SESSION II.
1921.
NEW ZEALAND.

RAILWAYS STATEMENT

BY THE ACTING MINISTER OF RAILWAYS, HON. D. H. GUTHRIE.

MR. SPEAKER,—

In presenting the Railways Statement for the year ended 31st March, 1921, I have pleasure in announcing that, notwithstanding the exceptional conditions which prevailed during the greater part of the year, the gross receipts amounted to £6,908,531, an increase of £1,156,044 on the earnings for the year ended 31st March, 1920, and £908,531 in excess of the estimated revenue. The following gives a summary of the results:—

	Year 1921. £	Year 1920. £
Total earnings	6,908,531	5,752,487
Total expenditure	5,636,601	4,105,067
Net profit on working ..	£1,271,930	£1,647,420

The mileage of lines open for traffic on the 31st March, 1921, was 3,018 miles.

The undermentioned extensions were opened during the year: Ranganui–Huarau, 6 miles 33 chains; Kioreroa–Portland, 5 miles 21 chains.

The capital cost of lines open for traffic, including steamers and plant on Lake Wakatipu, increased from £36,390,115 to £37,235,254.

The net revenue, £1,271,930, is equal to a return of 3·42 per cent. on the capital invested on the lines open for traffic, and 3·07 per cent. on the capital (£41,425,496) invested in the opened and unopened lines.

The gross receipts per train-mile for all lines amounted to 178·00d., as against 186·00d. for the preceding year, a decrease of 8·00d. per train-mile.

The receipts per train-mile from the North Island main line and branches were 180·00d., as against 183·50d. for the previous year, a decrease of 3·50d. The South Island main line and branches produced a return of 173·00d., as against 195·50d. last year, a decrease of 22·50d.

The expenditure for the year amounted to £5,636,601, an increase of £1,531,534 over the previous year, and exceeded the estimate by £1,024,101.

The percentage of working-expenses to earnings was 81·59, as against 71·36 for the preceding year, an increase of 10·23 per cent.

The sum of £421,315 was expended under the head "Additions to open lines" in providing additional rolling-stock, tarpaulins, Westinghouse brake, workshop machinery, foot-warmers; improvement to workshops, engine-depots, station facilities, water-services; additional dwellings; signal, tablet, and telephone installation; interlocking; gasworks extension; and purchase of land.

During the year thirty-four bogie and 127 four-wheeled wagons were constructed in the railway workshops and put into traffic. Eighty-five engines, thirty-five carriages, thirteen brake-vans, eighty-three bogie, and 2,887 four-wheeled wagons were on order or under construction at the close of the financial year.

His Royal Highness the Prince of Wales made an extensive tour of the Dominion in April and May, 1920. Landing at Auckland, he travelled by rail to Rotorua, returning to Auckland; thence by rail to New Plymouth, Wanganui, Napier, and via Wairarapa line to Wellington. From Wellington he crossed to Picton, and travelled by railway and motor-cars to Nelson, Westport, and Hokitika; thence to Otira by train, and Otira to Arthur's Pass by special coaches. Taking the train from Arthur's Pass he journeyed to Christchurch, and thence to Invercargill, and back to Lyttelton, from which port he sailed in the "Renown" on the 21st May, 1920.

The railway-trains stopped *en route* at a number of stations, at each of which His Royal Highness was warmly welcomed by large and enthusiastic gatherings of the people from the surrounding districts, who had in numerous cases travelled long distances to do honour to His Royal Highness and show their loyalty to the King and Empire.

The whole of the arrangements for the transport of His Royal Highness and his entourage by railway, motor-cars, and coaches were carried out in a highly satisfactory manner. The rapidity with which the Royal party moved added greatly to the difficulties of catering for their requirements. Such difficulties were, however, surmounted by the Controller of Railway Refreshment Services, and the staff gave very capable assistance, working under his direction throughout the tour. The excellence of the arrangements throughout was much appreciated by His Royal Highness and his party.

In view of the continued unsettled conditions prevailing throughout the world, and the large drop in the imports and decline in the prices for our staple products, principally meat and wool, it would not be prudent to take other than a conservative view in making a forecast of the Railway revenue for the coming year. I anticipate that the revenue will reach £7,250,000, and the expenditure will amount to not less than £6,490,000.

SUPERANNUATION FUND.

The total amount standing to the credit of the Government Railways Superannuation Fund at the close of the financial year ended 31st March, 1921, was £464,490, an increase of £56,258 on the balance to the credit of the fund for the previous year. The gross income for the year was £219,923, and the outgoing £163,665. Of the latter amount, £109,982 represents grants to 1,152 members of the Railway service who have either retired voluntarily or have been retired medically unfit, and allowances amounting to £12,753 were paid in respect to 413 widows and 561 children dependants of deceased contributors to the fund who were members of the service at the time of their death. The income from the actual contributions of members of the fund totalled £118,889, or £11,110 less than the estimated annual liability. The receipts are, however, augmented by the Government subsidy of £75,000 and amounts received by way of interest on funds invested and fines imposed under the regulations, together with a donation. These amounted to £22,396.

RESULTS OF WORKING.

The following is a summary of the results of working for the year ended 31st March, 1921, as compared with 1920:—

Particulars.	Year ended 31st March.	
	1920.	1921.
Total miles open for traffic	3,006	3,018
Average miles open for year	2,996	3,018
Capital cost of opened and unopened lines	£39,997,340	£41,425,496
Capital cost of open lines	£36,390,115	£37,235,254
Capital cost per mile of open lines	£12,106	£12,337
Gross earnings	£5,752,487	£6,908,531
Working-expenses	£4,105,067	£5,636,601
NET PROFIT ON WORKING	**£1,647,420**	**£1,271,930**
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**4·53**	**3·42**
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	**71·36**	**81·59**
Earnings per average mile open	£1,923	£2,293
Working-expenses per average mile open	£1,372	£1,870
NET EARNINGS PER AVERAGE MILE OPEN...	**£551**	**£423**
	d.	d.
Earnings per train-mile	186·00	178·00
Working-expenses per train-mile	132·72	145·14
NET EARNINGS PER TRAIN-MILE ...	**53·28**	**32·86**
Passengers, ordinary	12,760,814	15,315,640
Season tickets	400,621	464,691
Goods tonnage	5,597,232	6,085,360
Live-stock tonnage	403,047	401,919
Train-mileage	7,408,608	9,303,392
Locomotives	616	608
Passenger-cars	1,492	1,492
Wagons and brake-vans	22,937	23,119

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

New Zealand Government Railways,
Head Office, Wellington, 16th November, 1921.

SIR,—

I have the honour to report on the working of the railways for the financial year ended 31st March, 1921.

The Ranganui–Huarau Section, 6 miles 33 chains, and the Kioreroa–Portland Section, 5 miles 21 chains, were opened during the year, making the total mileage open for traffic on the 31st March 3,018 miles.

The capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu, on the 31st March, 1921, was £37,235,254, as against £36,390,115 for the previous year, an increase of £845,139. This amount includes £360,746, construction charges on lines already taken over from the Public Works Department, £421,315 on new works charged against capital account under "Additions to open lines," and £63,078 expended under the Railway Improvement Authorization Act, 1914.

The gross receipts for the year amounted to £6,908,531, as against £5,752,487 for the previous year, an increase of £1,156,044.

The net revenue, £1,271,930, is equal to a return of 3·42 per cent. on the capital invested in the lines open for traffic, and 3·07 per cent. on the capital invested in the opened and unopened lines.

The train-mileage for the year, 9,303,392 miles, was 1,894,784 more than the previous year. This increased mileage represents services put on at the end of 1919 to restore the pre-war time-table.

The lines on which the additional mileage was run are—Whangarei, 1,799; Gisborne, 8,681; North Island Main Trunk, 1,082,414; South Island Main Trunk, 782,221; Westland, 18,968; Nelson, 2,409. Decreases totalling 1,708 miles were made on Kaihu, Westport, and Picton Sections.

The increase in train-mileage has been followed by a marked decrease in the receipts per train-mile, the North Island lines showing a falling-off of 3·50d. and the South Island lines of 22·50d., and all lines of 8·0d. per mile for the whole of the train-mileage run throughout the year.

Floods and slips caused serious disorganization of train services on several occasions during the year, and also the suspension of all trains north of Pohokura, on the Whangamomona line, from the 19th April to the 17th May; on the Picton line, between Mirza and Wharanui, from the 21st August to the 11th September, and again from the 23rd September until the 27th November; on the Outram Branch, from the 30th September to the 2nd October; on the Main Trunk line, South Island, between Morven and Glenavy, on the 29th September; and North Island, between Ohakune and Marton, on the 1st October, and Ohakune–Taihape on the 2nd October.

The following figures, which give the record of the late arrival of the principal trains during the year, indicate that, notwithstanding the difficulties experienced in connection with slips, floods, and other unforeseen circumstances, the trains have, as a whole, run well up to time:—

	Average Late Arrival. Min.		Min.	
Long-distance passenger-trains	5·35	against	5·02	last year.
Suburban trains	1·16	,,	0·80	,,
Long-distance mixed trains	7·72	,,	7·67	,,

The number of ordinary passengers carried during the year was 15,315,640, an increase of 2,554,826, over the previous year.

Season tickets issued numbered 464,691, an increase of 64,070. Workers' twelve-trip tickets numbered 107,136, and workers' tickets issued on suburban lines 282,854, an increase over the preceding year of 23,771 twelve-trip and 34,783 workers' weekly tickets.

The year's total of ordinary passengers carried constitutes a record for the Dominion.

The increase in passenger traffic is accounted for by the heavy business resulting from the visit of His Royal Highness the Prince of Wales, the diversion to railway during the Auckland tramway strike on two occasions of a considerable portion of the suburban traffic usually catered for by tramways, the inclusion in the year's business of the greater portion of traffic for two Easter holiday seasons, the traffic resulting from the Davis Cup contest held in Auckland, and the increase in the number of school, factory, and friendly-society and holiday excursionists.

The goods and live-stock tonnage was 6,487,279 tons, an increase of 487,000 tons. The increases were as follows:—

Cattle	18,769	head.
Pigs	314	„
Timber	106,530	tons.
Minerals	214,704	„
Other goods	166,894	„

Sheep decreased by 198,648 head. At the opening of the year there was congestion in the freezing-works, and this to a large extent accounted for the drop in the number of sheep carried. Unfortunately, as the congestion was relieved, the drop in meat-values checked freezing operations.

Favourable prices, keen demand for supplies on the local market for housing, combined with good overseas market, gave a stimulus to the timber industry. A number of new mills have been established and commenced operations, and the result is reflected in the increase of 106,530 tons of timber carried during the year.

Mineral tonnage was favourably affected by increase in phosphate, gravel and other roadmaking materials, as also by the quantity of overseas coal landed at the various ports for conveyance by rail to inland destination. This accounts for 150,000 tons of the increase; the balance, 64,000 tons, represents the increase in the coal traffic from the New Zealand mines. The quantity railed from Huntly decreased by 14,658 tons; Denniston Mine by 20,300 tons; Seddonville Co-operative (closed owing to fire), 2,000 tons; Kaitangata, 8,260 tons; Paparoa, Brunner, State No. 1, 54,600 tons; Blackball, State No. 2, and Reefton Mines increased by 84,000 tons, the local mines in Otago and Southland by 29,000 tons, Granity, Stockton, Mokihinui, and Co-operative Mines by 23,468 tons.

The total quantity of coal railed from the mines of the Westport and Westland Sections was 774,685 as against 743,127 tons for 1920, an increase of 31,500 tons.

The output of the Greymouth mines was 313,044 tons, an increase of 29,379 tons over 1920, but a decrease of 201,750 tons when compared with the output of 514,795 tons in 1915.

Under the heading "Other goods" the increase of 166,894 tons is due to general expansion of business in Auckland District, increase in ships' overseas goods, and in frozen-meat, dairy-produce, manures, and other miscellaneous traffic.

The average number of men employed for the year was 14,252, against 13,385 for the previous year.

Thirty-two members of the Second Division were promoted to the First Division, 805 members resigned, 100 retired on superannuation, 48 died, 140 were dismissed, and 1,431 engaged.

The sum of £18,638 was paid, under the Workers' Compensation for Accidents Act, during the year to members who sustained injuries while in the execution of their duty.

The additions made to the rolling-stock during the year consisted of 187 wagons; 650 new tarpaulins were also made in the railway workshops.

The rolling-stock on order at the close of the year consisted of eighty-five engines, forty cars, sixteen bogie brake-vans, and 2,976 wagons.

Thirteen hundred and twenty-four car, van, and wagon axles were replaced by modern axles, this increasing the carrying-capacity of each vehicle by 2 tons.

The permanent-way, buildings, structures, and appliances have been efficiently maintained, and a considerable number of improvements have been made in the accommodation at various stations. Twenty-two miles of track were relaid, and 105,579 new sleepers and 89,866 cubic yards of ballast placed in the track during the year. Protective works were carried out on rivers in the Canterbury District, at Oamaru, and on the Westland Section.

Interlocking and signal appliances have been increased and sidings and yards improved at a number of stations. The work in connection with grade-easements in the Auckland District has been continued during the year, together with station rearrangements in connection therewith.

Fixed signals were provided at two stations, and twenty-one stations were equipped with distant signals in addition to home signals previously installed. The stations now equipped with fixed signals number 300, while at 100 other stations interlocking appliances are installed. Special switch-locks were provided at four stations. Special locking arrangements at three switch-out tablet stations, and tablet locking at a number of other stations, have also been installed during the year.

The railway telegraph and telephone systems were extended during the year, and now comprise 288 Morse sets, 1,677 telephones, 301 electric bells, 2,618 miles of poles, and 7,233 miles of wire.

Electric lighting has been installed at a number of station buildings, yards, offices, engine-sheds, and dwellings.

Visit of H.R.H. the Prince of Wales to the Dominion.

In April and May last His Royal Highness the Prince of Wales made a tour of New Zealand, travelling by rail from Auckland to Rotorua and back to Auckland, thence to New Plymouth, Napier, and Wellington via Wairarapa line. His railway journeys in the South Island were—Picton to Blenheim, Nelson to Glenhope, Reefton to Hokitika, thence to Otira and Arthur's Pass to Christchurch, Christchurch to Invercargill, and back to Lyttelton, from which port he sailed in the H.M.S. "Renown" on the 21st May, 1920.

The passenger traffic to the centres visited by the Royal Party was exceedingly heavy. The whole of the railway arrangements were, however, made and carried out satisfactorily. The catering for the party reflected great credit on the Controller of Railway Refreshment Services and the capable staff working under his directions.

Revenue.

The gross revenue for the year amounted to £6,908,531, an increase of £1,156,044 on the earnings of the previous year and £908,531 above the estimates. The particulars are as follows:—

	1921. £	1920. £
Passengers, ordinary	2,459,362	2,138,391
Season tickets	198,717	165,596
Parcels, luggage, and mails	335,754	290,453
Goods	3,676,665	2,956,237
Miscellaneous, rents, &c.	238,034	201,810
	£6,908,531	£5,752,487

The gross receipts per train-mile for all lines were 178·00d., as against 186·00d. for the preceding year, a decrease of 8·00d. per train-mile.

The North Island main line and branches produced 180·00d., as against 183·50d. per train-mile for the previous year, a decrease of 3·50d.

The South Island main line and branches gave a return of 173·00d., as against 195·50d. last year, a decrease of 22·50d.

The earnings from the Lake Wakatipu steamers amounted to £8,989, an increase of £1,111 over the revenue for the previous year.

The net revenue, £1,271,930, was equal to a return of 3·42 per cent. on the capital invested in the lines open for traffic (£37,235,254), and 3·07 per cent. on the capital invested in the opened and unopened lines (£41,425,496).

Expenditure.

The working expenditure for the year under review, including £10,458, the cost of working the Lake Wakatipu traffic, amounted to £5,636,601, an increase of £1,531,534 over the expenditure for last year. The ratio of expenditure to earnings was 81·59, as compared with 71·36 for the preceding year, an increase of 10·23.

	Expenditure.		Per Cent. of Revenue.	
	1920–21. £	1919–20. £	1920–21.	1919–20.
Traffic	1,712,376	1,301,935	24·82	22·66
Locomotive	2,656,812	1,785,491	38·51	31·08
Maintenance	1,053,049	837,910	15·26	14·59
Management	203,906	171,767	2·95	2·99
	5,626,143	4,097,103	81·54	71·32
Lake Wakatipu steamers	10,458	7,964	0·05	0·04
	£5,636,601	£4,105,067	81·59	71·36

Of the gross increase (£1,531,534), the sum of £860,563, equal to 56·19 per cent., represents the increased cost of wages, salaries, and conditions granted to the Railway staff as the result of investigations made into cost of living by the Boards set up in 1920. The balance, £649,166, or 42·39 per cent., represents the enhanced prices for stores and materials used during the year in carrying out the operations of the Department, and £21,805, or 1·42 per cent., the increase in the cost of miscellaneous services.

The cost-of-living bonuses were incorporated in the schedule to the Government Railways Act, 1920, to operate retrospectively from the 1st April of that year.

On 6th March, 1921, a further bonus of 1s. per day was granted to tradesmen, and the forty-four-hour week which had been effective in the workshops since 1919 was made applicable to those members of the Second Division who had previously worked forty-eight hours, a corresponding reduction in hours being made in the case of those members performing light duties and whose week was longer than forty-eight hours.

Of the total increase in the expenditure of the Traffic Branch, salaries and wages absorb £360,033, or 87·20 per cent.; stores £32,095, or 7·77 per cent.; and miscellaneous £20,752, or 5·03 per cent.

In the Locomotive Branch salaries and wages absorb £320,011, or 36·72 per cent.; coal, oil, and other stores and materials £515,436, or 59·14 per cent.; miscellaneous £36,002, or 4·14 per cent.

Maintenance increases are represented by salaries and wages, £151,548, or 70·47 per cent.; stores, £61,789, or 28·73 per cent.; and miscellaneous, £1,720, or 0·80 per cent.

Under the head "Management," salaries and wages absorb £28,970, or 90·11 per cent. of the increase; stores, £3,178, or 9·89 per cent.

The sum of £218,182 was expended in the Maintenance Branch and charged to capital under the head "Additions to open lines." These comprise improvements to workshops, engine-depots, station facilities, water-services, additional dwellings; signal, tablet, and telephone installation interlocking; gasworks extension, and purchase of land.

In the Locomotive Branch £112,248 was expended in the provision of additional rolling-stock, tarpaulins, Westinghouse brake, and workshops machinery.

Included in the total amount of £330,430 spent on additions to open lines is the sum of £31,661, representing increased cost of wages accruing to the staff engaged on the various works enumerated, as a result of the recommendations of the Boards already referred to.

The rolling-stock in respect of which the charges were incurred under the head "Additions to open lines" included thirty-four bogie wagons, 127 four-wheeled wagons, and 650 tarpaulins, completed on the 31st March, 1921; and eighty-five locomotives, thirty-five carriages, thirteen brake-vans, eighty-three bogie and 2,887 four-wheeled wagons, and 1,115 tarpaulins, incomplete but in hand on that date.

Coal.

The difficulties connected with the coal-supply continued for the major part of the year, necessitating the exploitation of foreign markets. Supplies were obtained from America, Japan, and Great Britain. An officer was also sent to Australia with satisfactory results, and the position at the end of the year was better than it had been since 1917 so far as concerned the regularity of supplies to enable train-services to be maintained.

Since the year ending 31st March, 1915, soft coal has advanced from 12s. per ton to 26s. per ton, hard coal from 24s. per ton to 85s. per ton.

The cost of the coal actually consumed during the year ended 31st March, 1921, was £940,000 greater than for the year ending on 31st March, 1915.

Cost of Materials.

The high prices ruling for all materials essential to the operations of the Department are reflected in the expenditure for the year. Such materials now held in stock have to be debited at the enhanced rate against the work for which they are used. The extent to which the expenditure is affected by *the price of materials purchased during the war period and at present-day ruling rates is indicated* in the following figures, showing the increases on a number of representative items:—

Items.	1915.	1921.	Increased Cost to Railway Department based on 1915 Consumption.
			£
Axles (each)	50/- to 83/-	163/- to 269/-	16,600
Bolts and nuts (cwt.)	30/-	80/-	8,500
Canvas (sq. yard)	2/-	5/2	8,700
Channels (each)	11/-	48/-	12,300
Channels (each)	87/- to 114/-	348/6	
Cotton-waste (cwt.)	38/-	96/-	7,000
Galvanized iron (cwt.)	27/-	60/-	6,900
Rails (ton)	181/9	342/-	51,700
Rivets (cwt.)	18/-	60/-	3,300
Sleepers (each)	3/9 to 5/3	5/- to 11/3	41,900
Springs (each)	3/6 to 5/-	10/3 to 13/-	11,500
Steel (cwt.)	11/- to 25/6	39/- to 68/-	34,700
Boiler-tubes (foot)	-/7	1/8	13,900
Tires (each)	44/-	160/-	22,000
Wire, fencing (cwt.)	10/6	59/6	28,100
Oil, lubricating (gallon)	1/- to 2/10	2/6 to 7/-	19,200
Oil, gas-making (gallon)	-/11	2/9	7,400
Oil, linseed (gallon)	3/-	10/-	6,800
Lead, white (cwt.)	31/-	71/-	3,000
Iron, bar, New Zealand (cwt.)	12/-	28/6	41,000
Iron, pig (ton)	100/6	308/-	17,800
Timber, kauri (average)	19/6	46/-	21,600
Timber, building (various, average)	10/- to 23/6	24/- to 42/-	30,800
Uniforms, Guards' and Porters' (each)	43/5	112/3	13,400
Uniform trousers, Guards' and Porters' (each)	12/11	30/5	
Stationery (total)	£21,400	£45,000	23,600
			£451,700

The foregoing list represents but a small portion of the articles used in every-day operations, but it will serve to illustrate the effect war prices will continue to have on the expenditure until such time as high-priced stocks have been used up and present prices recede to figures approximating the pre-war rates.

A leading British manufacturer recently stated that the average total cost of 1 ton of finished steel in 1913 was 110s. 3·1d., the corresponding cost in 1920 being 363s. 3·1d.—approximately three and a quarter times what it was in 1913. The wages-cost in 1913 was 68s. 4·9d., and in 1920 296s. 6·8d., or four and a quarter times what it was in 1913. The increased cost in 1920 over 1913 was 253s. per ton, of which 228s. 2d. went in wages and 24s. 10d. in other charges.

Railway Improvements.

The expenditure during the year in connection with works authorized by the Railway Improvements Authorization Act, 1914, and charged to Capital Account was £63,729. The total expenditure on the scheme up to the 31st March, 1921, was £698,993. The scheme was estimated to cost £3,250,000, spread over a period of five years, by which time it was anticipated the whole of the works would have been completed, and the Department would have then have entered upon a second programme of improvements to provide for the essential requirements of the traffic. A period of seven years has now elapsed, and the Department finds itself in the position of having to deal with a traffic from which a revenue of nearly £7,000,000 was obtained last year with facilities that were considered to be totally inadequate for a business producing a revenue of £4,000,000 per annum in 1914.

The slow rate of progress made with the improvements scheme is the direct outcome of the conditions created by the late war. The present shortage of accommodation at the various termini and other important sub-centres of the railway system is now having a very serious effect on the operations of the Department. It is a fruitful source of delay to traffic, and increases the cost of dealing with it. Notwithstanding the fact that post-war conditions have for the time being checked the rate of progress in the Dominion, there can be no doubt that within a comparatively short period the country will again enter upon an era of prosperity which will result in the very material and continuous increase in railway traffic. The natural resources and productivity of the country are such that its advancement cannot be retarded for any lengthened period.

In order, therefore, that the Department may be placed in a position to deal satisfactorily, efficiently, and economically with the large volume of business that it will have to handle in the near future, it is imperative that provision be made without further delay for carrying out not only the scheme outlined in 1914, but others equally essential at other important depots. The works that should be immediately undertaken are: Deviation and new station at Palmerston North, and new stations at Auckland, Hawera, Hastings, Wellington, Lyttelton, Christchurch, and Timaru, as well as important works connected with the Canterbury–Westland lines in anticipation of the early opening of the Otira Tunnel.

Provided adequate funds can be made available for absolutely necessary works connected with the working railways, steady employment for a period of at least five years could be found for 2,500 suitable men.

In many places the limit of the capacity of a single line has nearly been reached, and it will become necessary to consider the question of providing for duplications. The first essential is, however, the provision of adequate and convenient terminal facilities, which form the master-key of the railway-transport problem. The necessity for accelerating the rate of progress of these works cannot be too strongly emphasized.

Houses for Staff.

During the year ending 31st March eighty-four houses were completed and occupied by the Railway staff, and sixty-three others under construction, making a total of 147.

The Housing Factory.—Good progress has also been made in connection with the building of the housing factory and sawmill at Frankton Junction. When the factory is completed a material saving will be made in the cost of house building and equipment, special attention having been given to the elimination of man-power wherever possible.

The housing programme of the Railway Department for its own staff is of considerable magnitude. Provided the necessary funds are available it will be possible to meet the urgent requirements of the railways in a comparatively short period, and the Department will, as intimated in my report of last year, be in a position to supply other Government Departments with house-material cut to size. The factory will also be capable of utilization in connection with the building of cars and wagons.

Wages and Conditions of Staff.

In accordance with the recommendation made by the Railways Committee in October, 1919, when the Government Railways Amendment Act was under consideration, a Board, consisting of two assessors and presided over by His Honour Mr. Justice Stringer, was appointed to deal with the claims of Railway staff for advances in pay in excess of the rates provided in the schedule to the 1919 Act. After full investigation, Mr. Justice Stringer recommended the payment of a bonus of 1s. per day to married men and widowers and widows with children, and 6d. per day to single men and widowers without dependants. Effect was duly given to these recommendations; but the Locomotive men, being still dissatisfied, struck on the 27th April, 1920, while His Royal Highness was at Rotorua, and the members of the Amalgamated Society of Railway Servants also ceased work. As a result of negotiations the men resumed work on the 3rd May, 1920.

In June, 1920, a special Conciliation Commission was set up to further review the rates of pay and conditions of work of employees of the First and Second Division respectively, and to report what increases, if any, had taken place in the cost of living since the 1st April, 1920, and what allowances, if any, in addition to bonus, to the ordinary rates of pay should be made to members of the First and Second Divisions in respect of such increases.

In respect to the First Division, the Board recommended that the bonus granted from the 1st January, 1920, in pursuance of the recommendation made by His Honour Mr. Justice Stringer, should be cancelled as from the 1st April, 1920, and a bonus at the rate of £20 per annum be granted to each member from Grade 8 of the First Division, and a bonus of £50 per annum to each member from Grades 2 to 7 inclusive, and to each casual employee in the clerical staff, and captains, mates, and engineers in the Wakatipu steamer service, to date from the 1st April, 1920.

In connection with the Second Division, other than members of the Locomotive-running, it was recommended that the bonuses granted by Mr. Justice Stringer be cancelled as from the 1st April, 1920, and a bonus at the rate of 3s. per day be granted to all members of the Second Division as from the 1st April, 1920, inclusive.

In respect to the Locomotive-running, a revised scale of pay was recommended, and the Board reported that in fixing the rates they had given special consideration to the following three main factors: (1) Increased cost of living; (2) present standard of living; (3) supply of and demand for labour.

Any appreciable alteration, therefore, in any or all of these factors may necessitate further increases or decreases in wages.

In February, 1921, another Board was set up, at the instance of the Amalgamated Society of Railway Servants, to inquire into and report as to what increase, if any, had taken place in the cost of living since the 1st April, 1920, and what allowance, if any, by way of bonus, in addition to the ordinary rates of pay, should be made to the members of the Second Division of the staff in respect of any such increase.

The Board recommended that an increase of 1s. per day be granted to tradesmen, and the forty-four-hour week be made applicable to other members of the Second Division in grades specified in the schedule, corresponding reduction in hours of work being made in the case of those members employed in certain capacities to which the forty-eight-hours week had not applied; the alterations in rates of pay and conditions recommended in the report to be considered as being in full settlement of any claims made by the Amalgamated Society of Railway Servants for any increases in wages in respect of any advance in the cost of living to date (3rd February, 1921), and to be operative from the 6th March, 1921. The forty-four hours were extended to the members of the Locomotive-running Branch.

Full effect was given to all the recommendations of the respective Boards, with the distinct understanding that they shall be revised as the cost of living rises or falls. In addition to granting a direct monetary payment by way of bonus, recommendations were made which materially altered the conditions of employment, and incidentally added greatly to the cost of salaries and wages.

On the 11th November, 1920, the statutory rates of pay were amended to embody the 3s. bonus, and became operative from 1st April, 1920.

The following figures show the effect on the wages for the year ending 31st March, 1921, as compared with the previous year:—

	Year ending 31st March, 1921.	Year ending 31st March, 1920.	Increase.
	£	£	£
For time worked between 6 a.m. and 10 p.m.	3,694,565	2,914,681	779,884
For time worked between 10 p.m. and 6 a.m.	173,112	97,962	75,150
For departmental holidays and Sundays	49,712	12,522	37,190
For night allowances paid to members of Second Division ..	37,693	19,332	18,361
	3,955,082	£3,044,497	£910,585

The extent to which wages have advanced since 31st March, 1914, is shown by the following figures:—

Wages, exclusive of additions to open lines and railway improvement authorization works—

	£
1914	1,966,868
1921	3,606,343
Increase	£1,639,475 = 83 %

The following is a review of the advances in pay made by way of bonuses granted to meet the rise in the cost of living since 1916:—

War Bonuses paid to Members of Division I.

