                                                | ..                         | M. ch.<br>.. | M. ch.<br>..                              | M. ch.<br>..                               | M. ch.<br>57 72                                     | M. ch.<br>57 72                                                                   |
| Kaihu ..                                 | 17 15                                         | ..                                      | ..                                   | ..                                                          | ..                         | ..           | ..                                        | ..                                         | 17 15                                               | 17 15                                                                             |
| North Island Main Line and Branches      | 1,083 12                                      | Te Hana - Kaiwaka<br>Te Wera - Pohokura | 18th March, 1913<br>1st August, 1912 | 8 67<br>8 51                                                | ..                         | ..           | 17 38                                     | 6 07                                       | 1,100 50                                            | 1,089 19                                                                          |
| Gisborne ..                              | 23 51                                         | Waikohu-Otoko                           | 6th April, 1912 ..                   | 7 79                                                        | ..                         | ..           | 7 79                                      | 7 70                                       | 31 50                                               | 31 41                                                                             |
| South Island Main Line and Branches      | 1,356 18                                      | Mina-Parnassus                          | 2nd September, '12                   | 8 51                                                        | ..                         | ..           | 8 51                                      | 4 79                                       | 1,364 69                                            | 1,361 17                                                                          |
| Ditto, Private Line—<br>Nightsaps Branch | 2 24                                          | ..                                      | ..                                   | ..                                                          | ..                         | ..           | ..                                        | ..                                         | 2 24                                                | 2 24                                                                              |
| Westland ..                              | 141 13                                        | ..                                      | ..                                   | ..                                                          | ..                         | ..           | ..                                        | ..                                         | 141 13                                              | 141 13                                                                            |
| Westport ..                              | 30 17                                         | Westport-Te Kuha                        | 1st April, 1912 ..                   | 5 61                                                        | ..                         | ..           | 5 61                                      | 5 61                                       | 35 78                                               | 35 78                                                                             |
| Nelson ..                                | 47 55                                         | Kiwi-Glenhope                           | 2nd September, '12                   | 12 45                                                       | ..                         | ..           | 12 45                                     | 7 21                                       | 60 20                                               | 54 76                                                                             |
| Pieton ..                                | 48 19                                         | ..                                      | ..                                   | ..                                                          | ..                         | ..           | ..                                        | ..                                         | 48 19                                               | 48 19                                                                             |
| Totals ..                                | 2,807 56                                      | ..                                      | ..                                   | 52 34                                                       | ..                         | 52 34        | 31 78                                     | 2,860 10                                   | 2,839 54                                            | 2,839 54                                                                          |

RETURN NO. 23.  
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1913.

| Line.                                | 40 lb.<br>Iron. | 40 lb.<br>Steel. | 45 lb.<br>Steel. | 52 lb.<br>Iron. | 52 lb.<br>Steel. | 53 lb.<br>Steel. | 55 lb.<br>Steel. | 56 lb.<br>Iron. | 56 lb.<br>Steel. | 65 lb.<br>Steel. | 70 lb.<br>Iron. | 70 lb.<br>Steel. | 100 lb.<br>Steel. | Total.   |
|--------------------------------------|-----------------|------------------|------------------|-----------------|------------------|------------------|------------------|-----------------|------------------|------------------|-----------------|------------------|-------------------|----------|
| Whangarei-Kawakawa Section—          |                 |                  |                  |                 |                  |                  |                  |                 |                  |                  |                 |                  |                   |          |
| Onerahi-Opua ..                      | ..              | ..               | ..               | ..              | ..               | 24 44            | 28 12            | 0 50            | 4 46             | ..               | ..              | ..               | M. ch.            | 57 72    |
| Kaiti Section—                       |                 |                  |                  |                 |                  |                  |                  |                 |                  |                  |                 |                  |                   |          |
| Dargaville-Kaiti ..                  | ..              | ..               | ..               | ..              | ..               | 17 15            | ..               | ..              | ..               | ..               | ..              | ..               | M. ch.            | 17 15    |
| North Island Main Line and Branches— |                 |                  |                  |                 |                  |                  |                  |                 |                  |                  |                 |                  |                   |          |
| Auckland-Wellington ..               | ..              | ..               | ..               | ..              | ..               | 31 66            | 17 18            | ..              | 46 42            | 26 38            | ..              | 321 11           | ..                | 425 77   |
| Newmarket-Kaiwaka ..                 | ..              | ..               | ..               | ..              | ..               | 12 26            | ..               | ..              | 21 61            | ..               | ..              | 30 15            | ..                | 81 40    |
| Penrose-Onehunga ..                  | ..              | 0 10             | ..               | ..              | ..               | 2 23             | ..               | ..              | ..               | ..               | ..              | 0 26             | ..                | 2 59     |
| Frankton-Thames ..                   | ..              | ..               | ..               | ..              | ..               | 26 0             | ..               | ..              | 18 77            | ..               | ..              | 17 78            | ..                | 62 75    |
| Paeroa-Waihi ..                      | ..              | ..               | ..               | ..              | ..               | ..               | 2 34             | ..              | 12 24            | ..               | ..              | ..               | ..                | 12 24    |
| Cambridge Branch ..                  | ..              | 0 8              | ..               | ..              | ..               | 6 73             | ..               | ..              | 2 41             | ..               | ..              | 0 5              | ..                | 12 1     |
| Morrinsville-Rotorua ..              | ..              | 0 21             | ..               | ..              | ..               | 68 29            | ..               | ..              | 0 6              | ..               | ..              | 0 4              | ..                | 68 60    |
| Marton-New Plymouth ..               | ..              | ..               | ..               | ..              | ..               | 28 54            | ..               | ..              | 41 79            | ..               | ..              | 66 12            | ..                | 136 65   |
| Waitara Branch ..                    | 0 14            | 0 48             | ..               | ..              | ..               | 3 80             | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 4 62     |
| Stratford-Pohokura ..                | ..              | ..               | ..               | ..              | ..               | 15 45            | 15 45            | ..              | 0 30             | ..               | ..              | ..               | ..                | 31 40    |
| Mount Egmont Branch ..               | ..              | ..               | ..               | ..              | ..               | ..               | ..               | ..              | 6 2              | ..               | ..              | ..               | ..                | 6 2      |
| Aramoho-Wanganui ..                  | ..              | ..               | ..               | 0 18            | ..               | ..               | ..               | ..              | 1 79             | ..               | ..              | 1 3              | ..                | 3 20     |
| Foxton Branch ..                     | ..              | ..               | ..               | 8 44            | ..               | 10 69            | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 19 33    |
| Palmerston-Spit ..                   | ..              | 1 12             | ..               | ..              | ..               | 22 76            | ..               | ..              | 36 7             | ..               | ..              | 53 57            | ..                | 113 72   |
| Wellington-Woodville ..              | ..              | ..               | ..               | 0 3             | ..               | 19 6             | ..               | ..              | 17 9             | ..               | ..              | 78 25            | ..                | 114 43   |
| Greytown Branch ..                   | ..              | ..               | ..               | 3 7             | ..               | ..               | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 3 7      |
| Te Aro Branch ..                     | ..              | ..               | ..               | ..              | ..               | 1 9              | ..               | ..              | 0 1              | ..               | ..              | ..               | ..                | 1 10     |
| Gisborne Section—                    |                 |                  |                  |                 |                  |                  |                  |                 |                  |                  |                 |                  |                   |          |
| Gisborne-Otoko ..                    | 0 20            | ..               | ..               | ..              | ..               | ..               | 13 48            | ..              | 17 62            | ..               | ..              | ..               | ..                | 31 50    |
| South Island Main Line and Branches— |                 |                  |                  |                 |                  |                  |                  |                 |                  |                  |                 |                  |                   |          |
| Lyttelton-Bluff ..                   | ..              | ..               | ..               | ..              | ..               | 14 27            | ..               | ..              | 15 67            | ..               | ..              | 360 17           | 1 50              | 392 1    |
| Addington-Culverden ..               | ..              | ..               | ..               | ..              | ..               | 36 40            | ..               | ..              | 0 8              | ..               | 4 23            | 26 66            | ..                | 67 57    |
| Oxford Branch ..                     | 0 11            | 11 47            | ..               | ..              | ..               | 18 40            | ..               | ..              | 3 26             | ..               | ..              | 0 1              | ..                | 33 45    |
| Eyreton Branch ..                    | 5 33            | 0 3              | ..               | ..              | ..               | 14 55            | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 20 11    |
| Waipara-Parnassus ..                 | ..              | ..               | ..               | ..              | ..               | ..               | 12 35            | ..              | 31 46            | ..               | ..              | ..               | ..                | 44 01    |
| Southbridge Branch ..                | ..              | 12 49            | ..               | 1 59            | ..               | 23 19            | 1 0              | ..              | 1 20             | ..               | ..              | ..               | ..                | 25 39    |
| Little River Branch ..               | ..              | ..               | 6 27             | ..              | ..               | 0 32             | 4 60             | 1 41            | ..               | ..               | ..              | ..               | ..                | 22 48    |
| Springfield Branch ..                | ..              | ..               | ..               | ..              | ..               | 4 57             | ..               | ..              | 30 17            | ..               | ..              | 17 66            | ..                | 57 40    |
| White Cliffs Branch ..               | ..              | ..               | ..               | ..              | ..               | 11 46            | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 11 46    |
| Rakata Forks Branch ..               | ..              | ..               | ..               | ..              | 22 20            | ..               | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 22 20    |
| Mount Somers Branch ..               | 3 33            | 24 3             | ..               | ..              | ..               | ..               | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 27 36    |
| Albury Branch ..                     | 10 54           | 9 38             | ..               | ..              | ..               | 10 64            | ..               | ..              | 5 17             | ..               | ..              | ..               | ..                | 36 13    |
| Waimate Branch ..                    | 0 7             | ..               | ..               | ..              | 2 2              | 2 37             | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 4 46     |
| Waimate Gorge Branch ..              | ..              | ..               | ..               | 8 21            | ..               | ..               | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 8 21     |
| Duntroon Branch ..                   | 11 4            | 0 12             | ..               | 4 34            | ..               | 21 71            | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 37 41    |
| Oamaru Breakwater Branch ..          | 0 23            | ..               | ..               | ..              | ..               | 0 40             | ..               | ..              | ..               | ..               | ..              | ..               | ..                | 0 63     |
| Carried forward ..                   | 31 39           | 60 11            | 6 27             | 26 26           | 24 22            | 451 23           | 95 12            | 2 11            | 315 47           | 26 38            | 4 23            | 973 66           | 1 50              | 2,018 75 |

RETURN NO. 23—continued.

STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1913—continued.

| Line.                                          | 40 lb.<br>Iron. | 40 lb.<br>Steel. | 45 lb.<br>Steel. | 52 lb.<br>Iron. | 52 lb.<br>Steel. | 55 lb.<br>Steel. | 56 lb.<br>Iron. | 56 lb.<br>Steel. | 65 lb.<br>Steel. | 70 lb.<br>Iron. | 70 lb.<br>Steel. | 100 lb.<br>Steel. | Total.             |
|------------------------------------------------|-----------------|------------------|------------------|-----------------|------------------|------------------|-----------------|------------------|------------------|-----------------|------------------|-------------------|--------------------|
| Brought forward                                |                 |                  |                  |                 |                  |                  |                 |                  |                  |                 |                  |                   |                    |
| South Island Main Line and Branches—continued. |                 |                  |                  |                 |                  |                  |                 |                  |                  |                 |                  |                   |                    |
| Ngapara Branch                                 | 31 39           | 60 11            | 6 27             | 26 26           | 24 22            | 451 23           | 95 12           | M. ch.<br>2 11   | M. ch.<br>315 47 | M. ch.<br>4 23  | M. ch.<br>978 66 | M. ch.<br>1 50    | M. ch.<br>2,018 75 |
| Livingstone Branch                             | 11 46           | 0 29             |                  |                 |                  | 11 44            |                 |                  | 3 45             |                 |                  |                   | 15 9               |
| Waibemo Branch                                 |                 | 7 5              |                  | 0 59            |                  | 0 1              |                 |                  | 1 0              |                 |                  |                   | 11 75              |
| Port Chalmers Branch                           |                 |                  |                  |                 |                  | 0 17             |                 |                  |                  |                 | 1 9              |                   | 8 65               |
| Walton Park Branch                             | 0 7             |                  |                  |                 |                  | 1 55             |                 |                  | 0 67             |                 |                  |                   | 1 26               |
| Fernhill Branch                                |                 | 0 14             |                  |                 |                  | 1 43             |                 |                  |                  |                 |                  |                   | 2 49               |
| Otago Central Railway                          |                 |                  |                  |                 |                  | 65 73            | 3 0             |                  | 65 58            |                 |                  |                   | 1 57               |
| Outram Branch                                  | 0 61            | 0 47             |                  |                 |                  | 5 6              | 0 69            |                  | 1 57             |                 |                  |                   | 134 51             |
| Lawrence Branch                                | 0 4             |                  |                  |                 |                  | 1 29             | 12 70           |                  | 15 9             |                 |                  |                   | 9 0                |
| Catlin's River Branch                          |                 | 6 14             |                  | 0 25            |                  | 19 2             | 2 30            |                  | 3 37             |                 |                  |                   | 29 32              |
| Tapanui Branch                                 | 4 9             |                  |                  |                 |                  | 8 45             | 0 54            |                  | 6 59             |                 |                  |                   | 25 14              |
| Waikaka Branch                                 |                 |                  |                  |                 |                  |                  | 12 55           |                  |                  |                 | 0 2              |                   | 26 21              |
| Wyndham Branch                                 |                 | 16 50            |                  |                 |                  | 9 13             | 8 26            |                  |                  |                 | 0 22             |                   | 12 57              |
| Seaward Bush Branch                            |                 |                  |                  |                 |                  | 1 68             |                 |                  | 7 3              |                 |                  |                   | 9 35               |
| Invercargill-Kingston                          |                 | 2 27             |                  |                 |                  | 44 58            | 8 6             |                  | 23 47            | 10 60           | 7 75             |                   | 33 65              |
| Makarewa-Tuatapere                             |                 |                  |                  |                 |                  | 17 76            |                 |                  | 10 21            |                 | 12 0             |                   | 87 0               |
| Thornbury-Nightcaps                            |                 |                  |                  |                 |                  |                  |                 |                  |                  |                 | 22 24            |                   | 48 23              |
| Forest Hill Branch                             | 12 66           | 10 16            |                  |                 |                  |                  |                 |                  |                  |                 |                  |                   | 24 51              |
| Mararoa Branch                                 |                 |                  |                  | 27 26           |                  | 0 24             |                 |                  | 0 1              |                 |                  |                   | 12 66              |
| Waimaea Plains Railway                         |                 |                  |                  |                 |                  | 4 63             |                 |                  | 0 72             |                 | 3 40             |                   | 10 41              |
| Riversdale-Switzer                             |                 |                  |                  |                 |                  | 1 77             | 11 69           |                  |                  |                 | 0 1              |                   | 36 41              |
| Westland Section—                              |                 |                  |                  |                 |                  |                  |                 |                  |                  |                 |                  |                   | 13 67              |
| Greymouth-Otira                                |                 |                  |                  |                 |                  | 28 41            |                 |                  | 11 30            |                 | 10 57            |                   | 50 48              |
| Greymouth-Ross                                 |                 |                  |                  |                 |                  | 18 26            |                 |                  | 17 43            |                 | 2 40             |                   | 38 23              |
| Sillwater-Cronadun                             |                 |                  |                  |                 |                  | 31 25            | 0 22            |                  | 6 64             |                 | 5 35             |                   | 43 66              |
| Blackball-Ngahere                              |                 |                  |                  |                 |                  |                  | 1 0             |                  | 2 31             |                 |                  |                   | 3 31               |
| Coal Creek Branch                              |                 |                  |                  |                 |                  | 0 15             |                 |                  | 4 62             |                 | 0 2              |                   | 4 79               |
| Westport-Mokihinui                             |                 |                  |                  | 0 16            |                  | 10 71            |                 |                  | 3 76             |                 | 15 14            |                   | 30 17              |
| Westport-Te Kuha                               |                 | 0 1              |                  | 1 1             |                  | 24 41            | 5 61            |                  |                  |                 |                  |                   | 5 61               |
| Nelson-Glenhope                                | 0 10            |                  |                  | 1 16            |                  | 15 67            | 14 55           |                  | 16 75            |                 |                  |                   | 60 20              |
| Picton-Ward                                    |                 |                  |                  |                 |                  |                  |                 |                  | 16 29            |                 | 0 2              |                   | 48 19              |
| Totals                                         | 61 4            | 103 54           | 6 27             | 57 09           | 24 23            | 776 41           | 195 29          | 2 11             | 535 53           | 15 3            | 1,054 69         | 1 50              | 2,860 10           |

# RETURN NO. 24. PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1913.

| No. of 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 Sidings during the Year ending 31st March, 1913. |                       |                      |  |
|--------------------------------------|----------------|------------------------------------------------------------------|-----------|------------------|--------------------|----------------|-----------------------------------------|---------------------------------|-----------------------------------------------------------------------------------|-----------------------|----------------------|--|
|                                      |                |                                                                  |           |                  |                    |                |                                         |                                 | In.                                                                               | Out.                  | Total.               |  |
| WHANGAREI SECTION.                   |                |                                                                  |           |                  |                    |                |                                         |                                 |                                                                                   |                       |                      |  |
| 1226 R. 04/3988 ..                   | Mar. 1, 1910   | Northern Coal Company (Limited)                                  | M. ch.    | Waro ..          | +                  | 5 years*       | +                                       | £ s. d.<br>Repairs, £18 0s. 6d. | £ s. d.<br>24 13 7                                                                | £ s. d.<br>5,828 10 8 | £ s. d.<br>5,853 4 3 |  |
| 1230 R. 05/3060 ..                   | July 1, 1910   | R. P. Gibbons (Limited) ..                                       | ..        | Hikurangi        | +                  | 5 " *          | +                                       | Repairs, £2                     | ..                                                                                | 1,020 7 7             | 1,020 7 7            |  |
| 1252 R. 08/3024 ..                   | Sept. 1, 1910  | North New Zealand Coal and Cement Company (Limited)              | ..        | Kamo ..          | Grantees           | 5 " *          | Premium..                               | 180 0 0                         | 1 18 3                                                                            | 1,004 8 6             | 1,006 6 9            |  |
| 1306 R. 02/551 ..                    | Jan. 1, 1907   | Hikurangi Coal Company (Limited)                                 | ..        | Waro ..          | +                  | 5 " *          | +                                       | Repairs, £15 10s. 3d.           | 59 16 11                                                                          | 6,835 3 8             | 6,895 0 7            |  |
| 1319 R. 12/531 ..                    | April 1, 1912  | Kauri Timber Company (Limited)                                   | ..        | Waipuna          | Grantees           | 5 " *          | Premium..                               | 712 0 0                         | 2,247 5 10                                                                        | 544 10 7              | 2,791 16 5           |  |
| 1320 R. 02/550 ..                    | Jan. 1, 1907   | Hikurangi Coal Company, Northern Coal Company, and J. R. Reyburn | ..        | " ..             | Govt. ..           | 5 " *          | ..                                      | ..                              | 210 1 9                                                                           | 200 15 1              | 410 16 10            |  |
| 1383 R. 06/8579 ..                   | Oct. 26, 1912  | A. L. Stokes ..                                                  | 20 60     | Whakapara        | +                  | 5 " *          | +                                       | Repairs, £3/2/9                 | 264 0 5                                                                           | 794 11 1              | 1,058 11 6           |  |
| KAIHU SECTION.                       |                |                                                                  |           |                  |                    |                |                                         |                                 |                                                                                   |                       |                      |  |
| 1286 R. 05/2737 ..                   | Oct. 1, 1911   | H. P. Clear ..                                                   | 3 2       | Flax-mill        | +                  | 5 years*       | +                                       | ..                              | 81 8 6                                                                            | 26 4 7                | 107 13 1             |  |
| 1315 R. 02/1438 ..                   | Jan. 1, 1912   | James Trounson ..                                                | 16 15     | Kaihu Booms      | Govt. ..           | 5 " *          | ..                                      | ..                              | 182 18 0                                                                          | 553 1 6               | 735 19 6             |  |
| GISBORNE SECTION.                    |                |                                                                  |           |                  |                    |                |                                         |                                 |                                                                                   |                       |                      |  |
| 956 R. 05/901 ..                     | July 1, 1905   | New Zealand Shipping Company (Limited)                           | ..        | Gisborne         | Grantees           | 10 years*      | Premium..                               | 250 0 0                         | 358 5 10                                                                          | 2 17 6                | 361 3 4              |  |
| 1099 R. 07/4316 ..                   | Nov. 1, 1908   | Gisborne Borough Council                                         | ..        | "                | "                  | 5 " *          | "                                       | Rental, £25                     | 707 19 11                                                                         | ..                    | 707 19 11            |  |
| 1227 R. 02/2717 ..                   | May 1, 1910    | Gisborne Borough Council                                         | ..        | "                | "                  | 5 " *          | "                                       | 150 0 0                         | 64 2 1                                                                            | ..                    | 64 2 1               |  |
| 1364 R. 03/106 ..                    | Aug. 1, 1912   | Gisborne Borough Council                                         | 12 21     | Kaiteratahi      | Govt. ..           | 5 " *          | "                                       | 260 0 0                         | 2 11 8                                                                            | 713 11 11             | 716 3 7              |  |
| 1389 R. 11/4503 ..                   | Mar. 1, 1913   | Gisborne Sheep-farmers' Frozen Meat Company (Limited)            | ..        | Gisborne         | Grantees           | 10 " *         | Premium..                               | 741 0 0                         | ..                                                                                | ..                    | ..                   |  |
| NORTH ISLAND MAIN LINE AND BRANCHES. |                |                                                                  |           |                  |                    |                |                                         |                                 |                                                                                   |                       |                      |  |
| 866 R. 93/3515 ..                    | Oct. 1, 1903   | Carr, Pountney, and Co. ...                                      | ..        | Morrinsville     | Grantees           | 10 years*      | +                                       | Rental, £25                     | 69 7 9                                                                            | 104 10 4              | 173 18 1             |  |
| 885 R. 04/956 ..                     | May 11, 1904   | A. and G. Price ..                                               | ..        | Thames           | Govt. ..           | Indefinite     | +                                       | ..                              | ..                                                                                | ..                    | ..                   |  |
| 912 R. 99/1973 ..                    | July 1, 1904   | Firth Pumice Company (Limited)                                   | 58 11     | Ohinewai         | Govt. and grantees | 10 years*      | ..                                      | Rental, £50                     | 164 10 2                                                                          | 466 4 7               | 630 14 9             |  |
| 919 R. 04/2322 ..                    | Oct. 1, 1904   | Auckland Farmers' Freezing Company (Limited)                     | 6 64      | Westfield        | Grantees           | 10 " *         | Premium..                               | 358 0 0                         | 8,675 3 4                                                                         | 2,886 13 10           | 11,561 17 2          |  |
| 977 R. 02/1392 ..                    | Mar. 1, 1906   | Bartholomew Land and Timber Company (Limited)                    | 43 20     | Ngatira          | "                  | 10 " *         | ..                                      | Rental, £50                     | 219 8 1                                                                           | 4,580 5 9             | 4,799 13 10          |  |
| 989 R. 03/4035 ..                    | Nov. 9, 1905   | Waihi Gold-mining Company (Limited)                              | ..        | Waikino          | Govt. ..           | 10 " *         | +                                       | Rental, £50                     | 5,314 9 9                                                                         | 85 18 9               | 5,400 8 6            |  |
| 990 R. 03/4035 ..                    | Feb. 1, 1906   | N.Z. Crown Mines Company (Limited)                               | ..        | Karangahake      | "                  | 10 " *         | ..                                      | ..                              | 615 18 8                                                                          | ..                    | 615 18 8             |  |
| 1010 R. 06/3300 ..                   | Nov. 1, 1906   | Auckland City Council ..                                         | ..        | Westfield        | Grantees           | 10 " *         | Premium..                               | 426 0 0                         | 109 18 10                                                                         | 1,194 16 2            | 1,304 15 0           |  |