Up to £315 per annum:—
From the 1st April, 1916—
Married men and widowers with children dependent, £15.
Single men and widowers with no children dependent, £7 10s.
Not exceeding £220 per annum:—
From the 9th December, 1917—
Married men and widowers with children dependent, £15 per annum.
All cadets £7 10s. per annum from the 1st April, 1918.
Up to £330 per annum:—
From the 1st October, 1918—
Married men and wodowers with children, £15 per annum.
Single men and widowers without dependants, £7 10s. per annum.
1st April, 1919: Bonuses added to salary.
From the 1st January, 1920 (Stringer bonus):—
Up to £500 per annum—
Married men and widowers with children dependent, £15 per annum.
Single men and widowers without dependants, £7 10s. per annum.
1st April, 1920: 1s.-per-day bonus granted 1st January, 1920 dropped, and salaries increased by £50 per annum.

Bonuses paid to Members of the Second Division.

Members of the Second Division have been granted the following bonuses :—

From the 1st April, 1916 : 1s. per day.

From the 9th December, 1917 : Married men and widowers with children, 1s. per day.

From the 1st October, 1918 : 1s, per day.

From the 1st April, 1919, these bonuses were added to the daily rate of pay and granted to married and single men alike.

From the 1st January, 1920—

Married men and widowers and widows with children, 1s. per day.

Single men and widowers and widows without dependants, 6d. per day.

On the 1st April, 1920, the bonuses granted on the 1st January, 1920, were cancelled, and 3s. per day added to the rates of pay, equivalent to a bonus of 3s.

On the 6th March, 1921, members were granted a forty-four-hour week and the daily rates of pay altered to hourly rates to enable them to earn as much in forty-four hours as they had done previously in forty-eight. This alteration is equivalent to a bonus of 1s. 4d. per day to the lowest-paid member.

6th March, 1921 : The tradesmen who had been granted the forty-four-hour week from a prior date were granted a further bonus of 1s. per day to provide improvement in their pay commensurate to that enjoyed by other members from same date.

The total bonuses, therefore, paid to members of the Second Division of the Railway staff since the 1st April, 1916, amount to 7s. 4d. per day.

The total number of free passes issued to members of the Railway service and their families travelling on holiday leave was—First class, 13,212 ; second class, 6,668.

These passes represent free travel of 18,762 first-class and 10,324 second-class passengers, making a total number of passengers carried free 29,086. The estimated value of the journeys covered by the passes was £149,811.

Privilege tickets to the number of 128,000 were also issued to members of the staff at one-fourth the passenger rates, the total amount of fares paid being £14,403. The difference between privilege and ordinary rates represents a saving to the staff of £43,209.

GENERAL.

During the six years commencing 1916 the rate of relaying has not only fallen very far short of the ideal standard for that work, but is very much below the average of the relaying done in the six years from 1910 to 1915.

The average rate of relaying for the six years 1910 to 1915 was—

Main lines (70 lb. track)	84	miles per annum.
Branch lines (53 lb. and 56 lb. track)	29	,,
	113	

The average rate of relaying for the six years 1916 to 1921 was—

Main lines (70 lb. track)	17	,,
Branch lines (53 lb. and 56 lb. track)	6	,,
	23	,,

Owing to the inability of the Department to carry out during the war period the usual programme of relaying, sleeper renewal, and rolling-stock construction, the expenditure that would otherwise have been incurred on such works during the period intervening between 1914 and date was saved and the amount made available for use by the Government for war purposes.

For many years the Department was strongly criticized regarding the high rate of expenditure on the maintenance of its tracks and rolling-stock. The present condition of the track, plant, and appliances after having stood the test of the war period, during which a minumum expenditure only could be incurred, amply proves the soundness of the policy followed in maintaining track, rolling-stock, and other appliances at the highest standard of practical efficiency. Nevertheless, it is very desirable to now make a strong effort to overtake some of the belated work, and once more bring the lines back to the high standard they had attained before the war. The attainment of this end involves provision for carrying out a comprehensive programme of relaying on an increased scale and of normal pre-war construction of rolling-stock.

Taking interest at 3¾ per cent., which is the rate the Department is required by the Government policy to earn on the capital (£37,235,254) invested in the lines, the year's operations show a deficit of £124,375. Omitting the increase in wages charged to "Additions to open lines" votes, &c., the increase of £860,563 in the ordinary working account made in the wages bill alone, in giving effect to the recommendations of the Wages Board, would of itself have been sufficient to pay 2·31 per cent. on the whole of the capital invested in the working railways.

For the purpose of meeting the cost of the increased wages, fares and rates were increased by approximately 19 per cent., dating from August, 1920 ; but, by reason of the fact that the increases in pay were made to operate retrospectively as from the 1st April, the expenditure had been increased very materially for five months before any compensating benefit could be obtained from the amended rates which could not be made retrospective.

Without taking interest charges into consideration, the expenditure for the year on the Whangarei line exceeded the total revenue by £540, on the Kaihu line by £1,286, on the Nelson Section by £5,512, and on the Lake Wakatipu steamers by £1,469 ; while the net returns from the Gisborne, South Island Main Trunk, Westland, Westport, and Picton Sections fell short of the amounts required to pay interest charges on the capital invested.

Allowing for interest at 3¾ per cent., the loss for the year on the Whangarei Section was £32,691; Kaihu Section, £5,042; Gisborne Section, £19,213; South Island main lines, £327,297; Westland Section, £57,528; Westport Section, £4,942; Nelson Section, £22,197; Picton Section, £24,680; Lake Wakatipu steamers, £3,108; total, £496,698.

It is abundantly evident that so long as the inflated price of all stores and materials used in the operations of the Department and the existing high rates of wages and conditions of employment resulting from the war remain operative, a continuation of the pre-war policy, adopted when revenue was buoyant and operating-costs were low, of providing services as a convenience, will have a most serious effect on the finances of the Department. The existing conditions necessitate serious consideration being devoted to the question of whether the Department is to continue to run at a loss services that in the past were laid on as a pure convenience, or to provide only services that are essential to meet the reasonable and legitimate business requirements of the country. To this there should be only one answer; nevertheless, every proposal of the Department to discontinue unprofitable train services and run the others on business lines has met with strong opposition from end to end of the Dominion, the cumulative effect of this is indicated in the figures quoted above.

Reports dealing with the railways in South Africa, America, Great Britain, and the Australian States show quite clearly that the railways in those countries are suffering from the effects of the war to a much greater extent than New Zealand, and the deficits for the year greatly exceed ours. In summarizing the results several of the Administrations give prominence to the heavy cost involved in the increase in pay and alteration of conditions made by respective Wages Boards, and say definitely that the application to the railways of a rigid eight-hour day, each day standing by itself, makes the cost of operating prohibitive. This confirms the experience in this country, as indicated in the results of working for the year now under review.

The extent to which railway administrations have increased their charges for the purpose of compensation for advanced cost is shown by the following figures:—

Railway Systems of	Percentage Profit to Capital invested.	Percentage Increases over Pre-war Rates.		Latest Date to which Information available.
		Fares.	Freights.	
New South Wales	4·48	53	40	1920
"	4·01	66	51	1921
Victoria	3·23	44	44	1921
South Australia	1·46	16	27	1921
Western Australia	1·61	15	15	1920
Queensland	1·50	17	19	1920
Tasmania	2·21	20	25	1920
Commonwealth (Australia) ..	*	23	10	1920
New Zealand	4·53	25	40	1920
"	3·42	25	40	1921
Canada	2·04	80	80	1919
United States of America ..	3·65	80	93	1920
United Kingdom	4·23	125	100	1920
Norway	*	110	150	1919
France	*	75	140	1919
Switzerland	1·25	135	180	1918
Denmark	*	110	150	1918
Argentine	3·01	32	33	1918

* Indicates railway systems on which revenue did not cover working-expenses.

The latest report of the New South Wales railways shows a deficit of £577,032 for the year ended 30th June, 1921; South Australia, a deficit of £561,304; Victoria, £651,635; Western Australia, £418,370; and Queensland, £1,739,475; South Africa, for 1920, £598,898. In the United States alone forty-eight of the first-class lines earned revenue that was insufficient to meet the working expenditure. The causes of the deficit in operating the railways referred to above, and of the very serious losses made by Canadian, French, Italian, and American railway systems, have been the prime factors in producing the deficit of £124,000 resulting from the year's working of the New Zealand railways.

In making this statement I do not wish to invite any general comparison as between the working of New Zealand railways and other countries. It is obvious that such a comparison, to be of any real value, must, owing to widely varying conditions, particularly in matters of policy, involve a much more thorough-going scrutiny of results than is indicated by the figures I have quoted.

But when on a mere general survey of results, such as have been made above, the same tendency is observed on all the different systems, it bespeaks a common element affecting them all. This element is, of course, in the present instance, the influence of the war, and the purpose of the statement is merely to indicate how it has affected the railways in New Zealand in common with those in the other countries referred to.

I have, &c.,
R. W. McVilly,
General Manager.

The Hon. the Minister of Railways.

TRAFFIC.

Mr. H. Buxton, Chief Traffic Manager, reports that the following are the leading features of the traffic in the various districts as compared with the previous year :—

Whangarei Section.

Revenue, £69,252 ; increase, £8,394. Passengers increased 9,133, and season tickets 327. Live-stock decreased 2,342. Goods tonnage increased 9,702 tons (timber 2,800 tons and general goods 7,082 tons ; minerals decreased 180 tons).

Kaihu Section.

Revenue, £9,133 ; increase, £2,645. Passengers increased 4,043. Timber increased 412 tons, minerals 438 tons, and general goods 173 tons.

Gisborne Section.

Revenue, £47,305 ; increase, £8,068. Passengers decreased 789 and season tickets 97. Live-stock decreased 31,335. Goods tonnage increased 8,121 tons (timber increased 4,280 tons and general goods 5,389 tons, but minerals decreased 1,548 tons).

North Island Main Line and Branches.

Revenue, £4,009,296 ; increase, £749,549.

The principal items of traffic were : Passengers, 8,824,932 ; increase, 1,706,602. Season tickets, 305,872 ; increase, 50,024. Parcels, &c., revenue, £194,502 ; increase, £27,604. Live-stock, 3,598,052 ; decrease, 203,486. Goods, 2,361,978 tons ; increase, 287,395 tons.

The revenue per mile of railway opened increased from £2,894 19s. 7d. to £3,538 13s. 1d., but decreased per train-mile from 15s. 3½d. to 15s.

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

Auckland.—Revenue, £1,530,362 ; increase, £318,965. Passengers increased 784,714 and season tickets 33,496. Parcels, luggage, and mails increased £9,979. Cattle and calves increased 5,415, sheep 28,854, and pigs 6,501. Timber increased 26,933 tons, minerals 53,306 tons, and general goods 61,114 tons.

Ohakune.—Revenue, £490,707 ; increase, £77,509. Passengers increased 80,814 and season tickets 27. Parcels, luggage, and mails increased £3,157. Cattle and calves increased 7,573 and pigs 1,839 ; but sheep decreased 20,309. Timber increased 29,508 tons, minerals 19,198 tons, and general goods 2,397 tons.

Wanganui.—Revenue, £718,433 ; increase, £127,253. Passengers increased 199,043 and season tickets 245. Parcels, luggage, and mails increased £7,018. Cattle and calves increased 8,139, sheep 19,961, and pigs 4,695. Timber increased 1,485 tons, minerals 11,100 tons, and general goods 11,620 tons.

Wellington.—Revenue, £1,269,794 ; increase, £225,822. Passengers increased 642,031 and season tickets 16,256. Parcels, luggage, and mails increased £7,450. Cattle and calves decreased 18,599 and sheep 249,115. Pigs increased 1,560. Timber increased 5,144 tons, minerals 31,738 tons, and general goods 33,852 tons.

Picton Section.

Revenue, £42,397 ; increase, £4,517. Passengers increased 195. Live-stock increased 30,434. Goods decreased 265 tons.

Nelson Section.

Revenue, £40,928 ; increase, £4,194. Passengers increased 5,859. Live-stock increased 2,579. Goods increased 886 tons.

Westport Section.

Revenue, £101,508 ; increase, £11,369. Passengers increased 2,627. Goods increased 1,408 tons (the mineral traffic shows a slight increase of 2,360 tons, but timber declined).

Westland Section.

Revenue, £196,500 ; increase, £37,177. Passengers increased 4,965 and season tickets 2,448. Parcels revenue increased £868. Live-stock decreased 344. Goods increased 33,751 tons (minerals 29,000 tons and timber 3,000 tons).

South Island Main Lines and Branches.

Revenue, £2,383,223 ; increase, £329,019.

The principal items of traffic were : Passengers, 5,372,359 ; increase, 819,983. Season tickets, 139,785 ; increase, 11,008. Parcels, &c., revenue £122,427 ; increase, £15,473. Live-stock, 3,543,970 ; increase, 37,169. Goods, 2,426,925 tons ; increase, 146,221.

The revenue per mile of railway increased from £1,459 4s. 2d. to £1,681 17s. 7d., but per train-mile decreased from 16s. 3½d. to 14s. 5d.

The variations in traffic in the individual districts were approximately as under :—

Christchurch.—Revenue, £1,036,516 ; increase, £134,780. Passengers increased 411,936 and season tickets 7,664. Parcels, luggage, and mails increased £6,359. Cattle and calves increased 6,614, but sheep decreased 83,823 and pigs 2,675. Timber increased 7,769 tons, minerals 21,396 tons, and general goods 31,410 tons.

Dunedin.—Revenue, £831,915 ; increase, £118,929. Passengers increased 270,393 and season tickets 1,317. Parcels, luggage, and mails increased £5,503. Cattle and calves increased 6,964 and sheep 79,904 ; pigs decreased 331. Timber increased 9,399 tons, minerals 33,784 tons, and general goods 4,164 tons.

Invercargill.—Revenue, £514,792 ; increase, £75,310. Passengers increased 137,654 and season tickets 2,027. Parcels, luggage, and mails increased £3,611. Cattle and calves increased 3,347 and sheep 27,282. Timber increased 14,909 tons, minerals 11,719 tons, and general goods 11,671 tons.

Lake Wakatipu Steamers.

Revenue, £8,989 ; increase, £1,111. Passengers increased 2,208. Live-stock decreased 962 and goods tonnage 114 tons.

Average Late Arrival of Trains, Year ended 31st March, 1921.

Year ended	Period ended												Average for Year, in Minutes.
	May 1.	May 29.	June 26.	July 24.	Aug. 21.	Sept. 18.	Oct. 16.	Nov. 13.	Dec. 11.	Jan. 8.	Feb. 5.	Mar. 5.	Mar. 31.	
Express and Mail Trains.														
March 31, 1921 ..	7·86	5·69	11·36	2·72	1·84	1·98	2·72	10·09	2·39	7·62	4·79	4·41	6·18	5·35
March 31, 1920 ..	4·70	5·38	5·31	..	..	..	..	2·41	3·25	5·28	5·04	5·98	7·85	5·02
Long-distance Mixed Trains.														
March 31, 1921 ..	12·43	12·17	8·59	5·30	4·50	4·07	5·29	7·42	5·84	6·85	7·54	9·59	10·85	7·72
March 31, 1920 ..	6·74	8·32	8·60	..	..	..	..	4·74	5·00	6·15	7·16	10·78	11·62	7·67
Suburban Trains.														
March 31, 1921 ..	1·75	2·04	1·38	1·18	0·92	0·57	0·91	1·08	1·01	1·09	0·88	0·89	1·49	1·1
March 31, 1920 ..	0·82	1·10	1·12	..	..	..	..	0·42	0·40	0·74	0·64	0·93	1·08	0·8

MAINTENANCE.

Mr. F. W. MacLean, M.Inst.C.E., Chief Engineer, reports as follows :—

The track, buildings, structures, and appliances have been maintained in efficient order and repair.

During the year it has been possible to increase the amount of relaying over that of recent years, but the extent of this and other necessary work carried out is still much below requirements.

The difficulties referred to in former reports of obtaining labour and materials have now given place to the very urgent need at the present time to keep expenditure to the lowest possible limits.

It appears to be out of the question under existing circumstances to overtake arrears, but essential renewals must be faced, and these cannot be undertaken without increased expenditure.

Permanent-way.—The relaying during the year has been as follows :—

	Miles.
Main and branch lines, 53 lb., 56 lb., 65 lb., and 100 lb. steel rails relaid with new 70 lb. material	20
Branch lines, 40 lb., relaid with 55 lb. material	1¼
Branch lines, relaid with second-hand material	¾
Total relaying for the year..	22

Sleepers.—105,579 new sleepers were placed in track during the year.

Ballasting.—89,866 cubic yards of ballast were placed on the track during the year.

Slips and Floods.—Slips and floods of a minor character which do not call for special comment occurred in various districts. In June the Kaipara Branch north of Kaipara Flats was blocked for four days owing to slips and washouts. A number of slips came down in the southern portion of the Ohakune district early in October, resulting in a blockage of traffic for one and a half days. Further slips occurred in the same locality at the end of the same month, but delay to traffic was slight. A large slip occurred at the north end of Whangamomona Tunnel, Toko Branch, on the 19th April, and traffic was blocked until the 7th May. Heavy rain on the 26th and 27th October caused slips and floods throughout the Wanganui district, the most serious delay to traffic occurring on the Foxton Branch, where traffic was suspended from the 27th October to the 1st November, 1920. On Lake

Wakatipu the wharf and cattleyards at Glenorchy were seriously damaged by floods. About 600 tons of rock were used on river protective works in the Canterbury District, and about 3,200 tons to protect the foreshore at Oamaru; 800 tons of stone were also used on protective works on the Westland Section. It was necessary to make a diversion of the Otago Central line at 83 miles 34 chains owing to movement in the hillside.

Bridges.—These have been maintained in good condition. Considerable renewals and repairs have been effected.

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

Wharves.—The wharves belonging to the Department have been maintained in good order. The wharf at Glenorchy (Lake Wakatipu) has been reinstated.

Buildings.—Extensive renewals and repairs have been effected. One station building which was destroyed by fire has been reinstated.

Station-yards.—Siding extensions and rearrangements and additional accommodation have been carried out at a number of stations.

Railway Improvements.—Auckland–Mercer grade easements: Further portions of this work have been completed.

The total expenditure under the Railways Improvement Authorization Account during the year was £63,729.

Additions to Open Lines.—The expenditure under this heading for the year was £144,477, the principal works being—Signalling and interlocking, block working, telegraph and telephone facilities, &c.—rearrangements, Otahuhu (part), Matamata (part), Sockburn (part), Otira (part), Winchester; station alterations, Invercargill (completion) and Titiroa; drainage improvements at Dargaville, Taumarunui, Johnsonville, and Invercargill; alterations and additions to goods-yards, Lambton (completion), Turakina, Taupaki, Auckland (part); platforms at Kamo, Wellsford, and Timpany's Siding; siding alterations and extensions, Auckland, Rotowaro, Rotorua, Whangarei, Te Kauwhata, Kakahi, Te Aroha, Mamakau, Taumarunui (part), Wanganui (completion), Turakina, Tawhai, Hikurangi, Otane, Utiku, Longlands, Hawera, Lower Hutt, Khandallah, Shannon, Featherston, Hastings, Wellington, Trentham, Paekakariki, Lambton, Christchurch, Orari, Lyndhurst, Heriot, Lumsden, Arthur's Pass, Dunedin, Milburn, Mokihinui Mine, Awarua; stockyard additions, &c., Kopaki, Mangatainoka, Ormondville, Parnassus, Greenpark, Heriot, Otautau; additions to engine-depot, Taihape (completion), engine-pit, &c., Greymouth; verandas, Matamata (completion), Waharoa, Makikihi, Otamita; erection of houses, Mercer (2) (completion), Waimauku (completion), Matamata (completion), Te Kuiti (completion), Taumarunui (2) (completion), Ohakune (3) (completion), Patea (completion), Lepperton (completion), Para (completion), Frankton, Waipukurau, Oamaru (part), Belfast; electric lighting, &c., Auckland, Pukekohe, Rochfort, Raetihi, New Plymouth, Newmarket, Christchurch, Dunedin, Invercargill, Riccarton, Rangiora, Oamaru, Palmerston South, Winton; water-services, Whangarei, Mount Eden, Pukekohe, Newmarket, New Plymouth, Whangamomona, Oio, Oamaru (addition), Invercargill; Lavatory accommodation, Makaraka, Hinuera, Kaiwaka, Komata, Taumarunui, Hangatiki, Otokia; twenty-four huts constructed; works at Rolleston, Aylesbury, Racecourse Hill, Brunner, Stillwater, Kaimata, Moana, in connection with Otira Tunnel opening; telegraph, telephone, and tablet facilities in progress in connection with opening Otira Tunnel; Marton, additional accommodation for refreshment staff (completion); removal and erection of Defence buildings from Port Chalmers to Otekaike for surfaceman's house; Wellington, office accommodation for architectural and advertising staffs (completion); Waingawa, new station; Christchurch, new goods-shed (completion); purchase of lands in connection with housing scheme; Pukekohe, cattle subway; Whangamarino, erecting goods-shed (completion); Frankton, lay sidings in connection with house factory (part); house accommodation for waitresses (part); Greymouth–Reefton, fencing railway-line; Linwood, new station, &c. (part); Matai, public siding-accommodation and approach road; Palmerston, private siding to borough gasworks; Blenheim, additions to goods-shed.

Miscellaneous Works.—Additions and improvements amounting to £6,405 and charged to working-expenses were carried out. The works include—Additions and improvements to station buildings, sidings, &c., Auckland, Pukekohe, Thorndon, Lower Hutt, Mandeville, Dunedin; improved lighting (electric) of stations, cottages, &c., Auckland, Wakefield, Whangarei, Taihape, Matamata, Ngaruawahia, Dunedin; water-service improvements at Invercargill and Nelson; loading-banks erected at Whatoro and One Tree Point; hot-water service installed in forty-eight houses; improvements and additions to ten houses; improvements to stockyards, &c., at Wangaehu, Manakau, Otorohanga, Southbridge; drainage at New Lynn Station; tanks supplied at different stations to hold water for drinking purposes; conveniences supplied for car and wagon staff, Auckland; engine-pit at Te Kuiti extended; conversion of Locomotive Engineer's Office, Newmarket, into library and social hall.

Expenditure.—The expenditure for the year was as follows:—

	£
Maintenance (charged to working-expenses)	1,053,049
New works (charged to capital)	208,206
Other Government Departments, public bodies, and private parties ..	34,483
Total expenditure	£1,295,738

The maintenance expenditure charged to working-expenses amounted to £350 per mile, compared with £280 per mile in 1919–20, £252 in 1918–19, £240 in 1917–18, £243 in 1916–17, £251 in 1915–16, and £254 in 1914–15. The increase in expenditure is due principally to the increase in wages.

Mileage.—The mileage open for traffic on the 31st March, 1921, was 3,017 miles 52 chains. During the year 11 miles 61 chains additional lines were opened for traffic.

Land and Leases.—Number of leases registered during year, 479; aggregate rental of same, £7,724 11s. 11d. Total number of leases current on the 31st March, 1921, 5,887; aggregate rental of same, £39,050 2s. 10d. Private-siding agreements registered during year, 86; aggregate rental of same, £3,624. Total number of agreements current on the 31st March, 1921, 497; aggregate rental of same, £16,007. Miscellaneous agreements entered into, 17. Total number of Proclamations issued taking or giving up land, 27. Total amount of compensation paid during year for land taken, £23,778 2s. 8d.

Staff.—Maintenance Branch—Working staff, 3,596; office staff, 155: total 3,751.

Signal and Electrical.

Fixed Signals at Officered Stations.

Home and distant signals were provided at Pigeon Bush and Waingawa.

Distant signals in addition to home signals have been erected at the following stations: Napier, Awatoto, Farndon, Whakatu, Hastings, Pakipaki, Opapa, Ngawapurua, Mangatainoka, Pahiatua, Mangamaire, Hukanui, Eketahuna, Mangamahoe, Mauriceville, Opaki, Masterton, Carterton, Woodside Junction, Featherston, Mangaroa.

The total number of officered stations (including tablet stations) is 485, of which 300 are equipped with fixed signals, 100 are interlocked, and 85 unequipped.

Nineteen signal repeaters have been installed during the year, making a total of 350 now in use.

Interlocking of Points and Signals.

Alterations have been made to signalling and interlocking at Frankton, Ngaurukehu, Palmerston North, Sockburn, and Dunedin.

Interlocking with the tablet system has been installed at the following: Service siding at 19 miles 35 chains 50 links near Papakura; Bell Block Station, Waiongona Station, Durham Road Station, Norfolk Road Station, Ngaere Station, Whareroa Station, Ball Road Station, Kakaramea Station, Pariroa Pa Station, Waverley Racecourse Station, Moumahaki Station, East Town Station, Baker's Crossing Station, Ratana Station; service siding at 68 miles 60 chains 30 links near Shannon; service siding at 113 miles 54 chains 60 links near Pareora.

The following switch-out tablet stations have been equipped with special locking arrangements for points and signals; Bonny Glen, Whakatu, and Opaki.

Special switch locks (Woods) interlocking the facing-points with home signals have been installed at Whakatu, Waingawa, Pigeon Bush, and Mangaroa.

Total stations now interlocked, 100; tramway crossings, 7; siding and flag stations interlocked with tablet, 166; stations where Woods locks are installed, 301.

Signal cabins at Taihape, Woodville, and Balclutha have been enlarged to accommodate tablet instruments.

The electric pneumatic system at Dunedin has worked satisfactorily during the year.

Mechanical and electrical detectors have been installed at a number of stations equipped with fixed signals, the main line from Auckland to Wellington being nearly completed and the main line from Lyttelton to Bluff in hand.

The installation of electric automatic signalling on the Wellington – Upper Hutt line has been commenced.

Block Working.—Electric Tablet.

No additions have been made to tablet working. The total mileage now equipped is 1,657 miles of single line out of a total of 2,975 miles open for traffic.

Tablet instruments at Taratahi were shifted to Waingawa.

The number of tablet instruments now in use is 900, at 376 stations. The total number of automatic tablet exchangers now in use is 346.

Lock and Block.

The electric lock-and-block system has worked satisfactorily during the year.

Track-circuiting has been installed at Addington in conjunction with the lock-and-block system.

The total mileage equipped is 43 miles of double line. The total number of lock-and-block instruments now in use is 80, at 36 stations.

Telegraph and Telephone Facilities.

Twelve miles of poles and 40 miles of wires have been erected during the year. One additional Morse connection has been installed.

The telegraph-cable through the Lyttelton Tunnel has been renewed.

The railway-wires at several high-tension-line crossings have been placed underground.

Thirty-five new connections to railway telephone circuits, 10 new connections to public exchange, and 3 extensions to existing connections have been made. Fifteen electric bells and pushes have been installed.

The intercommunication telephone system in the Head Office, Wellington, has been reorganized, and a complete set of dictograph telephones installed.

The District Offices at Auckland have been fitted with a set of 15 intercommunication telephones.

A number of trunk telegraph lines have been changed from continuous to intermittent working.

Totals now in use: Morse sets, 288; telephones, 1,677; electric bells, 301; miles of wire, 7,233; miles of poles, 2,618.

Electric Light and Power.

Electric-light installations have been made as follows: Whangarei, railway house No. 39; Newmarket, railway-station, stores buildings, workshops library; Mount Eden, station building and yard; Pukekohe, station building and yard; Ngaruawahia, railway house No. 38; Frankton, waitresses' house; Thames, loco. running shed; Matamata, Stationmaster's house; Rochfort, railway station and yard; Raetihi, station-yard and Stationmaster's house; New Plymouth, railway station and yard; Wellington, architectural offices; Christchurch, station and yard; Belfast, ganger's house; Ashburton, goods-shed and yard; Oamaru, engine-shed; Dunedin, station-yard, "D" goods-shed, yard foreman's office, houses Nos. 49 and 50; Mataura, new railway-station; Invercargill, loco. running sheds, "A" goods-shed, goods offices; Winton, station buildings and yard; Wakefield, Stationmaster's house.

Additions and alterations have been made as follows: Auckland, three additional yard-lamps and light in coalman's room; Frankton, electric light in mail-room, two additional yard-lamps, electric lights in machine-shops; Hamilton, additional yard-lamps; Taihape, additional lights in engine-shed; Thorndon, additional light; Lambton, additional light; Mosgiel, additional light for turntable.

Between Christchurch and Woolston a 3,300-volt power-line has been installed. The mains are taken from the substation at Woolston, and transformers installed at Linwood for the supply of current to the loco. depot, and at Christchurch for the lighting of all railway premises. The telephone and block wires between the same points have been cabled in a lead sheathed cable.

A motor has been installed at Mosgiel to operate the pump for water-service. At Sockburn a pair of points has been fitted with motor operating gear working in conjunction with the interlocking.