|      |            |       |          |                                                                  |                  |           |           |                       |    |    |       |    |    |        |    |    |        |    |    |
|------|------------|-------|----------|------------------------------------------------------------------|------------------|-----------|-----------|-----------------------|----|----|-------|----|----|--------|----|----|--------|----|----|
| 1079 | R. 03/2332 | May   | 1, 1908  | Taupiri Coal - mines Company (Limited)                           | Huntly           | 5         | *         | 15                    | 15 | 1  | 195   | 8  | 3  | 45,528 | 10 | 2  | 45,723 | 18 | 3  |
| 1085 | R. 06/3864 | Aug.  | 1, 1908  | Dalgely and Co. (Limited)                                        | Auckland         | 10        | *         | 156                   | 10 | 0  | 806   | 19 | 8  | 17     | 16 | 11 | 824    | 16 | 7  |
| 1106 | R. 08/1808 | Feb.  | 1, 1909  | Morningside Quarry (Limited)                                     | Morningside      | 5         | *         | 479                   | 10 | 0  | ..    | .. | .. | 1,499  | 2  | 6  | 1,499  | 2  | 6  |
| 1111 | R. 08/3737 | Jan.  | 1, 1909  | Taringamutu Tokara Sawmilling Company (Limited)                  | Taringamutu      | 5         | *         | 180                   | 0  | 0  | 390   | 10 | 9  | 13,458 | 8  | 6  | 13,788 | 19 | 3  |
| 1113 | R. 03/4153 | Jan.  | 1, 1909  | Gardner Bros. and Parker                                         | New Lynn         | 5         | *         | Repairs, £14/13/16    | 0  | 0  | 24    | 14 | 4  | 3,054  | 15 | 1  | 3,079  | 9  | 5  |
| 1125 | R. 03/1660 | April | 1, 1909  | Taupo Tokara Timber Company                                      | Putaruru         | 5         | *         | 16                    | 0  | 0  | ..    | .. | .. | 6,960  | 18 | 5  | 6,960  | 18 | 5  |
| 1139 | R. 08/2805 | Nov.  | 1, 1908  | New Zealand Loan and Mercantile Agency Company (Limited)         | Otago            | 10        | *         | 1,202                 | 2  | 6  | 6,818 | 15 | 2  | 743    | 15 | 1  | 7,562  | 10 | 3  |
| 1161 | R. 99/3007 | June  | 1, 1909  | Taupiri Coal-mines (Limited)                                     | Huntly           | 5         | *         | Repairs, £2/2/3       | .. | .. | 328   | 5  | 8  | 30,352 | 5  | 6  | 30,680 | 11 | 2  |
| 1166 | R. 04/945  | June  | 1, 1909  | New Zealand Brick, Tile, and Pottery Company (Limited)           | New Lynn         | 5         | *         | Repairs, £5/10        | .. | .. | ..    | .. | .. | 2,273  | 9  | 9  | 2,273  | 9  | 9  |
| 1171 | R. 04/2378 | June  | 1, 1909  | Auckland Veneer and Timber Company (Limited)                     | Onehunga         | 10        | *         | Rental, £25           | .. | .. | 5,744 | 9  | 2  | 89     | 17 | 3  | 5,834  | 6  | 5  |
| 1190 | R. 02/2630 | Oct.  | 1, 1909  | Wilson's Portland Cement Company (Limited)                       | Te Kuiti         | 5         | *         | Rep's, £9/8/11        | .. | .. | ..    | .. | .. | 1,193  | 17 | 2  | 1,193  | 17 | 2  |
| 1205 | R. 99/1601 | Jan.  | 1, 1910  | R. and W. Hellaby (Limited)                                      | Westfield        | 10        | *         | Rental, £12           | .. | .. | 516   | 8  | 5  | 1,031  | 3  | 3  | 1,547  | 11 | 8  |
| 1207 | R. 00/107  | Jan.  | 1, 1910  | Kemphorne, Plosser, and Co.'s New Zealand Drug Company (Limited) | ..               | 10        | *         | 60                    | 10 | 2  | 2,691 | 7  | 2  | 9,443  | 11 | 3  | 12,134 | 18 | 5  |
| 1210 | R. 05/887  | April | 1, 1910  | Shaw, Savill, and Albion Company (Limited)                       | Auckland         | 5         | *         | Repairs, £14/9/       | .. | .. | 368   | 11 | 6  | ..     | .. | .. | 368    | 11 | 6  |
| 1217 | R. 04/2105 | Nov.  | 1, 1909  | Ellis and Burnard (Limited) and Patate Timber Company (Limited)  | Manunui          | 5         | *         | Rental, £50           | .. | .. | 221   | 14 | 9  | 2,309  | 17 | 8  | 2,531  | 12 | 5  |
| 1219 | R. 10/653  | Mar.  | 1, 1910  | Kauri Timber Company (Limited)                                   | Owharua          | 5         | *         | 544                   | 0  | 0  | ..    | .. | .. | 2,299  | 7  | 8  | 2,299  | 7  | 8  |
| 1229 | R. 02/2510 | May   | 1, 1910  | Pukewaka Sawmills (Limited)                                      | Matapoua         | 5         | *         | ..                    | .. | .. | 183   | 13 | 1  | 6,647  | 16 | 8  | 6,831  | 9  | 9  |
| 1233 | R. 98/3564 | Aug.  | 1, 1910  | Auckland Farmers' Freezing Company (Limited)                     | Auckland         | 3         | *         | Rental, £50           | .. | .. | 2,107 | 13 | 4  | 480    | 7  | 11 | 2,588  | 1  | 3  |
| 1242 | R. 04/3883 | Mar.  | 1, 1910  | Drury Fireday, Brick, and Potteries (Limited)                    | Drury            | 5         | *         | Repairs, £33 12s. 2d. | .. | .. | 70    | 15 | 3  | 202    | 6  | 8  | 273    | 1  | 11 |
| 1242 | R. 04/1368 | Oct.  | 1, 1910  | Leyland O'Brien Timber Company (Limited)                         | Auckland         | 5         | *         | Rep's, £11/15/3       | .. | .. | 2,642 | 18 | 9  | ..     | .. | .. | 2,642  | 18 | 9  |
| 1246 | R. 00/390  | Feb.  | 1, 1910  | Union Oil, Soap, and Candle Company (Limited)                    | Westfield        | 10        | *         | Repairs, £3 19s.      | .. | .. | 694   | 2  | 9  | 707    | 13 | 3  | 1,401  | 16 | 0  |
| 1249 | R. 10/349  | Oct.  | 1, 1910  | J. J. Craig (Limited)                                            | Mount Eden       | 10        | *         | Rental, £25           | .. | .. | 1,550 | 10 | 0  | 18     | 3  | 6  | 1,568  | 13 | 6  |
| 1261 | R. 00/668  | July  | 1, 1910  | New Zealand Loan and Mercantile Agency Company (Limited)         | Hamilton         | 10        | *         | Rental, £25           | .. | .. | 144   | 14 | 9  | 61     | 18 | 5  | 206    | 13 | 2  |
| 221  | R. 98/365  | Dec.  | 13, 1880 | Gear Meat Preserving and Freezing Company (Limited)              | Petone           | Undefined | Undefined | 117                   | 19 | 11 | 1,226 | 3  | 8  | 4,273  | 16 | 10 | 5,500  | 0  | 6  |
| 368  | R. 96/3927 | Nov.  | 1, 1903  | Nelson Bros. (Limited)                                           | Toronoa          | 10 years* | 10 years* | Rental, £25           | .. | .. | 2,386 | 5  | 7  | 3,578  | 13 | 9  | 5,964  | 19 | 4  |
| 882  | R. 03/4089 | Mar.  | 1, 1904  | Union Timber, Sash, and Door Company (Limited)                   | Palmerston North | 10        | *         | 121                   | 0  | 0  | 814   | 1  | 2  | 66     | 14 | 11 | 880    | 16 | 1  |
| 883  | R. 04/291  | Mar.  | 1, 1904  | William Cook                                                     | ..               | 10        | *         | 121                   | 0  | 0  | 892   | 3  | 0  | 398    | 9  | 0  | 1,290  | 12 | 0  |
| 896  | R. 04/955  | July  | 1, 1904  | The West Coast Steamship and Trading Company                     | ..               | 10        | *         | 90                    | 0  | 0  | 38    | 7  | 3  | 1      | 1  | 8  | 34     | 8  | 11 |
| 922  | R. 04/1516 | Nov.  | 1, 1904  | Thomas Borthwick and Sons                                        | Pakipaki         | 10        | *         | 1,116                 | 0  | 0  | 2,552 | 12 | 8  | 2,096  | 19 | 4  | 4,649  | 12 | 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, 1913—continued.

| Hd. Office.                                    | 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, 1913. |             |             |  |
|------------------------------------------------|---------------|----------------|---------------------------------------------------------------|-----------|------------------|--------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|-------------|-------------|--|
|                                                |               |                |                                                               |           |                  |                    |                |                                         |                                | In.                                                                              | Out.        | Total.      |  |
| NORTH ISLAND MAIN LINE AND BRANCHES—continued. |               |                |                                                               |           |                  |                    |                |                                         |                                |                                                                                  |             |             |  |
|                                                |               |                |                                                               | M. ch.    |                  |                    |                |                                         | £ s. d.                        | £ s. d.                                                                          | £ s. d.     | £ s. d.     |  |
| 924                                            | R. 03/4058 .. | Nov. 1, 1904   | Manawatu Racing Club ..                                       | ..        | Awapuni          | Grantees           | 10 years*      | Premium..                               | 487 0 0                        | ..                                                                               | ..          | ..          |  |
| 938                                            | R. 04/2133 .. | Nov. 18, 1904  | The Manawatu Timber Company (Limited)                         | 37 69     | Utiku ..         | "                  | 10 "           | "                                       | 204 4 6                        | 10 15 2                                                                          | 1 15 9      | 12 10 11    |  |
| 965                                            | R. 05/2546 .. | Oct. 1, 1905   | De Pelichet McLeod Company ..                                 | ..        | Hastings         | Grantee            | 10 "           | "                                       | 170 0 0                        | 572 1 9                                                                          | 78 16 7     | 650 18 4    |  |
| 973                                            | R. 96/114 ..  | Jan. 1, 1906   | Robert Holt ..                                                | ..        | Napier           | Govt. ..           | 10 "           | "                                       | Rental, £25                    | 3 326 3 8                                                                        | ..          | 3 326 3 8   |  |
| 1002                                           | R. 03/951 ..  | June 1, 1906   | Wellington Meat Export Company (Limited)                      | 111 79    | Ngahauranga      | Grantees           | 10 "           | "                                       | Rental, £25                    | 16,903 17 1                                                                      | 3,161 2 11  | 20,065 0 0  |  |
| 1014                                           | R. 01/2396 .. | Oct. 1, 1906   | Henry Brown and Co. ..                                        | ..        | Morley Street    | "                  | 10 "           | Premium..                               | 156 0 0                        | 166 3 9                                                                          | 238 8 11    | 404 12 8    |  |
| 1018                                           | R. 06/2769 .. | Feb. 1, 1907   | Department of Mines ..                                        | ..        | Wanganui         | "                  | 10 "           | "                                       | Rental, £25                    | 135 0 0                                                                          | 47 15 11    | 430 12 10   |  |
| 1022                                           | R. 06/3785 .. | Jan. 1, 1907   | R. Wilson and Co. ..                                          | ..        | Marton           | "                  | 10 "           | "                                       | Rental, £25                    | 185 0 0                                                                          | 288 5 1     | 219 9 6     |  |
| 1034                                           | R. 02/3212 .. | Mar. 26, 1907  | Wellington Meat Export Company (Limited)                      | ..        | Waingawa         | "                  | 10 "           | "                                       | Rental, £25                    | 3 10 0                                                                           | 51 2 0      | 2,396 13 8  |  |
| 1046                                           | R. 07/1141 .. | Oct. 1, 1907   | New Zealand Shipping Company (Limited)                        | ..        | Foxton           | "                  | 10 "           | "                                       | Rental, £25                    | 94 0 0                                                                           | 973 11 0    | 410 8 11    |  |
| 1069                                           | R. 97/3534 .. | Mar. 1, 1908   | Levin and Co. ..                                              | ..        | Masterton        | Govt. and grantees | 10 "           | "                                       | Rental, £25                    | 992 0 1                                                                          | 1,463 6 3   | 2,455 6 4   |  |
| 1077                                           | R. 02/2937 .. | May 1, 1908    | Wairarapa Farmers' Co-operative Association                   | ..        | "                | Grantees           | 10 "           | Premium..                               | 152 0 0                        | 59 15 4                                                                          | 127 0 9     | 186 16 1    |  |
| 1081                                           | R. 00/2784 .. | June 1, 1908   | Mauriceville Lime Company ..                                  | ..        | Mauriceville     | "                  | 5 "            | "                                       | Rental, £25                    | 87 11 2                                                                          | 364 3 3     | 451 14 5    |  |
| 1082                                           | R. 03/2618 .. | Sept. 1, 1908  | A. Quinlan ..                                                 | 93 36     | Hukarui          | "                  | 5 "            | "                                       | 237 5 6                        | 29 13 7                                                                          | 108 0 2     | 108 0 2     |  |
| 1087                                           | R. 98/3331 .. | Oct. 1, 1908   | W. G. Bassett ..                                              | 2 11      | Wanganui         | "                  | 10 "           | "                                       | Rental, £25                    | 1,008 14 1                                                                       | 2,794 13 2  | 2,824 6 9   |  |
| 1094                                           | R. 98/3766 .. | Jan. 1, 1909   | Dalgaty and Co. ..                                            | ..        | Port Ahuriri     | "                  | 10 "           | "                                       | Rental, £25                    | 46 2 5                                                                           | 1,054 16 6  | 1,054 16 6  |  |
| 1095                                           | R. 06/2689 .. | Dec. 1, 1908   | G. Gardner and Sons ..                                        | 250 48    | Hinetahi         | "                  | 5 "            | Premium..                               | 1,040 0 0                      | 2,288 2 8                                                                        | 14 6 9      | 2,302 9 5   |  |
| 1096                                           | R. 08/3485 .. | Jan. 1, 1909   | W. Booth and Co. ..                                           | 247 10    | Hinetahi         | "                  | 5 "            | "                                       | 473 0 0                        | 2,108 18 3                                                                       | 45 9 0      | 2,154 7 3   |  |
| 1100                                           | R. 08/3724 .. | Jan. 1, 1909   | Geo. Syme ..                                                  | ..        | Tangiwai         | "                  | 5 "            | "                                       | 306 0 0                        | 1,873 13 3                                                                       | 85 1 7      | 1,958 14 10 |  |
| 1101                                           | R. 09/262 ..  | Jan. 1, 1909   | Quinn Bros. ..                                                | ..        | Hinetahi         | "                  | 5 "            | "                                       | 440 0 0                        | 2,184 5 9                                                                        | 109 5 3     | 2,293 11 0  |  |
| 1103                                           | R. 05/3440 .. | Feb. 1, 1909   | N. King ..                                                    | ..        | New Plymouth     | "                  | 10 "           | "                                       | Rental, £25                    | 282 9 10                                                                         | 380 7 3     | 612 17 1    |  |
| 1110                                           | R. 08/187 ..  | Jan. 1, 1909   | Masterton Borough Council ..                                  | ..        | Masterton        | "                  | 5 "            | Premium..                               | 470 0 0                        | 1,128 16 3                                                                       | 91 12 8     | 1,220 8 11  |  |
| 1117                                           | R. 99/1984 .. | May 1, 1909    | Wanganui Sash and Door Company (Limited)                      | ..        | Wanganui         | "                  | 5 "            | Repairs ..                              | 23 18 6                        | 66 6 1                                                                           | 4,590 8 11  | 4,656 15 0  |  |
| 1142                                           | R. 09/1892 .. | April 1, 1909  | National Mortgage and Agency Company of New Zealand (Limited) | ..        | Longburn         | "                  | 10 "           | "                                       | Rental, £25                    | 482 4 11                                                                         | 3,162 12 10 | 3,644 17 9  |  |
| 1151                                           | R. 01/2280 .. | May 1, 1909    | Henry Carlson ..                                              | ..        | Pukehou          | "                  | 5 "            | "                                       | Repairs, £10                   | 37 11 8                                                                          | 215 5 0     | 37 11 8     |  |
| 1160                                           | R. 98/3250 .. | May 1, 1909    | Department of Lands ..                                        | ..        | Piripiri         | "                  | 5 "            | "                                       | Rental, £25                    | 62 6 0                                                                           | 1,786 4 10  | 277 11 0    |  |
| 1165                                           | R. 97/2271 .. | Aug. 1, 1909   | George Bartholomew Company (Limited)                          | ..        | Fairfield        | "                  | 10 "           | "                                       | ..                             | 62 2 5                                                                           | ..          | 1,848 7 3   |  |
| 1174                                           | R. 12/2589 .. | Oct. 1, 1909   | Manawatu County Council ..                                    | ..        | Himantangi       | "                  | 5 "            | "                                       | ..                             | 2 648 11 7                                                                       | 79 10 8     | 2 728 2 3   |  |
| 1177                                           | R. 98/2734 .. | Feb. 1, 1909   | C. N. Clausen ..                                              | ..        | Palmerston North | "                  | 10 "           | "                                       | Rental, £25                    | ..                                                                               | ..          | 2,728 2 3   |  |



## RETURN NO. 24—continued.

## PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1913—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, 1913. |                    |                       |       |  |
|------------------------------------------------|---------------|----------------|-------------------------------------------------------|-----------|------------------|-------------------|----------------|-----------------------------------------|-----------------------------------|----------------------------------------------------------------------------------|--------------------|-----------------------|-------|--|
|                                                |               |                |                                                       |           |                  |                   |                |                                         |                                   | In.                                                                              | Out.               | £                     | s. d. |  |
| NORTH ISLAND MAIN LINE AND BRANCHES—continued. |               |                |                                                       |           |                  |                   |                |                                         |                                   |                                                                                  |                    |                       |       |  |
| M. ch.                                         |               |                |                                                       |           |                  |                   |                |                                         |                                   |                                                                                  |                    |                       |       |  |
| 1318                                           | R. 07/2777 .. | Mar. 1, 1912   | Napier Gas Company (Limited)                          | ..        | Napier ..        | Grantees          | 10 years*      | Premium..                               | £ s. d.<br>160 0 0<br>Rental, £50 | £ s. d.<br>795 6 10                                                              | £ s. d.<br>253 3 0 | £ s. d.<br>1,048 9 10 |       |  |
| 1323                                           | R. 07/1584 .. | May 1, 1912    | Selwyn Timber Company (Limited)                       | ..        | Putaruru         | +                 | 5 "            | +                                       | ..                                | 114 15 1                                                                         | 1,296 8 5          | 1,411 3 6             |       |  |
| 1324                                           | R. 10/3879 .. | Dec. 31, 1911  | Felding Sash and Door Company (Limited)               | ..        | Ohakune          | Grantees          | 5 "            | Premium..                               | 300 0 0                           | 6,234 3 6                                                                        | 49 19 2            | 6,284 2 8             |       |  |
| 1326                                           | R. 11/5571 .. | April 1, 1912  | B. L. Knight                                          | ..        | Raurimu          | "                 | 5 "            | "                                       | 190 0 0                           | 125 2 3                                                                          | 938 12 11          | 1,063 15 2            |       |  |
| 1329                                           | R. 09/1294 .. | May 1, 1912    | J. J. Craig (Limited)                                 | ..        | Auckland         | +                 | 2 "            | "                                       | 100 0 0                           | 7,326 7 8                                                                        | 119 2 7            | 7,445 10 3            |       |  |
| 1331                                           | R. 07/895 ..  | July 1, 1912   | Andrews and Gosse                                     | ..        | Belmont          | +                 | 5 "            | +                                       | Repairs, £3/5/-                   | 21 15 11                                                                         | 1,103 19 11        | 1,125 15 10           |       |  |
| 1332                                           | R. 09/1157 .. | April 1, 1912  | Public Works Department                               | ..        | Mount Eden       | Grantees          | 5 "            | "                                       | ..                                | 18 11 6                                                                          | 76 12 9            | 95 4 3                |       |  |
| 1334                                           | R. 12/3243 .. | April 1, 1912  | Public Works Department                               | ..        | Wayby ..         | "                 | 5 "            | "                                       | Repairs, £6/10/-                  | 868 18 9                                                                         | 3,421 18 5         | 4,290 17 2            |       |  |
| 1337                                           | R. 01/886 ..  | Nov. 1, 1911   | West Coast Refrigerating Company (Limited)            | ..        | Patea            | +                 | 5 "            | +                                       | Rep'r's, 12s. 8d.<br>Rental, £25  | 112 14 6                                                                         | 164 4 2            | 276 18 8              |       |  |
| 1339                                           | R. 02/2478 .. | Sept. 1, 1912  | Wanganui Dairy Company (Limited)                      | ..        | Aramoho          | +                 | 5 "            | +                                       | ..                                | 96 3 3                                                                           | 59 12 5            | 155 15 8              |       |  |
| 1341                                           | R. 00/1840 .. | April 1, 1912  | Department of Justice                                 | ..        | Mount Eden       | +                 | 2½ "           | +                                       | ..                                | 5 16 0                                                                           | 28 12 3            | 34 8 3                |       |  |
| 1342                                           | R. 00/1840 .. | April 1, 1912  | Post and Telegraph Department                         | ..        | "                | +                 | 2½ "           | +                                       | ..                                | 190 14 6                                                                         | ..                 | 190 14 6              |       |  |
| 1343                                           | R. 00/1840 .. | April 1, 1912  | Colonial Ammunition Company (Limited)                 | ..        | "                | +                 | 2½ "           | +                                       | ..                                | 3,095 10 0                                                                       | 78 11 6            | 3,174 1 6             |       |  |
| 1346                                           | R. 03/8714 .. | July 1, 1912   | Winstone Limited                                      | ..        | Belmont          | +                 | 10 "           | +                                       | Rental, £25<br>Repairs, £2/4/-    | 4 5 7                                                                            | 925 6 2            | 929 11 9              |       |  |
| 1347                                           | R. 07/2501 .. | Aug. 1, 1912   | Belmont Quarry Company (Limited)                      | ..        | Matamata         | Grantees          | 10 "           | Premium..                               | 161 0 0                           | 134 6 8                                                                          | 2 0 2              | 136 6 10              |       |  |
| 1348                                           | R. 07/618 ..  | Sept. 1, 1912  | Farmers' Co-operative Auctioneering Company (Limited) | ..        | "                | +                 | 1 "            | +                                       | Rental, £25                       | 4,260 0 8                                                                        | 361 17 4           | 4,621 18 0            |       |  |
| 1351                                           | R. 03/600 ..  | July 1, 1912   | Winstone Limited                                      | ..        | Auckland         | +                 | 5 "            | +                                       | Rental, £50                       | 1,387 19 0                                                                       | 185 10 8           | 1,573 9 8             |       |  |
| 1357                                           | R. 02/3099 .. | Sept. 1, 1912  | Williams and Kettle (Limited)                         | ..        | Hastings         | +                 | 5 "            | "                                       | 384 0 0                           | 5 1 10                                                                           | 85 18 2            | 91 0 0                |       |  |
| 1360                                           | R. 12/3433 .. | Oct. 1, 1912   | Te Aroha Quarry Company                               | ..        | Tirohia          | Grantees          | 5 "            | Premium..                               | 498 0 0                           | 62 18 7                                                                          | 91 15 2            | 154 13 9              |       |  |
| 1361                                           | R. 03/8698 .. | Oct. 1, 1912   | Gilmer and Maguire                                    | ..        | Belmont          | "                 | 5 "            | "                                       | 600 0 0                           | 326 3 6                                                                          | 131 15 6           | 457 19 0              |       |  |
| 1362                                           | R. 12/2857 .. | Oct. 1, 1912   | Eltham Co-operative Dairy Factory Company (Limited)   | ..        | Eltham           | "                 | 10 "           | "                                       | ..                                | 31 17 3                                                                          | 1,054 7 6          | 1,086 4 9             |       |  |
| 1363                                           | R. 12/4080 .. | July 1, 1912   | Public Works Department                               | ..        | Wellington       | Govt. ..          | 5 "            | +                                       | Repairs, £86                      | ..                                                                               | 2,062 12 0         | 2,062 12 0            |       |  |
| 1368                                           | R. 00/613 ..  | Nov. 1, 1912   | Auckland Brick and Pottery Company                    | ..        | New Lynn         | +                 | 5 "            | +                                       | Repairs, £37 12s. 7d.             | ..                                                                               | 3,749 10 9         | 3,749 10 9            |       |  |
| 1369                                           | R. 02/670 ..  | Oct. 1, 1912   | United Coal Company (Limited)                         | ..        | Whangamarino ..  | +                 | 5 "            | +                                       | 129 0 0                           | 208 4 10                                                                         | ..                 | 208 4 10              |       |  |
| 1372                                           | R. 11/4903 .. | Nov. 1, 1912   | Wellington Woollen Manufacturing Company (Limited)    | ..        | Petone ..        | Grantees          | 10 "           | Premium..                               | Rental, £25                       | ..                                                                               | ..                 | ..                    |       |  |
| 1373                                           | R. 12/4815 .. | Dec. 1, 1912   | Farmers' Co-operative Auctioneering Company (Limited) | ..        | Frankton         | "                 | 10 "           | "                                       | 151 11 6                          | ..                                                                               | ..                 | ..                    |       |  |
| 1376                                           | R. 12/4814 .. | Dec. 1, 1912   | Goodfellow Limited                                    | ..        | "                | "                 | 10 "           | "                                       | 151 11 6                          | ..                                                                               | ..                 | ..                    |       |  |
| 1382                                           | R. 10/5535 .. | Jan. 1, 1913   | May Morn Estates (New Zealand) (Limited)              | ..        | Mangaroa         | "                 | 10 "           | "                                       | Rental, £25<br>663 0 0            | 227 16 11                                                                        | ..                 | 227 16 11             |       |  |
| 1384                                           | R. 10/3878 .. | Nov. 1, 1912   | J. N. Williams ..                                     | ..        | Hastings         | "                 | 10 "           | "                                       | Rental, £50<br>340 0 0            | ..                                                                               | ..                 | ..                    |       |  |

| 1385                                 | R. 04/1751 .. | Feb. 17, 1912  | Waitemata County Council, Kipara Co-operative Dairy Factory Company (Limited), Durand and Trengrove | Helensville South  | †                  | 10 | *          | †         | Repairs, \$261<br>Rental, \$25 | 266 19 8    | 48 3 10     | 315 3 6     |
|--------------------------------------|---------------|----------------|-----------------------------------------------------------------------------------------------------|--------------------|--------------------|----|------------|-----------|--------------------------------|-------------|-------------|-------------|
| 1386                                 | R. 00/2214 .. | Jan. 1, 1913   | Kendrick Bros. ...                                                                                  | Aramoho            | †                  | 5  | *          | †         | 352 0 0                        | 194 9 8     | 71 10 0     | 265 19 8    |
| 1387                                 | R. 12/1096 .. | June 1, 1913   | Levin and Co. (Limited) ..                                                                          | Kaiwarra           | Grantees           | 10 | *          | Premium.. | Rental, \$50                   | ..          | ..          | ..          |
| 1388                                 | R. 12/2555 .. | Jan. 1, 1913   | Hawke's Bay Farmers' Co-operative Association (Limited)                                             | Waipukurau         | "                  | 10 | *          | "         | Rental, \$25                   | 4 10 6      | 40 17 6     | 45 8 0      |
| 1393                                 | R. 12/3461 .. | Jan. 1, 1913   | Ellis and Burnard                                                                                   | Ongarue            | "                  | 5  | *          | "         | 574 0 0                        | ..          | ..          | ..          |
| 1395                                 | R. 07/2668 .. | Jan. 1, 1913   | Rangataua Timber Company (Limited)                                                                  | Rangataua          | †                  | 5  | *          | †         | Repairs, \$22                  | 2,839 4 0   | 14 5 1      | 2,853 9 1   |
| 1398                                 | R. 01/1877 .. | Jan. 1, 1913   | G. H. Stubbs                                                                                        | Waitara            | †                  | 1  | *          | †         | Rental, \$25                   | 312 6 7     | 199 12 9    | 511 19 4    |
| 1399                                 | R. 02/1854 .. | April 1, 1913  | Tiratu Sawmilling Company                                                                           | Mangatera          | †                  | 5  | *          | †         | Repairs, \$21/12/-             | 46 5 11     | 1,194 11 11 | 1,240 17 10 |
| SOUTH ISLAND MAIN LINE AND BRANCHES. |               |                |                                                                                                     |                    |                    |    |            |           |                                |             |             |             |
| .. 3                                 | R. 96/1630 .. | Dec. 28, 1870  | J. Mill and Co. ..                                                                                  | Oamaru             | Govt. ..           | .. | Indefinite | ..        | ..                             | 663 9 2     | 418 4 10    | 1,081 14 0  |
| 13                                   | R. 98/4310 .. | Dec. 18, 1874  | Richard Allen                                                                                       | Riccarton          | "                  | .. | Indefinite | ..        | ..                             | 1,021 1 6   | 2,185 14 1  | 3,206 15 7  |
| 20                                   | R. 96/1984 .. | Dec. 11, 1875  | Oamaru Harbour Board ..                                                                             | Oamaru             | "                  | .. | Indefinite | ..        | ..                             | 3,571 18 11 | 1,731 7 4   | 5,303 6 3   |
| 32                                   | R. 99/3100 .. | April 7, 1876  | Richard Evans ..                                                                                    | Wilson's Siding    | Grantee            | .. | "          | ..        | ..                             | 87 1 7      | 127 19 1    | 215 0 8     |
| 33                                   | R. 00/945 ..  | April 22, 1876 | D. C. Turnbull and Co. ..                                                                           | Timaru             | Govt. ..           | .. | "          | ..        | ..                             | 643 0 11    | 599 3 8     | 1,242 4 7   |
| 37                                   | R. 02/641 ..  | July 18, 1876  | J. Deans                                                                                            | Glentunnel         | "                  | .. | "          | ..        | ..                             | 49 4 10     | 1,786 11 10 | 1,835 16 8  |
| 120                                  | R. 00/2193 .. | Jan. 23, 1878  | Clark Bros. ..                                                                                      | Maheno             | "                  | .. | Undefined  | ..        | ..                             | 497 12 9    | 1,631 11 0  | 2,129 3 9   |
| 178                                  | R. 89/2348 .. | — 1878         | Oamaru Harbour Board ..                                                                             | Oamaru (1st sidg.) | "                  | .. | Indefinite | Premium.. | { 300 0 0 }                    | 1,864 18 6  | 1,300 10 7  | 3,165 9 1   |
| 238                                  | R. 00/473 ..  | Jan. 10, 1882  | Mosgiel Woollen-factory Company                                                                     | Mosgiel Township   | "                  | .. | "          | ..        | ..                             | 332 10 9    | 70 1 5      | 402 12 2    |
| 816                                  | R. 92/806 ..  | Mar. 1, 1902   | N.Z. Loan and Mercantile Agency Company (Limited)                                                   | South Malvern      | "                  | .. | "          | ..        | ..                             | ..          | 31 3 11     | 31 3 11     |
| 885                                  | R. 03/477 ..  | Dec. 1, 1902   | Donald Reid and Co. (Limited) ..                                                                    | Christchurch       | Grantees           | .. | 10 years*  | ..        | Rental, \$50                   | 1,498 12 10 | 729 16 9    | 2,228 9 7   |
| 844                                  | R. 93/1075 .. | Feb. 1, 1903   | N.Z. Loan and Mercantile Agency Company (Limited)                                                   | Dunedin            | "                  | .. | 10         | *         | Rental, \$50                   | 3,962 4 10  | 579 10 5    | 4,541 15 3  |
| 845                                  | R. 03/1083 .. | May 1, 1903    | A. P. Tutton                                                                                        | Gore ..            | "                  | .. | 10         | *         | Repairs, \$215s.               | 224 6 4     | 268 2 6     | 492 8 10    |
| 849                                  | R. 93/2140 .. | May 1, 1903    | Nichel Bros. ..                                                                                     | Rangiora           | "                  | .. | 10         | *         | Rental, \$25                   | 53 6 10     | 64 17 1     | 118 3 11    |
| 853                                  | R. 99/1940 .. | May 1, 1903    | Lyttelton Borough Council (Shaw, Savill, and Albion Company, Kaye and Carter, tenants)              | Bluff              | "                  | .. | 10         | *         | Rental, \$50                   | 1,782 0 11  | 1,837 5 2   | 3,619 6 1   |
| 854                                  | R. 02/3125 .. | June 1, 1903   | Vacuum Oil Company ..                                                                               | Lyttelton          | "                  | .. | 10         | *         | Rental, \$50                   | 4,878 3 5   | 1,716 3 10  | 6,594 7 3   |
| 856                                  | R. 03/1919 .. | June 1, 1903   | Pyne and Co. ..                                                                                     | Christchurch       | Govt. ..           | .. | 10         | *         | Rental, \$50                   | 1,759 15 4  | 199 9 5     | 1,959 4 9   |
| 860                                  | R. 03/2316 .. | Aug. 1, 1903   | Canterbury Frozen Meat and Dairy produce Export Company (Ltd.)                                      | Pareora            | Grantees           | .. | 10         | *         | Rental, \$50                   | 2,496 5 6   | 1,616 8 7   | 4,112 14 1  |
| 881                                  | R. 97/2385 .. | Feb. 1, 1904   | J. G. Ward                                                                                          | Bluff              | "                  | .. | 10         | *         | Rental, \$50                   | 4,883 9 3   | 2,574 12 10 | 7,458 2 1   |
| 888                                  | R. 03/4076 .. | June 1, 1904   | North Canterbury Co-operative Stores Company (Limited)                                              | Rangiora           | "                  | .. | 10         | *         | Rental, \$50                   | 4,534 9 3   | 985 3 6     | 5,519 13 2  |
| 901                                  | R. 04/1850 .. | July 1, 1904   | Christchurch Tramway Board                                                                          | Christchurch       | "                  | .. | 10         | *         | Rental, \$25                   | 356 17 6    | 125 18 6    | 482 16 0    |
| 914                                  | R. 94/3672 .. | Oct. 1, 1904   | N.Z. Loan and Mercantile Agency Company (Limited)                                                   | Dunedin            | Govt. and grantees | .. | 10         | *         | Rental, \$50                   | 1,825 5 4   | 6 3 6       | 1,831 8 10  |
|                                      |               |                |                                                                                                     |                    |                    |    |            | †         | Rental, \$50                   | 2,066 15 4  | 634 19 8    | 2,701 15 0  |

\* Three months' notice. † Stiding 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, 1913—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 Sidings during the Year ending 31st March, 1913. |                        |             | Total. |
|-------------------------------------------------------|------------|----------------|----------------------------------------------------------------|-----------|------------------|--------------------|----------------|-----------------------------------------|--------------------------------|-----------------------------------------------------------------------------------|------------------------|-------------|--------|
|                                                       |            |                |                                                                |           |                  |                    |                |                                         |                                | In.                                                                               | Out.                   |             |        |
|                                                       |            |                |                                                                |           |                  |                    |                |                                         | £ s. d.                        | £ s. d.                                                                           | £ s. d.                | £ s. d.     |        |
| <b>SOUTH ISLAND MAIN LINE AND BRANCHES—continued.</b> |            |                |                                                                |           |                  |                    |                |                                         |                                |                                                                                   |                        |             |        |
|                                                       |            |                |                                                                | M. ch.    |                  |                    |                |                                         |                                |                                                                                   |                        |             |        |
| 928                                                   | R. 04/2853 | Jan. 1, 1905   | Thomas Todd and Sons ..                                        | 3 41      | West Plains      | Grantees           | 10 years*      | Premium..                               | Rental, £50                    | 412 17 4                                                                          | 279 19 4               | 692 16 8    |        |
| 933                                                   | R. 94/3949 | Dec. 1, 1904   | N.Z. Loan and Mercantile Agency Company (Limited)              | ..        | Invercargill     | "                  | 10 "           | †                                       | Rental, £50                    | 670 11 0                                                                          | 608 0 0                | 1,278 11 0  |        |
| 948                                                   | R. 01/2761 | Jan. 1, 1905   | J. E. Watson and Co. (Limited)                                 | ..        | Bluff            | Govt.              | 10 "           | †                                       | Rental, £50                    | 541 15 6                                                                          | 1,473 18 3             | 2,015 13 9  |        |
| 952                                                   | R. 95/2127 | May 1, 1905    | G. McClatchie and Co. ..                                       | 6 9       | Christchurch     | "                  | 10 "           | †                                       | Rental, £50                    | 3,306 2 9                                                                         | 224 2 6                | 3,530 5 3   |        |
| 964                                                   | R. 05/2953 | Sept. 1, 1905  | Dalgaty and Co. (Limited)                                      | ..        | Timaru           | Grantees           | 10 "           | Premium..                               | 75 0 0                         | 876 8 5                                                                           | 401 6 8                | 1,277 15 1  |        |
| 974                                                   | R. 98/1111 | Jan. 1, 1906   | Broad, Small, and Co. ..                                       | 374 46    | Invercargill     | Govt.              | 10 "           | "                                       | Rental, £50                    | 211 10 0                                                                          | 43 0 0                 | 254 10 0    |        |
| 979                                                   | R. 03/1149 | Jan. 1, 1906   | J. G. Ward and J. T. Carswell ..                               | 374 39    | "                | Grantees           | 10 "           | "                                       | Rental, £50                    | 880 0 0                                                                           | 810 10 0               | 1,690 10 0  |        |
| 982                                                   | R. 05/2912 | Jan. 1, 1906   | New Zealand Farmers' Co-operative Association (Limited)        | ..        | Lake Road        | "                  | 10 "           | "                                       | Rental, £50                    | 99 8 7                                                                            | 856 14 1               | 956 2 8     |        |
| 994                                                   | R. 01/776  | May 1, 1906    | Fleming and Co. ..                                             | ..        | Gore             | "                  | 10 "           | †                                       | Rental, £25                    | 1,261 9 10                                                                        | 678 12 9               | 1,940 2 7   |        |
| 996                                                   | R. 06/946  | May 1, 1906    | N.Z. Govt. Mines Department ..                                 | ..        | Christchurch     | "                  | 10 "           | Premium..                               | 230 0 0                        | 2,191 7 9                                                                         | 35 10 3                | 2,226 18 0  |        |
| 1000                                                  | R. 96/2443 | July 1, 1906   | Christchurch Meat Company (Ltd.)                               | ..        | Hornby           | "                  | 10 "           | †                                       | Rental, £50                    | 141 18 0                                                                          | 129 6 0                | 271 4 0     |        |
| 1001                                                  | R. 96/3013 | July 1, 1906   | James Macfie and Co. (Limited)                                 | ..        | Dunedin          | Govt.              | 10 "           | †                                       | Rental, £50                    | 2,925 1 0                                                                         | 12 11 11               | 2,937 12 11 |        |
| 1015                                                  | R. 02/2502 | Aug. 1, 1906   | William Quinn ..                                               | 121 76    | Otaio            | Govt. and grantees | 10 "           | †                                       | Rental, £25                    | 127 12 9                                                                          | 25 12 0                | 153 4 9     |        |
| 1017                                                  | R. 06/3093 | Jan. 1, 1907   | N.M. and A. Co. of N.Z. (Limited)                              | ..        | Invercargill     | Grantees           | 10 "           | Premium..                               | 12 0 0                         | 760 10 0                                                                          | 660 15 0               | 1,421 5 0   |        |
| 1019                                                  | R. 98/410  | Dec. 1, 1906   | Christchurch Meat Company ..                                   | ..        | Smithfield       | "                  | 10 "           | †                                       | Rental, £50                    | 8,156 4 8                                                                         | 4,818 17 6             | 12,975 2 2  |        |
| 1028                                                  | R. 99/671  | Mar. 1, 1907   | Bruce Woollen Manufacturing Coy.                               | ..        | Milton           | Grantees           | 10 "           | "                                       | Rental, £25                    | 292 17 0                                                                          | 28 3 0                 | 321 0 0     |        |
| 1053                                                  | R. 97/4377 | Oct. 1, 1907   | P. McGill (Limited)                                            | 271 40    | "                | Govt.              | 10 "           | "                                       | Rental, £25                    | 1,266 16 2                                                                        | 1,024 17 8             | 2,291 13 10 |        |
| 1056                                                  | R. 06/3430 | Jan. 1, 1908   | Westport Coal Company ..                                       | ..        | Christchurch     | Grantees           | 10 "           | Premium..                               | 255 0 0                        | 1,862 12 9                                                                        | 15 15 7                | 1,878 8 4   |        |
| 1059                                                  | R. 01/600  | Jan. 1, 1908   | Evans and Co. (Limited)                                        | ..        | Timaru           | Govt.              | 10 "           | "                                       | Rental, £50                    | 1,291 11 11                                                                       | 1,107 19 1             | 2,399 11 0  |        |
| 1060                                                  | R. 98/1147 | Jan. 1, 1908   | J. Deans ..                                                    | ..        | Christchurch     | "                  | 10 "           | "                                       | Rental, £50                    | 1,434 12 1                                                                        | 233 3 9                | 1,667 15 10 |        |
| 1064                                                  | R. 02/3375 | Sept. 1, 1907  | Timaru A. and P. Association ..                                | 103 63    | Smithfield       | Grantees           | 10 "           | "                                       | Rental, £50                    | 94 12 6                                                                           | 24 4 8                 | 118 17 2    |        |
| 1066                                                  | R. 07/3100 | July 1, 1907   | N.Z. Loan and Mercantile Agency Company                        | ..        | Methven          | "                  | 10 "           | Premium..                               | 220 0 0                        | 173 6 3                                                                           | 569 15 1               | 743 1 4     |        |
| 1070                                                  | R. 08/472  | Jan. 1, 1908   | A. S. Paterson and Co. (Limited)                               | ..        | Christchurch     | "                  | 10 "           | "                                       | Rental, £25                    | 241 19 4                                                                          | 1 8 6                  | 243 7 10    |        |
| 1071                                                  | R. 06/2609 | Feb. 1, 1908   | Murray, Roberts, and Co.                                       | ..        | Dunedin          | "                  | 10 "           | "                                       | Rental, £50                    | 1,347 19 8                                                                        | 418 2 0                | 1,766 1 8   |        |
| 1072                                                  | R. 91/4426 | Nov. 1, 1907   | Timaru Milling Company                                         | ..        | Timaru           | "                  | 10 "           | Premium..                               | 25 0 0                         | 2,005 14 7                                                                        | 1,096 7 1              | 3,102 1 8   |        |
| 1080                                                  | R. 07/3358 | July 1, 1908   | Dalgaty and Co. (Limited)                                      | ..        | Invercargill     | "                  | 10 "           | "                                       | Rental, £50                    | 641 16 0                                                                          | 390 18 0               | 1,032 14 0  |        |
| 1086                                                  | R. 05/3076 | July 1, 1908   | Timaru Harbour Board ..                                        | ..        | Timaru           | "                  | 10 "           | "                                       | Rental, £50                    | 2,036 17 2                                                                        | (Included in No. 1245) | 8,103 9 9   |        |
| 1088                                                  | R. 04/2833 | Sept. 1, 1908  | Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.) | ..        | Fairfield        | "                  | 10 "           | "                                       | Rental, £50                    | 6,066 12 7                                                                        |                        |             |        |