The following work has been done in connection with the electrification of machinery in locomotive workshops: Petone—A 10 horse-power motor has been installed for the foundry rumbler; Addington—a 15 horse-power motor has been installed for the planing-machine.

Track Circuits.

Track circuits in conjunction with the mechanical interlocking have been installed at Christchurch.

Level-crossing Automatic Alarm-bells.

Ten level crossings have been fitted with automatic electric warning-bells at the following places: Water Street and Rust Lane, Whangarei; 1 mile 17 chains, Thames Branch, near Hamilton; 1 mile 68 chains, Wanganui Branch, near St. John's; 10 chains, Wanganui Branch, near Aramoho; 147 miles 29 chains near Aramoho; 113 miles 53 chains near Port Ahuriri; 86 miles 76 chains near Palmerston North; 59 miles 51 chains near Levin; 172 miles 22 chains near Herbert. The present number now in use is 45.

Expenditure.

Particulars of expenditure for the Signals Branch for the year ending 31st March, 1921, are as follows:—

	£	s.	d.
New works—			
Signalling and interlocking	10,750	14	2
Electric-tablet working	844	0	10
Telegraph and telephone facilities	3,660	12	0
Electric light	11,796	8	7
Electric motors, &c.	273	12	5
Level-crossing alarms	1,802	15	10
	£29,128	3	10
Maintenance—			
Signalling and interlocking	30,192	11	3
Electric-block, telegraph and telephone lines	27,314	15	5
Lines, &c., maintained by Post and Telegraph Department	1,753	8	6
Electric light	8,616	19	10
Electric motors, cranes, fire-alarms, &c.	1,557	11	4
Level-crossing automatic bells	1,043	12	8
	£70,478	19	0

LOCOMOTIVE.

Mr. E. E. Gillon, Chief Mechanical Engineer, reports as follows :—

Locomotives.—On the 1st April, 1920, there were 616 engines in service, and on the 31st March, 1921, there were 608 engines. Eight second-hand tank engines were sold and written off stock.

In the Government railway workshops to date 191 engines have been built, and twenty-four old locomotives have been rebuilt. During the year 577 locomotives passed through the workshops, the details of work done being as follows :—

Particulars.	Number and Type.					Total.
	Four-cylinder *Balanced-compound* Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairlies.	
Number passed through shops ..	72	225	264	7	9	577
Re-erected	..	..	1	..	..	1
Thoroughly overhauled	26	60	58	4	3	151
Heavy repairs	15	51	50	2	3	121
Light repairs	31	114	155	1	3	304
Painted	19	58	62	1	2	142
Paint touched up	43	130	86	5	7	271

Included in the above are two engines for private lines and one engine for Public Works Department.

In addition to the engines repaired in the railway workshops, two engines were thoroughly overhauled by Messrs. A. and G. Price (Limited). During the year a contract was entered into with the North British Locomotive Company (Limited), of Glasgow, for forty-five superheated tender engines, Pacific type, Class AB. The engines being built by Messrs. A. and G. Price, of Thames (referred to in last year's report), are now in hand. At the close of the year there were on order in the railway workshops twenty engines, consisting of ten simple-superheated tender engines, Pacific type, Class AB, and ten heavy tank engines, 4-6-4 type, Class WAB. Altogether there were on order on the 31st March, 1921, eighty-five engines.

The tractive power of locomotives decreased by 36,938 lb., equal to 0·42 per cent.

Boilers.—The work on renewals and repairs has been kept well up to date. The following statement shows details of boiler-work done :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Smoke-box Tube-plate.	New Firebox.	New Firebox Tube-plate.	Boilers patched.
Boilers	339	3	130	206	64	62	2	5	21	124

Thirty-eight new boilers were in hand at the close of the year, consisting of ten Class AB, five Class F, one Class FA, two Class H, three Class J, two Class R, five Class U, and ten Class WAB.

Carriages.—The stock on the 1st April, 1920, was 1,492, and on the 31st March, 1921, the number was 1,492. One new bogie car was built and added to stock. One four-wheel car was written off stock.

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

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	2,117	91	18	2,226
Built new	1	..	..	1
Rebuilt	1	..	..	1
Re-erected	..	2	..	2
Converted	1	..	..	1
Thoroughly overhauled	346	1	..	347
Heavy repairs	791	15	2	808
Light repairs	977	73	16	1,066
Painted	622	8	2	632
Paint touched up	884	11	..	895

Forty cars were under construction at the close of the year in the railway workshops.

Brake-vans.—The number of brake-vans on the line on the 1st April, 1920, was 444, and the number on the 31st March, 1921, was 443. One bogie brake-van was built to replace a van damaged in service, and one old four-wheel van was condemned and written off stock.

The following table shows the work done on brake-vans during the year :—

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	953	1	52	292	608	150	328

Sixteen bogie brake-vans were under construction at the close of the year.

Wagons.—The wagon stock on the 1st April, 1920, was 22,493, and the number on the 31st March, 1921, was 22,676. 187 wagons were built and added to stock. Two old four-wheel wagons were sold, and two four-wheel wagons destroyed by fire were written off stock; these two latter were replaced.

The carrying-capacity of wagon stock was increased by 2,649 tons, equal to 1·34 per cent., or an equivalent of 441 ordinary wagons.

The following table gives particulars of work done on wagons during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons	25,641	187	105	702	9,573	15,074	3,326	14,730

During the year a contract was entered into with Messrs. Cammell, Laird, and Co. (Limited), of Sheffield, for 2,500 12-ton four-wheel wagons. 476 wagons were under construction in the railway workshops at the close of the year, and comprised 85 bogie and 391 four-wheel wagons. Altogether there were on order on the 31st March, 1921, 2,976 wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1920, was 18,817, and on the 31st March, 1921, was 19,467. 650 new tarpaulins were made in railway workshops; 1,565 worn-out tarpaulins were condemned and 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	20,770	650	1,565	18,555

At the close of the year 1,115 tarpaulins were being manufactured in the railway workshops.

Stationary Engines and Cranes.—The repairs and renewals during the year were as follows :—

Description.	Number passed through Shops.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.	Boiler-repairs.						
							Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Firebox.	Boilers patched.
Hand-cranes ..	24	..	7	17	1	11	..	..	..	..	..	..	..
Steam-cranes ..	27	5	8	14	3	7	..	..	8	..	..	..	1
Stationary engines ..	23	..	..	2	..	..	..	7	16	1	3	1	6
Pile-drivers and hoisting-engines	5	..	1	1	..	..	2	..	1	..	..	..	..

General.—In addition to the engines, cars, brake-vans, and wagons shown as passing through workshops for repairs as mentioned herein, during the year 33,741 engines, 46,134 cars, 9,931 brake-vans, and 80,719 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 1,324 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

Westinghouse Brake.—The work of equipping the balance of engines and rolling-stock on Westland Section with the Westinghouse brake is in hand. Efficient arrangements are in force for the

examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections upon which the air-brake is in operation are equipped with it before being put into service.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works during the year amounted to 9,794,890 cubic feet, and cost to manufacture 6s. 1d. per 100 cubic feet.

On sections not provided with Pintsch gas all cars are lighted with acetylene gas.

Train Running and Mileage.—There has been an increase of 1,894,784 miles in train-mileage as compared with 1919–20.

The engine-mileage has increased by 2,411,583 miles, as compared with 1919–20.

The increases in both instances are due to a full time-table on the pre-war basis being in operation the whole of the year.

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
1920–21	9,303,392	12,434,892	55·14	13·72	68·86
1919–20	7,408,608	10,023,309	45·61	12·56	58·17

The increase in cost per train-mile is due principally to the higher price paid for fuel.

STORES.

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

The value of stores, material, and plant (purchased under the Railways vote) on hand at the 31st March, 1921, at the various stores, depots, and sawmills amounted to £1,553,722 6s. 7d., as against £834,384 15s. 9d. on the 31st March, 1920.

The value of stores on hand on account of additions to open lines amounted to £127,116 13s. 5d., as against £46,378 9s. 3d. on the 31st March, 1920.

The value of stores on hand on account of Railway Improvement Authorization is £13,250 19s. 10d. as against £14,176 3s. 1d. on the 31st March, 1920.

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

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND GOVERNMENT RAILWAYS, 1920–1921.

No. 1. General Revenue Account.

2. General Expenditure Account.

3. Details of Classified Expenditure.

4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.

5. Comparative Statement of Passenger and Goods Traffic.

6. Cost of Construction, Net Revenue, and Rate of Interest on Capital.

7. Expenditure under Vote "Additions to Open Lines" charged to Capital Account.

8. Classified Maintenance Expenditure.

9. Statement of Season Tickets issued.

10. Number of Employees.

11. Return of Passenger Bookings at Excursion Fares.

12. Revenue of Stations.

13. Carriage and Wagon Stock, and Tarpaulins.

14. Locomotive Stock.

15. Comparative Statement of Mileage, Capital Cost, Earnings, and Expenditure on Colonial Railways.

16. Comparative Statement of Mileage, Capital Cost, Earnings, Expenditure, and Traffic, New Zealand Government Railways.

17. Renewals of Rails.

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19. Number of Stations and Private Sidings.

20. Mileage of Railways open for Traffic and under Maintenance.

21. Weights of Rails in various Lines.

22. Mileage of Track, Main Line and Sidings, South Island Main Line and Branches.

23. Sleepers laid and removed each Year.

24. Accidents.

25. Locomotive Returns.

RETURN No. 1.

General Revenue Account for the Year ended 31st March, 1921.

Dr.	£	s.	d.	Cr.	£	s.	d.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1920	156,575	11	11	By Gross payment to Public Account	7,290,854	5	9			
Revenue from passenger, parcels, and goods traffic, as per Return No. 5 ..	6,908,531	8	7	Less collections for refund	393,896	7	7			
								*6,896,957	18	2
				Cash in hand, freights, &c., outstanding at stations, 31st March, 1921 ..				168,149	2	4
	£7,065,107	0	6					£7,065,107	0	6
To Net payment to Public Account	6,896,957	18	2	By Working-expenses, as per Return No. 4				5,636,600	12	1
Less cash in hand, freights, &c., outstanding at stations, 1st April, 1920, as above	156,575	11	11	Balance—Net earnings, available for interest				1,271,930	16	6
	6,740,382	6	3	* Receipts as per Treasury accounts	£6,918,492	8	3			
				Balance, Refund Account, 31st March, 1920, as below	30,217	14	4			
					6,948,710	2	7			
				Balance, Refund Account, 31st March, 1921, as below	51,752	4	5			
					£6,896,957	18	2			
Cash in hand, freights, &c., outstanding at stations, 31st March, 1921, as above	168,149	2	4							
	£6,908,531	8	7					£6,908,531	8	7

Collections for Refund to Harbour Boards, Shipping Companies, Carriers, etc., for the Year ended 31st March, 1921.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance brought forward, 1st April, 1920	30,217	14	4	By Treasury payments	372,361	17	6
Collections for refund	393,896	7	7	Balance, 31st March, 1921, carried forward	51,752	4	5
	£424,114	1	11		£424,114	1	11

H. Williams, Chief Accountant.

RETURN No. 2.

General Expenditure Account for the Year ended 31st March, 1921.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance brought forward,—				By Liabilities outstanding at 31st March, 1920, brought forward	262,551	9	9
Accounts due to the Department outstanding at 1st April, 1920, for stores, work done, &c.	61,434	0	8				
Stock of stores at 1st April, 1920	834,384	15	9	Classified expenditure, as per Return No. 4	5,636,600	12	1
Payments,—				Recoveries to credit of Vote 10,*—			
Per Treasury Vote 10*	6,758,900	16	10	Other Government Departments, and personal accounts for stores, work done, &c. £519,610 9 7			
				Miscellaneous recoveries 28,289 6 1			
					547,899	15	8
Liabilities outstanding at 31st March, 1921, carried forward,—				Balance,—			
Wages and supplies for March paid from Treasury in April	408,362	10	1	Accounts due to the Department outstanding at 31st March, 1921, for stores, work done, &c.	62,307	19	3
				Stock of stores at 31st March, 1921	1,553,722	6	7
	£8,063,082	3	4		£8,063,082	3	4

* Payments per Treasury ... £6,758,900 16 10
Recoveries ... 547,899 15 8
Net charge to Vote ... £6,211,001 1 2

H. Williams, Chief Accountant.

RETURN No. 3.

Classified Expenditure for the Year ended 31st March, 1921.

Section.	Maintenance of Way and Works.									Locomotive Power						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Totals.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.										
WAGES AND SERVICES.																						
Whangarei	£ s. d. 14,585 8 3	£ s. d. 3,824 12 0	£ s. d. 1,267 19 4	£ s. d. 64 2 9	£ s. d. ..	£ s. d. 19,742 2 4	£ s. d. 6,908 13 9	£ s. d. 593 5 0	£ s. d. ..	£ s. d. 2,868 14 7	£ s. d. ..	£ s. d. 10,370 13 4	£ s. d. 674 0 3	£ s. d. 1,942 10 3	£ s. d. 12,983 15 11	£ s. d. 523 13 8	£ s. d. 2,147 2 10	£ s. d. ..	£ s. d. 48,383 18 7
Kaihu	2,442 3 6	973 10 4	19 4 0	15 3 0	..	3,450 0 10	898 19 9	136 12 4	..	407 11 3	..	1,443 3 4	79 10 9	319 4 9	2,136 11 7	66 8 3	46 18 1	..	7,541 17 7
Gisborne	9,467 18 2	865 17 8	432 9 8	39 4 1	..	10,805 9 7	3,826 13 9	379 11 5	..	2,029 13 1	..	6,235 18 3	630 16 5	915 16 2	6,872 4 10	349 14 7	245 12 0	..	26,055 11 10
North Island Main Lines and Branches	242,299 3 3	76,256 14 1	42,836 10 8	1,168 2 4	..	362,560 10 4	314,094 18 8	32,647 0 0	..	134,182 12 1	..	480,924 10 9	59,010 15 7	92,189 18 4	762,631 10 11	30,016 7 1	79,883 2 0	..	1,867,216 15 0
South Island Main Lines and Branches	227,530 2 11	48,629 18 8	38,105 12 5	1,281 9 1	..	315,547 3 1	210,510 13 3	24,121 2 10	..	95,932 8 7	..	330,564 4 8	34,095 17 10	58,705 10 0	593,394 2 1	17,910 2 6	49,160 14 1	..	1,399,377 14 3
Westland	28,159 7 5	6,335 6 3	2,578 9 1	16 7 2	..	37,089 9 11	20,253 11 5	875 17 8	..	6,837 11 10	..	27,967 0 11	2,992 18 2	6,568 15 2	41,310 6 1	1,481 19 4	6,041 11 8	..	123,452 1 3
Westport	7,472 2 3	1,594 16 5	598 3 0	10 15 3	..	9,675 16 11	9,503 2 11	505 15 4	..	3,061 6 7	..	13,070 4 10	901 10 10	8,422 0 7	21,763 9 9	776 10 0	4,609 8 7	..	59,219 1 6
Nelson	8,975 7 4	1,731 17 1	952 15 1	28 15 5	..	11,688 14 11	4,611 1 3	172 14 9	..	1,582 9 3	..	6,366 5 3	657 1 3	712 12 1	16,583 6 9	309 13 10	215 12 9	..	36,533 6 10
Picton	10,624 7 1	1,107 13 0	900 17 0	32 9 6	..	12,665 6 7	4,003 16 8	191 2 8	..	1,327 19 10	..	5,522 19 2	461 11 2	825 4 0	11,330 7 9	320 16 4	222 5 11	..	31,348 10 11
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,214 9 10	7,214 9 10
Total	551,556 0 2	141,320 5 6	87,692 0 3	2,656 8 7	..	783,221 14 6	574,611 11 5	59,623 2 0	..	248,230 7 1	..	882,465 0 6	99,504 2 3	170,601 11 4	1,469,005 15 8	51,755 5 7	142,572 7 11	7,214 9 10	3,606,343 7 7
STORES.																						
Whangarei	6,409 16 9	839 6 3	513 16 9	43 13 6	..	7,806 13 3	..	5,652 13 3	595 5 0	1,392 6 7	..	7,640 4 10	542 4 8	934 8 8	1,143 7 5	70 6 1	26 6 5	..	18,163 11 4
Kaihu	759 8 5	480 10 7	13 12 7	..	..	1,253 11 7	..	748 16 6	30 9 2	200 3 1	..	979 8 9	75 18 8	172 18 0	185 19 4	9 7 1	3 2 10	..	2,680 6 3
Gisborne	287 2 2	280 16 9	351 10 1	62 8 3	..	981 17 3	..	8,028 18 7	251 5 8	1,628 5 3	..	9,908 9 6	928 17 6	421 12 3	491 16 5	47 12 4	16 4 2	..	12,796 9 5
North Island Main Lines and Branches	47,612 8 5	22,856 12 4	21,914 12 1	1,827 8 7	..	94,211 1 5	..	628,532 19 8	21,778 19 11	66,714 2 0	..	717,026 1 7	43,368 10 5	53,551 2 10	64,254 7 1	4,080 5 9	1,489 5 4	..	977,980 14 5
South Island Main Lines and Branches	44,134 5 10	17,809 9 7	29,496 6 9	841 10 4	..	92,281 12 6	..	336,314 6 5	10,982 5 5	50,019 6 0	..	397,315 17 10	23,697 18 6	46,102 0 0	40,990 14 3	2,421 9 11	880 16 0	..	603,690 9 0
Westland	10,413 6 2	2,211 2 11	1,856 8 1	61 10 3	..	14,542 7 5	..	8,957 8 5	1,333 15 1	2,951 14 0	..	13,242 17 6	1,903 3 6	3,892 7 10	3,464 15 8	200 2 0	73 0 10	..	37,318 14 9
Westport	4,502 6 9	911 19 0	523 2 1	46 18 3	..	5,984 6 1	..	4,735 9 1	565 7 11	1,419 5 6	..	6,720 2 6	244 11 8	3,142 15 3	1,610 7 2	104 1 4	40 10 10	..	17,846 14 10
Nelson	823 15 4	119 3 6	599 6 5	16 14 5	..	1,558 19 8	..	4,501 5 3	187 7 2	892 5 4	..	5,580 17 9	381 9 1	514 15 1	537 12 9	41 9 10	15 10 10	..	8,630 15 0
Picton	697 3 11	599 1 4	286 19 11	22 3 6	..	1,605 8 8	..	4,409 9 0	170 3 10	1,017 17 5	..	5,597 10 3	276 7 1	321 9 4	720 6 1	43 5 5	15 17 2	..	8,580 4 0
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,111 10 4	3,111 10 4
Total	115,639 13 9	46,108 2 3	55,555 14 9	2,922 7 1	..	220,225 17 10	..	1,001,881 6 2	35,894 19 2	126,235 5 2	..	1,164,011 10 6	71,419 1 1	109,053 9 3	113,399 6 2	7,017 19 9	2,560 14 5	3,111 10 4	1,690,799 9 4
MISCELLANEOUS.																						
Whangarei	80 18 2	95 0 9	26 7 5	0 10 1	16 5 1	219 1 6	..	7 8 9	..	1,064 2 2	34 7 2	1,105 18 1	339 11 3	744 6 0	836 1 0	..	..	..	3,244 17 10
Kaihu	0 3 11	2 10 7	..	..	19 5 8	22 0 2	..	0 7 7	..	27 17 3	2 16 10	31 1 8	3 17 2	30 16 10	108 14 4	..	..	..	196 10 2
Gisborne	41 5 6	126 8 10	237 7 0	7 14 10	10 18 2	423 14 4	..	1 15 11	..	504 2 1	16 2 7	522 0 7	81 12 5	175 2 8	735 0 3	..	..	..	1,937 10 3
North Island Main Lines and Branches	2,577 15 1	11,769 7 5	8,717 15 9	205 6 8	2,328 1 0	25,598 5 11	..	334 2 9	..	35,576 8 8	3,561 1 2	39,471 12 7	14,411 4 7	25,459 7 2	55,261 14 3	..	..	..	160,202 4 6
South Island Main Lines and Branches	2,727 10 11	8,094 17 5	7,996 0 3	239 12 9	1,564 19 7	20,623 0 11	..	170 17 4	..	32,959 1 9	1,667 16 0	34,797 15 1	14,341 1 2	22,223 18 7	61,417 17 3	..	..	..	153,403 13 0
Westland	541 2 6	582 10 3	184 16 5	3 9 2	69 11 9	1,381 10 1	..	17 15 7	..	1,628 8 10	79 3 2	1,725 7 7	151 11 1	1,444 16 1	6,193 4 4	..	..	..	10,896 9 2
Westport	264 2 8	316 5 9	109 18 1	1 12 3	29 5 9	721 4 6	..	5 8 0	..	388 12 9	92 14 9	486 15 6	*Cr.* 417 15 4	2,212 10 10	3,634 9 7	..	..	..	6,637 5 1
Nelson	27 15 2	46 11 1	..	..	22 10 9	96 17 0	..	2 2 5	..	90 14 11	11 10 4	104 7 8	20 3 11	17 10 7	1,037 8 11	..	..	..	1,276 8 1
Picton	137 4 11	151 9 5	168 3 3	7 14 3	48 8 0	512 19 10	..	16 0 5	..	104 6 8	34 17 11	155 5 0	29 2 6	87 8 7	745 18 4	..	..	..	1,530 14 3
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	132 2 10	132 2 10
Total	6,397 18 10	21,185 1 6	17,440 8 2	466 0 0	4,109 5 9	49,598 14 3	..	555 18 9	..	72,343 15 1	5,500 9 11	78,400 3 9	28,960 8 9	52,395 17 4	129,970 8 3	..	..	132 2 10	339,457 15 2
Grand total ..	673,593 12 9	208,613 9 3	160,688 3 2	6,044 15 8	4,109 5 9	1,053,049 6 7	574,611 11 5	1,062,060 6 11	35,894 19 2	446,809 7 4	5,500 9 11	2,124,876 14 9	199,883 12 1	332,050 17 11	1,712,375 10 1	58,773 5 4	145,133 2 4	10,458 3 0	5,636,600 12 1

H. Williams, Chief Accountant.

RETURN No. 4.

Classified Statement showing Revenue and Expenditure, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1921.

| Section. | Mileage. | | Revenue. | | | | | Classified Expenditure. | | | | |

RETURN No. 5.

Comparative Statement of Passenger and Goods Traffic for the Year ended 31st March, 1921.

Section.	Length Open for Traffic.	Passengers.						Live-stock.						Goods.				Gross Total Tonnage.
		First Class.		Second Class.		Total.	Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage.	Timber.	Minerals.	Other Goods.	Total.	
1920–21.	Miles.	Single.	Return.	Single.	Return.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Whangarei	80	26,771	8,392	87,325	100,784	223,272	2,370	4,197	35	16,933	616	21,781	2,103	46,044	85,095	41,311	172,450	174,553
Kaihu	20	1,405	2,554	14,267	21,240	39,466	46	13	35	120	34	202	12	8,239	1,117	2,997	12,353	12,365
Gisborne	49	11,332	5,128	51,551	44,700	112,711	171	2,129	48	142,591	22	144,790	6,417	18,433	14,594	31,495	64,522	70,939
North Island Main Lines and Branches	1,133	502,192	806,656	2,335,082	5,181,002	8,824,932	305,872	240,847	23,063	3,242,334	91,808	3,598,052	214,801	337,748	848,951	1,175,279	2,361,978	2,576,779
South Island Main Lines and Branches	1,417	299,841	671,280	1,138,026	3,263,212	5,372,359	139,785	91,425	7,333	3,419,184	26,028	3,543,970	168,650	178,749	775,667	1,472,509	2,426,925	2,595,575
Westland	157	20,318	22,324	101,746	231,534	375,922	13,027	4,699	207	37,579	40	42,525	3,082	119,378	310,182	36,337	465,897	468,979
Westport	36	373	1,106	28,367	64,354	94,200	1,298	93	42	1,937	1	2,073	110	2,056	460,982	11,510	474,548	474,658
Nelson	61	5,903	4,409	50,613	61,916	122,832	1,571	870	104	21,502	43	22,519	1,157	5,602	10,518	24,451	40,571	41,728
Picton	56	14,337	9,326	38,047	64,048	125,758	543	991	201	115,784	31	117,007	4,973	1,026	7,577	52,980	61,583	66,556
Lake Wakatipu steamers	..	4,262	7,258	5,908	6,760	24,188	8	311	102	12,634	1	13,048	614	426	781	3,326	4,533	5,147
Totals	3,009	886,734	1,538,424	3,850,932	9,039,550	15,315,640	464,591	345,575	31,170	7,010,598	118,624	7,505,967	401,919	717,701	2,515,464	2,852,195	6,085,360	6,487,279
1919–20.	Miles.	Single.	Return.	Single.	Return.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Whangarei	74	24,616	6,538	89,775	93 210	214,139	2,043	4,472	129	19 052	470	24 123	2,277	43 244	85,275	34 229	162,748	165,025
Kaihu	20	981	1,582	14,250	18,610	35,423	15	40	1	690	31	762	41	7,827	679	2 824	11,330	11,371
Gisborne	49	11,324	4,908	54.212	43 056	113 500	268	1,980	200	173,777	168	176,125	7 627	14 153	16,142	26 106	56,401	64,028
North Island Main Lines and Branches	1,126	467,801	544,506	2,327,617	3,778,406	7,118,330	255,848	238,851	22,531	3,462,943	77,213	3,801,538	222 351	274,678	733,609	1,066.296	2,074,583	2,296,934
South Island Main Lines and Branches	1,417	302,116	536 910	1,203,066	2,510,284	4,552,376	128,777	73,714	8,119	3,395 821	29,147	3,506,801	161 976	146 672	708 763	1,425 264	2.280,704	2,442,680
Westland	157	21,161	20,402	115 228	214,166	370,957	10,579	4,940	218	37,612	99	42,869	3,166	116 372	281 195	34,579	4 2,146	435,312
Westport	36	462	1,410	29,595	60,106	91,573	1,156	68	9	.1,708	6	1,791	92	2 874	458,622	11,644	473.140	473,232
Nelson	61	5 681	4 292	52 378	54.622	116 973	1,454	651	77	19 102	110	19,940	989	4 160	10,266	25 259	39,685	40,674
Picton	56	15,058	11 604	37 089	61 812	125,563	472	1,388	179	84,940	66	86,573	3,873	984	5,338	55,526	61,848	65,721
Lake Wakatipu steamers	..	4,688	6 120	7 064	4 108	21,980	9	321	88	13,601	..	14 010	655	207	866	3,574	4 647	5,302
Totals	2 996	853.888	1,138 272	3,930 274	6,838,380	12.760 814	400,621	326,425	31 551	7,209,246	107,310	7,674,532	403 047	611,171	2,300,760	2,685 301	5,597 232	6,000,279