|      |            |               |                                                                     |        |               |          |    |   |    |           |                                  |             |             |             |
|------|------------|---------------|---------------------------------------------------------------------|--------|---------------|----------|----|---|----|-----------|----------------------------------|-------------|-------------|-------------|
| 1090 | R. 98/4223 | Oct. 1, 1908  | Oamaru T.T. and O.K. Stone Com-<br>pany (Limited)                   | ..     | Whitecraig    | ..       | 5  | * | .. | ..        | ..                               | 11 14 1     | 346 14 5    | 358 8 6     |
| 1091 | R. 06/2890 | Oct. 1, 1908  | W. Stephens and Co. (Limited)                                       | ..     | Addington     | ..       | 10 | * | .. | Premium.. | 230 0 0<br>Rental, £25           | 2,219 11 11 | 168 3 6     | 2,387 15 5  |
| 1092 | R. 99/490  | Jan. 1, 1909  | N.Z. Loan and Mercantile Agency<br>Company (Limited)                | ..     | Lyttelton     | ..       | 10 | * | .. | ..        | Rental, £50                      | 432 7 5     | 451 9 5     | 883 16 10   |
| 1104 | R. 98/4319 | Dec. 1, 1908  | Palmer and Son                                                      | ..     | Logan's Point | Govt. .. | 5  | * | .. | ..        | ..                               | 0 9 0       | 1,571 15 11 | 1,572 4 11  |
| 1105 | R. 01/1450 | Dec. 18, 1908 | N.M. and A. Co. of N.Z. (Limited)                                   | ..     | Ashburton     | Grantees | 7  | * | .. | ..        | Rental, £25                      | 553 3 11    | 690 15 8    | 1,243 19 7  |
| 1108 | R. 08/3510 | Dec. 1, 1908  | I. W. Raymond and Co. (Limited)                                     | ..     | Te Tua..      | ..       | 5  | * | .. | Premium.. | 230 0 0                          | 3 2 10      | 701 6 10    | 704 9 8     |
| 1112 | R. 03/3479 | Oct. 1, 1908  | Tairi County Council                                                | ..     | Mosgiel       | ..       | 5  | * | .. | ..        | 250 0 0                          | ..          | 397 6 1     | 397 6 1     |
| 1115 | R. 03/3959 | April 1, 1909 | Freeman's Coal Company                                              | ..     | Fernhill      | ..       | 5  | * | .. | ..        | ..                               | 40 0 5      | 1,828 9 9   | 1,868 10 2  |
| 1116 | R. 00/478  | Feb. 1, 1909  | The Canterbury (N.Z.) Seed Com-<br>pany (Limited)                   | ..     | Addington     | ..       | 10 | * | .. | ..        | Rental, £25                      | 1,298 13 9  | 741 13 2    | 2,040 6 11  |
| 1118 | R. 03/3654 | Jan. 1, 1909  | Southland Sawmilling Company                                        | ..     | Te Tumutu     | ..       | 5  | * | .. | ..        | Repairs, £1                      | 37 16 5     | 757 6 2     | 795 2 7     |
| 1122 | R. 99/2092 | May 1, 1909   | National Mortgage and Agency Com-<br>pany of New Zealand (Limited)  | 374 56 | Invercargill  | ..       | 10 | * | .. | ..        | Rental, £50                      | 280 1 0     | 94 16 0     | 374 17 0    |
| 1123 | R. 99/2422 | May 1, 1909   | Friedlander Bros. (Limited)                                         | ..     | Ashburton     | ..       | 10 | * | .. | ..        | Rental, £25                      | 438 10 3    | 898 1 1     | 1,336 11 4  |
| 1124 | R. 03/2053 | May 1, 1909   | Friedlander Bros. (Limited)                                         | 58 73  | ..            | ..       | 10 | * | .. | ..        | Rental, £25                      | 446 4 0     | 581 13 5    | 1,027 17 5  |
| 1127 | R. 99/1832 | May 1, 1909   | Bedford Mills Company (Limited)                                     | ..     | Timaru        | ..       | 10 | * | .. | ..        | Repairs, £22                     | 446 4 0     | 581 13 5    | 1,027 17 5  |
| 1128 | R. 09/1233 | April 4, 1909 | H. Matson and Co. (Limited)                                         | ..     | Addington     | ..       | 10 | * | .. | Premium.. | 266 0 0<br>Rental, £25           | 1,432 4 8   | 411 12 3    | 1,843 16 11 |
| 1129 | R. 99/1738 | May 1, 1909   | Canterbury (N.Z.) Seed Company<br>(Limited)                         | ..     | Heathcote     | ..       | 10 | * | .. | ..        | 44 5 0<br>Rental, £25            | 656 10 6    | 360 2 10    | 1,016 13 4  |
| 1131 | R. 05/2759 | May 1, 1909   | William Goss                                                        | ..     | Christchurch  | ..       | 10 | * | .. | ..        | Rep'r's, £32/13/6<br>Rental, £50 | 1,107 1 5   | 462 19 0    | 1,570 0 5   |
| 1132 | R. 03/147  | April 1, 1909 | N.Z. Coal and Oil Company<br>(Limited)                              | ..     | Orepuki       | ..       | 5  | * | .. | ..        | Repairs, £3                      | 28 17 0     | 469 12 8    | 498 9 8     |
| 1133 | R. 99/1728 | May 1, 1909   | Dalgety and Co. (Limited)                                           | ..     | Christchurch  | ..       | 10 | * | .. | ..        | Rental, £50                      | 2,496 18 10 | 1,670 5 4   | 4,167 4 2   |
| 1134 | R. 03/2054 | May 1, 1909   | Friedlander Bros. (Limited)                                         | ..     | Tinwald       | ..       | 10 | * | .. | ..        | Rep'r's, £30/10/<br>Rental, £25  | 6 13 8      | 2,069 17 8  | 2,076 11 4  |
| 1135 | R. 99/2208 | Jan. 1, 1909  | Christchurch Gas, Coal, and Coke<br>Company (Limited)               | ..     | Christchurch  | ..       | 10 | * | .. | Premium.. | 110 0 0<br>Rental, £50           | 4,371 3 0   | 309 2 4     | 4,680 5 4   |
| 1136 | R. 99/2427 | May 1, 1909   | Canterbury Roller Flour-mills Com-<br>pany                          | ..     | Gore          | ..       | 1  | * | .. | ..        | Rental, £25                      | 112 10 11   | 598 2 6     | 710 13 5    |
| 1138 | R. 98/3247 | April 1, 1909 | Friedlander Bros. (Limited)                                         | ..     | Lyndhurst     | ..       | 10 | * | .. | Premium.. | 51 10 0<br>Rental, £25           | ..          | 1,064 3 10  | 1,064 3 10  |
| 1140 | R. 99/2174 | May 1, 1909   | Fleming and Co. (Limited)                                           | ..     | Elles Road    | ..       | 10 | * | .. | ..        | Repairs, £2                      | 912 18 0    | 700 8 6     | 1,613 6 6   |
| 1141 | R. 99/263  | Feb. 1, 1909  | John Borgfeldt                                                      | ..     | Papanui       | ..       | 5  | * | .. | ..        | Repairs, £56                     | 4 15 0      | 190 1 4     | 194 16 4    |
| 1143 | R. 99/1935 | May 1, 1909   | Thomas Newton Pratt                                                 | ..     | Christchurch  | ..       | 10 | * | .. | ..        | Rental, £25                      | 2,103 11 11 | 550 15 1    | 2,654 7 0   |
| 1144 | R. 99/2066 | June 1, 1909  | National Mortgage and Agency<br>Company of New Zealand<br>(Limited) | ..     | Dunedin       | ..       | 10 | * | .. | ..        | Rental, £50                      | 3,130 13 9  | 682 6 2     | 3,912 19 11 |
| 1145 | R. 99/1120 | July 1, 1909  | Wright, Stephenson, and Co.<br>(Limited)                            | ..     | Invercargill  | ..       | 10 | * | .. | ..        | Rental, £50                      | 1,106 11 0  | 820 16 0    | 1,927 7 0   |
| 1146 | R. 09/358  | July 1, 1909  | Wm. Hugh Paterson                                                   | ..     | Willowbank    | Grantee  | 5  | * | .. | Premium.. | 155 0 0                          | 2 6 2       | 353 19 2    | 2 6 2       |
| 1147 | R. 99/1967 | June 1, 1909  | Crown Milling Company (Limited)                                     | ..     | Dunedin       | ..       | 10 | * | .. | ..        | Rental, £50                      | 1,332 2 2   | 237 14 3    | 1,686 1 4   |
| 1148 | R. 99/1968 | Aug. 1, 1909  | Wm. Scott and Co.                                                   | ..     | Southbridge   | ..       | 10 | * | .. | ..        | Rental, £25                      | 413 13 5    | 551 7 8     | 651 7 8     |
| 1150 | R. 97/2821 | Aug. 1, 1909  | Dalgety and Co. (Limited)                                           | ..     | Dunedin       | ..       | 10 | * | .. | ..        | Rental, £50                      | 4,573 6 4   | 1,075 11 3  | 5,648 17 7  |

\* 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, 1913—continued.

| Hd. Office No.                                 | Papers.       | Date of Grant. | Present Holder.                                                    | Posi- tion. | Nearest Station. | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1913. |            |            |    |  |
|------------------------------------------------|---------------|----------------|--------------------------------------------------------------------|-------------|------------------|-------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|------------|------------|----|--|
|                                                |               |                |                                                                    |             |                  |                   |                |                                         |                                | In.                                                                              | Out.       | Total.     |    |  |
| SOUTH ISLAND MAIN LINE AND BRANCHES—continued. |               |                |                                                                    |             |                  |                   |                |                                         |                                |                                                                                  |            |            |    |  |
| M. oh.                                         |               |                |                                                                    |             |                  |                   |                |                                         |                                |                                                                                  |            |            |    |  |
| 1153                                           | R. 99/2813 .. | Ang. 1, 1909   | Invercargill Corporation ..                                        | ..          | Invercargill     | +                 | 5 years*       | Repairs ..                              | £ 6 0 0                        | £ 360 16 0                                                                       | £ 18 1 6   | £ 378 17 6 | d. |  |
| 1154                                           | R. 07/4774 .. | July 1, 1909   | Jarrah Timber Company ..                                           | ..          | Addington        | +                 | 10 "           | "                                       | Repairs, £81 Rental, £25       | 501 9 10                                                                         | 0 6 3      | 501 16 1   |    |  |
| 1157                                           | R. 99/2537 .. | June 1, 1909   | Christchurch Meat Company (Limited)                                | ..          | Eveline          | +                 | 10 "           | "                                       | Rental, £50                    | 524 3 7                                                                          | 1,497 8 1  | 2,021 11 8 |    |  |
| 1158                                           | R. 99/2017 .. | Aug. 1, 1909   | Oamaru Borough Council                                             | ..          | Oamaru           | +                 | 5 "            | "                                       | ..                             | 131 13 7                                                                         | 236 11 2   | 368 4 9    |    |  |
| 1167                                           | R. 08/2000 .. | Aug. 1, 1909   | Milburn Lime and Cement Company (Limited)                          | ..          | Milburn          | +                 | 5 "            | "                                       | ..                             | 870 14 9                                                                         | 1,013 12 4 | 1,884 7 1  |    |  |
| 1169                                           | R. 99/2207 .. | Aug. 1, 1909   | Walton Park Coal Company                                           | ..          | Walton Park      | +                 | 5 "            | "                                       | Repairs, £110s.                | ..                                                                               | 234 17 0   | 234 17 0   |    |  |
| 1173                                           | R. 03/3161 .. | Oct. 1, 1909   | W. Bird and A. M. Swain                                            | ..          | Otautau          | +                 | 5 "            | "                                       | Rental, £25                    | 1,029 6 6                                                                        | 508 15 3   | 508 15 3   |    |  |
| 1176                                           | R. 99/2065 .. | Aug. 1, 1909   | William Nicholls ..                                                | ..          | Belfast          | +                 | 10 "           | "                                       | ..                             | 850 6 0                                                                          | 850 6 0    | 1,879 12 6 |    |  |
| 1178                                           | R. 99/2218 .. | Aug. 1, 1909   | H. O'Kane and Co. ..                                               | ..          | Makarewa         | +                 | 5 "            | "                                       | ..                             | 72 8 8                                                                           | 207 6 2    | 279 14 10  |    |  |
| 1179                                           | R. 99/2343 .. | Aug. 1, 1909   | Smart and Son ..                                                   | ..          | Hornsby          | +                 | 5 "            | "                                       | ..                             | 31 7 9                                                                           | 774 17 9   | 806 5 6    |    |  |
| 1181                                           | R. 99/2042 .. | Oct. 1, 1909   | New Zealand Shipping Company (Limited)                             | ..          | Bluff            | +                 | 10 "           | "                                       | Rental, £50                    | 1,747 2 2                                                                        | 387 19 2   | 2,135 1 4  |    |  |
| 1182                                           | R. 02/1255 .. | Nov. 1, 1909   | Invercargill Corporation ..                                        | ..          | Waikiki          | +                 | 5 "            | "                                       | Repairs, £210s.                | 244 11 5                                                                         | 96 10 0    | 341 1 5    |    |  |
| 1185                                           | R. 99/1719 .. | Aug. 1, 1909   | Bowron Bros. Export and Trading Company (Limited)                  | ..          | Woolston         | +                 | 10 "           | "                                       | Rental, £25                    | 1,783 3 3                                                                        | 519 14 5   | 2,302 17 8 |    |  |
| 1186                                           | R. 99/2096 .. | Aug. 1, 1909   | Lytelton Borough Council                                           | ..          | Islington        | +                 | 5 "            | "                                       | ..                             | 12 3 8                                                                           | ..         | 12 3 8     |    |  |
| 1192                                           | R. 99/2406 .. | Aug. 1, 1909   | Christchurch Meat Company (Limited)                                | ..          | ..               | +                 | 10 "           | "                                       | Rental, £25                    | 10,534 4 2                                                                       | 5,990 1 2  | 16,524 5 4 |    |  |
| 1193                                           | R. 09/3046 .. | Oct. 1, 1909   | James Holland ..                                                   | ..          | Kaipoi           | +                 | 5 "            | "                                       | Repairs, £13 Rental, £50       | 1,684 4 6                                                                        | 134 0 0    | 134 0 0    |    |  |
| 1194                                           | R. 99/2416 .. | Nov. 1, 1909   | N.Z. Loan and Mercantile Agency Company (Limited)                  | ..          | Bluff            | +                 | 10 "           | "                                       | ..                             | ..                                                                               | 1,565 6 7  | 3,249 11 1 |    |  |
| 1197                                           | R. 99/2209 .. | Jan. 1, 1910   | John Marshall ..                                                   | ..          | Centre Bush      | +                 | 5 "            | "                                       | Repairs, £25s.                 | 614 0 5                                                                          | 614 0 5    | 614 0 5    |    |  |
| 1201                                           | R. 99/2313 .. | Nov. 1, 1909   | Lytelton Harbour Board                                             | ..          | Lytelton         | +                 | 5 "            | "                                       | ..                             | 451 4 8                                                                          | 69 14 5    | 520 19 1   |    |  |
| 1203                                           | R. 00/992 ..  | Jan. 1, 1910   | J. G. Ward and Co. (Limited)                                       | ..          | Limehills        | +                 | 5 "            | "                                       | Repairs, £3                    | 86 10 3                                                                          | ..         | 86 10 3    |    |  |
| 1206                                           | R. 07/2503 .. | Nov. 1, 1908   | North Otago Agricultural and Pastoral Association                  | ..          | Oamaru           | +                 | 5 "            | "                                       | 235 0 0                        | ..                                                                               | ..         | ..         |    |  |
| 1209                                           | R. 05/293 ..  | Jan. 1, 1910   | Friedlander Bros. (Limited)                                        | ..          | Lyndhurst        | +                 | 10 "           | "                                       | ..                             | 28 16 4                                                                          | 390 4 5    | 419 0 9    |    |  |
| 1212                                           | R. 99/367 ..  | Feb. 1, 1910   | N.Z. Farmers' Co-operative Association of Canterbury (Limited)     | ..          | Ashburton        | +                 | 10 "           | "                                       | Rental, £25                    | 937 16 2                                                                         | 718 10 3   | 1,656 6 5  |    |  |
| 1214                                           | R. 00/991 ..  | April 1, 1910  | J. Montgomery and Co. ..                                           | ..          | Addington        | +                 | 10 "           | "                                       | Rental, £5                     | 821 0 1                                                                          | 392 19 7   | 1,213 19 8 |    |  |
| 1215                                           | R. 99/2357 .. | May 1, 1910    | James Craig and Co. ..                                             | ..          | Oamaru           | +                 | 10 "           | "                                       | Rental, £50                    | 772 11 5                                                                         | 257 7 7    | 1,029 19 0 |    |  |
| 1216                                           | R. 00/1193 .. | April 1, 1910  | J. and T. Meek ..                                                  | ..          | ..               | +                 | 10 "           | "                                       | Rental, £50                    | 1,234 18 9                                                                       | 764 2 9    | 1,999 1 6  |    |  |
| 1218                                           | R. 99/3088 .. | May 1, 1910    | Wright, Stephenson, and Co. ..                                     | ..          | Balfour          | +                 | 10 "           | "                                       | Rental, £25                    | 340 12 9                                                                         | 980 3 10   | 1,320 16 7 |    |  |
| 1221                                           | R. 08/3776 .. | April 1, 1910  | Southland Frozen Meat and Produce Export Company (Limited)         | ..          | Makarewa         | +                 | 10 "           | "                                       | 473 0 0                        | 2,083 0 1                                                                        | 2,245 4 8  | 4,328 4 1  |    |  |
| 1222                                           | R. 00/568 ..  | July 1, 1910   | Christchurch City Council                                          | ..          | Obaney's         | +                 | 5 "            | "                                       | Rental, £25                    | 60 11 0                                                                          | ..         | 60 11 0    |    |  |
| 1223                                           | R. 99/2653 .. | April 1, 1910  | William White and Co. (Limited)                                    | ..          | Addington        | +                 | 10 "           | "                                       | Rental, £25                    | 1,439 1 11                                                                       | 76 11 2    | 1,515 13 1 |    |  |
| 1225                                           | R. 00/1774 .. | May 1, 1910    | Lytelton Harbour Board                                             | ..          | Lytelton         | +                 | 5 "            | "                                       | ..                             | ..                                                                               | ..         | ..         |    |  |
| 1231                                           | R. 03/2208 .. | Aug. 1, 1910   | New Zealand Farmers' Co-operative Association of Canterbury (Ltd.) | ..          | Christchurch     | +                 | 10 "           | "                                       | Rental, £50                    | 2,984 6 2                                                                        | 1,746 11 0 | 4,730 17 2 |    |  |



## RETURN NO. 24—continued.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1913—continued.

| Ref.<br>No.                                    | Papers.       | Date<br>of<br>Grant. | Present Holder.                                                                                                           | Posi-<br>tion. | Nearest Station. | By whom<br>paid for. | Term<br>of Grant. | Amount<br>of Traffic<br>guaranteed<br>per Annum. | Liquidated<br>Damages<br>or<br>Premium. | Value of the Traffic through the Siding during the<br>Year ending 31st March, 1913. |            |             |        |  |
|------------------------------------------------|---------------|----------------------|---------------------------------------------------------------------------------------------------------------------------|----------------|------------------|----------------------|-------------------|--------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|------------|-------------|--------|--|
|                                                |               |                      |                                                                                                                           |                |                  |                      |                   |                                                  |                                         | In.                                                                                 | Out.       | £ s. d.     | Total. |  |
| SOUTH ISLAND MAIN LINE AND BRANCHES—continued. |               |                      |                                                                                                                           |                |                  |                      |                   |                                                  |                                         |                                                                                     |            |             |        |  |
|                                                |               |                      |                                                                                                                           | M. ch.         |                  |                      |                   |                                                  | £ s. d.                                 | £ s. d.                                                                             | £ s. d.    | £ s. d.     |        |  |
| 1316                                           | R. 03/754 ..  | March 1, 1912 ..     | Lytelton Harbour Board ..                                                                                                 | ..             | Lytelton ..      | +                    | 5 years* ..       | +                                                | Repairs, £6 ..                          | 5,616 0 4                                                                           | 1,562 14 5 | 7,178 14 9  |        |  |
| 1317                                           | R. 97/1122 .. | Mar. 1, 1912 ..      | William Harrison ..                                                                                                       | ..             | Winchester ..    | +                    | 5 " * ..          | +                                                | Rental, £25 ..                          | ..                                                                                  | 172 2 4    | 172 2 4     |        |  |
| 1321                                           | R. 00/1690 .. | Jan. 1, 1912 ..      | Christchurch Meat Company (Limited) ..                                                                                    | ..             | Burnside ..      | +                    | 10 " * ..         | +                                                | Repairs, £70 ..                         | 2,569 15 0                                                                          | 2,484 3 2  | 5,053 18 2  |        |  |
| 1322                                           | R. 12/897 ..  | April 1, 1912 ..     | New Zealand Pine Company ..                                                                                               | ..             | Bush Siding ..   | Grantee ..           | 5 " * ..          | Premium ..                                       | 74 0 0                                  | 126 3 11                                                                            | 322 15 6   | 448 19 5    |        |  |
| 1325                                           | R. 07/2300 .. | Aug. 1, 1912 ..      | George Bailey ..                                                                                                          | ..             | Templeton ..     | +                    | 5 " * ..          | +                                                | Repairs, £27s. ..                       | ..                                                                                  | 32 4 0     | 32 4 0      |        |  |
| 1328                                           | R. 01/1860 .. | July 1, 1912 ..      | Christchurch City Council ..                                                                                              | ..             | Sockburn ..      | +                    | 5 " * ..          | +                                                | ..                                      | 522 19 6                                                                            | ..         | 522 19 6    |        |  |
| 1330                                           | R. 99/2324 .. | Feb. 1, 1912 ..      | Canterbury Farmers' Co-operative Association (Limited) ..                                                                 | ..             | Timaru ..        | Grantees ..          | 10 " * ..         | Premium ..                                       | 497 0 0                                 | 2,221 11 8                                                                          | 823 11 11  | 3,045 3 7   |        |  |
| 1333                                           | R. 12/3242 .. | April 1, 1912 ..     | Public Works Department ..                                                                                                | ..             | Addington ..     | " ..                 | 5 " * ..          | ..                                               | Rental, £50 ..                          | 99 1 11                                                                             | 123 14 3   | 222 16 2    |        |  |
| 1335                                           | R. 12/3244 .. | April 1, 1912 ..     | Public Works Department ..                                                                                                | ..             | Dunedin ..       | " ..                 | 5 " * ..          | ..                                               | ..                                      | 26 6 0                                                                              | 401 15 9   | 428 1 9     |        |  |
| 1338                                           | R. 02/2053 .. | April 1, 1912 ..     | Southland Frozen Meat and Produce Export Company (Limited) ..                                                             | ..             | Mataura ..       | +                    | 5 " * ..          | +                                                | Rental, £25 ..                          | 1,407 8 10                                                                          | 4,605 17 1 | 6,013 5 11  |        |  |
| 1345                                           | R. 98/4318 .. | Oct. 1, 1912 ..      | C. and W. Gore ..                                                                                                         | ..             | Wingatui ..      | +                    | 1 " * ..          | +                                                | ..                                      | 228 5 5                                                                             | 945 9 5    | 1,173 14 10 |        |  |
| 1349                                           | R. 01/1837 .. | April 1, 1912 ..     | National Mortgage and Agency Company of New Zealand (Limited) ..                                                          | ..             | Addington ..     | +                    | 10 " * ..         | Premium ..                                       | 105 0 0                                 | 1,202 7 1                                                                           | 471 15 1   | 1,674 2 2   |        |  |
| 1350                                           | R. 01/1661 .. | April 1, 1912 ..     | Kemphorne, Prosser, and Co.'s New Zealand Drug Company (Limited) ..                                                       | ..             | Burnside ..      | +                    | 10 " * ..         | +                                                | Rental, £50 ..                          | 1,394 15 1                                                                          | 4,694 9 11 | 6,089 5 0   |        |  |
| 1352                                           | R. 00/1324 .. | May 1, 1912 ..       | Andersons Limited ..                                                                                                      | ..             | Lytelton ..      | +                    | 1 1/2 " * ..      | +                                                | Rental, £50 ..                          | 145 16 10                                                                           | 362 16 9   | 508 13 7    |        |  |
| 1353                                           | R. 02/1439 .. | April 1, 1912 ..     | Osago Dock Trust ..                                                                                                       | ..             | Port Chalmers .. | +                    | 5 " * ..          | +                                                | Rental, £50 ..                          | 475 13 1                                                                            | 80 12 7    | 556 5 8     |        |  |
| 1354                                           | R. 05/2588 .. | July 1, 1912 ..      | C. P. Sleeman ..                                                                                                          | ..             | Mataura ..       | +                    | 1 " * ..          | +                                                | ..                                      | 19 4 1                                                                              | 1,791 11 4 | 1,791 11 4  |        |  |
| 1358                                           | R. 07/2596 .. | Sept. 1, 1912 ..     | Southland Sawmilling Company ..                                                                                           | ..             | Te Tumutu ..     | +                    | 1 1/2 " * ..      | +                                                | ..                                      | 19 4 1                                                                              | 747 15 8   | 766 19 9    |        |  |
| 1359                                           | R. 11/4617 .. | Oct. 1, 1912 ..      | Wairoa Railway and Coal Company (Limited) ..                                                                              | ..             | Wairoa ..        | Grantees ..          | 5 " * ..          | Premium ..                                       | 382 0 0                                 | 19 15 3                                                                             | ..         | 19 15 3     |        |  |
| 1365                                           | R. 12/3534 .. | Oct. 1, 1912 ..      | S. P. Andrews ..                                                                                                          | ..             | Coalgate ..      | Grantee ..           | 5 " * ..          | ..                                               | 373 0 0                                 | ..                                                                                  | 28 4 10    | 28 4 10     |        |  |
| 1366                                           | R. 11/4447 .. | Oct. 5, 1912 ..      | Corporation of Invercargill ..                                                                                            | ..             | Invercargill ..  | +                    | 1 " * ..          | +                                                | Rental, £50 ..                          | 118 16 0                                                                            | ..         | 118 16 0    |        |  |
| 1367                                           | R. 06/1347 .. | Jan. 1, 1913 ..      | N.Z. Loan and Mercantile Agency Company (Limited), and reduced Dunedin Saleyards Company (Limited) ..                     | ..             | Chertsey ..      | Grantees ..          | 5 " * ..          | Premium ..                                       | 13 0 0                                  | ..                                                                                  | 64 1 2     | 64 1 2      |        |  |
| 1370                                           | R. 06/4051 .. | Oct. 1, 1912 ..      | Dunedin Iron Rolling Mills Company (Limited) ..                                                                           | ..             | Burnside ..      | +                    | 5 " * ..          | +                                                | Rental, £25 ..                          | 2,470 13 0                                                                          | 1,867 18 2 | 4,338 11 2  |        |  |
| 1371                                           | R. 12/3167 .. | Oct. 1, 1912 ..      | Osago Iron Rolling Mills Company (Limited) ..                                                                             | 0 6            | Green Island ..  | +                    | 10 " * ..         | +                                                | Rental, £50 ..                          | 1,216 18 5                                                                          | 110 7 7    | 1,327 6 0   |        |  |
| 1374                                           | R. 02/3673 .. | Nov. 1, 1912 ..      | N.Z. Loan and Mercantile Agency Company (Limited), and reduced Canterbury Central Co-operative Dairy Company (Limited) .. | ..             | Timaru ..        | +                    | 5 " * ..          | Premium ..                                       | 107 7 6                                 | 790 11 7                                                                            | 483 7 5    | 1,273 19 0  |        |  |
| 1375                                           | R. 00/2781 .. | Jan. 1, 1913 ..      | Canterbury Central Co-operative Dairy Company (Limited) ..                                                                | ..             | Addington ..     | +                    | 10 " * ..         | +                                                | Rental, £50 ..                          | 1,448 7 9                                                                           | 216 12 5   | 1,665 0 2   |        |  |
| 1377                                           | R. 12/4494 .. | Jan. 1, 1913 ..      | Christchurch Meat Company (Limited) ..                                                                                    | ..             | Pukeuri ..       | Grantees ..          | 10 " * ..         | Premium ..                                       | 1,000 0 0                               | ..                                                                                  | ..         | ..          |        |  |
| 1378                                           | R. 05/669 ..  | May 1, 1912 ..       | H. A. Massey ..                                                                                                           | ..             | Gore ..          | +                    | 5 " * ..          | +                                                | Rental, £25 ..                          | 61 2 3                                                                              | 80 1 3     | 141 3 6     |        |  |
| 1379                                           | R. 00/1107 .. | Jan. 1, 1913 ..      | J. and G. Drummond ..                                                                                                     | ..             | Conical Hill ..  | +                    | 5 " * ..          | +                                                | Repairs, £1 ..                          | ..                                                                                  | 226 15 6   | 226 15 6    |        |  |
| 1380                                           | R. 12/2775 .. | Dec. 1, 1912 ..      | Southland Farmers' Co-operative Association (Limited) ..                                                                  | 4 72           | Invercargill ..  | Grantees ..          | 10 " * ..         | Premium ..                                       | 115 10 0                                | 8 10 0                                                                              | 3 1 6      | 11 11 6     |        |  |

[illegible]

4 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, 1913—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, 1913. |            |             |
|-------------------|------------|----------------|---------------------------------------------------|-----------|------------------|-------------------|---------------------------------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|------------|-------------|
|                   |            |                |                                                   |           |                  |                   |                                       |                                         |                                | In.                                                                              | Out.       | Total.      |
| WESTPORT SECTION. |            |                |                                                   |           |                  |                   |                                       |                                         |                                |                                                                                  |            |             |
| 1159              | R. 00/2091 | Mar. 1, 1909   | J. and S. Marris                                  | M. ch.    | Mokihinui        | +                 | 5 years*                              | +                                       | s. d.                          | £ s. d.                                                                          | £ s. d.    | £ s. d.     |
| 1195              | R. 00/2091 | Aug. 1, 1909   | D. P. Munro                                       | ..        | "                | +                 | "                                     | +                                       | ..                             | 13 13 11                                                                         | 185 15 11  | 199 9 10    |
| 1340              | R. 07/865  | Mar. 1, 1912   | N.Z. Government Mines Department                  | ..        | Westport         | +                 | 1 "                                   | +                                       | ..                             | 1 13 9                                                                           | ..         | 1 13 9      |
| 1355              | R. 07/591  | Sept. 1, 1912  | Westport Stockton Coal Company (Limited)          | ..        | Ngakawau         | +                 | 5 "                                   | +                                       | ..                             | 279 19 4                                                                         | 14,979 6 7 | 15,259 5 11 |
| NELSON SECTION.   |            |                |                                                   |           |                  |                   |                                       |                                         |                                |                                                                                  |            |             |
| 958               | R. 05/892  | July 1, 1905   | E. Buxton and Co. (Limited)                       | ..        | Nelson           | ..                | Grantees 10 years*                    | Premium..                               | 180 0 0                        | 260 15 2                                                                         | 79 15 3    | 340 10 5    |
| —                 | R. 00/1884 | Oct. 1, 1899   | Nelson Seed and Produce Company                   | ..        | "                | ..                | (Right held in connection with lease) | "                                       | 67 18 0                        | ..                                                                               | ..         | ..          |
| 1204              | R. 08/3377 | Sept. 1, 1908  | Nelson Freezing Company (Limited)                 | ..        | Stoke            | ..                | Grantees 10 years*                    | "                                       | 320 0 0                        | 227 2 3                                                                          | 141 11 10  | 368 14 1    |
| 1241              | R. 00/2399 | Jan. 1, 1910   | Neale and Haddow                                  | 1 0       | Nelson           | +                 | 10 "                                  | +                                       | Rental, £25                    | 314 15 8                                                                         | 13 10 9    | 328 6 5     |
| PICTON SECTION.   |            |                |                                                   |           |                  |                   |                                       |                                         |                                |                                                                                  |            |             |
| 870               | R. 93/3737 | Nov. 1, 1903   | N.Z. Loan and Mercantile Agency Company (Limited) | 17 62     | Blenheim         | ..                | Grantees 10 years*                    | +                                       | Rental, £25                    | 360 11 6                                                                         | 341 0 2    | 701 11 8    |
| 1098              | R. 06/1461 | Jan. 1, 1909   | Corry and Co.                                     | ..        | "                | ..                | 10 "                                  | Premium..                               | 265 0 0                        | 372 9 6                                                                          | 839 14 3   | 1,212 3 9   |
| 1303              | R. 02/866  | Nov. 1, 1911   | N.Z. Loan and Mercantile Agency Company (Limited) | ..        | Picton           | +                 | 5 "                                   | +                                       | Rental, £25                    | 210 7 2                                                                          | 119 10 0   | 329 17 2    |
| 1313              | R. 01/2132 | Feb. 1, 1912   | Levin and Co. (Limited)                           | 17 69     | Blenheim         | +                 | 10 "                                  | +                                       | Repairs, £15; Rental, £25      | 556 19 9                                                                         | 796 15 0   | 1,353 14 9  |
| 1356              | R. 99/2880 | July 1, 1912   | Robert H. Smale                                   | 13 35     | Spring Creek     | +                 | 1 "                                   | +                                       | Rental, £25                    | 45 2 10                                                                          | 57 15 10   | 102 18 8    |

\* Three months' notice.

† Siding originally laid under old agreement.

## RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1913.

| Year.     | Approximate Length opened each Year. |                |        | Sleepers.                                      |                             |
|-----------|--------------------------------------|----------------|--------|------------------------------------------------|-----------------------------|
|           | North Island.                        | Middle Island. | Total. | Laid during Construction.<br>(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 | 220,485                                        | 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                     |
| 1909-1910 | 3 60                                 | 31 43          | 35 23  | 74,104                                         | 236,390                     |
| 1910-1911 | 14 64                                | 29 76          | 44 60  | 93,975                                         | 282,682                     |
| 1911-1912 | 23 30                                | 23 1           | 46 31  | 97,414                                         | 273,586                     |
| 1912-1913 | 25 37                                | 26 77          | 52 34  | 110,092                                        | 235,378                     |
| Totals    | ..                                   | ..             | ..     | 5,940,218                                      | 7,014,022                   |

\* Complete information not recorded until 1880-81.

† Nine months only.

## RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1912, and March, 1913.

| Department. | Whangarei-Kawakawa. | Kathu. | Gisborne. | North Island Main Line and Branches. | South Island Main Line and Branches. | Westland. | Wesport. | Nelson. | Picton. | Total. |
|-------------|---------------------|--------|-----------|--------------------------------------|--------------------------------------|-----------|----------|---------|---------|--------|
| 1912-13.    |                     |        |           |                                      |                                      |           |          |         |         |        |
| General     | ..                  | 7      | ..        | ..                                   | ..                                   | ..        | ..       | ..      | ..      | 718    |
| Traffic     | 35                  | 8      | 17        | 2,253                                | 1,865                                | 134       | 77       | 50      | 31      | 4,469  |
| Maintenance | 67                  | 8      | 20        | 2,136                                | 1,695                                | 155       | 41       | 46      | 72      | 4,240  |
| Locomotive  | 40                  | 8      | 16        | 2,394                                | 2,041                                | 133       | 106      | 21      | 27      | 4,786  |
| Totals      | 142                 | 23     | 53        | 6,783                                | 5,601                                | 422       | 224      | 117     | 130     | 14,213 |
| 1911-12.    |                     |        |           |                                      |                                      |           |          |         |         |        |
| General     | ..                  | 7      | ..        | ..                                   | ..                                   | ..        | ..       | ..      | ..      | 678    |
| Traffic     | 34                  | 10     | 16        | 1,919                                | 1,797                                | 131       | 84       | 42      | 34      | 4,064  |
| Maintenance | 68                  | 10     | 14        | 2,010                                | 1,750                                | 193       | 61       | 68      | 134     | 4,308  |
| Locomotive  | 33                  | 4      | 13        | 2,193                                | 1,949                                | 132       | 105      | 19      | 30      | 4,478  |
| Totals      | 135                 | 21     | 43        | 6,122                                | 5,496                                | 456       | 250      | 129     | 198     | 13,523 |

RETURN No. 27.  
STATEMENT OF ACCIDENTS for the Year ending 31st March, 1913.

|                        | Train Accidents. |          |        |            |          |        | Accidents on Line (other than Train-running). |          |        |            |          |        | Shunting Accidents. |          |        |            |          |        | Accidents on Wharves and in Sheds. |          |        |            |          |        | Accidents in Workshops. |          |        |     |     |     | Total. |     |
|------------------------|------------------|----------|--------|------------|----------|--------|-----------------------------------------------|----------|--------|------------|----------|--------|---------------------|----------|--------|------------|----------|--------|------------------------------------|----------|--------|------------|----------|--------|-------------------------|----------|--------|-----|-----|-----|--------|-----|
|                        | Passenger.       |          |        | Employees. |          |        | Other Persons.                                |          |        | Employees. |          |        | Other Persons.      |          |        | Employees. |          |        | Other Persons.                     |          |        | Employees. |          |        | Other Persons.          |          |        |     |     |     |        |     |
|                        |                  |          |        |            |          |        |                                               |          |        |            |          |        |                     |          |        |            |          |        |                                    |          |        |            |          |        |                         |          |        |     |     |     |        |     |
|                        | Fatal.           | Serious. | Minor. | Fatal.     | Serious. | Minor. | Fatal.                                        | Serious. | Minor. | Fatal.     | Serious. | Minor. | Fatal.              | Serious. | Minor. | Fatal.     | Serious. | Minor. | Fatal.                             | Serious. | Minor. | Fatal.     | Serious. | Minor. | Fatal.                  | Serious. | Minor. |     |     |     |        |     |
| Whangarei-Kawakawa     | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | 2   |     |     |        |     |
| Kaihu .. ..            | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | 4   |     |        |     |
| Gisborne .. ..         | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | 438 |     |        |     |
| North Island Main Line | 1                | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | 86  |     |        |     |
| and Branches           | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | ..  | ..  |        |     |
| South Island Main Line | ..               | ..       | 6      | ..         | ..       | ..     | 8                                             | 2        | 7      | 1          | ..       | 81     | ..                  | ..       | 1      | 2          | 2        | 51     | 2                                  | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | 109 | 394 |        |     |
| and Branches           | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | ..  | ..  |        |     |
| Westland .. ..         | 1                | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | 1          | ..       | 2      | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | ..  | 7   |        |     |
| Westport .. ..         | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | ..  | ..  | 21     |     |
| Nelson .. ..           | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | ..  | ..  | 12     |     |
| Picton .. ..           | ..               | ..       | ..     | ..         | ..       | ..     | ..                                            | ..       | ..     | ..         | ..       | ..     | ..                  | ..       | ..     | ..         | ..       | ..     | ..                                 | ..       | ..     | ..         | ..       | ..     | ..                      | ..       | ..     | ..  | ..  | ..  | 10     |     |
| Totals .. ..           | 2                | ..       | 6      | ..         | ..       | 19     | 9                                             | 2        | 19     | 3          | ..       | 237    | ..                  | ..       | 3      | 6          | 2        | 112    | 2                                  | 1        | 3      | ..         | ..       | ..     | ..                      | ..       | ..     | 206 | ..  | 22  | 5      | 888 |

# RETURN NO. 28 LOCOMOTIVE RETURNS for the Year ending 31st March, 1913.

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

## WHANGAREI SECTION.

| C ..            | 1  | 15 | 5,653   | 3,668  | 27    | 9,348   | 2,479  | 259   | 19  | 116   | 435   | 10  | 56    | 185   | 686   | 11-17 | 0-25 | 1-44 | 4-75 | 17-61 | 140   |
|-----------------|----|----|---------|--------|-------|---------|--------|-------|-----|-------|-------|-----|-------|-------|-------|-------|------|------|------|-------|-------|
| D ..            | 1  | 15 | 7,222   | 4,757  | 2,934 | 14,913  | 4,071  | 406   | 33  | 172   | 213   | 15  | 92    | 290   | 610   | 3-43  | 0-24 | 1-48 | 4-66 | 9-81  | 191   |
| FA ..           | 2  | 17 | 42,166  | 6,190  | 723   | 48,989  | 15,937 | 1,509 | 128 | 520   | 355   | 57  | 362   | 827   | 1,601 | 1-74  | 0-28 | 1-77 | 4-05 | 7-84  | 440   |
| WB ..           | 3  | 17 | 60,005  | 12,601 | 885   | 73,491  | 44,186 | 2,493 | 207 | 968   | 1,067 | 95  | 1,003 | 1,356 | 3,521 | 3-48  | 0-31 | 3-27 | 4-43 | 11-49 | 643   |
| Totals          | 7  | .. | 115,046 | 27,126 | 4,569 | 146,741 | 66,673 | 4,667 | 387 | 1,776 | 2,070 | 177 | 1,513 | 2,658 | 6,418 | 3-39  | 0-29 | 2-47 | 4-35 | 10-5  | 1,414 |
| General charges | .. | .. | ..      | ..     | ..    | ..      | ..     | ..    | ..  | ..    | ..    | ..  | ..    | ..    | 1,062 | ..    | ..   | ..   | ..   | 1-73  | ..    |
| Totals          | .. | .. | ..      | ..     | ..    | ..      | ..     | ..    | ..  | ..    | ..    | ..  | ..    | ..    | 7,480 | ..    | ..   | ..   | ..   | 12-23 | ..    |

## KAIHU SECTION.

|                 |    |    |        |       |       |        |       |     |    |     |     |    |     |     |       |      |      |      |      |       |     |
|-----------------|----|----|--------|-------|-------|--------|-------|-----|----|-----|-----|----|-----|-----|-------|------|------|------|------|-------|-----|
| F ..            | 2  | 15 | 13,326 | 4,199 | 5,217 | 22,742 | 5,286 | 402 | 37 | 224 | 178 | 17 | 353 | 494 | 1,042 | 1-87 | 0-18 | 3-73 | 5-21 | 10-99 | 383 |
| General charges | .. | .. | ..     | ..    | ..    | ..     | ..    | ..  | .. | ..  | ..  | .. | ..  | ..  | 160   | ..   | ..   | ..   | ..   | 1-69  | ..  |
| Totals          | .. | .. | ..     | ..    | ..    | ..     | ..    | ..  | .. | ..  | ..  | .. | ..  | ..  | 1,202 | ..   | ..   | ..   | ..   | 12-68 | ..  |

## GISBORNE SECTION.

| D* ..              | 1  | 12 | 31     | ..     | 3,340  | 3,371  | 5,530  | 1,239 | ..  | 11    | 295 | ..  | ..    | ..    | 11    | 0-77 | ..   | ..   | ..   | 0-77  | 34  |
|--------------------|----|----|--------|--------|--------|--------|--------|-------|-----|-------|-----|-----|-------|-------|-------|------|------|------|------|-------|-----|
| FA ..              | 1  | 15 | 14,765 | 4,082  | 61     | 18,908 | 17,180 | 2,792 | 42  | 341   | 295 | 42  | 405   | 388   | 1,130 | 3-74 | 0-53 | 5-14 | 4-93 | 14-34 | 202 |
| WA ..              | 3  | 15 | 29,647 | 6,459  | 7,168  | 43,274 | 17,180 | 2,792 | 82  | 775   | 437 | 94  | 1,254 | 913   | 2,698 | 2-42 | 0-52 | 6-96 | 5-06 | 14-96 | 524 |
| Totals ..          | 5  | .. | 44,443 | 10,541 | 10,569 | 65,553 | 22,710 | 4,031 | 124 | 1,116 | 743 | 136 | 1,659 | 1,301 | 3,839 | 2-72 | 0-5  | 6-07 | 4-77 | 14-06 | 760 |
| General charges .. | .. | .. | ..     | ..     | ..     | ..     | ..     | ..    | ..  | ..    | ..  | ..  | ..    | ..    | 692   | ..   | ..   | ..   | ..   | 2-53  | ..  |
| Totals ..          | .. | .. | ..     | ..     | ..     | ..     | ..     | ..    | ..  | ..    | ..  | ..  | ..    | ..    | 4,531 | ..   | ..   | ..   | ..   | 16-59 | ..  |

This D was transferred to Auckland Section in May, 1912. Fuel, stores, &c. supplied by Public Works Department.