RETURN No. 5—*continued.*

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

Section.	Revenue.									Mileage.		
	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Train.	Shunting, &c.	Total.
1920–21.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Number.	Number.	Number.
Whangarei	20,176 16 10	1,208 5 7	2,795 16 11	24,180 19 4	42,437 10 0	1,041 1 0	1,592 4 10	45,070 15 10	69,251 15 2	117,179	35,123	152,302
Kaihu	2,998 18 1	211 19 11	656 17 11	3,867 15 11	4,286 4 5	744 15 2	234 4 7	5,265 4 2	9,133 0 1	15,007	6,183	21,190
Gisborne	13,766 0 3	267 17 0	1,955 11 6	15,989 8 9	29,410 7 9	658 7 6	1,246 12 4	31,315 7 7	47,304 16 4	70,757	15,985	86,742
North Island Main Lines and Branches	1,546,525 10 0	132,032 12 3	194,502 6 2	1,873,060 8 5	2,031,786 15 2	48,491 3 3	55,957 17 4	2,136,235 15 9	4,009,296 4 2	5,344,221	1,584,523	6,928,744
South Island Main Lines and Branches	800,141 15 1	58,605 1 3	122,427 0 0	981,173 16 4	1,309,906 15 1	56,266 7 3	35,875 14 4	1,402,048 16 8	2,383,222 13 0	3,303,647	1,133,941	4,437,588
Westland	40,567 17 6	3,818 17 8	7,272 8 7	51,659 3 9	131,749 1 10	9,625 1 1	3,467 2 0	144,841 4 11	196,500 8 8	239,521	138,687	378,208
Westport	7,007 3 11	782 19 9	1,208 5 2	8,998 8 10	85,092 10 9	6,603 12 7	813 4 8	92,509 8 0	101,507 16 10	81,675	63,591	145,266
Nelson	12,432 19 11	1,085 2 3	1,805 19 8	15,324 1 10	14,430 2 11	9,913 14 7	1,260 6 10	25,604 4 4	40,928 6 2	78,153	19,527	97,680
Picton	10,821 2 7	484 14 10	2,101 12 1	13,407 9 6	24,820 14 7	3,157 15 7	1,011 5 2	28,989 15 4	42,397 4 10	53,232	26,613	79,845
Lake Wakatipu steamers	4,923 18 11	219 11 8	1,027 15 3	6,171 5 10	2,744 16 2	3 10 0	69 11 4	2,817 17 6	8,989 3 4	..	..	..
Totals	2,459,362 3 1	198,717 2 2	335,753 13 3	2,993,832 18 6	3,676,664 18 8	136,505 8 0	101,528 3 5	3,914,698 10 1	6,908,531 8 7	9,303,392	3,024,173	12,327,565
1919–20.												
Whangarei	17 559 8 3	1,097 18 4	2,262 3 11	20,919 10 6	37,085 0 7	1,573 5 10	1,280 4 11	39,938 11 4	60 858 1 10	115 380	37,405	152,785
Kaihu	2 332 16 2	164 7 10	542 16 10	3,040 0 10	3,065 18 0	138 11 10	243 4 2	3 447 14 0	6 487 14 10	15,216	3,036	18,252
Gisborne	12,260 15 6	283 4 11	1,744 14 1	14,288 14 6	23,435 19 7	367 10 2	1,144 10 10	24,948 0 7	39 236 15 1	62,076	13,770	75,846
North Island Main Lines and Branches	1,305 691 0 0	107,672 18 6	166 897 10 7	1,580,261 9 1	1,586 810 1 0	40,244 10 6	52 431 8 11	1,679 486 0 5	3,259 747 9 6	4,261,807	1,325 101	5,586,908
South Island Main Lines and Branches	734 898 4 2	50 503 3 7	106 954 6 0	892,355 13 9	1,084 635 7 6	41,740 3 1	35 473 5 1	1,161 848 15 8	2 054 204 9 5	2,521,426	918,740	3,440,166
Westland	33 860 1 8	3 333 5 1	6 404 0 8	43,597 7 5	107 450 13 9	5,004 2 7	3,270 12 9	115 725 9 1	159 322 16 6	220 553	92,504	313,057
Westport	6 417 7 8	854 0 9	1,110 15 2	8,382 3 7	76,803 11 7	4,182 12 1	770 3 6	81 756 7 2	90 138 10 9	82 339	63,833	146,172
Nelson	11 204 3 7	1,010 11 1	1,726 11 6	13,941 6 2	12,506 9 1	9,185 17 0	1,099 9 5	22 792 5 6	36 733 11 8	75 744	16 811	92,555
Picton	10 125 3 4	447 16 5	1 798 8 5	12,371 8 2	21 934 5 5	2,618 17 3	955 7 6	25,508 10 2	37 879 18 4	54 067	25 .12	79,379
Lake Wakatipu steamers	4 041 12 4	229 2 6	1,011 19 4	5,282 14 2	2,509 0 9	16 9 9	69 16 0	2 595 6 6	7 878 0 8	..	..	..
Totals	2 138 390 12 8	165 596 9 0	290 453 6 6	2 594,440 8 2	2,956,236 17 3	105,072 0 1	96 738 3 1	3 158 047 0 5	5 752 487 8 7	7 408 608	2,496 512	9,905,120

H. WILLIAMS, Chief Accountant.

RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1921; NET REVENUE, AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Cost of Construction.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Whangarei	857,352	..	− 540	..
"	..	423,954	..	..
Kaihu	100,159	..	− 1,286	..
"	..	57,919	..	..
Tauranga	..	..	..	..
"	..	629,096	..	..
Gisborne	686,087	..	6,515	0 19 0
"	..	293,075	..	..
North Island Main Lines and Branches	16,691,573	..	1,003,896	6 0 3
"	..	1,337,473	..	..
South Island Main Lines and Branches	14,774,620	..	226,751	1 10 8
" "	..	234,134	..	..
Westland	2,196,316	..	24,833	1 2 7
"	..	920,002	..	..
Westport	606,581	..	17,805	2 18 8
"	..	95,876	..	..
Nelson	444,934	..	− 5,512	..
"	..	45,959	..	..
Picton	683,136	..	938	0 2 9
"	..	19,338	..	..
Lake Wakatipu steamer service	43,708	..	− 1,469	..
In suspense—				
Surveys, North Island	..	35,927	..	..
Miscellaneous, North Island	..	5,169	..	..
Surveys, South Island	..	5,752	..	..
Miscellaneous, South Island	..	5,168	..	..
P.W.D. stock of permanent-way	..	81,400	..	..
W.R.D. stock of A.O.L. and R.I.A. stores ..	150,788	..	..	..
	£37,235,254	.. £4,190,242	£1,271,931	£3 8 4
Total cost of opened and unopened lines at 31st March, 1921	£41,425,496		..	£3 1 5

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 Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards. *Whangarei Section.*—Junction Points-Portland opened for traffic 3rd April, 1920. *North Island Main Lines and Branches.*—Ranganui-Huarau opened for traffic 1st April, 1920.

H. WILLIAMS, Chief Accountant.

RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1921.

—	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1920	46,378 9 3	
Expenditure charged to Vote 41 by Treasury	421,315 7 10	
	467,693 17 1	
Less material on hand at 31st March, 1921	137,263 7 1	
		330,430 10 0
Expenditure on works, &c.—		
Way and Works Branch	218,182 5 10	
Locomotive Branch	112,248 4 2	
		330,430 10 0

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Sidings, loading-banks, stockyards, crossings, &c.	148 12 7	
	Additions to station buildings, extension of station-yards, and other facilities	707 8 1	
	Additional works, water-service, &c., for Locomotive Branch	105 6 4	
	Purchase of land	500 0 0	
	Additional dwellings	48 18 10	
	Fencing of railway-line	386 12 3	
			1,896 18 1
Kaihu	Storm-water drain	150 0 0	
	Cattle stops and fencing	47 8 2	
			197 8 2
Gisborne	Additions to station buildings, extension of station-yards and other facilities	..	115 2 11
North Island Main Line and Branches	Sidings, loading-banks, stockyards, crossings, &c.	26,031 6 10	
	Additions to station buildings, extension of station-yards, and other facilities	16,462 11 10	
	Additional works, water-service, &c., for Locomotive Branch	341 11 8	
	Purchase of land	8,417 5 4	
	Additional dwellings	74,891 17 4	
	Bridgework and subways	1,314 4 1	
	Cranes, weighbridges, turntables, &c.	200 5 6	
	Additions to workshops	2,136 11 9	
	Engine depots	1,166 2 5	
	Gasworks extensions	40 19 1	
	Signals and interlocking	569 1 3	
	Tablet installation, telegraph and telephone facilities	1,756 0 2	
			133,327 17 3
South Island Main Line and Branches	Sidings, loading-banks, stockyards, crossings, &c.	7,151 1 7	
	Additions to station buildings, extension of station-yards, and other facilities	25,219 5 0	
	Additional works, water-service, &c., for Locomotive Branch	1,200 12 10	
	Purchase of land	2,198 15 3	
	Additional dwellings	4,858 12 9	
	Additions to workshops	61 12 5	
	Gasworks extensions	344 17 5	
	Tablet installation, telegraph and telephone facilities	2,291 11 4	
			43,325 8 7
Westland	Sidings, loading-banks, stockyards, crossings, &c.	4,450 11 4	
	Additional works, water-service, &c., for Locomotive Branch	26,466 8 5	
	Additional dwellings	1,752 2 2	
	Bridgework and subways	824 0 11	
	Engine depot	166 3 8	
	Fencing of railway-line	2,480 10 5	
	Signals and interlocking	50 15 3	
			36,190 12 2
Westport	Additional siding accommodation	..	344 16 10
Nelson	Extension of station-platform	..	114 17 11
Picton	Additions to station buildings, extension of station-yards and other facilities	1,934 17 0	
	Purchase of land	734 6 11	
			2,669 3 11
			£218,182 5 10

RETURN No. 7—*continued.*

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on 31 March, 1920.	Number Complete on 31st March, 1921.	Number Incomplete on 31st March, 1921.	Expenditure in Year ended 31st March, 1921.
					£ s. d.
Carriages, Class A, 1915–1916 programme ..	B—10	3	..	3	112 5 4
Wagons, bogie, 1915–1916 programme	D—10	12	8	4	1,510 8 2
Wagons, four-wheel, 1915–1916 programme ..	E—10	110	85	25	6,860 7 10
Carriages, Classes A and AA, 1916–1917 programme	I—10	30	..	30	1,689 5 9
Brake-vans, Class F, 1916–1917 programme ..	J—10	12	..	12	398 3 11
Wagons, bogie, 1916–1917 programme	K—10	85	26	59	11,398 4 7
Wagons, four-wheel, 1916–1917 programme ..	L—10	370	41	329	27,193 0 5
Locomotives, Class Ww, seventh lot	Q—10	..	..	..	*Cr.* 63 8 10
Fitting Westland rolling-stock with Westinghouse brake	S—10	..	..	..	206 12 6
Carriages, Class AA, 1917–1918 programme ..	V—10	2	..	2	2,540 9 11
Locomotives, Class AB, third lot	X—10	10	..	10	6,945 5 8
Tarpaulins, 1919–1920 programme	Y—10	765	650	115	587 7 11
Wagons, four-wheel, 1919–1920 programme ..	Z—10	20	..	20	4,198 1 10
Locomotives, Class AB (being built by Messrs. A. and G. Price (Limited)	A—11	20	..	20	22,509 4 10
Locomotives, Class WAB, second lot	D—11	10	..	10	2,050 6 11
Brake-vans, Class F, 1920–1921 programme ..	E—11	1	..	1	404 14 4
Wagons, bogie, 1920–1921 programme	F—11	20	..	20	9,545 13 1
Wagons, four-wheel, 1920–1921 programme ..	G—11	14	1	13	2,488 15 4
Difference in value of cars being built to replace four obsolete cars to be written off	H—11	..	..	..	14 17 6
Difference in value of wagons built to replace two N wagons sold	I—11	..	..	..	285 4 9
Equipment for Royal train	J—11	..	..	..	1,520 8 4
Passenger fittings for UB wagons	K—11	..	..	..	1,312 5 6
Conversion of R wagon to carry passengers (part cost)	L—11	..	..	..	200 0 0
Foot-warmers for Westland	M—11	..	..	..	162 2 3
Additional first-class seats for cars	N—11	..	..	..	330 16 5
Additional Westinghouse-brake pumps	O—11	..	..	..	1,178 2 7
Locomotives, Class AB (British contract) ..	P—11	45	..	45	414 12 8
Wagons, four-wheel (British contract)	Q—11	2,500	..	2,500	2,114 11 1
Tarpaulins, 1920–1921 programme	R—11	1,000	..	1,000	..
Workshops machinery	..	..	..	..	4,140 3 7
Total	..	..	..	..	£112,248 4 2
Total locomotives	..	85	..	85	..
„ carriages	..	35	..	35	..
„ brake-vans	..	13	..	13	..
„ wagons, bogie	..	117	34	83	..
„ wagons, four-wheel	..	3,014	127	2,887	..
„ tarpaulins	..	1,765	650	1,115	..

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1921.

	£ s. d.	£ s. d.
Material on hand at 31st March, 1920	14,176 3 1	
Expenditure charged by Treasury	63,077 16 6	
	77,253 19 7	
Less material on hand at 31st March, 1921	13,525 3 6	
		£63,728 16 1

	£ s. d.
New stations and station-yards, goods-sheds, and terminal facilities at Auckland, Wellington and Christchurch	11,205 14 3
Grade easements— Penrose–Mercer, Palmerston North – Marton	29,390 11 0
Additions to workshops, Petone	1,555 0 0
New line—Auckland–Westfield	289 5 7
Signalling, interlocking, and safety appliances	21,288 5 3
	£63,728 16 1

H. WILLIAMS, Chief Accountant.

RETURN No. 8.

Statement showing Classification of Expenditure on Maintenance of Way and Works for the Year ended 31st March, 1921.

Classification of Work.	Sections.																Totals.		
	Whangarei.			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.	£	s.	d.
Track-surfacing	10,741	13	9	2,143	2	7	7,569	0	10	204,109	12	4	202,953	4	5	24,430	0	0	6,026	10	8	6,271	17	8	7,706	13	9	471,951	16	0
Track-renewals	8,310	3	0	953	14	11	420	1	5	62,141	5	8	48,720	6	7	11,494	15	0	4,840	15	11	1,094	8	5	814	5	5	138,789	16	4
Ballasting	1,279	0	10	21	10	8	26	12	7	11,744	12	7	8,550	0	9	488	2	7	894	1	9	1,542	19	9	106	1	7	24,653	3	1
Banks, cuttings, ditches, tunnels ..	745	5	7	83	7	8	1,780	11	0	14,493	16	2	14,168	7	11	2,700	18	6	477	3	4	917	12	0	2,831	15	2	38,198	17	4
Bridges, culverts, drains	2,093	7	5	740	19	8	292	0	2	38,515	3	11	28,277	12	10	3,341	18	2	486	10	6	926	17	10	938	5	3	75,612	15	9
Fences, gates, cattle-stops, hedges ..	602	14	5	9	7	3	484	3	10	15,746	10	10	11,337	12	9	2,068	0	1	216	3	1	673	7	10	366	8	7	31,504	8	8
Roads, approaches, &c.	119	18	2	29	16	5	128	5	11	6,013	12	11	1,476	12	7	340	0	6	27	19	10	77	1	4	57	6	11	8,270	14	7
Water-services, signals, cranes, appliances	931	5	9	43	1	3	368	13	4	50,348	3	4	31,380	4	11	1,769	2	11	695	16	7	225	14	11	425	4	10	86,187	7	10
Wharves	1,011	13	3	633	6	11	..			259	2	10	2,062	2	7	1,609	17	9	1,396	11	2	*Cr.*	5	10	3	70	18	2	7,038	2	5
Buildings	1,808	3	6	32	16	7	1,021	6	9	73,468	18	6	75,597	19	5	4,619	13	7	1,231	3	2	1,552	1	6	1,356	0	2	160,688	3	2
Miscellaneous	108	6	4	15	3	0	109	7	2	3,200	17	7	2,362	12	2	81	6	7	59	5	9	45	9	10	62	7	3	6,044	15	8
General charges	16	5	1	19	5	8	10	18	2	2,328	1	0	1,564	19	7	69	11	9	29	5	9	22	10	9	48	8	0	4,109	5	9
Totals	27,767	17	1	4,725	12	7	12,211	1	2	482,369	17	8	428,451	16	6	53,013	7	5	16,381	7	6	13,344	11	7	14,783	15	1	1,053,049	6	7
Rate per average mile opened	347	2	0	236	5	7	249	4	2	425	15	0	302	7	5	337	13	3	455	0	10	218	15	3	264	0	0	349	19	5

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1921.

Description of Tickets.	Number.	Amount.		
		£	s.	d.
Travellers' annual, all lines	22	1,995	15	7
Travellers' annual, North Island	91	6,119	4	11
Travellers' annual, South Island	36	2,333	16	1
Reporters' annual	90	1,106	14	0
Sectional annual, North Island	477	19,077	7	8
Sectional annual, South Island	302	11,162	4	11
Tourist, all lines	430	6,550	13	4
Tourist, North Island	2,007	19,638	10	6
Tourist, South Island	139	1,435	0	10
School	35,599	24,500	16	8
Twelve-trip weekly	107,136	18,499	18	6
Weekly workmen's	282,854	31,991	2	9
All other season	35,508	54,305	16	5
Totals	464,691	198,717	2	2

H. WILLIAMS, Chief Accountant.

RETURN No. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1919–20 AND 1920–21.

Department.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Stores.	Refreshment Service.	Architectural Branch.	Total.
1919–20.													
General	4	1	3	417	126	25	4	4	3	144	145	..	876
Traffic	41	6	16	2,389	2,009	121	74	50	34	..	..	..	4,740
Maintenance ..	61	18	42	1,707	1,246	167	36	43	44	..	..	..	3,364
Locomotive.. ..	46	5	20	2,311	1,716	156	108	22	21	..	..	..	4,405
Totals ..	152	30	81	6,824	5,097	469	222	119	102	144	145	..	13,385
1920–21.													
General	5	1	3	401	123	26	4	4	3	144	192	21	927
Traffic	47	6	19	2,551	2,019	134	73	53	28	..	..	..	4,930
Maintenance ..	73	14	40	1,780	1,325	214	35	43	52	..	..	..	3,576
Locomotive.. ..	47	5	22	2,543	1,902	151	105	23	21	..	..	..	4,819
Totals ..	172	26	84	7,275	5,369	525	217	123	104	144	192	21	14,252

RETURN No. 11.

RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1921.

Sections.	Schools, Factories, and Friendly Societies.	Schools only.	Schools, Factories, and Friendly Societies.	Total.	Revenue.	First Class.	Second Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	Children not exceeding 15 Years of Age.	Senior Scholars over 15 but not exceeding 23 Years of Age and Teachers.	Adults.								
	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL.—SCHOOL AND HOLIDAY EXCURSIONS.	
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.		£ s. d.
Whangarei	..	..	..	..	..	81	1,440	1,521	654 14 0	1,521	654 14 0
Kaihu	752	16	851	1,619	108 4 8	..	..	..	..	1,619	108 4 8
Auckland	9,810	1,007	2,672	13,489	934 1 4	12,635	144,582	157,217	71,572 9 11	170,706	72,506 11 3
Ohakune	2,712	350	468	3,530	206 8 2	2,511	15,939	18,450	17,078 12 9	21,980	17,285 0 11
Gisborne	416	28	35	479	25 11 4	443	1,658	2,101	790 17 4	2,580	816 8 8
Wanganui	10,583	2,453	8,724	21,760	2,170 7 10	9,357	58,028	67,385	42,567 10 3	89,145	44,737 18 1
Wellington	13,104	2,056	12,294	27,454	1,982 16 11	48,816	73,342	122,158	83,102 8 0	149,612	85,085 4 11
Picton	1,476	313	463	2,252	137 2 3	1,650	4,374	6,024	1,049 4 1	8,276	1,186 6 4
Nelson	1,333	295	195	1,823	78 13 6	147	1,111	1,258	496 6 1	3,081	574 19 7
Westport	463	25	179	667	27 10 11	42	2,360	2,402	339 11 3	3,069	367 2 2
Westland	4,970	366	4,699	10,035	758 0 11	1,983	15,387	17,370	5,527 11 3	27,405	6,285 12 2
Christchurch ..	29,350	3,470	21,207	54,027	4,716 1 8	32,211	79,811	112,022	58,713 7 11	166,049	63,429 9 7
Dunedin	11,202	989	11,138	23,329	1,786 1 11	30,992	86,890	117,882	61,634 3 1	141,211	63,420 5 0
Invercargill	8,004	978	7,869	16,851	2,035 18 3	5,536	39,324	44,860	27,998 13 5	61,711	30,034 11 8
Totals	94,175	12,346	70,794	177,315	14,966 19 8	146,404	524,246	670,650	371,525 9 4	847,965	386,492 9 0
Total, year ending—											
31st March, 1896 ..	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8
31st March, 1897 ..	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	456,716	69,055 2 8
31st March, 1898 ..	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,822 8 1	530,006	86,392 6 2
31st March, 1899 ..	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2
31st March, 1900 ..	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3
31st March, 1901 ..	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5
31st March, 1902 ..	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10
31st March, 1903 ..	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	691,157	109,329 19 9
31st March, 1904 ..	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	807,067	133,049 3 7
31st March, 1905 ..	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9
31st March, 1906 ..	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4
31st March, 1907 ..	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1
31st March, 1908 ..	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3
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
31st March, 1914 ..	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344 9 1
31st March, 1915 ..	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3
31st March, 1916 ..	43,038	8,198	36,091	87,327	6,072 18 9	136,401	763,690	900,091	269,097 16 0	987,418	275,170 14 9
31st March, 1917 ..	38,477	8,788	32,901	80,166	6,159 17 6½	168,098	735,468	903,566	313,006 7 3½	983,732	319,166 4 10
31st March, 1918 ..	591	124	743	1,458	131 6 7	20,148	110,482	130,630	62,968 15 11	132,088	63,100 2 6
31st March, 1919* ..	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1920 ..	38,357	3,968	42,461	84,786	7,173 12 2	76,713	260,159	336,872	161,401 18 3	421,658	168,575 10 5
31st March, 1921 ..	94,175	12,346	70,794	177,315	14,966 19 8	146,404	524,246	670,650	371,525 9 4	847,965	386,492 9 0

* The issue of school, factory, friendly-society, and holiday excursion tickets was suspended in connection with staff-saving time-table on 23rd April, 1919.

RETURN No. 12.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1921.

OUTWARD.