RETURN NO. 28—continued.  
LOCOMOTIVE RETURNS for the Year ending 31st March, 1913—continued.

| Type.                                | Number of Engines. | Engine-Mileage. |                     |             | Quantity of Stores. |           |           |          | Cost.    |        |                     |          | Cost per Engine-Mile in Pence. |         |         |        | Days in Steam. |       |       |       |        |
|--------------------------------------|--------------------|-----------------|---------------------|-------------|---------------------|-----------|-----------|----------|----------|--------|---------------------|----------|--------------------------------|---------|---------|--------|----------------|-------|-------|-------|--------|
|                                      |                    | Detail.         |                     |             | Running.            |           |           | Repairs. | Running. |        |                     | Repairs. | Running.                       |         |         |        |                |       |       |       |        |
|                                      |                    | Train.          | Shunting and Empty. | Work-train. | Total.              | Coal.     | Oil.      |          | Tallow.  | Waste. | Wages and Material. |          | Stores.                        | Fuel.   | Wages.  | Total. |                |       |       |       |        |
|                                      |                    |                 |                     |             |                     |           |           |          |          |        |                     |          |                                |         |         |        |                |       |       |       |        |
| NORTH ISLAND MAIN LINE AND BRANCHES. |                    |                 |                     |             |                     |           |           |          |          |        |                     |          |                                |         |         |        |                |       |       |       |        |
| A and Ad                             | 37                 | 25              | 1,064,219           | 53,542      | 690                 | 1,118,451 | 498,120   | 64,856   | 2,231    | 19,116 | 11,581              | 2,330    | 26,392                         | 17,724  | 58,027  | 2.49   | 0.5            | 5.66  | 3.8   | 12.45 | 8,499  |
| Bc                                   | 1                  | 20              | 20,757              | 2,334       | ..                  | 23,091    | 13,813    | 1,405    | 74       | 640    | 341                 | 56       | 812                            | 510     | 1,719   | 3.55   | 0.58           | 8.44  | 5.3   | 17.87 | 277    |
| C*                                   | 3                  | 15              | 16                  | 30,155      | 5                   | 30,176    | 4,530     | 1,405    | 78       | 476    | 81                  | 26       | 266                            | 589     | 962     | 0.64   | 0.21           | 2.12  | 4.68  | 7.65  | 745    |
| D†                                   | 10                 | 15              | 22,593              | 85,951      | 36,300              | 144,844   | 24,572    | 3,299    | 236      | 1,207  | 622                 | 108      | 1,437                          | 3,040   | 5,207   | 1.03   | 0.18           | 2.38  | 5.03  | 8.62  | 2,463  |
| E† (old type)                        | 4                  | 20              | 10,914              | 8,873       | 51,678              | 71,465    | 23,102    | 2,470    | 160      | 1,130  | 1,264               | 87       | 1,361                          | 1,574   | 4,286   | 4.24   | 0.29           | 4.57  | 5.29  | 14.39 | 845    |
| E† (new type)                        | 1                  | 6               | 3,630               | 1,156       | ..                  | 4,786     | 5,133     | 912      | 45       | 336    | 393                 | 34       | 302                            | 177     | 906     | 19.71  | 1.7            | 15.14 | 8.88  | 45.43 | 97     |
| F and Fa                             | 29                 | 20              | 164,783             | 354,681     | 71,581              | 591,045   | 187,910   | 21,447   | 1,008    | 5,891  | 8,472               | 711      | 9,112                          | 16,311  | 34,606  | 3.44   | 0.29           | 3.7   | 6.62  | 14.05 | 7,601  |
| H                                    | 6                  | 6               | 25,772              | 17,942      | 20                  | 43,734    | 45,971    | 4,209    | 272      | 1,823  | 3,207               | 148      | 2,701                          | 2,158   | 8,214   | 17.6   | 0.81           | 14.82 | 11.85 | 45.08 | 1,241  |
| J                                    | 17                 | 20              | 416,675             | 70,159      | 225                 | 487,059   | 210,053   | 18,026   | 735      | 5,405  | 9,000               | 618      | 10,922                         | 9,626   | 30,166  | 4.43   | 0.3            | 5.38  | 4.75  | 14.86 | 4,396  |
| K                                    | 2                  | 25              | 31,754              | 8,105       | 2,684               | 42,543    | 16,492    | 1,372    | 92       | 693    | 188                 | 53       | 786                            | 937     | 1,964   | 1.06   | 0.3            | 4.43  | 5.29  | 11.08 | 580    |
| L                                    | 9                  | 20              | 144,203             | 43,346      | 11,714              | 199,263   | 67,677    | 6,661    | 298      | 1,822  | 2,646               | 227      | 3,202                          | 4,001   | 10,076  | 3.19   | 0.27           | 3.86  | 4.82  | 12.14 | 2,132  |
| M                                    | 4                  | 20              | 77,445              | 14,940      | 6,388               | 98,773    | 27,716    | 2,333    | 132      | 801    | 1,671               | 82       | 1,630                          | 1,420   | 4,803   | 4.06   | 0.2            | 3.96  | 3.45  | 11.67 | 786    |
| N (simple)                           | 11                 | 25              | 311,057             | 34,579      | 3,416               | 349,052   | 162,999   | 12,539   | 576      | 4,301  | 7,317               | 450      | 9,390                          | 5,730   | 22,887  | 5.03   | 0.31           | 6.46  | 3.94  | 15.74 | 2,828  |
| N (compound),<br>Na, and Nc          | 5                  | 20              | 141,372             | 7,613       | 2,322               | 151,307   | 69,363    | 5,644    | 268      | 2,462  | 2,801               | 209      | 4,080                          | 2,495   | 9,585   | 4.44   | 0.33           | 6.47  | 3.96  | 15.2  | 1,224  |
| O and Ob                             | 8                  | 18              | 164,030             | 21,781      | 110                 | 185,921   | 106,245   | 7,935    | 390      | 2,954  | 1,927               | 286      | 6,241                          | 4,124   | 12,578  | 2.49   | 0.37           | 8.06  | 5.32  | 16.24 | 1,914  |
| Oa and Oc<br>(simple)<br>(compound)  | 2                  | 20              | 33,169              | 4,393       | 66                  | 37,628    | 23,975    | 2,441    | 116      | 911    | 1,556               | 92       | 1,407                          | 886     | 3,941   | 9.93   | 0.59           | 8.97  | 5.65  | 25.14 | 446    |
| P                                    | 4                  | 18              | 67,518              | 14,405      | 26,501              | 108,424   | 56,665    | 4,227    | 169      | 1,294  | 1,015               | 149      | 2,704                          | 2,355   | 6,223   | 2.25   | 0.33           | 5.99  | 5.21  | 13.78 | 1,101  |
| Q                                    | 6                  | 25              | 225,697             | 17,689      | 756                 | 244,142   | 155,635   | 11,268   | 286      | 2,594  | 2,527               | 383      | 7,360                          | 4,060   | 14,330  | 2.48   | 0.38           | 7.24  | 3.99  | 14.09 | 1,672  |
| R                                    | 10                 | 20              | 75,708              | 92,390      | 37,582              | 205,680   | 75,761    | 7,892    | 449      | 3,232  | 3,040               | 273      | 4,338                          | 5,069   | 12,710  | 3.55   | 0.32           | 5.06  | 5.9   | 14.83 | 2,419  |
| S                                    | 4                  | 20              | 52,622              | 36,733      | 5,168               | 94,523    | 37,637    | 4,815    | 215      | 1,935  | 1,247               | 176      | 2,213                          | 2,304   | 5,940   | 3.17   | 0.45           | 5.62  | 5.85  | 15.09 | 998    |
| T                                    | 2                  | 18              | 40,760              | 7,999       | 174                 | 48,933    | 26,945    | 1,871    | 74       | 590    | 877                 | 65       | 1,323                          | 1,072   | 3,337   | 4.3    | 0.32           | 6.49  | 5.26  | 16.37 | 502    |
| Ud                                   | 2                  | 30              | 55,049              | 1,913       | 446                 | 57,408    | 29,023    | 2,149    | 109      | 1,039  | 905                 | 84       | 1,706                          | 892     | 3,587   | 3.79   | 0.35           | 7.13  | 3.73  | 15.0  | 479    |
| V                                    | 3                  | 20              | 60,776              | 13,368      | 2,437               | 76,581    | 34,743    | 3,445    | 128      | 988    | 1,898               | 114      | 2,048                          | 1,498   | 5,558   | 5.95   | 0.36           | 6.42  | 4.69  | 17.42 | 720    |
| Wa, Wf, Wg,<br>and Wh                | 50                 | 25              | 1,074,025           | 184,956     | 31,764              | 1,290,745 | 602,367   | 53,963   | 2,203    | 16,310 | 20,904              | 1,899    | 33,113                         | 25,409  | 81,325  | 3.89   | 0.35           | 6.16  | 4.72  | 15.12 | 12,347 |
| Wb, Wd, and<br>We                    | 18                 | 20              | 466,582             | 74,582      | 14,264              | 555,428   | 284,282   | 23,929   | 1,001    | 7,391  | 8,885               | 872      | 16,455                         | 11,014  | 37,226  | 3.84   | 0.38           | 7.11  | 4.76  | 16.09 | 4,784  |
| Wf                                   | 2                  | 15              | 24,284              | 7,221       | 50                  | 31,555    | 23,766    | 2,549    | 113      | 905    | 1,541               | 89       | 1,400                          | 867     | 3,897   | 11.72  | 0.68           | 10.65 | 6.59  | 29.64 | 456    |
| Wx                                   | 8                  | 20              | 229,395             | 15,896      | 333                 | 245,624   | 170,899   | 30,088   | 493      | 4,213  | 7,430               | 990      | 10,045                         | 4,961   | 23,426  | 7.26   | 0.97           | 9.81  | 4.85  | 22.89 | 2,064  |
| Totals                               | 258                | ..              | 5,004,805           | 1,226,702   | 306,674             | 6,538,181 | 2,985,394 | 302,229  | 11,951   | 90,494 | 103,336             | 10,611   | 162,746                        | 130,793 | 407,486 | 3.79   | 0.39           | 5.98  | 4.8   | 14.96 | 63,616 |
| General charges                      | ..                 | ..              | ..                  | ..          | ..                  | ..        | ..        | ..       | ..       | ..     | ..                  | ..       | ..                             | ..      | 57,703  | ..     | ..             | ..    | ..    | 2.12  | ..     |
| Totals                               | ..                 | ..              | ..                  | ..          | ..                  | ..        | ..        | ..       | ..       | ..     | ..                  | ..       | ..                             | ..      | 465,189 | ..     | ..             | ..    | ..    | 17.08 | ..     |

\* Fuel, stores, &amp;c., for one C supplied by Stores Department.

† Fuel stores, &amp;c., for three Ds supplied by Stores and Public Works Departments.

‡ Written off.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1913—continued.

| Type.                                | Number of Engines. | Engine-Mileage. |                     |             | Quantity of Stores. |           |           |         | Cost.    |                     |         |       | Cost per Engine-Mile in Pence. |          |          |       | Days in Steam. |        |        |        |
|--------------------------------------|--------------------|-----------------|---------------------|-------------|---------------------|-----------|-----------|---------|----------|---------------------|---------|-------|--------------------------------|----------|----------|-------|----------------|--------|--------|--------|
|                                      |                    | Detail.         |                     |             | Running.            |           |           |         | Repairs. |                     |         |       | Running.                       |          |          |       |                |        |        |        |
|                                      |                    | Train.          | Shunting and Empty. | Work-train. | Total.              | Coal.     | Oil.      | Tallow. | Waste.   | Wages and Material. | Stores. | Fuel. | Wages.                         | Repairs. | Running. |       |                |        |        |        |
|                                      |                    |                 |                     |             |                     |           |           |         |          |                     |         |       |                                |          | Stores.  | Fuel. |                | Wages. | Total. |        |
| SOUTH ISLAND MAIN LINE AND BRANCHES. |                    |                 |                     |             |                     |           |           |         |          |                     |         |       |                                |          |          |       |                |        |        |        |
| A (simple)                           | 1                  | 30              | 29,316              | 997         | 30,313              | 11,960    | 846       | 65      | 431      | £ 610               | 36      | £ 683 | £ 373                          | £ 1,702  | 4.83     | 0.28  | 5.41           | 2.95   | 13.47  | 185    |
| A (compound)                         | 7                  | 30              | 204,365             | 6,790       | 211,155             | 85,830    | 6,839     | 380     | 2,829    | 4,755               | 266     | 4,426 | 2,754                          | 12,201   | 5.41     | 0.3   | 5.03           | 3.13   | 13.87  | 1,269  |
| B                                    | 8                  | 20              | 178,572             | 27,560      | 206,340             | 124,860   | 8,785     | 387     | 3,128    | 4,486               | 287     | 7,550 | 4,812                          | 17,135   | 5.22     | 0.33  | 8.78           | 5.6    | 19.93  | 1,994  |
| BA                                   | 8                  | 15              | 119,079             | 18,767      | 137,924             | 78,354    | 6,041     | 302     | 2,409    | 711                 | 236     | 4,632 | 3,432                          | 9,011    | 1.43     | 0.41  | 8.06           | 5.97   | 15.97  | 1,445  |
| D                                    | 15                 | 18              | 4,132               | 138,280     | 2,684               | 145,096   | 41,488    | 3,106   | 274      | 1,866               | 1,745   | 117   | 1,596                          | 4,674    | 2.89     | 0.19  | 2.64           | 7.73   | 13.45  | 2,657  |
| F and FA                             | 41                 | 20              | 166,016             | 491,718     | 67,615              | 725,349   | 258,617   | 18,116  | 1,332    | 7,126               | 7,936   | 604   | 9,438                          | 39,774   | 2.63     | 0.2   | 3.12           | 7.21   | 13.16  | 10,179 |
| J                                    | 15                 | 25              | 276,044             | 37,387      | 28,800              | 342,231   | 166,329   | 9,486   | 719      | 4,560               | 4,266   | 362   | 6,197                          | 17,761   | 2.99     | 0.25  | 4.35           | 4.86   | 13.45  | 3,687  |
| K                                    | 6                  | 25              | 70,833              | 5,999       | 12,132              | 88,964    | 31,993    | 1,856   | 175      | 1,256               | 1,020   | 77    | 1,714                          | 4,458    | 2.75     | 0.21  | 4.63           | 4.44   | 12.03  | 1,108  |
| L                                    | 1                  | 20              | 13,774              | 2,684       | 284                 | 16,742    | 4,665     | 421     | 48       | 200                 | 71      | 17    | 265                            | 497      | 1.02     | 0.24  | 3.8            | 7.12   | 12.18  | 287    |
| P                                    | 6                  | 18              | 123,229             | 15,225      | 1,326               | 139,780   | 79,534    | 5,492   | 232      | 1,811               | 783     | 195   | 4,161                          | 3,123    | 1.35     | 0.34  | 7.14           | 5.36   | 14.19  | 1,469  |
| Q                                    | 7                  | 30              | 203,301             | 12,245      | ...                 | 215,546   | 113,370   | 6,371   | 249      | 2,048               | 2,946   | 238   | 4,895                          | 3,070    | 3.28     | 0.26  | 5.45           | 3.42   | 12.41  | 1,444  |
| R                                    | 8                  | 20              | 52,629              | 60,566      | 33,644              | 146,839   | 44,064    | 3,364   | 365      | 2,292               | 2,038   | 131   | 2,195                          | 3,814    | 3.33     | 0.21  | 3.59           | 6.23   | 13.36  | 1,822  |
| T                                    | 4                  | 18              | 65,410              | 5,858       | 143                 | 71,411    | 35,961    | 1,987   | 129      | 1,012               | 1,639   | 77    | 2,194                          | 1,626    | 5.51     | 0.26  | 7.37           | 5.47   | 18.61  | 837    |
| U, UA, and UC                        | 25                 | 30              | 639,133             | 36,934      | 862                 | 676,949   | 327,097   | 20,083  | 1,135    | 8,594               | 9,798   | 750   | 18,083                         | 11,834   | 3.47     | 0.26  | 6.42           | 4.19   | 14.34  | 6,019  |
| UB                                   | 22                 | 30              | 586,264             | 33,005      | 1,023               | 620,292   | 299,728   | 18,296  | 938      | 7,195               | 13,246  | 679   | 17,746                         | 10,307   | 5.12     | 0.26  | 6.87           | 3.99   | 16.24  | 5,023  |
| V                                    | 10                 | 25              | 244,461             | 21,202      | 651                 | 266,314   | 187,768   | 6,374   | 439      | 3,183               | 2,898   | 239   | 4,165                          | 5,096    | 2.61     | 0.22  | 3.75           | 4.59   | 11.17  | 2,618  |
| WF                                   | 16                 | 25              | 294,345             | 73,158      | 18,301              | 385,804   | 164,826   | 13,759  | 791      | 5,271               | 6,040   | 466   | 9,698                          | 9,164    | 3.76     | 0.29  | 6.03           | 5.7    | 15.78  | 4,240  |
| WD                                   | 4                  | 20              | 54,371              | 17,928      | 15,717              | 88,016    | 34,820    | 3,433   | 167      | 1,288               | 1,459   | 116   | 2,126                          | 2,080    | 3.98     | 0.31  | 5.8            | 5.67   | 15.76  | 987    |
| Totals                               | 204                | ..              | 3,325,274           | 1,006,323   | 183,468             | 4,515,065 | 2,091,264 | 134,655 | 8,127    | 56,499              | 66,447  | 4,893 | 101,764                        | 97,035   | 3.53     | 0.26  | 5.41           | 5.16   | 14.36  | 47,270 |
| General charges                      | ..                 | ..              | ..                  | ..          | ..                  | ..        | ..        | ..      | ..       | ..                  | ..      | ..    | ..                             | 36,373   | ..       | ..    | ..             | ..     | 1.93   | ..     |
| Totals                               | ..                 | ..              | ..                  | ..          | ..                  | ..        | ..        | ..      | ..       | ..                  | ..      | ..    | ..                             | 306,512  | ..       | ..    | ..             | ..     | 16.29  | ..     |

WESTLAND SECTION.

| D               | 1  | 18 | 15      | 12,692 | 12,707  | 2,824   | 653    | 47  | 215   | 36    | 52  | 90    | 446   | 624    | 0.68  | 0.98 | 1.7  | 8.43 | 11.79 | 250   |
|-----------------|----|----|---------|--------|---------|---------|--------|-----|-------|-------|-----|-------|-------|--------|-------|------|------|------|-------|-------|
| F and FA        | 6  | 20 | 78,974  | 45,837 | 128,015 | 44,606  | 4,791  | 252 | 1,171 | 1,093 | 154 | 1,423 | 3,101 | 5,771  | 2.05  | 0.29 | 2.67 | 5.81 | 10.82 | 1,459 |
| LA              | 5  | 20 | 61,254  | 8,729  | 93,444  | 31,972  | 3,436  | 223 | 1,056 | 956   | 116 | 1,022 | 1,958 | 4,052  | 2.46  | 0.3  | 2.62 | 5.03 | 10.41 | 1,230 |
| W and WA        | 5  | 18 | 88,968  | 18,873 | 108,835 | 53,605  | 4,361  | 245 | 1,543 | 1,626 | 154 | 1,724 | 2,418 | 5,922  | 3.59  | 0.34 | 3.8  | 5.33 | 13.06 | 1,200 |
| WB              | 1  | 20 | 11,152  | 1,763  | 12,980  | 7,183   | 635    | 34  | 221   | 878   | 23  | 236   | 315   | 1,442  | 16.23 | 0.43 | 4.18 | 5.82 | 26.66 | 163   |
| Totals          | 18 | .. | 240,363 | 87,894 | 355,981 | 140,190 | 13,876 | 801 | 4,206 | 4,589 | 499 | 4,485 | 8,238 | 17,811 | 3.09  | 0.34 | 3.02 | 5.56 | 12.01 | 4,302 |
| General charges | .. | .. | ..      | ..     | ..      | ..      | ..     | ..  | ..    | ..    | ..  | ..    | ..    | 2,671  | ..    | ..   | ..   | ..   | 1.8   | ..    |
| Totals          | .. | .. | ..      | ..     | ..      | ..      | ..     | ..  | ..    | ..    | ..  | ..    | ..    | 20,482 | ..    | ..   | ..   | ..   | 13.81 | ..    |

RETURN NO. 28—continued.  
LOCOMOTIVE RETURNS for the Year ending 31st March, 1913—continued.