Stations.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.
NORTH ISLAND MAIN LINES AND BRANCHES—																					
							Tons.	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Auckland (Coaching) ..	67,860	27,354	265,827	238,712	599,753	17,393	..	..	..	..	..	..	..	268,214 10 0	21,961 7 2	18,330 9 4	7,523 8 3	Cr. 195 11 0	755 7 3	565 6 9	317,154 17 9
,, (Goods) ..							268	13	2,519	4,303	42,779	80,308	196,316	..	..	..	..	302,696 18 10	5,867 15 8	4,961 13 4	313,526 7 10
Newmarket	6,205	5,501	39,923	58,528	110,157	10,162	4	..	24	..	6,492	505	6,046	11,735 18 11	1,994 9 2	431 3 5	132 10 4	11,567 3 2	139 16 11	2,105 13 0	28,106 14 11
Mount Eden	1,361	1,484	27,117	45,344	75,306	8,329	83	24	25	..	6,765	20,271	2,243	5,650 5 10	1,518 17 0	135 14 8	43 16 10	7,420 15 11	330 7 5	351 13 0	15,451 10 8
Avondale	535	506	36,293	97,257	134,591	39,635	308	31	252	24	534	30,712	1,428	6,747 1 0	5,688 8 0	556 17 6	26 0 3	8,188 8 6	58 7 2	61 16 7	21,326 19 0
Henderson	794	605	21,635	60,776	83,810	10,577	991	147	13,328	596	11,005	580	5,989	6,685 10 6	2,205 10 3	757 7 10	21 8 5	4,553 19 11	89 13 9	87 8 0	14,400 18 8
Helensville	7,660	2,513	22,884	24,142	57,199	444	4,921	423	38,622	1,878	37,720	12	11,742	9,948 9 2	366 17 3	1,423 11 5	59 6 9	15,695 2 10	172 18 3	210 13 9	27,876 19 5
Wellsford	693	194	3,002	2,031	5,920	55	3,506	211	13,536	140	2,443	1,598	2,405	1,646 5 0	34 6 9	313 4 5	9 7 1	4,221 8 0	6 7 10	26 15 0	6,237 14 1
Maungaturoto	803	290	4,224	2,965	8,282	..	8,167	44	14,177	538	898	117	297	2,315 0 5	..	72 6 10	3 2 9	3,977 9 4	80 7 4	6 10 0	6,454 16 8
Remuera	2,258	4,057	6,152	11,236	23,703	3,764	757	32	17	..	44	7	24	1,004 18 4	1,463 10 9	215 15 8	5 0 4	391 3 10	17 5 10	39 0 0	3,136 14 9
Green Lane	4,460	11,769	18,301	47,548	82,078	10,648	..	..	..	..	147	24	81	3,504 5 4	2,734 1 0	52 2 7	9 5 5	182 10 3	5 15 2	28 0 0	6,515 19 9
Ellerslie	2,447	7,725	18,411	51,718	80,301	10,701	57	5	..	..	75	..	223	3,896 19 0	2,565 17 10	2,041 17 11	11 1 3	223 15 10	18 5 8	62 7 6	8,820 5 0
Penrose Junction ..	722	1,838	8,551	19,623	30,734	4,276	1,437	170	9,833	405	1,628	11,968	51,315	1,906 15 7	681 0 8	84 14 0	13 16 4	18,816 15 9	23 16 1	30 10 0	21,557 8 5
Onehunga Town ..	981	867	11,596	17,755	31,199	12,984	11	..	..	..	5,899	2,329	753	2,075 14 3	2,084 8 9	131 8 5	18 10 4	1,311 5 0	35 6 2	126 11 9	5,783 4 8
,, Wharf ..	..	..	..	..	..	..	..	..	..	35	14,193	17,662	12,257	..	..	34 16 6	4 2 5	7,618 16 8	722 4 9	..	8,380 0 4
Otahuhu	1,446	4,509	18,416	75,279	99,650	11,426	3,180	299	19,859	2,045	428	38	25,841	7,634 10 7	2,432 13 1	197 12 0	49 10 10	19,806 10 6	113 15 3	42 15 0	30,277 7 3
Papatoetoe	727	2,787	10,307	38,206	52,027	4,242	200	8	1,400	6	631	1,958	3,391	4,196 18 6	1,353 1 6	827 17 0	17 19 8	1,381 14 6	62 11 9	36 7 2	7,876 10 1
Papakura	1,945	3,741	24,773	61,977	92,436	4,554	880	277	16,568	265	2,505	7,782	1,968	10,171 18 8	1,472 17 10	896 8 7	49 14 5	3,138 17 8	15 9 6	15 3 6	15,760 10 2
Drury	459	180	6,758	8,622	16,019	162	591	182	4,450	779	3,238	195	2,573	2,219 7 6	131 14 3	757 0 5	18 8 9	1,715 17 4	51 3 1	35 13 0	4,929 4 4
Pukekohe	2,856	1,543	23,357	16,406	44,162	339	5,871	393	6,495	3,551	281	23	10,712	10,261 4 4	224 9 11	523 13 3	118 1 1	11,104 18 2	155 13 11	503 6 0	22,891 6 8
Tuakau	932	367	7,482	7,378	16,159	478	1,693	235	34,080	876	47	33	3,577	3,540 14 4	221 5 9	261 0 2	35 4 4	4,167 16 1	79 6 3	76 19 8	8,382 6 7
Pokeno	233	161	4,224	3,734	8,352	92	889	179	6,020	663	1,790	6	546	1,537 11 11	51 13 6	513 18 1	8 12 4	1,092 17 9	50 4 4	..	3,254 17 11
Mercer	988	546	10,997	8,672	21,203	125	3,150	179	22,589	1,402	27,341	5,239	4,725	4,652 6 10	109 6 5	1,407 1 4	23 10 1	10,336 19 7	18 1 2	47 3 2	16,594 8 7
Huntly	1,490	948	23,140	20,516	46,094	7,007	1,550	146	5,930	305	892	274,431	3,161	9,095 18 1	1,620 6 0	445 2 9	56 9 1	136,976 6 10	796 3 0	208 8 9	149,198 14 6
Taupiri	413	91	4,894	2,819	8,217	177	1,080	164	10,041	848	306	1,356	1,134	1,593 16 0	106 13 9	373 3 9	13 7 11	2,175 10 5	98 16 8	0 5 0	4,361 13 6
Ngaruawahia	1,341	543	14,751	5,900	22,535	106	2,349	121	30,570	1,519	1,374	67,310	12,701	4,817 14 10	57 10 0	261 19 8	72 2 3	56,659 3 7	723 7 4	78 3 0	62,670 0 8
Frankton Junction ..	15,073	4,327	78,833	28,801	127,034	98	15,048	1,392	56,379	2,011	516	490	12,356	51,280 0 8	804 16 10	1,656 15 5	791 17 8	18,081 19 6	563 5 10	182 8 8	73,341 4 7
Hamilton	8,437	2,809	47,294	12,275	70,815	449	2,774	592	30,121	3,935	11,434	2,657	14,765	20,920 15 11	1,289 6 1	2,860 15 4	569 1 5	26,107 15 5	324 17 0	1,575 11 9	53,648 2 11
Cambridge	3,194	870	19,582	12,716	36,362	141	2,913	361	15,006	1,418	4,173	438	1,704	9,065 14 9	105 18 1	1,306 15 11	125 5 5	4,062 1 6	125 4 7	243 0 2	15,034 0 5
Morrinsville	3,054	1,321	25,314	16,732	46,421	309	10,699	597	52,547	3,569	10,779	405	8,920	10,794 15 2	213 12 10	3,117 2 9	169 6 2	17,142 17 3	274 16 2	210 9 1	31,922 19 5
Matamata	2,260	714	14,339	7,620	24,933	137	8,877	306	25,627	2,495	16,532	222	4,230	8,435 19 1	111 7 0	2,418 1 10	77 3 0	13,890 9 3	92 4 2	99 1 1	25,124 5 5
Putaruru	1,228	348	10,433	4,353	16,362	170	1,452	221	6,281	622	94,462	53	2,147	5,135 18 10	238 17 8	526 4 1	48 6 10	16,656 6 3	189 9 3	264 0 3	23,059 3 2
Mamaku	325	276	4,635	5,611	10,847	140	2,605	93	9,725	113	60,221	38	4,001	2,562 12 10	79 5 10	188 15 4	13 5 7	14,188 11 6	17 13 9	91 2 0	17,141 6 10
Rotorua	10,296	1,267	31,235	9,960	52,758	303	3,173	197	15,977	394	246	873	1,486	35,773 12 9	466 0 10	941 0 1	299 6 0	6,754 1 11	219 13 9	291 13 11	44,745 9 3
Te Aroha	4,347	1,229	29,434	17,287	52,297	736	945	349	4,702	205	7,071	12,242	4,343	13,202 8 8	355 8 3	1,135 6 0	163 10 4	9,090 5 0	200 7 1	319 14 2	24,466 19 6
Paeroa	2,985	1,571	31,863	28,256	64,675	1,401	4,033	790	4,321	4,600	7,447	18,143	6,668	11,235 17 5	654 8 1	647 11 5	83 7 6	12,399 9 7	210 2 7	165 10 0	25,396 6 7
Waihi	1,788	750	17,060	18,371	37,969	646	485	77	436	340	3,314	420	1,207	9,456 13 1	221 0 7	436 17 8	106 19 1	2,827 4 0	19 5 10	87 15 0	13,155 15 3
Thames South	2,029	424	16,883	4,266	23,602	540	1	..	1	306	694	60	1,315	5,609 15 3	321 4 0	461 11 11	67 18 7	2,226 18 9	5 19 1	9 10 0	8,702 17 7
Thames	1,658	594	15,178	11,877	29,307	8	21	..	..	143	1,745	1,904	2,134	5,344 2 10	71 8 0	545 6 11	68 8 0	4,917 2 11	12 12 5	64 2 6	11,023 3 7
Ohaupo	224	112	3,401	2,614	6,351	92	3,278	199	17,345	1,034	2,281	..	885	987 16 8	53 12 9	938 5 7	10 18 0	2,769 16 7	65 17 9	9 0 0	4,835 7 4
Te Awamutu	3,208	1,203	18,419	10,000	32,830	160	5,633	464	10,451	3,064	4,805	750	2,594	11,254 14 10	144 2 11	2,640 7 7	137 8 10	6,052 18 0	201 14 11	52 15 10	20,484 2 11
Otorohanga	979	333	9,240	7,235	17,787	164	3,419	226	19,438	1,435	47,544	10,755	4,143	4,357 0 5	111 6 8	297 6 10	52 12 4	15,731 12 11	83 2 5	58 3 10	20,691 5 5
Te Kuiti	5,337	1,693	35,097	18,585	60,712	282	7,010	223	73,429	719	41,053	20,375	8,673	20,798 8 4	416 15 9	1,471 17 10	253 9 5	22,919 11 11	221 7 10	573 18 11	46,655 10 0
Ongarue	181	58	4,775	4,608	9,622	69	1,985	91	27,328	79	19,239	124	1,700	2,109 10 3	40 8 6	193 11 9	8 7 0	7,069 19 7	34 10 9	89 1 6	9,545 9 4
Taringamotu	16	9	1,830	1,074	2,929	18	79	..	951	..	71,943	240	703	272 6 10	10 17 6	80 12 4	2 18 11	14,976 3 1	191 17 1	35 10 0	15,570 5 9
Taumarunui	4,811	1,573	61,928	46,216	114,528	1,119	3,870	15	49,982	229	114,216	4,719	11,900	31,128 11 7	462 9 2	1,404 8 6	320 12 0	42,043 17 10	321 17 4	396 6 6	76,078 2 11
Waimarino	507	92	1,471	997	3,067	15	709	12	18,136	84	129,355	1,196	10,923	1,379 10 6	7 19 9	364 14 0	20 6 9	38,209 1 11	64 3 9	325 7 3	40,371 3 11
Ohakune	4,885	2,013	34,058	18,983	59,939	49	398	37	3,086	..	276,017	57	11,980	16,798 15 0	116 16 10	582 18 0	186 2 1	63,776 13 9	294 4 1	875 10 1	82,630 19 10
Raetihi	1,083	154	9,056	2,785	13,078	231	1,001	302	47,855	..	84,866	24	3,731	2,197 7 1	73 12 3	299 6 8	45 8 7	25,028 18 9	41 18 8	155 0 0	27,841 12 0
Rangataua	456	247	5,020	3,955	9,678	106	236	2	1,863	20	69,518	6	4,425	2,051 15 1	58 15 6	107 14 6	16 13 8	16,829 4 6	135 15 2	212 16 0	19,412 14 5
Waiouru	156	105	1,217	2,094	3,572	28	709	4	17,479	..	21,481	..	802	737 13 11	14 17 3	94 6 5	1 12 0	6,894 14 3	82 13 7	131 0 6	7,956 17 11
Mataroa	576	534	2,717	3,493	7,320	175	1,001	1	31,089	..	57,129	6	2,986	876 14 0	96 12 2	189 15 4	11 3 4	15,018 2 10	7 15 8	48 18 0	16,249 1 4
Taihape	6,753	2,512	29,452	14,846	53,563	109	1,770	336	46,582	12	16,807	104	4,266	17,672 15 7	202 3 0	1,347 19 9	280 16 5	11,188 2 4	123 1 4	445 18 7	31,260 17 0
Utiku	534	686	2,451	3,323	6,994	..	992	80	35,900	204	32,410	431	7,590	836 3 7	..	110 16 2	9 1 9	21,705 5 11	8 11 4	14 15 6	22,684 14 3
Mangaweka	1,072	835	2,369	2,533	6,809	17	1,201	1,686	51,902	549	6,734	12,854	1,246	1,786 2 10	4 8 6	302 4 10	24 17 8	6,184 13 9	952 9 2	112 2 1	9,366 18 10
Hunterville	2,079	709	9,313	5,292	17,393	115	3,494	106	103,468	939	2,453	36	4,972	4,814 16 9	77 1 6	469 9 4	49 7 9	11,348 4 8	22 1 4	48 16 8	16,829 18 0
Marton	10,328	2,422	29,178	13,560	55,488	77	2,672	178	78,907	987	3,504	856	11,909	24,525 8 9	234 14 0	1,355 19 3	532 11 10	14,374 15 4	258 7 3	401 7 0	41,683 3 5
New Plymouth ..	11,973	2,310	52,180	16,257	82,720	468	270	27	187	1,475	7,310	11,658	53,178	27,893 1 3	850 0 10	1,992 9 1	335 3 8	42,449 10 1	3,854 18 8	703 7 10	78,078 11 5
Breakwater	..	..	..	..	..	..	..	..	..	..	3,365	6,212	27,655	..	..	..	..	9,374 19 8	..	..	9,374 19 8
Waitara	1,046	440	11,613	7,294	20,393	279	648	19	1,448	1,007	98	1,373	7,697	3,821 6 9	157 6 6	211 7 4	39 13 5	4,675 19 0	208 12 8	164 0 5	9,278 6 1
Inglewood	1,441	514	12,755	8,372	23,082	265	2,704	101	7,403	176	201	1,287	11,376	4,827 17 0	281 19 0	553 0 1	44 9 4	6,127 16 0	53 19 7	19 4 6	11,908 5 6
Tariki	127	114	2,792	3,031	6,064	71	171	10	2,052	378	37	1,754	1,202	950 19 0	48 15 4	93 0 6	6 11 0	941 1 11	9 14 3	16 6 0	2,066 8 0
Midhirst	173	130	4,152	4,662	9,117	183	39	69	1,095	560	..	32	2,100	1,259 7 5	113 3 3	68 13 0	7 16 5	1,442 2 8	6 6 0	67 4 9	2,964 13 6
Stratford	5,174	1,729	30,858	13,639	51,400	473	5,028	539	24,502	3,864	4,110	685	7,985	12,141 18 5	273 6 4	1,281 9 0	191 16 4	9,255 16 6	195 0 0	1,330 15 11	24,670 2 6
Te Wera	80	68	1,411	1,578	3,137	20	634	..	8,509	201	1,044	262	536	683 1 0	13 11 3	288 16 2	3 14 1	1,044 13 9	36 1 9	10 10 0	2,080 8 0
Whangamomona ..	1,026	617	9,149	7,194	17,986	58	1,524	46	21,736	68	3,483	24	334	3,703 7 4	39 19 9	187 14 8	10 16 1	2,094 0 1	56 0 5	52 13 1	6,144 11 5
Eltham	2,821	1,230	17,304	11,616	32,971	392	2,613	200	26,798	3,133	6,549	4,288	10,230	8,486 10 3	266 1 3	396 5 0	141 7 1	11,721 16 0	128 15 0	196 19 0	21,337 13 7
Normanby	314	156	5,686	5,774	11,930	180	459	111	3,106	1,543	91	16	2,514	1,848 15 2	103 5 0	138 17 4	19 15 1	2,048 4 9	41 13 0	20 0 0	4,220 10 4
Hawera	9,204	2,898	42,671	19,899	74,670	229	8,028	1,534	51,110	7,382	3,445	216	13,900	25,380 4 4	592 4 3	2,139 15 5	315 6 2	14,368 2 4	441 19 0	122 7 6	43,359 19 0
Patea	1,662	868	9,640	5,913	18,083	122	1,030	206	6,901	2,956	580	1,661	13,314	5,060 19 4	101 18 5	292 8 7	58 8 1	16,042 18 7	709 0 11	187 14 2	22,453 8 1
Waverley	1,211	517	5,601	3,013	10,342	81	2,136	227	33,244	628	108	70	1,728	3,071 14 6	54 19 6	477 1 1	50 19 11	2,946 4 5	56 7 9	12 0 0	6,669 7 2
Waitotara	317	154	2,927	2,309	5,707	5	1,729	542	52,818	103	..	26	561	1,411 5 11	5 7 4	218 14 4	15 7 3	2,607 8 11	26 16 1	5 0 0	4,289 19 10
Kai Iwi	214	201	2,360	1,330	4,105	24	969	10	46,797	362	..	87	748	557 19 2	14 1 0	246 4 1	5 4 7	2,615 6 2	11 9 4	11 0 0	3,461 4 4
Aramoho	3,634	843	14,026	4,518	23,021	22	1,035	54	39,853	195	526	9,330	1,938	7,997 1 6	18 2 2	216 19 6	156 0 7	6,724 11 6	42 11 8	170 4 2	15,325 11 1
Wanganui	18,384	4,852	59,223	25,815	108,274	105	3,404	474	38,026	121	6,477	1,809	22,848	43,666 16 5	1,899 12 11	3,844 9 4	1,007 5 9	33,350 2 2	4,299 17 9	1,833 8 8	89,901 13 0
,, Wharf ..	..	..	..	..	..	..	..	..	16	..	1,689	10,009	21,477	..	..	..	..	17,255 3 1	5,713 14 7	..	22,968 17 8

INWARD.

Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Stations.
					Tons.	Tons.	NORTH ISLAND MAIN LINES & BRANCHES—
..	..	..	..	..	..	..	Auckland (Coach.).
624	31	1,720	316	188,433	105,868	113,664	,, (Goods).
30	2	21	..	60,734	18,314	7,690	Newmarket.
794	1	..	..	56,486	25,468	13,984	Mount Eden.
616	..	263	6	7,628	5,670	2,823	Avondale.
577	10	3,361	77	7,053	11,789	5,282	Henderson.
1,996	204	7,386	187	4,832	7,175	17,707	Helensville.
1,512	301	9,338	17	2,819	1,113	3,092	Wellsford.
604	180	5,991	..	1,644	4,748	2,549	Maungaturoto.
1,441	15	427	..	4,183	503	360	Remuera.
7	..	..	..	3,615	3,433	776	Green Lane.
71	5	..	..	1,691	1,299	1,230	Ellerslie.
40,685	2,501	302,749	12,246	6,963	15,484	10,116	Penrose Junction.
15	1	90	..	18,127	11,491	5,353	Onehunga Town.
21	2	1	1	2,340	8,660	21,160	,, Wharf.
11,312	671	79,519	3,646	6,161	52,938	16,103	Otahuhu.
1,254	11	5,376	24	9,025	3,888	3,468	Papatoetoe.
894	11	11,176	111	7,522	6,291	7,984	Papakura.
438	31	1,964	26	2,770	2,416	3,613	Drury.
2,381	102	5,103	156	10,585	14,663	10,140	Pukekohe.
709	53	14,164	297	1,584	1,324	4,810	Tuakau.
767	109	1,455	58	1,005	445	1,886	Pokeno.
897	216	13,046	92	2,478	2,851	3,152	Mercer.
1,685	190	3,590	105	10,929	4,760	8,965	Huntly.
639	15	3,339	238	3,393	970	3,834	Taupiri.
4,205	341	49,695	1,444	5,995	2,344	11,962	Ngaruawahia.
4,933	176	29,363	13,441	10,929	16,229	12,908	Frankton Junction.
1,813	37	4,312	1,336	75,361	23,767	24,979	Hamilton.
2,191	98	10,445	140	20,634	16,107	15,464	Cambridge.
2,684	461	31,987	706	19,167	18,960	14,348	Morrinsville.
3,666	190	14,573	503	13,962	17,897	15,651	Matamata.
2,790	78	13,343	274	1,507	8,925	11,983	Putaruru.
1,452	103	2,007	10	167	250	1,483	Mamaku.
3,867	669	10,197	107	11,251	4,843	10,997	Rotorua.
2,239	958	10,129	1,328	14,244	12,274	11,474	Te Aroha.
1,751	82	23,679	234	2,774	3,189	3,681	Ohaupo.
3,454	2,375	12,752	302	16,821	17,315	10,714	Te Awamutu.
2,356	148	6,003	185	5,483	5,228	8,566	Otorohanga.
5,211	544	28,917	188	9,900	4,589	10,982	Te Kuiti.
3,004	441	9,634	16	2,313	5,258	3,954	Ongarue.
542	242	216	..	274	1,004	2,393	Taringamotu.
7,652	484	25,733	61	16,675	2,809	8,214	Taumarunui.
1,503	160	7,177	125	19,886	901	4,293	Waimarino.
380	3	2,629	..	663	301	2,391	Ohakune.
1,608	36	26,805	..	2,512	688	5,314	Raetihi.
633	42	4,189	..	290	1,539	1,781	Rangataua.
30	..	876	5	441	11,747	994	Waiouru.
586	4	991	..	515	175	1,112	Mataroa.
1,373	6	17,852	..	5,543	4,081	5,928	Taihape.
807	20	18,125	..	11,607	1,113	859	Utiku.
626	51	5,052	20	204	73	1,634	Mangaweka.
1,642	123	9,169	641	2,713	910	3,513	Hunterville.
766	130	30,340	523	12,929	5,107	7,640	Marton.
4,563	92	48,984	13	49,220	14,265	61,834	New Plymouth.
57	..	17	..	293	29	16,716	Breakwater.
6,924	609	62,225	4,798	6,659	7,197	10,534	Waitara.
1,380	263	6,229	3,721	5,141	4,279	8,079	Inglewood.
102	3	208	3	464	157	1,249	Tariki.
47	3	525	..	347	588	1,404	Midhirst.
3,183	386	7,543	213	10,690	6,415	13,575	Stratford.
642	113	3,533	223	1,542	1,076	2,996	Te Wera.
2,151	220	3,780	24	742	1,381	1,504	Whangamomona.
571	10	4,947	1,456	37,091	4,795	12,775	Eltham.
295	52	655	17	1,300	1,338	3,300	Normanby.
4,314	424	33,474	2,753	39,535	23,823	26,403	Hawera.
1,879	391	25,360	114	8,660	8,078	17,307	Patea.
1,752	349	27,113	163	5,518	2,768	2,983	Waverley.
663	180	16,841	48	682	631	1,253	Waitotara.
797	38	6,046	54	1,122	1,705	1,613	Kai Iwi.
569	25	18,725	13	7,430	4,203	5,631	Aramoho.
8,259	777	304,233	321	75,774	21,433	31,137	Wanganui.
6	..	..	..	7,962	562	7,376	,, Wharf.

RETURN NO. 12—*continued.*

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

OUTWARD.

Stations.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.
NORTH ISLAND MAIN LINES AND BRANCHES—*continued.*																					
							Tons.					Tons.	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Fordell	537	202	3,688	1,112	5,539	48	1,233	49	42,379	130	68	5,133	881	1,034 5 10	43 18 9	286 4 7	18 16 8	4,215 8 5	34 19 1	5 15 0	5,639 8 4
Turakina	349	132	4,993	2,019	7,493	99	1,529	22	42,160	384	18	1,253	877	1,276 7 11	53 15 0	256 7 7	21 19 9	3,108 2 6	16 2 6	5 0 0	4,737 15 3
Greatford	717	295	3,190	1,766	5,968	5	656	111	22,349	21	26	7	2,326	1,420 14 10	45 16 3	192 13 7	26 2 3	3,707 19 1	40 8 2	31 3 7	5,464 17 9
Halcombe	428	274	4,659	6,678	12,039	90	194	23	23,149	203	1,155	8	6,058	1,748 4 8	107 19 6	206 19 11	21 10 3	11,373 16 8	16 7 3	55 3 0	13,530 1 3
Feilding	7,770	2,782	28,959	18,796	58,307	170	9,061	284	168,633	605	1,639	175	14,008	19,312 1 1	196 16 10	1,449 16 5	391 6 5	24,235 15 9	276 11 8	342 0 3	46,204 8 5
Palmerston North ..	28,378	10,045	122,342	62,767	223,532	679	5,703	160	48,740	1,302	3,919	2,303	34,312	77,429 2 7	2,306 13 5	5,347 8 7	2,190 19 7	53,235 7 1	771 13 7	1,193 4 11	142,474 9 9
Ashhurst	551	274	6,231	5,058	12,114	36	718	23	31,396	231	89	166	1,633	1,760 1 0	25 13 0	192 5 2	30 11 2	2,818 15 10	36 17 9	76 7 8	4,940 11 7
Longburn	626	781	8,950	14,932	25,289	144	5,276	562	82,577	2,088	1,936	622	17,764	2,520 18 10	89 12 6	475 13 11	21 1 1	28,748 9 9	63 3 6	113 11 11	32,032 11 6
Foxton	1,225	654	13,700	11,069	26,648	205	106	..	4,114	480	6,455	953	8,515	4,086 5 2	135 19 3	479 15 11	31 17 1	10,606 16 11	1,313 4 1	287 18 0	16,941 16 5
Shannon	1,100	556	8,932	10,031	20,619	59	1,926	358	25,893	2,148	258	13	6,633	4,761 0 7	44 7 4	416 10 6	72 11 11	9,604 10 7	68 16 5	18 13 7	14,986 10 11
Levin	2,820	1,493	14,576	11,087	29,976	220	3,392	509	29,039	1,787	760	263	6,920	8,861 14 7	110 13 8	966 5 1	126 8 4	6,217 18 10	53 12 11	76 10 11	16,413 4 4
Otaki	2,342	988	10,385	6,442	20,157	31	2,348	250	29,519	161	593	71	4,644	5,735 3 3	46 19 8	2,182 15 2	81 16 9	6,021 6 0	26 7 0	42 3 9	14,136 11 7
Paekakariki ..	4,006	4,871	18,784	31,217	58,878	123	1,133	295	23,213	42	1,189	2,070	2,668	9,113 10 6	86 18 6	2,208 1 7	24 0 6	3,217 4 3	10 4 4	933 10 0	15,593 9 8
Johnsonville ..	1,964	5,734	10,756	50,157	68,611	11,135	498	7	14,997	23	3	121	403	5,499 3 1	2,515 0 3	343 13 4	29 13 7	1,073 16 1	15 5 7	49 10 2	9,526 2 1
Thorndon (Coaching) ..	36,131	36,539	106,025	143,456	322,151	9,101	..	..	..	..	..	..	..	127,330 2 9	4,483 12 9	15,812 14 11	3,348 7 1	*Cr.* 187 14 0	147 6 8	594 4 9	151,528 14 11
Lambton (Coaching) ..	28,120	88,524	81,299	222,770	420,713	17,040	..	..	..	..	..	..	..	53,181 15 2	7,388 1 4	2,058 19 7	2,505 15 9	*Cr.* 11 16 10	349 10 0	767 12 6	66,239 17 6
Wellington (Goods) ..	..	..	..	..	..	..	557	38	2,859	..	27,327	102,683	137,725	..	..	..	..	307,264 4 9	4,373 9 3	3,592 19 2	315,230 13 2
„ (Wharf) ..	..	..	..	..	..	..	..	..	..	..	..	288	51	..	..	..	..	28 11 10	..	..	28 11 10
Central Booking-office ..	18,998	7,084	16,511	10,976	53,569	4,677	..	..	..	..	..	..	..	94,929 7 2	17,369 2 4	..	..	..	119 2 1	..	112,417 11 7
Ngahauranga	196	660	4,867	15,790	21,513	1,554	45	..	..	..	..	45	16,476	947 19 2	241 0 10	21 3 4	8 3 3	4,586 15 11	38 7 0	..	5,843 9 6
Petone	3,587	23,587	27,936	130,488	185,598	46,206	87	5	2,690	6	836	523	18,553	12,012 2 3	7,139 1 2	159 9 2	114 18 6	8,148 15 2	101 0 4	116 1 3	27,791 7 10
Lower Hutt	6,067	25,540	27,482	105,790	164,879	33,225	7	..	212	13	499	41,857	1,166	13,376 19 2	6,943 10 8	845 6 2	211 12 2	9,194 5 8	43 17 3	207 1 6	30,822 12 7
Upper Hutt	3,944	11,235	24,800	56,925	96,904	5,237	400	37	4,796	167	1,999	2,891	2,878	11,724 14 9	1,570 2 6	1,483 2 0	54 11 10	2,157 5 5	112 7 4	45 15 4	17,147 19 2
Kaitoke	50	64	578	1,204	1,896	..	11	7	..	3	2	..	5,690	241 19 2	..	97 8 8	1 4 6	1,174 7 1	5 14 10	41 17 8	1,562 11 11
Featherston	4,539	2,050	10,256	5,592	22,437	127	4,342	412	148,883	740	11,240	85	6,448	7,545 18 9	77 19 8	1,188 3 3	143 4 10	13,691 17 11	308 11 7	105 10 6	23,061 6 6
Greytown	1,336	972	3,760	2,679	8,747	85	604	349	9,451	11	20	..	1,979	2,685 6 2	38 12 9	295 14 5	33 6 3	2,447 1 9	12 1 8	4 10 0	5,516 13 0
Carterton	3,300	1,394	11,397	4,645	20,736	40	2,370	141	93,965	265	2,385	177	17,489	5,797 17 7	33 2 8	427 1 8	112 8 1	29,699 10 7	38 19 8	104 10 0	36,213 10 3
Masterton	12,833	5,181	31,746	18,991	68,751	143	4,666	193	103,367	84	4,243	1,199	9,467	24,931 0 3	852 16 4	1,463 12 1	367 12 2	16,745 12 9	214 10 6	347 8 2	44,922 12 3
Mauriceville	215	72	1,740	2,090	4,117	21	83	6	10,081	326	287	..	6,928	864 3 11	16 5 11	340 7 2	11 17 4	3,686 18 0	4 8 11	50 18 4	4,974 19 7
Dannevirke	6,896	2,245	28,352	13,601	51,094	460	5,389	375	122,571	431	2,282	910	14,237	16,654 4 8	388 9 5	1,458 16 7	314 3 10	21,005 13 3	185 14 0	194 18 1	40,201 19 10
Ormondville	670	280	4,833	4,903	10,686	31	2,202	76	88,739	373	359	229	3,455	2,463 0 10	20 12 3	135 6 7	31 18 9	6,371 18 6	26 10 2	39 8 6	9,088 15 7
Takapau	1,037	524	4,891	3,636	10,088	86	837	400	69,719	41	4,870	4	4,770	2,951 16 5	56 4 3	300 11 2	42 6 2	6,485 10 9	16 3 11	35 5 0	9,887 17 8
Waipukurau	4,865	2,079	17,472	11,860	36,276	225	3,345	934	133,200	20	2,128	17	2,444	10,444 17 11	192 8 5	754 3 10	130 10 10	8,227 16 9	123 15 11	554 4 9	20,427 18 5
Waipawa	2,576	1,106	9,089	6,278	19,049	58	1,044	2	60,564	2	504	39	2,137	5,119 18 6	93 11 10	297 5 9	72 14 6	3,789 4 11	27 13 10	27 17 0	9,428 6 4
Otane	758	345	3,858	4,155	9,116	165	4,772	25	108,395	57	975	392	2,479	1,752 11 7	60 18 9	192 17 3	24 12 11	10,521 18 6	15 11 8	4 10 0	12,573 0 8
Hastings	13,977	14,599	51,325	83,467	163,368	1,984	510	4	17,779	176	1,487	254	21,674	35,195 8 5	1,897 3 2	3,583 13 11	552 11 7	21,712 1 6	369 7 11	1,691 8 10	65,001 15 4
Farndon	798	1,522	3,692	11,928	17,940	938	104	20	467	5	..	124	18,362	1,821 7 9	276 13 4	77 14 9	22 19 5	9,101 3 7	6 13 3	8 11 0	11,315 3 1
Napier	19,267	15,454	48,267	56,125	139,113	2,241	19	..	254	..	462	4,307	5,325	53,653 1 2	2,790 6 4	2,450 4 11	656 6 4	9,686 0 11	199 6 6	526 11 9	69,961 17 11
Port Ahuriri ..	..	..	..	..	..	..	207	9	418	..	2,324	13,983	25,641	..	..	62 7 7	..	23,002 16 0	1,137 13 1	51 0 0	24,253 16 8
Chief Accountant ..	2,677	656	1,175	9,678	14,186	557	..	..	..	..	..	..	..	26,102 15 7	11,191 10 5	..	43,759 5 0	..	5,865 18 8	20,408 5 0	107,327 14 8
Totals	502,192	403,328	2,335,082	2,590,501	5,831,103	305,872	240,847	23,063	3,242,334	91,808	1,519,866	848,951	1,175,279	1,546,525 10 0	132,032 12 3	123,270 4 8	71,232 1 6	2,031,786 15 2	48,491 3 3	55,957 17 4	4,009,296 4 2
WHANGAREI SECTION—																					
Onerahi	7,790	12	17,269	6,807	31,878	1,039	92	6	43	..	537	1,647	5,501	1,514 8 0	243 7 8	29 12 3	9 10 4	3,579 2 2	559 11 5	2 9 7	5,938 1 5
Whangarei	11,820	2,123	37,267	17,869	69,079	887	509	11	2,335	..	1,146	880	3,344	7,988 17 4	350 17 10	474 18 0	172 1 3	2,592 12 11	57 17 2	149 13 4	11,786 17 10
Hikurangi	621	237	7,491	8,827	17,176	416	751	11	1,466	423	5,352	69,085	22,417	1,972 12 5	252 2 10	116 2 8	6 8 0	16,843 14 6	28 5 5	345 12 0	19,564 17 10
Otiria	1,352	205	2,950	2,213	6,720	..	2,751	1	13,037	182	146,985	4,339	2,683	1,194 19 2	..	469 9 9	5 8 11	11,236 10 0	67 2 9	26 13 0	13,000 3 7
Kawakawa	2,977	876	13,452	6,690	23,995	5	60	4	..	5	46,243	3,808	825	3,632 13 2	3 13 6	301 17 7	21 3 8	2,695 16 5	14 5 0	52 6 9	6,721 16 1
Opua	2,211	743	8,896	7,662	19,512	19	34	2	52	6	6,935	5,336	6,541	3,818 6 9	4 7 9	58 11 5	8 3 1	5,489 14 0	113 9 11	123 5 6	9,615 18 5
District Office ..	..	..	..	324	324	4	..	..	..	..	..	..	..	55 0 0	353 16 0	..	1,122 10 0	..	200 9 4	892 4 8	2,624 0 0
Totals	26,771	4,196	87,325	50,392	168,684	2,370	4,197	35	16,933	616	207,198	85,095	41,311	20,176 16 10	1,208 5 7	1,450 11 8	1,345 5 3	42,437 10 0	1,041 1 0	1,592 4 10	69,251 15 2
KAIHU SECTION—																					
Dargaville	1,073	911	10,904	8,556	21,444	43	5	35	45	..	1,972	87	1,619	2,299 1 1	77 4 2	98 5 10	21 16 4	1,206 9 4	652 3 4	68 5 0	4,423 5 1
Kaihu	332	366	3,363	1,954	6,015	..	8	..	75	34	35,106	1,030	1,378	684 19 0	..	309 8 5	2 7 4	3,079 15 1	14 9 4	61 17 4	4,152 16 6
District Office ..	..	..	..	110	110	3	..	..	..	..	..	..	..	14 18 0	134 15 9	..	225 0 0	..	78 2 6	104 2 3	556 18 6
Totals	1,405	1,277	14,267	10,620	27,569	46	13	35	120	34	37,078	1,117	2,997	2,998 18 1	211 19 11	407 14 3	249 3 8	4,286 4 5	744 15 2	234 4 7	9,133 0 1
GISBORNE SECTION—																					
Gisborne	6,362	819	34,932	14,998	57,111	167	119	6	667	..	3,258	3,076	5,672	7,353 10 7	111 2 4	451 8 0	184 13 11	5,256 8 8	643 12 4	400 5 6	14,401 1 4
Te Karaka	1,239	395	7,068	3,148	11,850	3	1,644	27	124,268	22	16,247	7,713	19,906	1,593 14 1	2 9 3	394 5 8	10 3 9	13,898 11 5	11 14 11	76 14 0	15,987 13 1
Motuhora	3,731	1,350	9,551	4,204	18,836	1	366	15	17,656	..	63,444	3,805	5,917	4,786 1 7	0 3 0	101 10 7	17 4 7	10,255 7 8	3 0 3	107 5 0	15,270 12 8
District Office ..	..	..	..	..	..	..	..	..	..	..	..	..	..	32 14 0	154 2 5	..	796 5 0	..	..	662 7 10	1,645 9 3
Totals	11,332	2,564	51,551	22,350	87,797	171	2,129	48	142,591	22	82,949	14,594	31,495	13,766 0 3	267 17 0	947 4 3	1,008 7 3	29,410 7 9	658 7 6	1,246 12 4	47,304 16 4

INWARD.