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

WESTPORT SECTION.

|                    |    |    |         |        |       |         |        |       |     |       |     |       |       |      |      |      |      |       |
|--------------------|----|----|---------|--------|-------|---------|--------|-------|-----|-------|-----|-------|-------|------|------|------|------|-------|
| C ..               | 2  | 12 | 349     | 22,797 | 2,002 | 25,148  | Cwt.   | Qr.   | lb. | lb.   | £   | £     | £     | £    | £    | £    | £    | 346   |
| F and FA ..        | 4  | 15 | 22,648  | 37,758 | 5,588 | 65,994  | 5,531  | 837   | 54  | 227   | 26  | 195   | 167   | 186  | 0.24 | 1.59 | 8.49 | 12.18 |
| W <sub>B</sub> ..  | 5  | 20 | 89,035  | 28,356 | ..    | 117,391 | 16,558 | 2,090 | 113 | 658   | 64  | 1,040 | 500   | 3.78 | 0.23 | 1.82 | 7.12 | 957   |
| Totals ..          | 11 | .. | 112,032 | 88,911 | 7,590 | 208,533 | 83,003 | 7,953 | 309 | 2,191 | 252 | 3,267 | 2,509 | 3.76 | 0.29 | 2.89 | 6.31 | 1,163 |
| General charges .. | .. | .. | ..      | ..     | ..    | ..      | ..     | ..    | ..  | ..    | ..  | ..    | ..    | ..   | ..   | ..   | ..   | 2,466 |
| Totals ..          | .. | .. | ..      | ..     | ..    | ..      | ..     | ..    | ..  | ..    | ..  | ..    | ..    | ..   | ..   | ..   | ..   | ..    |
| Totals ..          | .. | .. | ..      | ..     | ..    | ..      | ..     | ..    | ..  | ..    | ..  | ..    | ..    | ..   | ..   | ..   | ..   | ..    |
| Totals ..          | .. | .. | ..      | ..     | ..    | ..      | ..     | ..    | ..  | ..    | ..  | ..    | ..    | ..   | ..   | ..   | ..   | ..    |

NELSON SECTION.

|                    |    |    |        |        |       |        |        |       |     |       |     |     |       |       |       |      |      |      |       |
|--------------------|----|----|--------|--------|-------|--------|--------|-------|-----|-------|-----|-----|-------|-------|-------|------|------|------|-------|
| D ..               | 1  | 18 | 1,613  | 1,092  | 8,702 | 11,407 | 1,308  | 220   | 9   | 48    | 74  | 8   | 72    | 187   | 341   | 1.56 | 0.17 | 1.51 | 180   |
| F and FA ..        | 4  | 18 | 73,963 | 12,242 | 111   | 86,316 | 26,994 | 3,279 | 128 | 1,039 | 505 | 114 | 1,485 | 1,631 | 3,735 | 1.4  | 0.32 | 4.13 | 972   |
| Totals ..          | 5  | .. | 75,576 | 13,334 | 8,813 | 97,723 | 28,302 | 3,499 | 137 | 1,087 | 579 | 122 | 1,557 | 1,818 | 4,076 | 1.42 | 0.3  | 3.82 | 1,152 |
| General charges .. | .. | .. | ..     | ..     | ..    | ..     | ..     | ..    | ..  | ..    | ..  | ..  | ..    | ..    | 634   | ..   | ..   | ..   | ..    |
| Totals ..          | .. | .. | ..     | ..     | ..    | ..     | ..     | ..    | ..  | ..    | ..  | ..  | ..    | ..    | 4,710 | ..   | ..   | ..   | ..    |

PICTON SECTION.

|                    |    |    |        |        |        |         |        |       |     |       |       |     |       |       |       |      |      |      |       |
|--------------------|----|----|--------|--------|--------|---------|--------|-------|-----|-------|-------|-----|-------|-------|-------|------|------|------|-------|
| D ..               | 1  | 18 | 285    | 2,079  | 12,985 | 15,349  | 3,383  | 457   | 16  | 197   | 101   | 14  | 202   | 327   | 644   | 1.58 | 0.22 | 3.16 | 229   |
| FA ..              | 2  | 18 | 40,881 | 7,392  | 40     | 48,313  | 20,241 | 2,070 | 41  | 453   | 563   | 62  | 1,201 | 894   | 2,720 | 2.8  | 0.31 | 5.96 | 446   |
| G ..               | 4  | 18 | 44,193 | 25,238 | 6,313  | 75,744  | 27,909 | 3,200 | 86  | 955   | 642   | 97  | 1,663 | 1,584 | 3,986 | 2.03 | 0.31 | 5.27 | 1,000 |
| Totals ..          | 7  | .. | 85,359 | 34,709 | 19,338 | 139,406 | 51,533 | 5,727 | 143 | 1,605 | 1,306 | 173 | 3,066 | 2,805 | 7,350 | 2.25 | 0.29 | 5.28 | 1,675 |
| General charges .. | .. | .. | ..     | ..     | ..     | ..      | ..     | ..    | ..  | ..    | ..    | ..  | ..    | ..    | 501   | ..   | ..   | ..   | ..    |
| Totals ..          | .. | .. | ..     | ..     | ..     | ..      | ..     | ..    | ..  | ..    | ..    | ..  | ..    | ..    | 7,851 | ..   | ..   | ..   | ..    |

## RETURN No. 29.

## SOUTH ISLAND MAIN LINE AND BRANCHES.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1913.

| Mine.                                                           | 1911-12. | 1912-13. | Increase. | Decrease. |
|-----------------------------------------------------------------|----------|----------|-----------|-----------|
|                                                                 | Tons.    | Tons.    | Tons.     | Tons.     |
| St. Helen's, White Cliffs .. .. .                               | 328      | 1,641    | 1,313     | ..        |
| Homebush, Glentunnel .. .. .                                    | 7,710    | 6,153    | ..        | 1,557     |
| Mount Somers Coal Company, Mount Somers .. .. .                 | 2,181    | 2,976    | 795       | ..        |
| Albury .. .. .                                                  | 164      | 67       | ..        | 97        |
| Waihao Forks .. .. .                                            | ..       | 112      | 112       | ..        |
| Waihao Downs .. .. .                                            | ..       | 43       | 43        | ..        |
| Gibson's .. .. .                                                | 5        | ..       | ..        | 5         |
| Kurow .. .. .                                                   | 4        | 4        | ..        | ..        |
| Peebles .. .. .                                                 | ..       | 22       | 22        | ..        |
| Papakaio .. .. .                                                | 8        | 20       | 12        | ..        |
| Ngapara .. .. .                                                 | 74       | 247      | 173       | ..        |
| Shag Point Coal Company, Bushey .. .. .                         | 1,337    | 1,355    | 18        | ..        |
| McIntosh, A., Allandale .. .. .                                 | 967      | 3,166    | 2,199     | ..        |
| Allandale Coal Company, Bushey .. .. .                          | 3,001    | ..       | ..        | 3,001     |
| Saddle Hill .. .. .                                             | 37,225   | 37,063   | ..        | 162       |
| Fernhill .. .. .                                                | 20,017   | 20,727   | 710       | ..        |
| Oturehua .. .. .                                                | ..       | 50       | 50        | ..        |
| Mosgiel .. .. .                                                 | 105      | 147      | 42        | ..        |
| Taratu Mine, Lovell's Flat .. .. .                              | 5,377    | 13,217   | 7,840     | ..        |
| Brook Bros., Bushey .. .. .                                     | 604      | 509      | ..        | 95        |
| Benhar .. .. .                                                  | 137      | 207      | 70        | ..        |
| Stirling .. .. .                                                | ..       | 37       | 37        | ..        |
| Kaitangata .. .. .                                              | 127,162  | 114,575  | ..        | 12,587    |
| Bruce Coal Company, Milton .. .. .                              | 16,516   | 22,071   | 5,555     | ..        |
| Dickson, Conical Hills .. .. .                                  | 2,042    | 2,432    | 390       | ..        |
| Knuckey and Junker (late Sneddon and Hamilton), Pukerau .. .. . | 70       | 26       | ..        | 44        |
| Jones, Maitland .. .. .                                         | ..       | ..       | ..        | ..        |
| McSoar, W., Waikaka .. .. .                                     | ..       | ..       | ..        | ..        |
| Mason, W., Kingston Crossing .. .. .                            | ..       | ..       | ..        | ..        |
| McDowall, Wairio .. .. .                                        | 441      | ..       | ..        | 441       |
| New Zealand Express Company, Gore .. .. .                       | 2,832    | 4,085    | 1,253     | ..        |
| Sleeman, C. P., and Kyle, W., Mataura .. .. .                   | 915      | 763      | ..        | 152       |
| Beattie, Coster, and Co., Mataura .. .. .                       | 5,451    | 4,924    | ..        | 527       |
| Collieries Company, Mataura .. .. .                             | 9,265    | 11,049   | 1,784     | ..        |
| Nightcaps Coal Company, Nightcaps .. .. .                       | 68,265   | 91,923   | 23,658    | ..        |
| McKenzie, D., Wairio .. .. .                                    | 3,943    | 2,515    | ..        | 1,428     |
| Grant, J., Wairio .. .. .                                       | ..       | 4        | 4         | ..        |
| Moss Bros., Wairio .. .. .                                      | 744      | 237      | ..        | 507       |
| Wairio Coal Company .. .. .                                     | 459      | 38       | ..        | 421       |
| Dillon, Wairio .. .. .                                          | 668      | ..       | ..        | 668       |
| Clapp, Wairio .. .. .                                           | 8        | ..       | ..        | 8         |
| Bowden, Asher's .. .. .                                         | 4        | ..       | ..        | 4         |
| Clark, Wyndham .. .. .                                          | 13       | 21       | 8         | ..        |
| Mason and Johnston, Kingston Crossing .. .. .                   | 47       | ..       | ..        | 47        |
| Lynch, Kingston Crossing .. .. .                                | 12       | ..       | ..        | 12        |
| Hunt, Waikaka .. .. .                                           | 5        | ..       | ..        | 5         |
| Totals .. .. .                                                  | 318,106  | 342,426  | 46,088    | 21,768    |

## RETURN No. 30.

## SOUTH ISLAND MAIN LINE AND BRANCHES.

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, 1913.

| Port.                 | 1911-12. | 1912-13. | Increase. | Decrease. |
|-----------------------|----------|----------|-----------|-----------|
|                       | No.      | No.      | No.       | No.       |
| DISCHARGED :—         |          |          |           |           |
| Lyttelton .. .. .     | 1,942    | 1,974    | 32        | ..        |
| Timaru .. .. .        | 312      | 289      | ..        | 23        |
| Oamaru .. .. .        | 160      | 172      | 12        | ..        |
| Port Chalmers .. .. . | 69       | 79       | 10        | ..        |
| Dunedin .. .. .       | 109      | 89       | ..        | 20        |
| Bluff .. .. .         | 223      | 224      | 1         | ..        |
| Totals .. .. .        | 2,815    | 2,827    | 12        | ..        |
| LOADED :—             |          |          |           |           |
| Lyttelton .. .. .     | 1,998    | 2,015    | 17        | ..        |
| Timaru .. .. .        | 261      | 279      | 18        | ..        |
| Oamaru .. .. .        | 176      | 160      | ..        | 16        |
| Port Chalmers .. .. . | 54       | 44       | ..        | 10        |
| Dunedin .. .. .       | 35       | 30       | ..        | 5         |
| Bluff .. .. .         | 222      | 224      | 2         | ..        |
| Totals .. .. .        | 2,746    | 2,752    | 6         | ..        |

## RETURN NO. 31.

## SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1913,  
on the SOUTH ISLAND MAIN LINE and BRANCHES.

| Line of Railway.                                       | Main Line. |         | Branches. | Total<br>Railway. | Sidings.   |           |        | Total<br>Equivalent<br>of Single<br>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     | 17 72   | .. ..     | 229 49            | 91 76      | .. ..     | 91 76  | 321 45                                     |
| Rangiora-Sheffield and Eyreton<br>Junction - Bennett's | .. ..      | .. ..   | 53 56     | 313 46            | .. ..      | 4 74      | 34 70  | 58 50                                      |
| Waipara-Parnassus .. ..                                | .. ..      | .. ..   | 44 1      |                   |            | 4 43      |        | 48 44                                      |
| Southbridge and Little River<br>Branches               | .. ..      | .. ..   | 48 7      |                   |            | 6 52      |        | 54 59                                      |
| Springfield and White Cliffs<br>Branches [Branch       | .. ..      | .. ..   | 69 6      |                   |            | 7 59      |        | 76 65                                      |
| Rakaia and Ashburton Forks                             | .. ..      | .. ..   | 22 20     |                   |            | 3 14      |        | 25 34                                      |
| Mount Somers Branch .. ..                              | .. ..      | .. ..   | 27 36     |                   |            | 1 75      |        | 29 31                                      |
| Albury Branch .. ..                                    | .. ..      | .. ..   | 36 13     |                   |            | 3 4       |        | 39 17                                      |
| Waimate Branch .. ..                                   | .. ..      | .. ..   | 12 67     |                   |            | 2 69      |        | 15 56                                      |
| Totals, Christchurch Division                          | 211 57     | 17 72   | 313 46    | 543 15            | 91 76      | 34 70     | 126 66 | 670 1                                      |
| DUNEDIN DIVISION :—                                    |            |         |           |                   |            |           |        |                                            |
| Main Line .. .. .                                      | 165 40     | 8 6     | .. ..     | 173 46            | 71 70      | .. ..     | 71 70  | 245 36                                     |
| Duntroon Branch .. .. .                                | .. ..      | .. ..   | 37 41     | 278 2             | .. ..      | 3 12      | 29 45  | 40 53                                      |
| Oamaru-Breakwater Branch ..                            | .. ..      | .. ..   | 0 63      |                   |            | 1 62      |        | 2 45                                       |
| Ngapara & Livingstone Branches                         | .. ..      | .. ..   | 27 4      |                   |            | 2 17      |        | 29 21                                      |
| Waihemo Branch .. .. .                                 | .. ..      | .. ..   | 8 65      |                   |            | 0 63      |        | 9 48                                       |
| Port Chalmers Branch .. ..                             | .. ..      | .. ..   | 1 26      |                   |            | 3 65      |        | 5 11                                       |
| Walton Park Branch .. .. .                             | .. ..      | .. ..   | 2 49      |                   |            | 0 79      |        | 3 48                                       |
| Fernhill Branch .. .. .                                | .. ..      | .. ..   | 1 57      |                   |            | 0 24      |        | 2 1                                        |
| Otago Central Railway .. ..                            | .. ..      | .. ..   | 134 51    | .. ..             | .. ..      | 10 35     | 40 61  | 145 6                                      |
| Outram Branch .. .. .                                  | .. ..      | .. ..   | 9 0       |                   |            | 0 63      |        | 9 63                                       |
| Lawrence Branch .. .. .                                | .. ..      | .. ..   | 29 32     |                   |            | 2 51      |        | 32 3                                       |
| Catlin's River Branch .. ..                            | .. ..      | .. ..   | 25 14     |                   |            | 2 54      |        | 27 68                                      |
| Totals, Dunedin Division ..                            | 165 40     | 8 6     | 278 2     | 451 48            | 71 70      | 29 45     | 101 35 | 553 3                                      |
| INVERCARGILL DIVISION :—                               |            |         |           |                   |            |           |        |                                            |
| Main Line .. .. .                                      | 82 41      | .. ..   | .. ..     | 82 41             | 33 36      | .. ..     | 33 36  | 115 77                                     |
| Tapanui Branch .. .. .                                 | .. ..      | .. ..   | 26 21     | 315 67            | .. ..      | 2 61      | 40 61  | 29 2                                       |
| Waimea Plains Branch .. ..                             | .. ..      | .. ..   | 36 41     |                   |            | 3 22      |        | 39 63                                      |
| Switzer's Branch .. .. .                               | .. ..      | .. ..   | 13 67     |                   |            | 2 3       |        | 15 70                                      |
| Waikaka Branch .. .. .                                 | .. ..      | .. ..   | 12 57     |                   |            | 2 3       |        | 14 60                                      |
| Wyndham Branch .. .. .                                 | .. ..      | .. ..   | 9 35      |                   |            | 1 0       |        | 10 35                                      |
| Seaward Bush Branch .. ..                              | .. ..      | .. ..   | 33 65     |                   |            | 3 3       |        | 36 68                                      |
| Kingston Branch .. .. .                                | .. ..      | .. ..   | 87 0      |                   |            | 11 9      |        | 98 9                                       |
| Makarewa-Orepuki Branch ..                             | .. ..      | .. ..   | 48 23     | .. ..             | .. ..      | 9 35      | .. ..  | 57 58                                      |
| Thornbury-Wairio and Wairio-<br>Nightcaps Branches     | .. ..      | .. ..   | 24 51     |                   |            | 3 69      |        | 28 40                                      |
| Forest Hill Railway .. .. .                            | .. ..      | .. ..   | 12 66     |                   |            | 1 13      |        | 13 79                                      |
| Lumsden-Mararoa Branch ..                              | .. ..      | .. ..   | 10 41     | .. ..             | .. ..      | 1 3       | .. ..  | 11 44                                      |
| Totals, Invercargill Division                          | 82 41      | .. ..   | 315 67    | 398 28            | 33 36      | 40 61     | 74 17  | 472 45                                     |
| Grand Totals—Whole Line..                              | 459 58     | 25 78   | 907 35    | 1,393 11          | 197 22     | 105 16    | 302 38 | 1,695 49                                   |

## RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1913.

## PART I.—PASSENGERS.

## GENERAL FARES AND REGULATIONS.

- Volunteer tickets : Regulation cancelled.
- Official season tickets : Regulation cancelled.
- Special trains for Government Departments : Regulation cancelled.
- Ordinary tickets : Clause *re* completion of journey by first available train after date of expiry when no train running on that day removed.
- Alternative routes : Regulation amended so as to exclude sectional season tickets.
- Booking fee : Regulation amended in order to provide for children under twelve years of age being charged half-rates.
- Family season tickets : Regulation amended.
- Reserved carriages : Regulation amended in order to provide for compartment being reserved for Judges and members of the Arbitration Court.
- Excursion trains : Regulation amended.
- Concession tickets : Clause inserted providing for the purchase of concession tickets half an hour before the departure of train by which they are intended to be used.

## LOCAL FARES AND REGULATIONS.

- Workers' weekly tickets to apply from Napier to Hastings.
- Kawakawa Section : Regulations removed.
- Auckland Section : Regulation *re* conveyance of funerals from Auckland, Newmarket, and Mount Eden to Waikumete Cemetery removed.

## PART II.—LUGGAGE, PARCELS, ETC.

- Luggage : Regulation inserted providing for checking of passengers' luggage for the rail journey between officered stations on the North and South Island main lines and branches, including the journey by ferry steamers between Wellington and Lyttelton.
- Theatrical companies' luggage : Regulation amended.
- Bicycles : Regulation amended.
- Coin, bullion, &c. : New rates provided for the conveyance at railway risk and when accompanied by passengers.
- Horses : Double rates to be charged on each horse where a UG wagon is ordered for conveyance of horses by ordinary trains and not fully loaded.
- Motor-cars : Regulation inserted for conveyance of motor wagons and buses and motors not to be accepted for carriage by rail when charged with any inflammable liquid.
- Dogs : Regulation amended.
- Funerals from Auckland, Newmarket, and Mount Eden to Waikumete Cemetery : Charges inserted for carriage of corpses.
- Whangarei Section : Local rates removed.

## PART III.—GOODS REGULATIONS.

- Class F : Charges inserted for four-wheeled wagons (LA excepted) loaded up to the limit where the carrying-capacity is marked thereon.
- Private stores and sidings : Clause *re* weight of goods delivered at and received from private sidings amended.

## PART IV.—GOODS : LOCAL RATES.

## Kaihu Section—

- Rate inserted on timber from Taita to Dargaville.

## Auckland District—

- New schedule of rates provided for through booking of goods between stations in the Auckland District and ports on the Manakau Harbour.
- Rate inserted for timber from Wimiha to Mount Eden, Auckland, Onehunga Wharf, and intermediate stations.

## Gisborne Section—

- Rate on white-pine timber from Te Karaka to Gisborne provided.

## Westland Section—

- Rate provided for timber hauled between Hokitika Station and the timber-skids for local delivery or for shipment at Hokitika.
- Rates inserted on coal from Stillwater to Greymouth.
- Rates inserted on coke from Granity to Westport.