Stations.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Stations.
NORTH ISLAND MAIN LINES & BRANCHES—*continued.*								NORTH ISLAND MAIN LINES & BRANCHES—*continued.*
						Tons.	Tons.	
Fordell	1,359	75	19,054	38	1,819	828	1,246	Fordell.
Turakina	453	3	7,125	172	731	213	1,572	Turakina.
Greatford	284	5	12,866	8	1,902	4,970	1,962	Greatford.
Halcombe	361	2	22,970	31	1,311	1,120	1,268	Halcombe.
Feilding	4,216	378	99,889	4,177	41,397	10,964	21,040	Feilding.
Palmerston North	3,864	262	29,810	16,848	69,526	20,404	46,164	Palmerston North.
Ashhurst	200	11	3,343	68	1,113	786	1,752	Ashhurst.
Longburn	1,053	276	76,033	47	3,844	4,127	3,729	Longburn.
Foxton	435	13	5,288	42	16,917	7,210	11,046	Foxton.
Shannon	663	33	9,897	616	5,144	2,832	5,636	Shannon.
Levin	1,132	109	19,202	390	8,325	2,783	6,608	Levin.
Otaki	875	39	8,343	152	5,494	1,285	5,245	Otaki.
Paekakariki	574	83	3,709	65	3,688	1,929	3,639	Paekakariki.
Johnsonville	7,046	1,420	67,128	455	2,604	3,870	1,605	Johnsonville.
Thorndon (Coach.)	..	..	..	..	..	..	..	Thorndon (Coach.).
Lambton (Coaching)	..	..	..	..	..	..	..	Lambton „
Wellington (Goods)	585	106	1,286	..	132,291	34,044	163,292	Wellington (Goods).
„ (Wharf)	..	..	..	..	..	95	7,273	„ (Wharf).
Central Booking-office	..	..	..	..	..	..	..	Central Bk'g Office.
Ngahauranga	13,761	1,129	402,953	11,545	273	11,337	2,009	Ngahauranga.
Petone	9,662	269	461,566	56	37,907	16,196	3,475	Petone.
Lower Hutt	29	1	962	58	10,034	2,758	9,447	Lower Hutt.
Upper Hutt	289	14	1,627	192	1,665	4,990	5,601	Upper Hutt.
Kaitoke	10	2	23	..	121	48	289	Kaitoke.
Featherston	979	143	14,016	30	7,848	2,959	9,286	Featherston
Greytown	140	4	1,385	..	1,626	1,226	1,878	Greytown.
Carterton	1,088	18	59,408	971	18,702	3,043	4,996	Carterton.
Masterton	661	422	16,348	114	31,866	20,388	18,330	Masterton.
Mauriceville	21	2	1,628	191	669	902	783	Mauriceville.
Dannevirke	1,438	123	12,237	197	20,173	3,443	12,222	Dannevirke.
Ormondville	892	60	4,298	18	1,840	325	2,667	Ormondville.
Takapau	288	46	3,384	5	829	136	2,463	Takapau.
Waipukurau	1,625	42	9,421	66	14,758	1,635	7,781	Waipukurau.
Waipawa	614	4	6,497	25	619	1,085	3,814	Waipawa.
Otane	444	2	4,813	3	1,439	2,374	3,308	Otane.
Hastings	4,725	674	93,192	83	31,122	14,417	20,685	Hastings.
Farndon	2,171	14	248,422	..	2,093	3,457	1,372	Farndon.
Napier	46	..	1,191	9	16,115	12,786	8,601	Napier.
Port Ahuriri	378	102	38,758	..	19,048	6,701	33,098	Port Ahuriri.
Chief Accountant	..	..	..	..	..	..	..	Chief Accountant.
Totals	240,847	23,063	3,242,334	91,808	1,519,866	848,951	1,175,279	Totals.
WHANGAREI SECTION—								WHANGAREI SECTION—
Onerahi	7	2	600	..	2,433	62,808	22,140	Onerahi.
Whangarei	3,040	4	10,821	437	9,907	4,779	2,609	Whangarei.
Hikurangi	61	7	366	160	2,219	1,552	3,832	Hikurangi.
Otiria	1,019	20	2,000	2	6,204	11,166	7,715	Otiria.
Kawakawa	35	1	31	16	88,796	4,506	3,307	Kawakawa.
Opua	35	1	3,115	1	97,639	284	1,708	Opua.
District Office	..	..	..	..	..	..	..	District Office.
Totals	4,197	35	16,933	616	207,198	85,095	41,311	Totals.
KAIHU SECTION—								KAIHU SECTION—
Dargaville	8	..	75	34	35,106	1,030	1,378	Dargaville.
Kaihu	5	35	45	..	1,972	87	1,619	Kaihu.
District Office	..	..	..	..	..	..	..	District Office.
Totals	13	35	120	34	37,078	1,117	2,997	Totals.
GISBORNE SECTION—								GISBORNE SECTION—
Gisborne	1,274	6	123,058	21	76,754	11,397	25,007	Gisborne.
Te Karaka	89	20	2,082	..	5,214	3,044	3,099	Te Karaka.
Motuhora	766	22	17,451	1	981	153	3,389	Motuhora.
District Office	..	..	..	..	..	..	..	District Office.
Totals	2,129	48	142,591	22	82,949	14,594	31,495	Totals.

RETURN No. 12—*continued.*

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

Stations.	OUTWARD. Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	INWARD. Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Stations.
SOUTH ISLAND MAIN LINES AND BRANCHES—												Tons.	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						Tons.	Tons.	SOUTH ISLAND MAIN LINES & BRANCHES—
Lyttelton	47,958	49,120	46,849	104,058	247,985	10,711	221	67	13,327	802	259,428	134,323	233,200	27,389 14 1	2,480 4 2	1,104 13 3	160 1 5	140,912 19 1	18,207 13 9	1,775 13 2	192,030 18 11	946	72	11,280	392	12,614	7,109	221,201	Lyttelton.
,, (Wharf)	..	..	..	..	..	..	..	..	..	..	3,763	4,165	13,505	..	..	..	..	3,171 7 5	..	..	3,171 7 5	..	..	..	..	2,499	13	42,473	,, (Wharf).
Heathcote	496	3,489	2,497	26,384	32,866	2,459	..	..	..	..	12	46	2,791	1,436 1 3	642 15 2	85 12 8	5 2 5	1,203 16 5	22 1 0	92 10 0	3,487 18 11	1	..	1,023	..	428	2,046	3,739	Heathcote.
Woolston	374	764	1,805	8,410	11,353	2,173	5	..	..	..	155	4,341	6,313	585 12 9	351 12 3	65 10 4	3 12 5	2,818 1 10	15 18 8	25 0 0	3,865 8 3	39	7	..	81	1,636	6,712	10,253	Woolston.
Opawa	388	728	1,411	4,207	6,734	3,248	..	..	..	..	..	..	..	459 6 3	538 14 10	18 12 6	3 7 9	Cr. 14 15 7	..	..	1,005 5 9	..	..	..	..	..	..	19	Opawa.
Christchurch (Coaching)	77,872	81,129	167,616	236,030	562,647	30,411	..	..	..	..	..	..	..	148,358 14 10	9,534 14 11	13,970 1 3	5,007 2 4	Cr. 72 2 10	272 9 0	1,067 7 4	178,138 6 10	..	..	..	..	..	..	..	Christchurch(C'ch'g)
,, (Goods)	..	..	..	..	..	..	241	1	17	6	22,048	4,329	84,967	..	..	..	..	85,848 1 5	7,570 19 10	1,758 5 2	95,177 6 5	647	2	230	14	178,823	107,053	197,500	,, (Goods).
Addington	644	768	5,883	4,708	12,003	2,340	7,638	562	291,951	5,906	9,839	534	34,383	1,759 15 7	265 9 8	958 16 1	71 11 2	21,482 5 3	803 7 10	809 6 0	26,150 11 7	18,746	1,916	531,275	13,792	66,359	16,321	55,807	Addington.
Riccarton	746	231	1,893	844	3,714	244	..	..	..	..	957	175	5,748	812 11 2	56 11 4	29 14 8	20 4 9	1,351 12 6	46 8 7	25 0 0	2,342 3 0	..	..	..	..	24,173	7,652	14,508	Riccarton.
Papanui	1,572	664	6,210	3,603	12,049	1,813	40	8	358	35	500	29	6,003	1,802 3 6	361 15 6	137 9 0	38 3 5	2,790 10 6	16 2 8	50 0 0	5,196 4 7	99	3	568	1	8,465	2,730	3,440	Papanui.
Styx	31	12	1,063	467	1,573	38	3	1	..	..	..	2	2,399	110 17 5	15 3 6	23 14 3	1 16 10	864 18 3	13 19 2	..	1,030 9 5	12	1	..	..	80	194	183	Styx.
Belfast	527	843	5,117	12,507	18,994	470	105	68	1,502	9	599	9	31,743	1,364 7 11	242 14 2	71 3 1	20 9 5	14,766 0 1	9 0 1	116 2 6	16,589 17 3	1,690	9	376,070	3,898	2,977	8,270	10,963	Belfast.
Kaiapoi	1,617	2,792	13,332	34,190	51,931	852	525	247	10,570	619	10,859	82	30,147	5,806 16 9	514 10 3	526 3 1	95 18 6	12,540 4 3	102 11 10	202 13 8	19,788 18 4	1,725	29	217,362	173	11,005	6,857	5,472	Kaiapoi.
Rangiora	3,088	4,490	19,464	32,121	59,163	379	1,212	299	32,081	1,788	1,619	56	10,043	8,478 14 11	237 1 10	644 12 0	121 12 5	5,823 4 1	107 4 3	199 18 3	15,612 7 9	1,049	6	23,137	149	11,031	4,661	8,484	Rangiora.
Cust	113	82	1,652	1,728	3,575	121	341	63	21,586	153	15	63	6,314	563 7 5	85 9 8	126 8 9	12 3 2	2,954 1 7	10 1 7	2 15 0	3,754 7 2	126	4	5,305	68	1,384	1,018	1,587	Cust.
Oxford East	303	147	2,194	2,586	5,230	47	823	90	44,389	296	522	35	3,334	1,160 2 2	38 1 10	391 13 3	19 2 7	2,475 12 9	11 17 4	27 1 3	4,123 11 2	478	89	20,532	77	1,974	1,826	5,463	Oxford East.
Sefton	102	114	1,539	1,784	3,539	100	408	85	4,969	228	23	12	4,926	550 18 6	71 3 8	177 8 8	10 15 5	1,914 9 10	17 6 4	63 18 10	2,806 1 3	280	7	5,394	39	453	965	877	Sefton.
Amberley	780	358	2,432	2,331	5,901	119	696	28	48,310	17	292	42	2,323	1,224 3 0	83 7 1	266 13 4	26 1 8	2,330 11 4	31 14 5	125 8 0	4,087 18 10	229	112	18,639	72	2,179	979	1,774	Amberley.
Waipara	1,167	387	4,026	1,571	7,151	31	1,079	40	117,358	63	20	777	3,328	2,036 18 6	33 0 9	348 1 3	13 5 8	6,057 0 10	45 5 11	99 15 0	8,633 7 11	176	112	7,907	21	948	201	686	Waipara.
Mina	314	38	995	304	1,651	13	779	39	53,282	241	6	30	1,786	685 4 9	8 0 3	368 2 4	11 10 10	3,776 13 4	26 9 4	18 12 6	4,894 13 4	724	62	13,059	43	2,047	1,374	2,334	Mina.
Parnassus	320	71	1,086	280	1,757	..	1,665	33	48,526	112	385	6	708	847 2 2	..	147 19 7	16 18 2	3,500 15 6	29 14 1	30 0 0	4,572 9 6	970	220	10,469	7	287	275	1,049	Parnassus.
Waikari	844	637	4,208	4,527	10,216	19	366	12	28,117	28	72	3	4,075	2,224 11 6	15 5 0	107 6 7	21 18 0	2,689 16 8	7 18 7	26 0 0	5,092 16 4	220	4	3,538	15	1,130	1,079	1,229	Waikari.
Hawarden	565	152	1,556	472	2,745	18	1,465	18	78,003	50	6	4	2,352	914 9 9	18 5 3	183 7 9	16 10 11	4,683 10 6	54 0 3	9 0 0	5,879 4 5	309	48	14,307	61	2,235	656	1,463	Hawarden.
Culverden	1,614	441	3,185	928	6,168	14	1,314	36	70,232	118	4,129	25	3,172	3,278 2 2	12 14 3	398 2 3	34 12 1	6,498 15 11	91 4 5	111 0 0	10,424 11 1	622	57	14,404	34	2,230	1,041	2,637	Culverden.
Waiau	636	168	1,782	799	3,385	1	563	6	50,933	14	12	..	1,093	1,584 5 9	7 9 9	180 3 9	14 8 6	3,428 0 5	5 17 11	1 0 0	5,221 6 1	592	1	6,254	5	1,386	321	1,351	Waiau.
Hornby	134	56	2,267	1,429	3,886	110	237	6	1,945	175	2,796	8,164	5,639	410 11 2	109 17 3	1,520 3 5	9 14 5	4,159 15 9	19 11 9	84 5 0	6,313 18 9	1,222	80	17,815	398	11,123	10,058	4,027	Hornby.
Prebbleton	107	81	1,813	2,063	4,064	72	11	15	261	16	..	..	10,033	332 7 4	45 8 0	18 9 5	4 16 3	2,219 13 2	0 7 1	0 10 0	2,621 11 3	61	2	245	8	163	577	501	Prebbleton.
Lincoln	347	276	2,328	2,664	5,615	47	1,199	276	36,875	266	190	75	7,612	832 5 9	48 16 3	150 14 11	15 13 7	3,035 7 1	7 4 3	85 8 0	4,175 9 10	159	6	3,887	91	508	3,301	1,567	Lincoln.
Springston	146	101	1,241	1,302	2,790	43	148	49	1,885	133	..	12	3,645	392 2 1	31 0 3	17 18 6	7 18 8	1,101 4 9	41 12 10	5 0 0	1,596 17 1	61	1	2,511	10	461	445	587	Springston.
Ellesmere	66	39	505	564	1,174	1	405	28	12,642	108	12	14	5,372	185 15 6	1 5 0	128 19 4	1 13 8	1,843 5 10	33 8 3	25 0 0	2,219 7 7	40	..	3,661	16	47	362	368	Ellesmere.
Doyleston	87	67	960	1,546	2,660	20	190	22	6,657	143	3	20	2,179	548 3 9	14 13 3	35 7 8	7 13 9	853 2 11	27 19 6	..	1,487 0 10	171	4	7,570	58	564	793	801	Doyleston.
Leeston	561	402	2,731	3,480	7,174	58	190	16	11,811	2,568	12	4	3,803	1,412 12 2	66 11 5	632 17 7	24 1 4	1,763 16 0	20 7 5	49 18 0	3,970 3 11	337	4	9,490	26	2,829	1,501	1,869	Leeston.
Southbridge	573	394	4,979	5,424	11,370	41	724	151	24,422	1,886	28	7	6,113	2,244 9 0	30 18 9	431 7 10	16 10 3	3,126 18 1	5 16 5	25 0 0	5,881 0 4	213	28	10,111	204	596	801	1,218	Southbridge.
Little River	698	484	4,005	3,718	8,905	11	2,747	82	91,020	527	12	2,092	1,205	1,991 12 4	10 6 7	229 9 0	12 10 0	3,554 8 4	28 11 6	165 14 0	5,992 11 9	1,662	76	18,113	741	4,047	901	1,842	Little River.
Islington	356	162	2,026	1,423	3,967	34	3	1	6	..	80	3,485	18,223	301 17 0	21 2 9	51 15 7	5 19 4	9,161 17 10	8 9 4	..	9,551 1 10	629	..	286,525	..	4,819	6,308	8,042	Islington.
Templeton	231	377	2,238	3,208	6,054	91	50	14	3,606	62	..	..	4,415	580 6 3	48 17 10	111 2 4	10 1 0	1,052 16 2	0 8 6	32 10 0	1,836 2 1	51	3	1,507	29	351	951	840	Templeton.
Rolleston	195	255	2,355	7,651	10,456	44	581	160	39,325	251	..	16	6,280	1,167 5 7	28 11 1	141 6 0	13 7 6	2,591 11 5	23 4 8	7 5 0	3,972 11 3	949	92	31,606	20	230	306	855	Rolleston.
Kirwee	185	159	1,281	1,697	3,322	22	222	36	15,584	509	11	7	3,577	595 9 11	16 5 6	84 7 4	7 11 1	1,523 5 2	9 10 2	4 15 0	2,241 4 2	166	15	18,270	126	908	707	1,618	Kirwee.
Darfield	402	603	4,355	4,560	9,920	94	261	118	39,476	277	470	23	9,506	2,140 9 10	64 18 10	206 8 6	21 8 4	4,352 9 7	31 1 5	28 17 10	6,845 14 4	89	5	9,776	16	925	618	1,315	Darfield.
Sheffield	102	100	1,103	950	2,255	25	339	42	15,587	332	12	798	2,198	520 6 11	37 16 8	190 2 1	6 10 10	1,797 14 0	5 19 2	32 2 6	2,590 12 2	140	15	10,980	9	874	567	1,657	Sheffield.
Springfield	490	311	2,828	3,979	7,608	27	336	50	8,857	58	5	13,987	2,587	1,884 2 0	19 8 9	333 6 6	12 0 1	7,462 6 1	11 9 8	4 0 0	9,726 13 1	265	1	9,116	86	668	369	1,007	Springfield.
Arthur's Pass	2,529	367	3,113	724	6,733	..	1,721	..	19,768	42	..	74	300	4,397 6 9	..	502 15 6	39 8 0	1,654 9 10	23 9 11	189 19 0	6,807 9 0	886	97	5,708	22	398	220	2,441	Arthur's Pass.
Coalgate	240	96	2,222	1,740	4,298	63	552	16	44,617	152	1,123	7,290	3,634	1,094 1 6	41 16 9	200 18 7	18 11 6	5,793 11 8	302 7 9	56 12 6	7,508 0 3	242	80	11,691	32	3,006	880	3,483	Coalgate.
Dunsandel	252	249	2,524	3,035	6,060	121	420	26	39,144	189	32	23	5,184	1,473 6 2	91 16 11	185 12 5	20 13 2	2,943 5 10	46 17 8	48 12 6	4,810 4 8	414	10	23,589	60	855	1,067	1,969	Dunsandel.
Rakaia	936	1,061	6,653	8,254	16,904	323	754	13	112,917	286	6,669	154	18,999	4,426 1 4	278 2 11	477 4 8	55 16 1	13,610 2 5	37 6 9	120 6 0	19,005 0 2	303	33	36,154	44	1,238	1,795	2,760	Rakaia.
Methven	30	62	5,261	4,235	9,588	45	622	10	101,920	293	247	87	6,524	3,062 7 11	29 16 0	374 3 7	25 4 8	7,934 9 9	52 17 8	126 10 0	11,605 9 7	417	32	34,658	97	3,304	2,895	6,010	Methven.
Chertsey	139	172	1,533	2,031	3,875	58	461	11	55,590	194	..	2	8,252	702 12 7	42 7 9	142 1 6	5 16 0	10,460 12 6	2 15 7	86 12 6	11,442 18 5	88	6	71,275	..	376	1,437	1,348	Chertsey.
Ashburton	5,426	3,107	31,796	25,610	65,939	627	479	8	5,850	1,349	3,895	136	20,683	20,768 12 4	596 14 6	1,634 9 4	425 2 9	13,011 16 9	226 3 9	675 1 7	37,338 1 0	591	10	29,459	116	19,773	14,686	16,440	Ashburton.
Tinwald	177	66	2,516	1,618	4,377	252	1,356	46	86,866	1,008	55	250	20,383	444 19 6	181 3 0	244 12 2	5 1 0	11,864 9 5	14 2 4	93 12 3	12,847 19 8	540	3	50,906	2	244	2,306	967	Tinwald.
Mount Somers	110	64	867	1,264	2,305	69	359	3	9,227	118	6	102	6,749	546 11 11	47 13 3	153 7 0	6 15 5	3,423 8 10	2 17 5	5 0 0	4,185 13 10	342	15	7,464	105	1,722	2,049	3,548	Mount Somers.
Hinds	127	109	2,239	2,500	4,975	140	416	5	44,807	73	485	35	5,902	1,033 17 6	100 0 6	184 4 2	14 18 9	4,699 16 6	18 1 4	10 5 0	6,061 3 9	457	9	21,686	81	2,044	1,073	2,929	Hinds.
Rangitata	133	70	965	1,192	2,360	3	80	9	29,881	9	1,393	68	1,971	628 18 0	1 17 6	107 1 0	13 9 4	1,633 10 6	5 4 6	282 3 8	2,672 4 6	65	1	3,798	4	487	128	747	Rangitata.
Orari	1,325	522	6,021	4,920	12,788	95	1,708	8	42,706	117	444	6	4,679	3,832 1 4	62 14 4	539 4 3	56 13 0	3,361 8 4	48 19 10	3 10 0	7,904 11 1	530	100	9,881	5	2,499	2,084	2,454	Orari.
Winchester	232	205	1,706	2,581	4,724	119	104	2	6,794	104	215	14	4,092	815 2 4	68 9 1	70 11 3	14 0 4	1,503 5 7	6 18 3	44 7 0	2,522 13 10	81	10	648	8	276	785	1,880	Winchester.
Temuka	1,694	1,021	10,424	13,177	26,316	113	1,629	106	26,986	313	296	701	9,720	6,437 11 4	45 15 1	357 18 3	107 17 8	5,957 0 9	39 13 8	88 1 4	13,033 18 1	902	203	11,568	14	5,168	5,573	3,998	Temuka.
Washdyke	118	104	1,492	1,810	3,524	98	542	117	11,693	4	..	18	19,575	342 10 5	63 1 3	468 6 4	3 2 4	6,915 8 0	5 12 10	46 2 6	7,844 3 8	369	23	49,150	21	1,276	7,473	2,097	Washdyke.
Pleasant Point	382	248	3,866	4,811	9,307	50	254	15	26,439	..	242	34	7,919	1,458 3 1	35 6 3	258 7 8	22 7 0	3,189 18 10	27 0 8	40 3 0	5,031 6 6	373	10	13,614	..	909	1,674	2,169	Pleasant Point.
Albury	229	140	2,045	2,162	4,576	39	221	4	39,240	3	57	1,728	1,847	1,041 18 7	39 18 0	119 16 10	11 17 4	2,419 4 2	13 8 8	17 2 10	3,663 6 5	84	3	1,564	..	1,037	818	2,404	Albury.
Fairlie	865	346	6,229	4,995	12,435	26	384	19	46,963	7	305	6	2,945	3,668 14 6	18 6 9	328 18 2	40 0 11	3,535 12 10	28 8 8	80 4 1	7,700 5 11	314	10	6,832	28	3,097	2,137	5,189	Fairlie.
Timaru	13,082	5,872	61,149	37,358	117,461	2,565	501	7	2,350	34	14,632	21,927	72,967	39,410 19 3	839 7 1	2,612 4 6	948 11 2	32,907 17 9	4,505 10 9	1,920 9 2	83,144 19 8	1,225	18	198,528	13	35,056	34,491	120,115	Timaru.
,, (Wharf)	..	..	..	..	..	..	..	..	3,275	..	14,901	17,230	19,900	..	..	..	..	5,914 11 0	..	..	5,914 11 0	..	..	..	..	695	..	48,726	,, (Wharf).
St. Andrew's	202	210	4,000	4,723	9,135	149	584	25	13,165	48	64	686	18,208	1,329 16 2	103 9 9	105 4 0	19 17 3	6,958 17 3	28 1 10	70 0 0	8,615 6 3	474	1	103,463	..	1,382	6,540	3,119	St. Andrew's.
Makikihi	97	35	2,189	2,114	4,435	51	111	1	12,879	81	27	303	5,281	849 0 2	35 9 3	83 5 9	15 8 11	2,272 19 0	36 10 7	127 17 8	3,420 11 4	111	32	1,251	3	794	1,086	1,630	Makikihi.
Studholme Junction	840	496	3,991	2,568	7,895	77	631	17	18,189	316	104	341	6,583	1,783 6 1	49 15 2	115 7 4	34 8 2	3,227 17 10	11 16 4	61 10 0	5,284 0 11	465	1	10,394	96	473	694	1,234	Studholme Junction.
Waimate	2,296	1,334	11,190	8,611	23,431	69	231	13	58,189	146	409	2,810	9,675	7,412 1 9	114 18 3	951 15 5	135 6 6	8,089 8 6	60 15 2	301 4 6	17,065 10 1	290	109	4,080	19	8,351	7,783	7,515	Waimate.
Morven	205	118	1,530	1,617	3,470	38	105	19	17,051	95	35	28	8,229	908 2 6	35 9 3	98 7 2	10 10 4	4,108 2 0	14 16 11	8 4 2	5,183 12 4	27	1	9,633	5	587	1,059	991	Morven.
Glenavy	163	185	1,867	1,670	3,885	166	318	25	17,387	30	14	19	3,296	844 13 6	59 17 3	220 17 1	12 11 0	1,897 18 10	11 11 5	12 5 0	3,059 14 1	26	351	2,721	..	714	1,118	1,389	Glenavy.
Pukeuri	59	78	1,935	1,385	3,457	56	488	1	34,289	6	12	1,032	15,204	351 13 7	38 3 9	435 13 3	5 14 5	15,844 14 2	84 10 0	49 1 4	16,809 10 6	333	91	79,797	11	462	7,230	2,015	Pukeuri.
Duntroon	97	22	1,150	960	2,229	187	332	1	23,978	12	..	53	2,852	548 2 6	118 10 1	253 10 6	7 19 3	2,568 1 11	5 11 11	13 5 0	3,515 1 2	92	52	3,277	..	892	1,772	1,900	Duntroon.
Kurow	600	232	4,872	5,089	10,793	37	193	..	24,118	17	9	6,562	2,386	3,237 19 4	31 6 9	293 7 6	23 16 5	4,798 11 5	83 5 4	11 9 0	8,479 15 9	66	2	3,811	..	2,836	1,604	2,643	Kurow.
Oamaru	5,969	2,473	37,726	21,232	67,400	404	745	29	12,309	154	5,456	2,320	27,341	23,786 19 4	322 1 2	2,319 5 3	601 14 11	13,390 19 7	982 6 2	598 16 10	42,002 3 3	549	..	4,046	6	23,870	20,714	32,505	Oamaru.
Breakwater	..	..	..	..	..	..	..	..	..	..	2,653	9,863	2,498	..	..	..	..	2,440 15 2	687 0 10	..	3,127 16 0	..	..	50	..	..	300	24,639	Breakwater.
Waiareka Junction	107	58	601	339	1,105	1	571	85	24,941	144	17	3,738	12,577	131 12 3	0 12 6	408 10 3	2 5 8	6,730 2 1	26 1 3	29 12 6	7,328 16 6	345	2	17,059	1	331	2,227	403	Waiareka Junction.
Ngapara	149	130	3,965	3,992	8,236	148	239	2	8,283	50	24	865	6,649	919 15 7	90 5 0	70 17 4	5 6 0	3,277 10 8	4 8 10	3 0 0	4,371 3 5	354	86	6,528	1	1,748	5,689	9,044	Ngapara.
Maheno	157	85	2,602	2,364	5,208	170	2,056	124	12,539	308	29	192	6,433	899 1 7	134 2 5	108 16 8	16 19 3	4,161 0 5	8 12 11	67 1 0	5,395 14 3	370	24	6,124	49	829	1,471	3,298	Maheno.
Herbert	58	71	1,106	2,695	3,930	64	207	105	6,856	5	..	14	783	779 13 10	47 5 9	104 3 6	7 12 4	775 17 2	0 16 6	1 10 0	1,716 18 4	21	2	2,108	..	804	634	959	Herbert.
Hampden	349	220	2,064	2,159	4,792	134	678	35	24,432	7	43	17,051	1,571	1,137 4 2	68 4 5	278 11 0	18 4 1	9,665 3 9	80 11 9	56 14 3	11,304 13 5	163	2	3,515	3	1,661	1,021	1,881	Hampden.
Palmerston	1,922	813	14,637	12,252	29,624	268	684	46	44,409	10	49	11,658	2,144	5,795 15 6	97 17 0	460 0 7	65 12 10	6,682 7 11	139 15 6	20 0 0	13,261 9 4	292	2	10,060	5	1,379	2,760	2,116	Palmerston.
Dunback	34	17	526	256	833	..	58	85	5,536	..	24	5	765	159 5 6	..	76 8 3	3 3 2	862 13 11	7 2 5	8 0 0	1,116 13 3	13	..	243	..	152	623	755	Dunback.
Makaroa	..	..	..	..	..	..	..	..	..	..	..	827	16,665	..	..	..	..	5,013 8 5	..	..	5,013 8 5	..	..	..	..	54	2,986	230	Makaroa.
Waikouaiti	504	281	2,887	2,382	6,054	128	1,619	93	32,811	122	10	17	1,085	1,392 11 2	158 9 3	299 15 9	18 3 9	2,491 3 8	9 17 3	18 11 5	4,388 12 3	577	35	3,080	11	1,140	1,671	1,326	Waikouaiti.
Seacliff	411	699	2,971	6,174	10,255	183	264	17	817	331	113	8	813	1,821 3 6	56 16 1	181 11 7	7 9 3	606 3 10	49 19 8	3 10 0	2,726 13 11	273	4	1,879	1	1,242	4,129	1,641	Seacliff.
Waitati	833	1,353	4,801	14,729	21,716	92	103	53	2,522	118	260	62	1,447	2,402 19 4	69 2 0	363 17 6	7 9 5	705 15 10	4 19 8	2 0 0	3,556 3 9	161	14	809	40	846	997	1,326	Waitati.
Port Chalmers Upper	590	2,493	2,669	8,902	14,654	51	173	93	311	67	1	..	140	2,820 4 10	24 3 6	214 8 10	18 15 1	118 15 6	0 14 10	0 10 0	3,197 12 7	18	2	..	..	..	..	19	P. Chalmers Upper.
Sawyer's Bay	543	2,806	2,901	17,801	24,051	2,256	102	18	103	17	..	..	201	1,512 18 4	533 11 7	23 17 9	6 1 5	193 4 4	1 7 9	..	2,271 1 2	53	4	427	17	313	2,025	890	Sawyer's Bay.
Port Chalmers	3,954	24,121	14,164	53,942	96,181	8,011	12	7	4	43	2,499	15,478	39,421	7,661 8 5	2,301 3 7	245 14 2	31 3 7	15,463 11 7	1,561 19 0	463 2 9	27,728 3 1	3	1	69	2	8,456	8,984	43,561	Port Chalmers.
Burke's	360	2,811	670	5,453	9,294	1,608	1	..	..	..	..	6	..	416 16 1	408 12 9	3 1 1	2 6 6	2 14 9	0 0 3	..	833 11 5	..	5	..	..	..	..	1	Burke's.
Ravensbourne	1,177	8,804	3,060	24,963	38,004	5,563	..	..	..	1	..	16

RETURN No. 12—*continued.*

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

OUTWARD.

Stations.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.
SOUTH ISLAND MAIN LINES AND BRANCHES—*continued.*							Tons.	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.					
Waihola	95	50	1,118	1,333	2,596	34	104	14	2,423	32	272	4,125	285	345 12 7	21 6 9	72 13 8	7 0 10	2,241 12 10	3 19 9	21 0 0	2,693 6 5
Milburn	21	51	1,104	877	2,053	2	65	31	5,445	15	8	1,095	12,691	331 3 10	1 5 0	50 16 2	2 15 6	3,639 18 1	142 3 9	40 15 0	4,208 17 4
Milton	1,622	1,442	9,596	10,885	23,545	137	572	31	43,543	66	1,883	26,282	7,029	6,933 1 5	131 18 11	427 8 5	97 8 9	17,541 7 8	312 11 0	187 11 6	25,631 7 8
Waitahuna	130	57	1,494	2,000	3,681	55	184	..	13,046	..	..	364	725	878 11 2	43 18 11	121 12 7	12 14 10	1,253 10 11	19 14 2	3 5 0	2,333 7 7
Lawrence	1,253	807	5,142	4,839	12,041	1	123	4	20,233	..	210	120	3,056	3,464 12 10	62 10 0	364 2 10	39 6 9	6,163 10 7	18 19 9	13 6 0	10,126 8 9
Beaumont	637	123	1,987	544	3,291	..	77	1	8,732	31	94	..	3,641	1,325 7 7	..	282 1 11	28 8 6	4,825 7 3	9 4 5	3 7 6	6,473 17 2
Lovell's Flat	40	41	901	1,357	2,339	18	112	20	9,739	..	20	40,700	1,121	405 18 0	11 10 0	59 5 0	3 5 6	13,505 9 5	359 3 11	25 0 0	14,369 11 10
Stirling	447	324	6,602	6,932	14,305	93	2,458	60	8,607	339	76	85,388	4,736	3,702 11 10	64 17 0	159 11 2	24 10 6	38,026 3 4	672 0 5	34 5 0	42,683 19 3
Balclutha	2,460	1,518	21,118	10,710	35,806	76	1,751	35	41,874	145	7,465	788	15,930	9,622 5 1	137 7 11	818 7 4	173 18 3	20,325 11 4	65 19 4	113 5 0	31,256 14 3
Owaka	309	94	3,747	1,853	6,003	4	863	42	9,504	26	48,706	312	8,469	1,594 0 11	4 17 0	603 14 0	20 7 10	14,134 10 1	17 8 1	61 15 0	16,436 12 11
Tahakopa	156	32	3,116	3,830	7,134	..	138	13	1,723	88	30,030	7	2,695	2,081 19 5	..	40 1 2	5 6 11	7,128 9 4	140 19 9	152 13 6	9,549 10 1
Waiwera	153	101	1,440	1,203	2,897	7	465	21	18,976	12	162	..	1,532	743 19 2	8 10 6	138 6 7	7 8 4	1,633 5 1	11 10 2	..	2,542 19 10
Clinton	551	642	10,320	8,621	20,134	34	591	109	28,967	..	8	24	957	4,265 15 0	57 1 2	144 3 8	24 4 3	2,345 6 4	52 2 8	350 15 10	7,239 8 11
Waipahi	195	119	1,577	2,199	4,090	3	246	1	17,324	..	..	160	1,744	1,092 17 7	1 16 9	136 12 9	9 5 8	2,189 13 5	5 5 2	85 8 7	3,520 19 11
Tapanui	366	210	1,861	1,095	3,532	..	143	..	11,060	26	34	122	553	1,384 2 6	..	177 9 11	15 15 11	1,156 11 2	9 3 9	1 12 6	2,744 15 9
Kelso	105	44	1,288	919	2,356	3	280	6	17,207	19	67	54	940	589 17 9	39 3 2	91 16 2	9 0 6	1,835 17 7	4 1 2	42 12 6	2,612 8 10
Heriot	357	133	2,955	1,914	5,359	16	496	4	43,002	38	167	22	2,665	1,727 11 6	18 1 6	229 6 0	22 0 0	5,067 2 1	13 0 4	59 10 0	7,136 11 5
Pukerau	61	103	1,740	3,367	5,271	63	455	7	24,988	..	24	4,420	3,380	874 18 10	48 17 1	191 1 6	7 19 7	5,472 17 6	13 13 8	107 2 10	6,716 11 0
Gore	3,625	2,554	30,360	21,088	57,627	870	2,201	109	41,680	..	3,073	5,099	15,406	16,552 2 11	628 14 2	1,773 0 3	318 16 5	14,155 2 6	161 0 6	1,590 16 11	35,179 13 8
Riversdale	276	188	3,338	3,720	7,522	67	508	2	37,197	2	47	167	3,544	1,511 4 11	47 8 1	343 2 0	15 14 4	3,955 12 2	28 1 10	90 0 0	5,991 3 4
Switzers	129	46	2,131	2,204	4,510	52	99	2	7,018	3	79	17	679	1,081 15 3	32 4 3	63 13 1	12 4 3	1,296 15 2	11 17 2	3 0 0	2,501 9 2
Balfour	166	95	1,673	1,511	3,445	107	245	87	15,008	..	22	6	1,813	934 11 2	73 17 6	123 15 1	10 3 6	2,106 4 3	26 10 2	30 5 0	3,305 6 8
Mataura	487	479	8,281	12,920	22,167	444	825	45	8,290	10	168	18,446	11,498	4,558 13 0	267 8 11	311 7 7	46 19 0	16,488 3 3	30 18 5	168 0 0	21,871 10 2
Edendale	643	496	6,331	7,651	15,121	222	2,611	11	24,093	..	2,899	7	4,524	3,976 10 5	154 19 0	189 8 11	38 1 7	5,395 16 3	98 9 2	112 7 1	9,965 12 5
Wyndham	422	615	4,942	5,203	11,182	229	1,322	22	8,201	..	3,319	305	2,514	2,483 11 1	135 6 5	238 13 6	38 11 10	3,554 1 10	25 18 7	13 14 10	6,489 18 1
Woodlands	207	226	3,557	5,650	9,640	143	638	101	21,704	11	1,678	6	3,971	1,794 1 5	97 17 4	369 16 10	20 10 10	2,798 8 5	32 10 3	13 8 0	5,126 13 1
Invercargill (Coaching) ..	14,331	15,817	97,932	120,436	248,516	5,287	..	..	..	..	..	..	..	64,128 16 7	4,264 18 6	5,965 14 10	1,380 17 9	Cr. 43 9 2	189 9 0	..	75,886 7 6
,, (Goods) ..	..	..	..	..	..	..	4,513	311	20,358	..	41,673	10,659	63,153	..	..	..	..	54,610 8 11	1,644 1 1	2,094 12 9	58,349 2 9
Waimahaka	409	510	8,321	10,997	20,237	82	1,729	171	20,202	..	21,985	861	2,790	3,618 1 4	64 2 10	288 11 7	6 14 4	5,545 9 4	36 18 2	74 6 6	9,634 4 1
Bluff	1,474	3,782	9,695	25,058	40,009	1,580	10	3	3	..	15,259	17,434	57,974	5,066 6 6	839 10 2	542 1 9	41 5 5	28,829 5 0	3,071 11 9	771 16 3	39,161 16 10
,, (Wharf)	..	..	..	..	..	..	..	..	..	..	3,163	1,089	5,239	..	..	..	..	977 14 3	..	..	977 14 3
Makarewa	77	71	1,646	1,684	3,478	778	1,639	87	18,928	4	18,261	14,255	12,019	343 0 0	206 6 2	155 9 11	7 6 10	12,678 1 2	15 17 11	67 18 0	13,474 0 0
Thornbury	179	160	2,441	2,628	5,408	67	565	71	31,835	4	934	4,653	2,641	803 13 9	47 16 3	158 13 5	10 0 7	2,811 0 9	9 17 11	0 10 0	3,841 12 8
Riverton	1,153	895	8,881	4,262	15,191	278	219	19	4,812	..	78,299	222	3,953	2,927 12 11	187 4 3	629 5 0	42 4 10	18,764 8 4	7 14 0	70 10 0	22,628 19 4
Orepuki	466	599	4,941	6,189	12,195	749	717	1	9,362	..	29,041	2,135	3,611	2,367 19 0	230 12 5	174 3 3	16 9 7	9,259 2 8	23 19 6	214 9 2	12,286 15 7
Tuatapere	904	723	10,511	10,660	22,798	31	834	2	11,455	8	49,615	28	4,416	4,873 3 2	21 18 9	200 9 8	26 15 6	16,687 0 11	22 8 5	71 11 6	21,903 7 11
Otautau	672	513	4,429	4,205	9,819	237	920	71	43,897	62	10,065	85,158	2,988	2,316 9 3	179 4 7	434 5 2	20 7 9	51,003 11 0	2,441 9 11	117 18 4	56,513 6 0
Nightcaps	568	610	6,556	8,320	16,054	98	56	6	2,550	..	159	31,353	798	4,135 2 7	71 13 9	151 4 10	12 4 1	11,959 2 0	14 0 6	..	16,343 7 9
Winton	996	831	11,162	10,983	23,972	375	477	5	38,599	19	13,899	1,948	12,518	4,299 11 9	219 6 1	664 3 6	50 0 0	9,102 15 8	37 12 2	80 13 0	14,454 2 2
Centre Bush	112	127	1,562	1,321	3,122	105	452	88	46,173	2	6,035	21	5,763	698 1 6	75 11 3	157 12 2	11 0 2	4,891 7 3	16 1 8	77 2 6	5,926 16 6
Dipton	158	127	1,550	1,644	3,479	75	197	6	23,429	..	52	1,278	1,042	877 10 10	50 10 1	100 16 11	8 17 1	1,486 12 3	7 9 6	23 10 0	2,555 6 8
Lumsden	1,328	1,027	10,454	8,502	21,311	158	811	938	37,713	..	2,859	64	3,005	5,274 18 10	98 16 6	556 19 1	62 4 5	5,566 6 11	21 8 5	59 15 1	11,640 9 3
Kingston	263	59	1,673	1,396	3,391	10	40	..	923	..	192	..	149	1,202 4 7	6 0 6	34 9 5	4 8 7	115 9 3	6 0 5	20 6 0	1,388 18 9
Through traffic (Lake Wakatipu)	3,138	1,339	3,779	1,711	9,967	..	178	66	8,762	..	1,512	672	2,834	9,667 16 8	..	605 18 6	67 3 4	7,065 19 11	..	..	17,406 18 5
Through traffic (Westland)	3,014	942	3,462	1,350	8,758	..	..	..	..	..	..	..	..	6,464 3 10	..	..	..	..	..	..	6,464 3 10
Chief Accountant ..	4,576	230	2,579	11,318	18,703	224	..	..	..	..	..	..	..	26,216 2 3	7,680 5 10	..	29,481 11 3	..	5,452 14 7	13,022 11 0	81,853 4 11
Totals	299,841	335,640	1,138,026	1,631,606	3,405,113	139,785	91,425	7,333	3,419,184	26,028	804,369	775,667	1,472,509	800,141 15 1	58,605 1 3	77,437 7 11	44,989 12 1	1,309,906 15 1	56,266 7 3	35,875 14 4	2,383,222 13 0
WESTLAND SECTION—																					
Ross	644	602	6,308	10,185	17,739	14	1,275	5	6,319	15	22,410	..	701	2,043 10 6	8 11 3	79 9 0	15 0 4	3,299 13 11	1 16 1	36 5 9	5,484 6 10
Hokitika	3,124	1,936	12,686	8,473	26,219	231	28	2	479	14	141,309	22	2,915	4,168 7 3	139 2 1	430 19 3	108 1 9	14,192 6 6	40 9 3	224 15 1	19,304 1 2
Kumara	463	274	3,036	3,674	7,447	130	426	14	2,649	..	137,319	34	1,963	872 19 8	59 11 9	118 19 4	15 18 5	7,443 5 7	9 13 9	124 4 6	8,644 13 0
Greymouth	7,110	4,397	43,832	43,275	98,614	2,101	724	68	2,465	11	2,848	1,147	8,215	16,456 10 10	1,178 4 1	1,695 14 8	438 8 2	6,954 8 0	5,234 8 7	859 3 1	32,816 17 5
,, (Wharf)	..	..	..	..	..	..	3	..	..	..	8,516	273	14,421	..	..	..	..	22,027 15 10	..	..	22,027 15 10
Runanga	171	235	4,717	21,286	26,409	3,565	11	1	..	..	851	309	1,210	1,560 15 2	620 18 3	29 17 10	6 18 8	283 9 11	4 6 10	21 5 0	2,527 11 8
Rewanui	..	7	2,499	2,354	4,860	6,394	..	..	..	..	..	141,770	167	319 16 9	1,043 17 6	5 2 1	0 6 1	20,648 16 5	127 9 4	2 17 0	22,148 5 2
Stillwater	222	366	3,282	5,608	9,478	55	5	11	97	..	73,734	9,942	1,273	876 15 1	34 17 0	126 10 5	12 3 3	6,586 10 10	2 8 2	126 11 0	7,765 15 9
Ngahere	227	258	2,895	3,981	7,361	324	1,026	42	8,322	..	38,958	6	391	926 5 0	94 12 11	165 6 4	25 17 4	3,152 18 5	2 1 0	131 0 0	4,498 1 0
Blackball	202	371	2,981	6,289	9,843	61	..	..	..	..	..	97,476	159	1,586 19 2	44 16 3	21 16 8	5 12 1	16,614 16 7	2 17 1	28 5 0	18,305 2 10
Ikamatua	230	271	1,628	1,160	3,289	35	246	27	6,038	..	15,036	23	979	604 12 9	22 3 3	237 15 2	12 17 8	2,011 5 8	21 4 2	81 11 0	2,991 9 8
Reefton	2,975	988	9,282	5,189	18,434	100	95	5	5,491	..	17,244	57,664	2,422	4,313 11 3	64 1 6	465 18 1	57 1 5	20,612 3 1	776 9 8	294 13 3	26,493 18 3
Moana	188	83	2,023	849	3,143	5	487	31	4,240	..	78,901	1,492	1,100	418 11 1	3 1 9	207 4 6	10 18 2	7,248 16 7	3 17 9	349 7 6	8,241 17 4
Otira	1,748	432	3,125	1,158	6,463	5	373	1	1,479	..	74	24	421	2,467 12 5	2 19 6	460 9 0	21 17 11	672 14 6	75 7 8	66 5 0	3,767 6 0
Chief Accountant ..	..	..	..	936	936	7	..	..	..	..	..	..	..	116 13 0	502 0 7	..	2,496 5 0	..	3,322 11 9	1,210 18 10	7,648 9 2
Through Traffic (S.I.M.L. & B.)	3,014	942	3,452	1,350	8,758	..	..	..	..	..	..	..	..	3,834 17 7	..	..	..	..	..	..	3,834 17 7
Totals	20,318	11,162	101,746	115,767	248,993	13,027	4,699	207	37,579	40	537,200	310,182	36,337	40,567 17 6	3,818 17 8	4,045 2 4	3,227 6 3	131,749 1 10	9,625 1 1	3,467 2 0	196,500 8 8
WESTPORT SECTION—																					
Westport	231	183	13,124	10,387	23,925	351	54	26	1,558	..	993	134	9,025	2,596 0 2	193 0 4	313 2 3	143 19 6	8,949 11 3	6,501 0 5	265 12 6	18,962 6 5
Waimangaroa	39	133	4,268	7,013	11,453	255	7	2	95	..	2,969	111,615	1,381	1,006 3 11	106 12 7	100 19 4	5 16 2	16,380 19 6	37 5 2	56 15 6	17,694 12 2
Granity	103	237	10,975	14,585	25,900	691	32	14	284	1	5,289	349,233	1,104	3,378 4 10	384 8 0	119 16 8	14 11 3	59,762 0 0	1 12 0	216 15 0	63,877 7 9
District Office	..	..	..	192	192	1	..	..	..	..	..	..	..	26 15 0	98 18 10	..	510 0 0	..	63 15 0	274 1 8	973 10 6
Totals	373	553	28,367	32,177	61,470	1,298	93	42	1,937	1	9,251	460,982	11,510	7,007 3 11	782 19 9	533 18 3	674 6 11	85,092 10 9	6,603 12 7	813 4 8	101,507 16 10
NELSON SECTION—																					
Nelson Port	..	..	..	..	..	..	9	2	188	40	552	8,802	4,164	..	..	5 18 0	3 19 1	3,310 5 3	9,838 17 9	539 9 3	13,698 9 4
Nelson	3,538	1,397	30,892	17,531	53,358	1,155	44	..	377	..	804	459	8,294	6,648 6 5	705 9 7	260 7 11	187 4 2	4,095 16 10	56 5 2	206 0 0	12,159 10 1
Wakefield	405	188	6,332	4,509	11,434	305	283	92	5,380	2	3,016	1,099	5,568	1,332 7 1	106 12 8	115 8 1	20 14 8	2,085 18 5	9 4 1	20 0 0	3,776 9 0
Belgrove	237	186	7,261	6,100	13,784	101	18	10	2,127	..	2,714	..	2,456	1,380 7 0	67 5 0	33 15 11	7 2 6	704 16 6	3 16 9	3 18 6	2,201 2 2
Kohatu	118	77	1,218	655	2,068	10	241	..	9,845	..	17,182	137	3,202	373 14 7	6 3 6	97 13 0	9 17 6	3,210 13 4	4 3 9	1 7 0	3,703 12 8
Glenhope	1,605	352	4,910	2,031	8,898	..	275	..	3,585	1	940	21	767	2,652 18 10	2 3 4	57 12 1	15 1 9	1,022 12 7	14 2 7	11 0 0	3,775 11 2
District Office	..	..	..	132	132	..	..	..	..	..	..	..	..	45 6 0	111 4 2	..	991 5 0	..	Cr. 12 15 6	478 12 1	1,613 11 9
Totals	5,903	2,200	50,613	30,958	89,674	1,571	870	104	21,502	43	25,208	10,518	24,451	12,432 19 11	1,085 2 3	570 15 0	1,235 4 8	14,430 2 11	9,913 14 7	1,260 6 10	40,928 6 2
PICTON SECTION—																					
Picton	6,431	1,521	14,157	13,633	35,742	226	51	1	2,605	26	1,346	7,554	14,075	3,849 18 10	170 4 0	151 10 11	59 16 3	10,968 11 6	2,807 0 7	82 7 3	18,089 9 4
Blenheim	7,528	2,980	19,289	13,316	43,113	317	548	196	96,278	1	3,258	16	31,472	5,105 17 11	212 8 9	603 11 10	192 17 10	11,463 10 3	225 5 6	559 7 1	18,362 19 2
Ward	378	162	4,601	5,075	10,216	..	392	4	16,901	4	13	7	7,433	1,823 13 10	..	177 8 5	6 6 10	2,388 12 10	5 15 2	5 0 0	4,406 17 1
District Office	..	..	..	..	..	..	..	..	..	..	..	..	..	41 12 0	102 2 1	..	910 0 0	..	119 14 4	364 10 10	1,537 19 3
Totals	14,337	4,663	38,047	32,024	89,071	543	991	201	115,784	31	4,617	7,577	52,980	10,821 2 7	484 14 10	932 11 2	1,169 0 11	24,820 14 7	3,157 15 7	1,011 5 2	42,397 4 10
LAKE WAKATIPU STEAMERS—																					
Totals	4,262	3,629	5,908	3,380	17,179	8	311	102	12,634	1	1,916	781	3,326	4,923 18 11	219 11 8	462 11 2	565 4 1	2,744 16 2	3 10 0	69 11 4	8,989 3 4

INWARD.

Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Stations.
					Tons.	Tons.	SOUTH ISLAND MAIN LINES & BRANCHES—*continued.*
38	5	693	8	102	984	1,061	Waihola.
126	30	1,330	13	786	12,928	1,192	Milburn.
583	4	7,355	42	2,521	6,833	7,031	Milton.
96	2	1,610	..	270	1,068	1,347	Waitahuna.
143	3	669	2	1,241	2,116	2,883	Lawrence.
84	1	267	..	1,844	299	2,514	Beaumont.
115	7	2,542	5	698	833	1,589	Lovell's Flat.
1,499	25	3,764	380	2,248	3,393	4,953	Stirling.
2,441	1	29,577	282	5,255	4,265	5,548	Balclutha.
1,818	48	61,775	6	1,238	9,050	3,655	Owaka.
429	28	2,105	43	132	718	2,087	Tahakopa.
163	14	2,870	1	1,214	1,546	2,746	Waiwera.
135	64	2,711	..	878	1,806	1,541	Clinton.
65	..	723	..	431	1,059	1,134	Waipahi.
73	10	1,691	5	2,086	2,101	1,718	Tapanui.
111	11	1,057	14	535	760	1,012	Kelso.
86	64	6,311	12	1,648	3,102	3,156	Heriot.
108	7	4,889	..	2,112	624	3,317	Pukerau.
892	92	8,917	29	11,436	3,308	18,817	Goer.
198	4	1,487	14	1,760	1,993	3,660	Riversdale.
154	32	2,742	1	1,651	816	1,802	Switzers.
66	..	1,692	..	1,188	1,029	2,144	Balfour.
401	40	33,448	..	4,229	2,216	7,060	Mataura.
939	54	9,558	..	3,786	10,545	4,224	Edendale.
662	31	5,117	2	1,974	2,514	3,194	Wyndham.
458	51	9,125	22	3,033	8,310	3,306	Woodlands.
..	..	..	..	..	..	..	Invercargill (Coach).
2,260	173	15,516	79	61,950	67,270	71,001	,, (Goods).
1,090	210	6,419	1	2,807	8,459	5,847	Waimahaka.
3,027	267	160,254	..	10,891	12,403	53,483	Bluff.
..	..	..	..	83	706	21,624	,, (Wharf).
2,403	19	78,495	13	5,099	7,392	7,338	Makarewa.
247	20	2,239	..	1,207	2,341	3,198	Thornbury.
139	1	340	..	2,442	2,402	3,671	Riverton.
334	7	4,039	..	268	1,561	2,642	Orepuki.
327	51	3,631	..	577	1,359	3,244	Tuatapere.
589	10	4,435	..	2,551	2,301	3,928	Otautau.
179	1	1,431	..	4,788	2,420	4,288	Nightcaps.
565	13	7,298	6	2,126	7,712	7,271	Winton.
132	25	2,419	10	981	3,082	2,498	Centre Bush.
120	2	1,049	2	1,200	1,276	1,827	Dipton.
418	..	1,948	29	2,713	2,323	3,984	Lumsden.
199	22	6,533	..	687	1,174	1,826	Kingston.
178	66	8,762	..	1,512	672	2,834	Through traffic (Lake Wakatipu).
..	..	..	..	..	..	..	Through traffic (Westland).
..	..	..	..	..	..	..	Chief Accountant.
91,425	7,333	3,419,184	26,028	804,369	775,667	1,472,509	Totals.
							WESTLAND SECTION—
152	4	237	2	2,931	1,099	2,150	Ross
62	11	1,430	5	600	4,394	7,361	Hokitika.
210	14	2,213	15	194	1,315	1,761	Kumara.
1,752	65	9,576	..	25,566	10,365	7,979	Greymouth.
..	..	..	..	493,110	281,174	973	,, (Wharf).
3	1	..	..	579	3,162	1,073	Runanga.
10	1	..	..	1,175	102	2,869	Rewanui.
79	4	208	..	1,018	263	720	Stillwater.
199	34	1,577	..	461	826	630	Ngahere.
1	..	30	..	1,232	135	1,966	Blackball.
269	23	1,877	4	947	3,409	1,991	Ikamatua.
495	15	1,251	..	2,474	548	3,516	Reefton.
261	8	299	..	2,927	809	862	Moana.
1,206	27	18,881	14	3,986	2,581	2,486	Otira.
..	..	..	..	..	..	..	Chief Accountant.
..	..	..	..	..	..	..	Through traffic (S.I.M.L. & B.).
4,699	207	37,579	40	537,200	310,182	36,337	Totals.
							WESTPORT SECTION—
38	16	149	1	5,245	459,602	906	Westport.
3	2	641	..	2,110	744	4,981	Waimangaroa.
52	24	1,147	..	1,896	636	5,623	Granity.
..	..	..	..	..	..	..	District Office.
93	42	1,937	1	9,251	460,982	11,510	Totals.
							NELSON SECTION—
23	..	348	..	..	279	6,701	Nelson Port.
515	88	13,648	2	22,640	8,367	10,461	Nelson.
38	2	613	41	1,279	1,771	3,963	Wakefield.
7	..	196	..	41	2	407	Belgrove.
10	4	1,737	..	461	40	519	Kohatu.
277	10	4,960	..	787	59	2,400	Glenhope.
..	..	..	..	..	..	..	District Office.
870	104	21,502	43	25,208	10,518	24,451	Totals.
							PICTON SECTION—
118	6	82,018	..	458	12	28,564	Picton.
414	3	12,541	30	1,359	7,127	21,267	Blenheim.
459	192	21,225	1	2,800	438	3,149	Ward.
..	..	..	..	..	..	..	District Office.
991	201	115,784	31	4,617	7,577	52,980	Totals.
							LAKE WAKATIPU STEAMERS—
311	102	12,634	1	1,916	781	3,326	Totals.