## South Island main line and branches—

- Rate on pelts from Fairfield to Woolston, Pareora, and Belfast, and from Pareora to Belfast and Woolston, removed.
- Rate on fat from Mātaura to Wallacetown removed.
- Charges on goods between Invercargill Jetty and Railway-station removed.
- Rate on bricks, tiles, and clay from Buxton's to Invercargill removed.

## PART V.—CLASSIFICATION.

Inserted—

Class.

|                                                                                                                                                                                   |         |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------|
| Acorns, packed. Rate and a half (not to exceed Class D)                                                                                                                           | .. .. . | E    |
| Aeroplanes. Minimum charge as for 1 ton for four-wheeled wagon, 2 tons for bogie wagon.                                                                                           |         |      |
| Owners' risk. Special goods                                                                                                                                                       | .. .. . | A    |
| Bark-refuse for stable purposes                                                                                                                                                   | .. .. . | P    |
| Boot-polish                                                                                                                                                                       | .. .. . | B    |
| Brasses for axle-boxes                                                                                                                                                            | .. .. . | B    |
| Boxes (soap), in pieces, packed in crates, not returned empties. Half-rates                                                                                                       | .. .. . | B    |
| Butter-wrappers, packed                                                                                                                                                           | .. .. . | D    |
| Butter, concentrated milk, and frozen cream, in mixed consignments in lots of not less than 10 cwt. from local factories. Rate and a half                                         | .. .. . | E    |
| Calf-meal, not otherwise specified. Owners' risk                                                                                                                                  | .. .. . | D    |
| Casein curd, packed. Owners' risk                                                                                                                                                 | .. .. . | E    |
| Clay pigeons. Owners' risk                                                                                                                                                        | .. .. . | B    |
| Concrete drinking-troughs. Owners' risk. Special goods                                                                                                                            | .. .. . | N    |
| Concrete slabs for paving dairies                                                                                                                                                 | .. .. . | N    |
| Cones, packed. Owners' risk                                                                                                                                                       | .. .. . | C    |
| Cornflour, in bulk                                                                                                                                                                | .. .. . | C    |
| Coraline, packed                                                                                                                                                                  | .. .. . | B    |
| Dinghys (under 10 ft.), minimum as for 10 ft. Owners' risk                                                                                                                        | .. .. . | A    |
| Dynamos. Owners' risk. Special goods                                                                                                                                              | .. .. . | B    |
| Earthenware building-blocks. Owners' risk                                                                                                                                         | .. .. . | P    |
| Empties : Returned fish-packages                                                                                                                                                  | .. .. . | Free |
| Enerpine. Owners' risk. Dangerous. Rate and a half                                                                                                                                | .. .. . | A    |
| Eruptite. Owners' risk. Dangerous. Double rate                                                                                                                                    | .. .. . | A    |
| Floatine. Owners' risk                                                                                                                                                            | .. .. . | C    |
| Fleshings, packed. Owners' risk                                                                                                                                                   | .. .. . | N    |
| Gates, house and garden, New Zealand manufacture. Owners' risk                                                                                                                    | .. .. . | D    |
| Guano, loose. Owners' risk                                                                                                                                                        | .. .. . | N    |
| Hermatite, packed. Owners' risk                                                                                                                                                   | .. .. . | B    |
| Ice, unpacked. Owners' risk                                                                                                                                                       | .. .. . | A    |
| Marble for manufacture of gravestones. Owners' risk. Special goods                                                                                                                | .. .. . | D    |
| Military camp equipment (exclusive of ammunition or explosives of any description), guns, gun-carriages, and wagons. Owners' risk                                                 | .. .. . | C    |
| Motor-cars in cases. Minimum 15 cwt. per truck. Owners' risk. Special goods                                                                                                       | .. .. . | A    |
| Pebbles, imported for mining purposes                                                                                                                                             | .. .. . | N    |
| Parsnips. Owners' risk                                                                                                                                                            | .. .. . | F    |
| Pipes, wooden. Minimum quantity 2 tons per four-wheeled truck, 5 tons per bogie truck. (Any less quantity will be charged as such minimum or at the classified rates for Class B) | .. .. . | C    |
| Poles, ferro-concrete, New Zealand manufacture. Owners' risk                                                                                                                      | .. .. . | N    |
| Rice-flour                                                                                                                                                                        | .. .. . | C    |
| Rubber, second-hand or waste                                                                                                                                                      | .. .. . | C    |
| Sage and thyme, as vegetables.                                                                                                                                                    |         |      |
| Saw-benches. Owners' risk                                                                                                                                                         | .. .. . | A    |
| Slag-wool. Owners' risk                                                                                                                                                           | .. .. . | N    |
| Sleepers, railway and tramway, imported. Owners' risk. Rate and a half                                                                                                            | .. .. . | Q    |
| Soda, nitrate of. Owners' risk                                                                                                                                                    | .. .. . | E    |
| Stags' heads, mounted or unmounted. Owners' risk. Rate and a quarter. As parcels. See Part II.                                                                                    |         |      |
| Stationery, New Zealand manufacture, consigned direct from factory. Owners' risk                                                                                                  | .. .. . | B    |
| Sucrosine, not otherwise specified. Owners' risk                                                                                                                                  | .. .. . | D    |
| Sulphur, packed for acid-making. Owners' risk                                                                                                                                     | .. .. . | Q    |
| Tiles, plain, flooring                                                                                                                                                            | .. .. . | D    |

Deleted—

|                                                                 |         |   |
|-----------------------------------------------------------------|---------|---|
| Timber, Australian and Tasmanian. Owners' risk. Rate and a half | .. .. . | K |
|-----------------------------------------------------------------|---------|---|

Inserted—

|                                                                                               |         |   |
|-----------------------------------------------------------------------------------------------|---------|---|
| Timber, imported. Owners' risk. Rate and a half                                               | .. .. . | K |
| Tobacco-dust for use as a blight-destroyer. Owners' risk                                      | .. .. . | D |
| Tags for frozen meat                                                                          | .. .. . | D |
| Toys, packed, New Zealand manufacture. Owners' risk. Special goods                            | .. .. . | A |
| Typewriters, packed in cases or crates. Owners' risk. Special goods                           | .. .. . | A |
| Typewriters, loose. Owners' risk. Special goods. Rate and a quarter. As parcels. See Part II. |         |   |
| Valonia, packed. Owners' risk                                                                 | .. .. . | D |
| Vats, cream, freezing. Owners' risk. Special goods                                            | .. .. . | C |
| Veneers, packed in cases, crates or bundles, not otherwise specified. Owners' risk            | .. .. . | B |
| Wrappers, packed, butter                                                                      | .. .. . | D |
| Wyandotte, packed                                                                             | .. .. . | B |

## PART VI.—WHARVES.

Ships working overtime : Regulation amended.

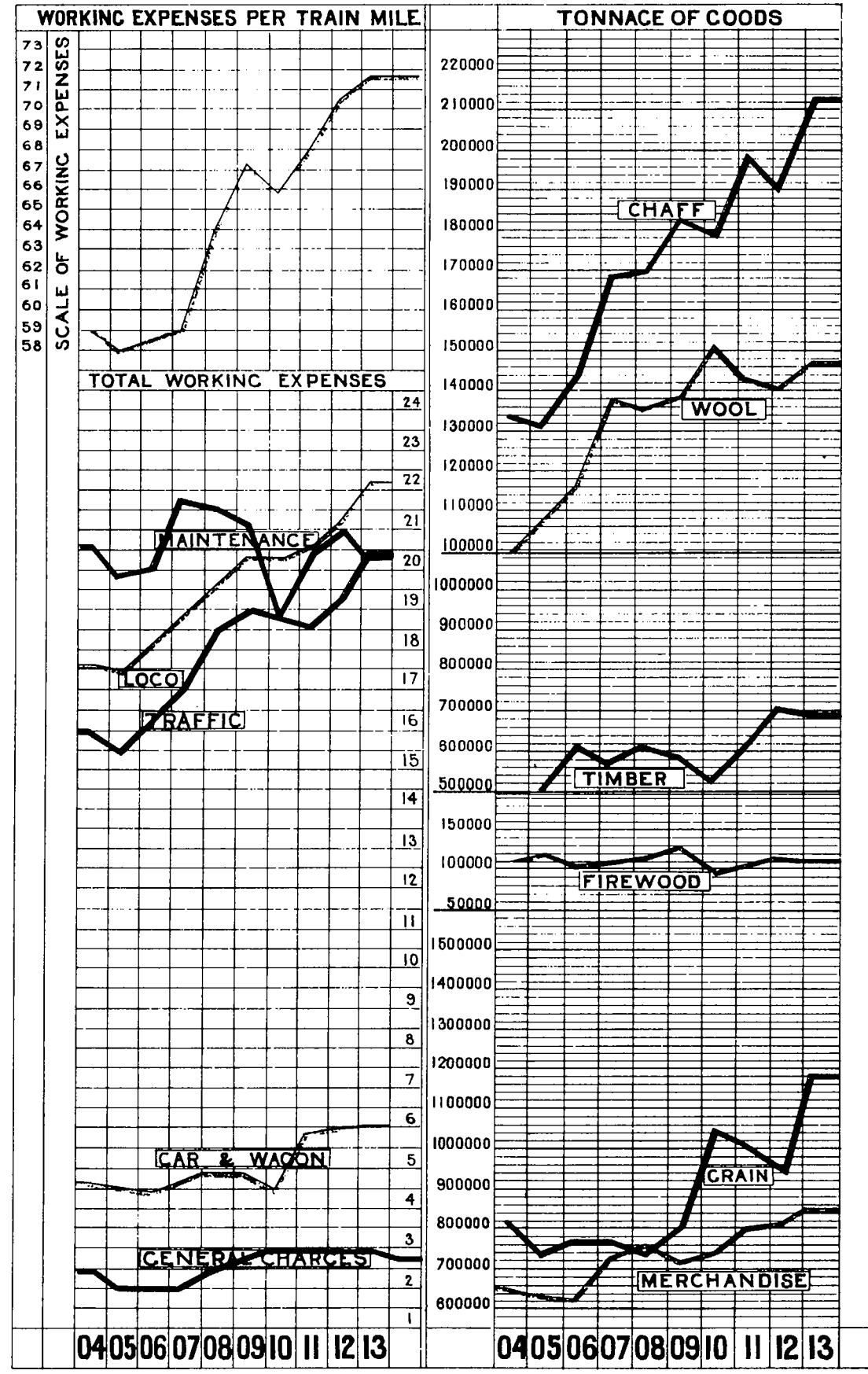
Whangarei Railway wharves : Charges for use of wharves amended.

Auckland Railway Wharf : Charges for use of wharf removed.

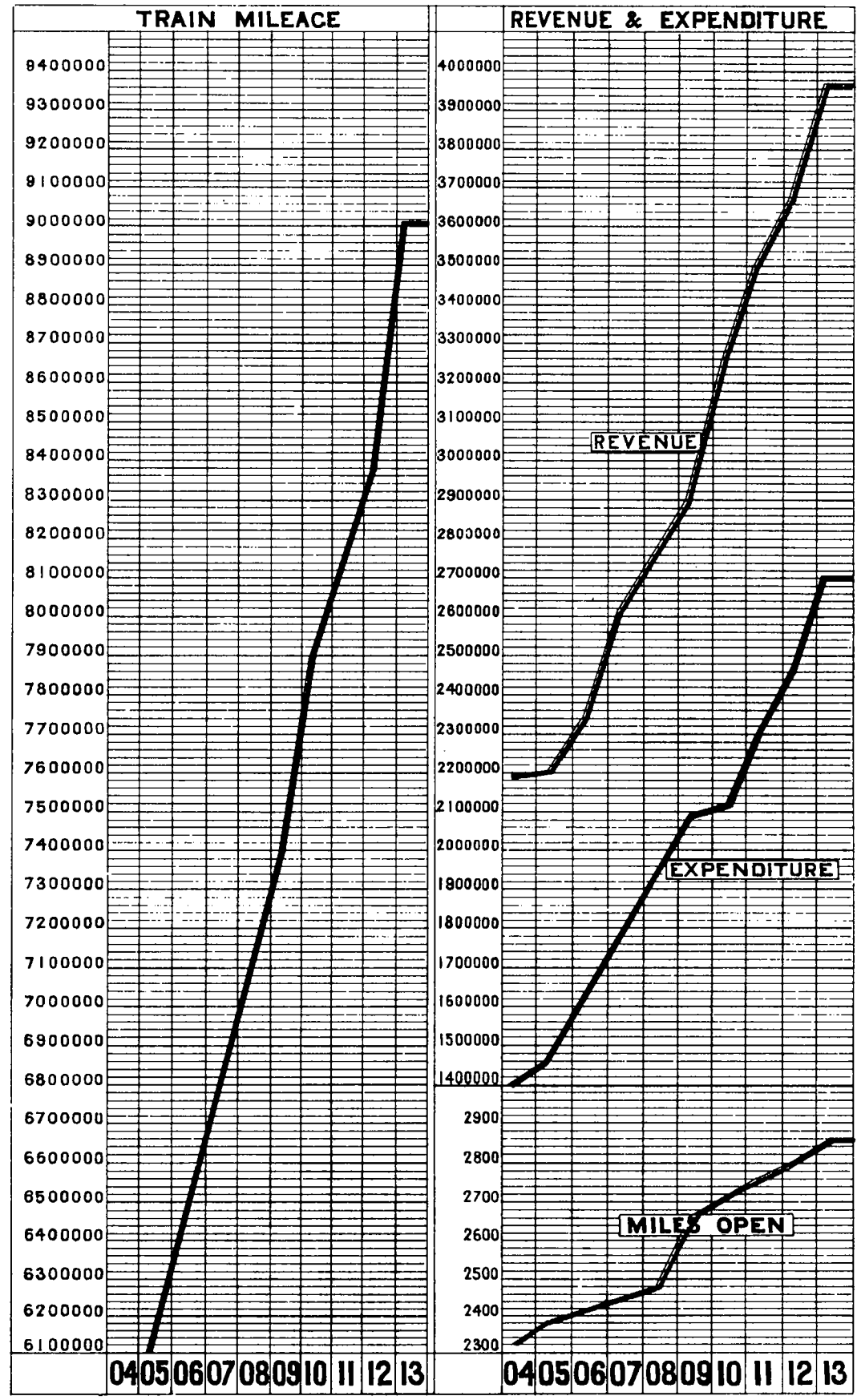
Nelson Wharf : Rates and charges for use of wharf amended.

Port Chalmers wharves : Charges inserted for vessels attaching lines to the railway wharves when proceeding to or from the docks.

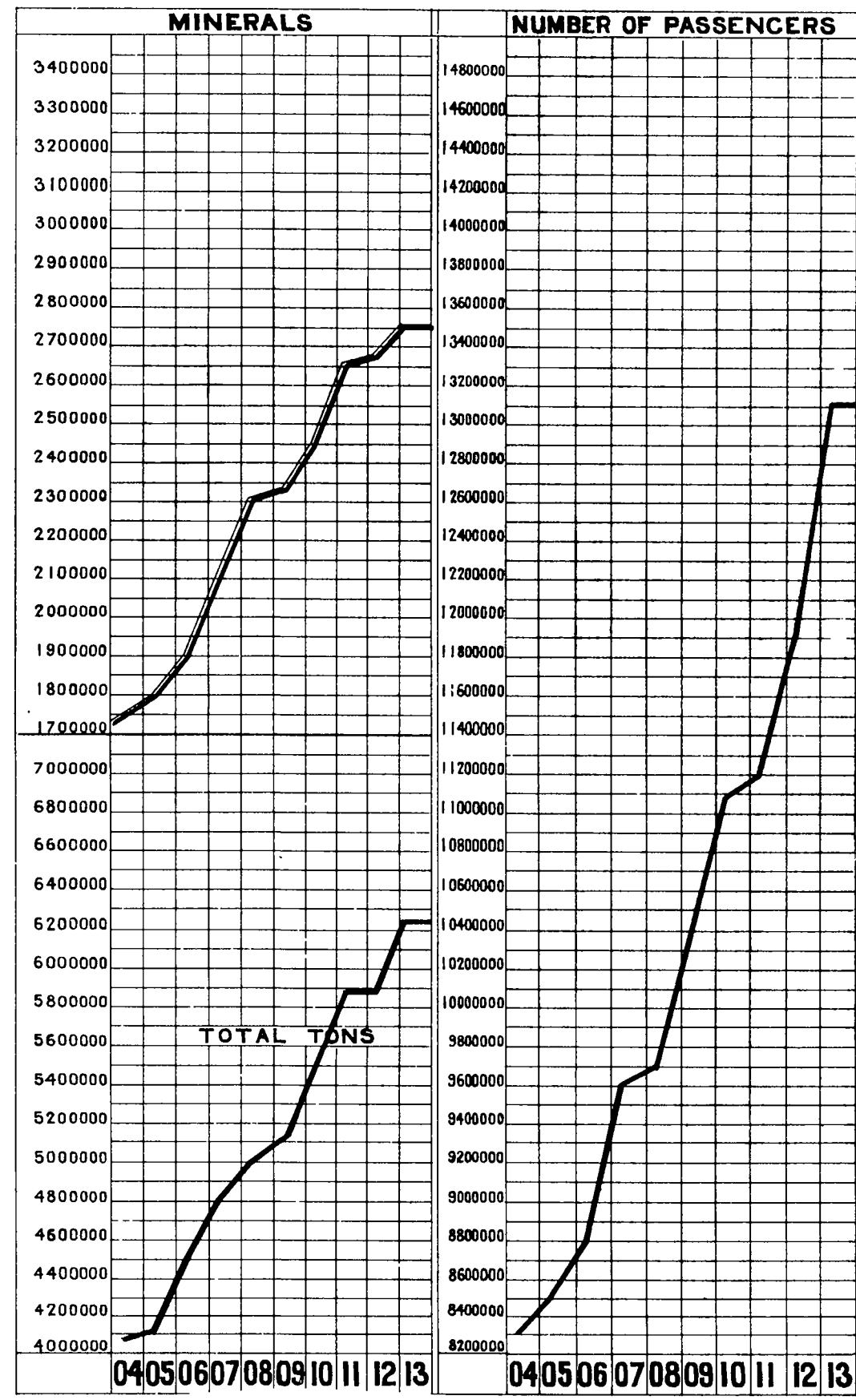
NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS





# NEW ZEALAND

**SHOWING  
RAILWAY, STEAMER, AND COACH ROUTES.**

## STATISTICS.

|                                                                        |              |
|------------------------------------------------------------------------|--------------|
| Government Railways open for traffic on 31st March, 1913 .. .. .       | 2,860 miles. |
| Private Companies' lines .. .. .                                       | 29 ..        |
| Capital cost of Government Railways open on 31st March, 1913 .. .. .   | £31,811,220  |
| Revenue from Government Railways. year ending 31st March, 1913 .. .. . | £3,871,002   |
| Expenditure on .. .. .                                                 | £2,705,608   |
| Passengers carried on .. .. .                                          | 13,123,878   |
| Number of season tickets issued, .. .. .                               | 265,259      |
| Cattle, sheep, and pigs carried, .. .. .                               | 5,746,530    |
| Tonnage carried, .. .. .                                               | 5,957,005    |
| Number of miles travelled by trains, .. .. .                           | 9,016,224    |
| Number of locomotives, .. .. .                                         | 613          |
| Number of passenger-carriages, .. .. .                                 | 1,282        |
| Number of wagons and brake-vans, .. .. .                               | 19,515       |
| Area of Dominion. square miles .. .. .                                 | 104,471      |
| Population, estimated, at 31st March, 1913 (including Maoris) .. .. .  | 1,117,592    |

|                       |                                              |       |         |
|-----------------------|----------------------------------------------|-------|---------|
| <i>Chief Cities:—</i> |                                              |       |         |
| Auckland              | { Population with Suburbs<br>(Approximate) } | .. .. | 109,110 |
| Wellington            |                                              | .. .. | 72,892  |
| Christchurch          |                                              | .. .. | 83,672  |
| Dunedin               |                                              | .. .. | 86,981  |

Scale of English Miles.



## REFERENCE

REFERENCE.

|                                       |                                                                                       |
|---------------------------------------|---------------------------------------------------------------------------------------|
| Government Railways open for traffic. |  |
| Private Lines                         |  |
| Coach routes                          |  |
| Roads and tracks                      |  |
| Steamer routes                        |  |

### DISTANCES BY RAILWAY.

|                                                | Miles |
|------------------------------------------------|-------|
| Auckland to Kawiraka .. .. .                   | 86    |
| " to Rotorua .. .. .                           | 171   |
| " to Wanganui .. .. .                          | 344   |
| " to Napier .. .. .                            | 481   |
| " to Thames .. .. .                            | 143   |
| New Plymouth to Wanganui .. .. .               | 107   |
| " to Napier .. .. .                            | 278   |
| " to Rotorua .. .. .                           | 447   |
| " to Wellington (via Longburn) .. .. .         | 281   |
| " to (via Waikarapa) .. .. .                   | 296   |
| Napier to Wellington (via Longburn) .. .. .    | 199   |
| " to (via Waikarapa) .. .. .                   | 210   |
| Wellington to Rotorua .. .. .                  | 428   |
| " to Auckland (via Longburn) .. .. .           | 426   |
| " to (via Waikarapa) .. .. .                   | 471   |
| Christchurch to Culverden .. .. .              | 60    |
| " to Dunedin .. .. .                           | 280   |
| Dunedin to Dunedin .. .. .                     | 78    |
| Dunedin to Olyde .. .. .                       | 148   |
| " to Invercargill .. .. .                      | 189   |
| " to Lawrence .. .. .                          | 80    |
| " to Bluff .. .. .                             | 164   |
| " to Kingston (via Waitma Plains Line) .. .. . | 174   |
| " to (via Invercargill) .. .. .                | 228   |
| Bluff to Kingston .. .. .                      | 104   |