RETURN No. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1921.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft.	AA	..	..	10	..	..	..	..	..	..	10
First-class, bogie, 50 ft.	AA	..	..	35	..	..	..	..	..	..	35
Ladies' (composite), bogie, 50 ft.	AA	..	..	6	..	..	..	..	..	..	6
Second-class bogie, 50 ft.	AA	..	..	35	..	..	..	..	..	..	35
Royal saloon, bogie, 50 ft.	AA	..	..	2	..	..	..	..	..	..	2
Postal, bogie, 50 ft.	AA	..	..	1	..	..	..	..	..	..	1
Royal saloon, bogie, 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
Ladies' (composite), bogie, 47½ ft.	A	..	..	..	..	4	..	..	..	..	4
Motor-train, bogie, 60 ft.	A	..	..	4	..	1	..	..	..	..	5
First-class, bogie, 50 ft.	A	..	..	31	..	..	..	..	..	..	31
" " 47½ ft.	A	..	..	42	..	61	1	..	..	2	106
" " 44 ft.	A	..	..	2	..	2	..	..	..	..	4
" " 43 ft.	A	..	..	11	..	..	..	..	..	..	11
" " 30 ft.	B	..	..	..	..	1	..	..	..	..	1
Composite, bogie, 60 ft.	A	..	..	8	..	..	..	..	..	..	8
" " 50 ft.	A	..	..	52	..	1	..	..	..	..	53
" " 47½ ft.	A	..	..	104	2	93	9	1	4	2	215
" " 46 ft.	A	..	..	..	..	7	..	..	..	..	7
" " 44 ft.	A	11	..	59	3	84	8	2	1	3	171
" " 43 ft.	A	..	..	7	..	..	..	..	..	..	7
" " 42½ ft.	A	..	..	13	..	30	..	..	..	..	43
" " 39½ ft.	A	..	..	2	..	4	..	1	2	1	10
" " 30 ft.	B	..	..	16	..	20	..	..	..	..	36
" 6-wheel	C	2	2	..	3	5	2	..	..	..	14
Second-class, bogie, 52 ft.	A	..	..	1	..	..	..	..	..	..	1
" " 50 ft.	A	..	..	88	..	1	..	..	..	..	89
" " 47½ ft.	A	..	..	96	..	106	3	3	..	..	208
" " 46 ft.	A	..	..	..	..	4	..	..	..	..	4
" " 44 ft.	A	2	..	86	..	101	8	3	3	3	206
" " 43 ft.	A	..	..	18	..	..	..	..	..	..	18
" " 42½ ft.	A	..	..	1	..	14	..	..	..	..	15
" " 39½ ft.	A	..	..	10	..	..	3	..	..	..	13
" " 35 ft.	A	..	..	3	..	..	..	..	..	..	3
" " 30 ft.	B	..	..	6	..	17	..	..	..	1	24
" 6-wheel	C	5	2	..	5	13	4	..	4	..	33
" 4-wheel	D	5	..	..	..	1	..	..	..	..	6
Postal, bogie, 50 ft.	A	..	..	7	..	2	..	..	..	..	9
" " 44 ft.	A	..	..	3	..	4	..	..	..	..	7
" " 39½ ft.	A	..	..	2	..	..	..	..	..	..	2
" " 30 ft.	B	..	..	..	..	1	..	..	..	..	1
" " composite, 44 ft.	A	..	..	1	..	..	..	..	..	..	1
Rail-motor, 58 ft.	..	..	..	1	..	..	..	..	..	..	1
" 42½ ft.	..	..	..	1	..	..	..	..	..	..	1
Totals	..	25	4	779	13	595	40	10	14	12	1,492
BRAKE-VANS.											
Brake-vans, 4-wheel	F	6	2	8	1	53	7	2	4	3	86
" bogie	F	4	..	205	3	114	9	5	3	3	346
" Fell	F	..	..	7	..	..	4	..	..	..	11
Totals	..	10	2	220	4	167	20	7	7	6	443
WAGONS.											
Horse-boxes	G	2	..	138	1	110	6	..	1	4	262
Cattle	H	19	..	301	4	211	24	4	5	4	572
Sheep	J	6	..	925	40	787	17	..	10	29	1,814
Covered goods	K	8	1	288	2	370	24	5	6	3	707
Sleeping-vans	K	..	..	25	..	40	3	1	1	..	70
High sides	L	89	4	5,291	47	4,518	208	17	103	154	10,431
"	LA	..	..	500	..	1,531	..	..	..	..	2,031
Wharf	LB	..	..	..	..	..	45	..	..	..	45
Low sides	M	22	12	426	40	841	50	24	14	21	1,450
" steel	MA	20	..	128	12	..	..	..	..	..	160
Work-train	MB	..	..	110	..	35	..	..	..	..	145
Timber	N	112	40	91	..	163	36	32	8	..	482
Iron hopper	O	..	..	39	..	..	..	..	..	..	39
" for ballast	OB	..	..	10	..	..	..	..	..	..	10
Platform coal	P	169	..	29	..	..	..	..	..	..	198
Movable hopper	Q	..	..	..	..	..	495	673	..	..	1,168
Frozen meat	W	..	..	208	..	75	..	..	15	..	298
Cool, insulated	X	6	..	173	..	29	3	..	..	..	211
" ventilated	XA	1	1	115	..	95	..	..	..	7	219
" "	XB	1	..	96	..	56	..	..	..	..	153
Work-train hopper	Y	..	..	..	..	12	..	..	..	..	12
"	YB	..	..	211	..	119	20	..	..	..	350
High side, bogie	R	..	2	222	..	76	9	..	..	..	309
" "	RB	..	..	70	..	21	..	..	..	..	91
" "	RD	..	..	64	..	..	..	..	..	..	64
" "	RN	..	..	40	..	..	..	..	..	..	40
Carried forward	..	455	60	9,500	146	9,089	940	756	163	222	21,331

RETURN No. 13—*continued.*

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
Brought forward ..		455	60	9,500	146	9,089	940	756	163	222	21,331
WAGONS—*continued.*											
Sheep, bogie	S	..	..	73	..	52	..	..	..	..	125
Cattle, ,, ...	T	..	..	49	..	26	..	..	..	..	75
Platform, ,, ...	U	8	..	211	40	82	28	2	4	6	381
Gas-storeholders, bogie	UA	..	..	9	..	5	..	..	..	..	14
Platform, ,, ...	UB	..	..	123	..	91	44	..	..	..	258
Horse-boxes, ,, ...	UC	..	..	27	..	24	..	..	..	..	51
Frozen meat, ,, ...	V	..	..	54	..	75	..	..	..	..	129
,, ,, ...	VB	..	..	115	..	40	..	..	..	..	155
Covered goods, ,, ...	Z	..	..	61	..	27	..	..	..	..	88
,, ,, ...	ZP	..	..	36	..	33	..	..	..	..	69
Totals..		463	60	10,258	186	9,544	1,012	758	167	228	22,676
TARPAULINS		147	24	8,759	115	9,570	335	52	175	290	19,467

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31ST MARCH, 1921.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
		Diameter.	Stroke.	No.	Diameter.	No.	Diameter.										
		In.	In.		Ft. in.		In.										
A	Tender (4-cyl. balanced compound)	12 &19	22	6	4 6	6	30½	..	..	50	..	7	..	..	..	..	57
AA	Tender (superheated) ..	18	24	6	4 1	6	30½	..	..	10	..	..	..	..	..	..	10
AB	,, ,, ..	17	26	6	4 6	2 4	26½ 30½	..	..	9	..	9	..	..	..	..	18
AB	,, (409) ,, ..	17	26	6	4 6	6	30½	..	..	..	..	1	..		..	..	1
B	,, ...	16	22	8	3 6½	4	30½	..	..	..	..	8	..	..	..	..	8
BA	,, ...	16	22	8	3 6½	4	26½	..	..	..	..	10	..	..	..	..	10
BB	,, (superheated) ..	17	22	8	3 6½	4	26½	..	..	30	..	..	..	..	..	..	30
BC	,, (compound)	11½ & 19	20	8	3 7	2 2	28 30½	..	..	1	..	..	..	..	..	..	1
C	Tank	9½	18	4	2 6½	2	18	..	..	1	..	..	..	..	..	..	1
D	,, ...	9½	18	4	3 0½	2	18	..	..	1	..	2	..	..	..	..	3
F	,, ...	10½	18	6	3 0½	..	..	..	2	24	..	37	5	2	1	..	71
FA	,, ...	12	18	6	3 0½	2	24	3	..	4	1	3	1	2	3	2	19
H	,, (Fell).. ..	14	16	4	2 8	2	30½	..	..	6	..	..	..	..	..	..	6
J	Tender	14	20	6	3 6½	2	24⅜	..	..	14	..	14	..	..	..	..	28
K	,, ...	12	20	4	4 1⅛	4	30½	..	..	2	..	6	..	..	..	..	8
L	Tank	12	18	4	3 6½	6	26½	..	..	9	..	1	..	..	..	..	10
LA	,, ...	12	18	4	3 9	4	26½	..	..	..	..	..	4	..	..	..	4
M	,, ...	13	20	4	3 6¼	6	28½	..	..	4	..	..	..	..	..	..	4
N	Tender	15	20	6	4 1⅛	4	28½	..	..	10	..	..	..	..	..	..	10
N	,, ...	15	20	6	4 1⅛	4	30½	..	..	..	..	..	2	..	..	..	2
NA	,, (compound) ..	10 &17	20	6	4 1	4	30½	..	..	2	..	..	..	..	..	..	2
NC	,, ,, ..	10 &17	20	6	4 1	4	30½	..	..	2	..	..	..	..	..	..	2
O	,, ...	15	18	8	3 0¼	2	28½	..	..	6	..	..	..	..	..	..	6
OA	,, (compound) ..	11 &18	20	8	3 7	2	30½	..	..	1	..	..	..	..	..	..	1
OB	,, ...	16	20	8	3 7	2	30½	..	..	2	..	..	..	..	..	..	2
OC	,, (compound) ..	11 &18	20	8	3 7	2	30½	..	..	1	..	..	..	..	..	..	1
P	,, ...	15	20	8	3 5	2	26½	..	..	4	..	6	..	..	..	..	10
Q	,, ...	16	22	6	4 1⅛	2 4	30½ 26½	..	..	6	..	7	..	..	..	..	13
R	Single Fairlie.. ..	12¼	16	6	3 0½	4	36½	..	..	10	..	7	..	..	..	..	17
S	,, ...	13	16	6	3 0½	4	36½	..	..	4	..	..	..	..	..	..	4
T	Tender	15	18	8	3 0¼	2	24⅜	..	..	2	..	4	..	..	..	..	6
U	,, ...	16	20	6	4 6	4	30½	..	..	..	..	9	..	..	..	..	9
UA	,, ...	16	20	6	4 1⅛	4	30½	..	..	..	..	6	..	..	..	..	6
UB	,, ...	16	20	6	4 1⅛	4	26½	..	..	..	..	20	..	..	..	..	20
UB	,, ...	16	22	6	4 1⅛	4	30½	..	..	..	..	2	..	..	..	..	2
UC	,, ...	16	22	6	4 1⅛	4	30½	..	..	..	..	10	..	..	..	..	10
UD	,, ...	16½	22	6	4 10	4	28	..	..	2	..	..	..	..	..	..	2
V	,, ...	15	20	6	4 1⅛	4	26½	..	..	3	..	10	..	..	..	..	13
W	Tank	14	20	6	3 0½	4	26½	..	..	..	..	..	2	..	..	..	2
WA	,, ...	14	20	6	3 3½	4	28½	..	..	2	6	..	3	..	..	..	11
WA	,, (converted) ..	14	20	6	3 6½	4	24⅜	..	..	3	..	1	..	..	..	..	4
WAB	,, (superheated) ..	17	26	6	4 6	4 4	30½ 26½	..	..	2	..	..	..	..	..	..	2
WB	,, ...	14	20	6	3 3¾	4	25	6	..	..	..	..	1	5	..	..	12
WD	,, ...	14	20	6	3 3¾	6	25	..	..	11	..	4	3	..	..	..	18
WE	,, ...	16	22	6	3 6½	8	30½	..	..	1	..	..	1	..	..	..	2
WF	,, ...	14	22	6	3 9	6	30½	..	..	17	..	16	..	..	2	3	38
WG	,, ...	14	22	6	3 9	8	26½	..	..	20	..	..	..	..	..	..	20
WH	,, ...	12	18	6	3 1	4	24⅜	..	..	2	..	..	..	..	..	..	2
WJ	,, ...	17	20	8	3 7	2 4	30½ 26½	..	..	1	..	..	..	..	..	..	1
WW	,, (superheated) ..	15½	22	6	3 9	8	26½	..	..	48	..	2	..	..	..	..	50
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	2 4	30½ 26½	..	..	18	..	..	..	..	..	..	18
..	Small Tank	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
	Totals ..	..	..	..	..	..	..	9	2	346	7	202	22	9	6	5	608

RETURN No. 15.

COMPARATIVE STATEMENT OF THE MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, ETC., OF RAILWAYS IN THE FOLLOWING STATES (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.				
				Ft. in.	£	£		£ s. d.		£	d.	£	d.	£	d.			£ s. d.			£	£	£	£	d.						
Victoria	87,884	1,504,260	4,214	5 3	58,445,846	13,936	357	38 10 5	15,022,465	8,224,972	131·40	6,058,912	96·80	2,166,060	34·61	3·71	73·66	5 9 4	134,012,162	7,770,694	1,961	1,445	516	307	43·13	22·13	2·00	788	1,693	20,442	30 June, 1920.
New South Wales ..	309,460	2,002,631	5,015	4 8½	79,318,917	15,815	399	39 12 2	22,834,889	13,083,847	137·50	9,570,984	100·50	3,512,863	37·00	4·50	73·15	6 10 8	114,654,660	13,293,528	2,635	1,927	708	320	48·38	19·59	6·23	1,279	1,665	22,962	„ „
Queensland ..	670,500	737,085	5,685	3 6	42,186,985	7,421	130	57 4 8	10,443,619	4,960,150	114·00	4,323,392	99·25	636,758	14·75	1·51	87·16	6 14 8	28,177,817	3,790,881	880	767	113	175	46·00	25·22	1·66	666	860	14,653	„ „
South Australia ..	380,070	472,432	2,316	(3 6) (5 3)	19,485,332	8,394	202	41 4 10	5,192,038	2,726,540	126·03	2,007,360	92·79	719,180	33·24	3·70	73·62	5 15 5	22,852,116	2,578,908	1,177	867	310	151	50·93	18·18	2·16	490	661	9,506	„ „
Western Australia..	975,920	331,005	3,539	3 6	18,062,354	5,104	94	54 11 4	4,851,446	2,291,876	113·38	2,000,473	98·96	291,403	14·42	1·61	87·29	6 18 6	18,411,231	3,071,936	648	565	83	137	46·00	23·11	2·53	423	426	10,097	„ „
Tasmania ..	26,215	216,751	635	(3 6) (2 0)	5,240,276	8,347	341	24 3 6	1,266,625	506,177	95·91	390,191	73·93	115,986	21·98	2·21	77·08	2 6 8	2,267,856	575,169	797	614	183	158	35·16	17·34	2·59	80	176	1,857	„ „
New Zealand ..	103,861	758,616	2,099	3 6	16,703,887	7,958	361	22 0 5	4,187,893	1,623,891	93·00	1,052,358	60·31	571,533	32·69	3·42	64·80	2 2 10	5,468,284	3,127,824	774	501	273	188	21·32	16·17	2·93	304	577	10,295	31 Mar., 1900.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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.
„ ..	103,861	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	20,336,577	5,599,756	1,314	881	433	263	27·30	18·27	2·76	493	1,212	18,521	„ 1912.
„ ..	103,861	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	22,310,867	5,957,005	1,400	954	446	271	28·20	19·40	2·64	513	1,282	19,515	„ 1913.
„ ..	103,861	1,139,669	2,861	3 6	32,355,087	11,309	398	28 7 9	9,319,268	4,043,328	104·00	2,880,323	74·00	1,163,005	30·00	3·61	71·24	3 10 11	23,173,472	5,661,340	1,416	1,008	408	268	29·72	20·73	2·91	534	1,363	20,251	„ 1914.
„ ..	103,861	1,150,430	2,917	3 6	34,133,825	11,702	394	29 13 5	9,383,420	4,105,457	104·75	2,920,455	74·54	1 185,002	30·21	3·53	71·14	3 11 4	23,542,903	6,075,282	1,410	1,002	408	254	30·26	21·20	2·98	557	1,397	21,226	„ 1915.
„ ..	103,861	1,152,048	2,959	3 6	34,857,882	11,780	389	30 5 2	9,356,522	4,548,356	116·50	2,910,883	74·50	1,637,473	42·00	4·72	64·00	3 19 0	24,600,693	5,960,562	1,540	985	555	251	29·77	19·60	2·50	585	1,452	21,994	„ 1916.
„ ..	103,861	1,150,605	2,970	3 6	35,378,664	11,912	387	30 15 0	9,146,331	4,800,810	125·75	2,926,864	76·63	1,873,946	49·12	5·30	60·97	4 3 5	24,782,602	5,826,265	1,619	987	632	244	30·88	18·87	2·47	607	1,480	22,380	„ 1917.
„ ..	103,861	1,154,559	2,977	3 6	36,001,432	12,029	389	32 0 11	7,468,646	4,687,700	150·50	3,042,907	97·54	1,644,793	52·96	4·60	64·91	4 1 3	21,438,325	5,373,136	1,578	1,023	555	240	40·02	20·38	2·67	624	1,488	22,517	„ 1918.
„ ..	103,861	1,175,325	2,993	3 6	36,167,681	12,084	393	30 15 6	7,477,583	4,988,632	160·00	3,308,575	105·97	1,680,057	54·03	4·65	66·32	4 4 11	22,030,327	5,611,738	1,670	1,107	563	252	44·35	20·73	2·70	620	1,489	22,658	„ 1919.
„ ..	103,861	1,223,915	3,006	3 6	36,390,115	12,106	407	29 14 8	7,408,608	5,752,487	186·00	4,105,067	132·72	1,647,420	53·28	4·53	71·36	4 14 0	24,582,186	6,000,279	1,923	1,372	551	281	57·84	22·66	2·99	616	1,492	22,937	„ 1920.
„ ..	103,861	1,268,046	3,018	3 6	37,235,254	12,338	420	29 7 3	9,303,392	6,908,531	178·00	5,636,601	145·14	1,271,930	32·86	3·42	81·59	5 9 0	28,821,783	6,487,279	2,293	1,870	423	350	68·54	24·82	2·95	608	1,492	23,119	„ 1921.

* The figures for passenger traffic in New Zealand prior to 1912 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 1ST APRIL, 1914, TO 31ST MARCH, 1921.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.	Cattle.	Sheep.	Pigs.
				No.	Revenue	No.	Revenue.	Revenue.			
		£			£		£	£	No.	No.	No.
1914–1915 ..	2,955	34,133,825	9,383,420	13,565,772	1,329,233	302,912	153,150	227,521	314,219	6,923,306	163,155
1915–1916 ..	2,970	34,857,882	9,356,522	14,201,506	1,566,380	330,622	156,322	236,705	371,529	7,204,826	182,443
1916–1917 ..	2,970	35,378,664	9,146,331	14,173,115	1,717,847	355,832	155,201	243,832	402,769	7,106,174	163,370
1917–1918 ..	2,993	36,001,432	7,468,646	11,408,156	1,663,922	322,487	138,675	254,110	362,134	6,356,361	145,729
1918–1919 ..	2,993	36,167,681	7,477,583	11,374,521	1,799,381	351,124	150,901	258,524	346,544	6,568,032	123,728
1919–1920 ..	3,006	36,390,115	7,408,608	12,760,814	2,138,391	400,621	165,596	290,453	357,976	7,209,246	107,310
1920–1921 ..	3,018	37,235,254	9,303,392	15,315,640	2,459,362	464,691	198,717	335,754	376,745	7,010,598	118,624

Year.	Timber.	Minerals.	Other Goods	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
	Tons.	Tons.	Tons.	Tons.	£	£	£	£	d.
1914–1915 ..	621,963	2,988,028	2,466,836	6,076,827	2,249,399	69,646	76,508	4,105,457	104·75
1915–1916 ..	625,866	2,831,959	2,504,439	5,962,264	2,423,493	81,391	84,065	4,548,356	116·50
1916–1917 ..	579,428	2,787,523	2,459,314	5,826,265	2,498,862	98,473	86,595	4,800,810	125·75
1917–1918 ..	523,784	2,572,576	2,276,776	5,373,136	2,465,241	78,761	86,991	4,687,700	150·50
1918–1919 ..	487,729	2,444,007	2,306,721	5,238,457	2,608,336	78,828	92,662	4,988,632	160·00
1919–1920 ..	611,171	2,300,760	2,685,301	5,597,232	2,956,237	105,072	96,738	5,752,487	186·00
1920–1921 ..	717,701	2,515,464	2,852,195	6,085,360	3,676,665	136,505	101,528	6,908,531	178·00

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.				Locomotive Power.			Carriages and Wagons.		
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
	d.	£	£	£	£	d.	£	£	d.	£	£	d.
1914–1915	74·54	71·14	738,550	17·99	254·02	18·89	954,868	23·26	24·42	228,145	5·56	5·84
1915–1916	74·50	64·00	740,349	16·30	251·00	18·99	934,737	20·58	23·98	225,968	4·98	5·79
1916–1917	76·63	60·97	720,840	15·04	243·52	18·92	937,780	19·56	24·61	238,868	4·98	6·27
1917–1918	97·54	64·91	710,655	15·18	239·54	22·84	962,222	20 56	30·92	283,248	6·05	9·10
1918–1919	105·97	66·32	752,558	15·10	252·28	24·16	1,075,489	21·59	34·52	306,308	6·15	9·83
1919–1920	132·72	71·36	837,910	14·59	280·54	27·14	1,397,993	24·34	45·29	387,498	6·74	12·55
1920–1921	145·14	81·59	1,053,049	15·26	349·97	27·17	2,124,877	30·80	54·82	531,935	7·71	13·72

Year.	Traffic.			Head and Departmental Offices.			Lake Wakatipu Steamers.		Total Expenditure.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	
	£	£	d.	£	£	d.	£	£	£
1914–1915	870,392	21·20	22·26	122,415	2·98	3·13	6,085	88·83	2,920,455
1915–1916	889,991	19·60	22·83	113,461	2·50	2·91	6,377	88·04	2,910,883
1916–1917	904,318	18·87	23·73	118,456	2·47	3·10	6,602	91·89	2,926,864
1917–1918	954,142	20·38	30·66	124,976	2·67	4·02	7,664	112·53	3,042,907
1918–1919	1,032,609	20·73	33·14	134,626	2·70	4·32	6,985	104·53	3,308,575
1919–1920	1,301,935	22·66	42·17	171,767	2·99	5·57	7,964	101·09	4,105,067
1920–1921	1,712,375	24·82	44·17	203,906	2·95	5·26	10,458	116·34	5,636,601

RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDING 31ST MARCH, 1921.

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—										
55 lb. steel..	33	..	..	..	389	12	..	..	..	434
70 „	254	..	..	3,574	943	336	247	8	..	5,362
100 „	..	..	..	..	..	..	..	..	..	..
Totals	287	..	..	3,574	1,332	348	247	8	..	5,796

RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDING 31ST MARCH, 1921.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—										
Ironbark	..	..	3,480	..	52	..	..	..	..	3,532
Jarrah	4,692	..	47,430	299	25,761	192	339	84	1,318	80,115
Silver-pine	..	..	2,175	..	..	2,633	1,484	573	63	6,928
Totara	..	231	1,566	..	..	..	475	..	..	2,272
Puriri	31	665	1,184	..	..	..	..	..	..	1,880
Matai	..	..	35	..	..	..	..	..	..	35
Grey-gum	..	..	1,011	..	145	..	..	..	..	1,156
Mixed Hardwoods	..	..	10	..	9,522	..	..	..	..	9,532
Birch..	..	..	109	..	..	..	..	..	..	109
Powellized	..	..	..	..	20	..	..	..	..	20
Totals	4,723	896	57,000	299	35,500	2,825	2,298	657	1,381	105,579
SLEEPERS REMOVED :—										
Totara	1,536	274	36,711	..	2,588	..	..	..	8	41,117
Jarrah	22	..	5,233	30	2,402	..	2	1	..	7,690
Silver-pine	20	..	2,946	259	10,452	1,556	2,158	159	1,373	18,923
Puriri	2,803	236	4,400	..	572	..	..	..	..	8,011
Ironbark	..	..	484	..	200	..	..	..	..	684
Powellized	..	..	3,545	..	6,558	..	..	..	..	10,103
Matai	..	..	116	..	3,037	..	..	..	..	3,153
Birch	..	..	1,198	..	1,518	..	..	413	..	3,129
Grey-gum	..	..	..	..	557	..	..	..	..	557
Blue-gum	..	..	35	..	..	..	..	..	..	35
Creosoted	..	..	60	..	3,340	..	..	..	..	3,400
Kauri	78	386	..	..	..	..	..	..	..	464
Rimu	..	..	1,000	..	..	..	..	..	..	1,000
Mixed	..	..	886	..	172	..	..	..	..	1,058
Kamaki	..	..	..	..	956	..	..	..	..	956
Totals	4,459	896	56,614	289	32,352	1,556	2,160	573	1,381	100,280

RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1921.

Sections.	Length.	Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
	M. ch.				
Whangarei	79 49	31	8	4	12
Kaihu	19 41	11	1	..	1
Gisborne	49 10	17	6	3	9
North Island Main Line and Branches ..	1,141 42	400	142	42	184
South Island Main Line and Branches ..	1,417 94	518	179	26	205
Westland	157 26	72	25	7	32
Westport	35 78	17	2	1	3
Nelson	60 20	23	3	..	3
Picton	56 12	23	7	..	7
Totals	3,017 52	1,112	373	83	456

RETURN No. 20.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1921.

Section.	Mileage open for Traffic on 31st March, 1920.	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, 1921.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1921.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
	M. ch.			M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei–Kawakawa ..	74 28	Kioreroa–Portland ..	3rd April, 1920 ..	5 21	5 21	..	..	5 21	5 21	79 49	79 49
Kaihu	19 41	..	..	..	..	..	..	..	..	19 41	19 41
North Island Main Lines and Branches	1,135 9	Ranganui–Huarau ..	1st April, 1920 ..	6 33	6 33	..	..	6 33	6 33	1,141 42	1,141 42
Gisborne	49 10	..	..	..	..	..	..	..	..	49 10	49 10
South Island Main Lines and Branches	1,415 53	*Catlin's Branch ..	1st April, 1920 ..	0 7	0 7	..	..	0 7	0 7	1,415 60	1,415 60
Ditto, Private Line—Nightcaps Branch ..	2 34	..	..	..	..	..	..	..	..	2 34	2 34
Westland	157 26	..	..	..	..	..	..	..	..	157 26	157 26
Westport	35 78	..	..	..	..	..	..	..	..	35 78	35 78
Nelson	60 20	..	..	..	..	..	..	..	..	60 20	60 20
Picton	56 12	..	..	..	..	..	..	..	..	56 12	56 12
Totals	3,005 71	..	..	11 61	11 61	..	..	11 61	11 61	3,017 52	3,017 52

* Line extended in connection with Tahakopa yard alterations.

RETURN No. 21.

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1921.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei–Kawakawa Section—														
Onerahi–Opua	..	..	..	..	..	23 23	28 32	0 50	4 46	..	..	1 1	..	57 72
Kaikohe Branch	..	..	..	..	..	..	16 36	..	..	..	..	..	..	16 36
Kioreroa–Portland	..	..	..	..	..	..	5 21	..	..	..	..	..	..	5 21
Kaihu Section—														
Dargaville–Tarawhati	..	..	..	..	..	17 15	2 26	..	..	..	..	..	..	19 41
North Island Main Lines and Branches—														
Auckland–Wellington	..	..	..	..	..	0 6	..	..	28 14	21 79	..	375 46	..	425 65
Newmarket–Huarau	..	..	..	..	..	0 44	26 18	..	21 61	..	..	41 77	..	90 40
Penrose–Onehunga	..	0 10	..	..	..	2 23	..	..	..	..	..	0 26	..	2 59
Waiuku Branch	..	..	..	..	..	..	5 0	..	..	..	..	..	..	5 0
Huntly–Awaroa Railway	..	..	..	..	..	..	7 43	..	..	..	..	..	..	7 43
Frankton–Thames	..	..	..	..	..	9 73	..	..	18 40	..	..	34 42	..	62 75
Paeroa–Waihi	..	..	..	..	..	..	..	..	12 21	..	..	0 3	..	12 24
Cambridge Branch	..	..	..	..	..	6 75	2 36	..	2 42	..	..	0 8	..	12 1
Morrinsville–Rotorua	..	..	..	..	..	51 7	..	..	0 9	..	..	17 44	..	68 60
Raetihi Branch	..	..	..	..	..	6 37	2 1	..	..	..	..	..	..	8 38
Marton–New Plymouth	..	..	..	..	..	2 30	..	..	41 25	..	..	93 28	..	137 3
Waitara Branch	..	0 14	0 48	..	..	3 77	..	..	0 3	..	..	..	..	4 62
Stratford–Kohuratahi	..	..	..	..	..	15 45	26 30	..	0 30	..	..	..	..	42 25
Mount Egmont Branch	..	..	..	..	..	..	..	..	6 2	..	..	..	..	6 2
Aramoho–Wanganui	..	..	..	..	..	..	..	..	1 79	..	..	1 21	..	3 20
Foxton Branch	..	..	..	2 77	..	11 13	..	..	5 23	..	..	..	..	19 33
Palmerston–Spit	..	..	..	..	..	2 37	..	..	31 55	..	..	79 60	..	113 72
Wellington–Woodville	..	..	..	..	..	18 53	0 1	..	14 20	..	..	81 49	..	114 43
Greytown Branch	..	..	..	3 7	..	..	..	..	..	..	..	..	..	3 7
Te Aro Branch	..	..	..	..	..	1 9	..	..	0 1	..	..	..	..	1 10
Gisborne Section—														
Gisborne–Motuhora	..	..	..	..	..	..	31 8	..	17 62	..	..	..	..	49 10
South Island Main Lines and Branches—														
Lyttelton–Bluff	..	0 8	..	0 3	..	0 49	..	..	0 67	..	..	389 14	1 20	392 1
Addington–Waiau	..	..	..	..	..	28 32	12 77	..	..	..	..	39 23	..	80 52
Oxford Branch	..	11 46	..	..	..	18 37	..	..	3 36	..	..	0 6	..	33 45
Eyreton Branch	..	..	..	..	..	20 14	0 7	..	..	..	..	..	..	20 21
Waipara–Parnassus	..	..	..	..	..	..	12 52	..	31 29	..	..	..	..	44 1
Southbridge Branch	..	..	..	..	..	23 19	1 0	..	1 20	..	..	..	..	25 39
Little River Branch	..	8 22	6 13	1 47	..	0 59	0 3	1 40	4 24	..	..	..	..	22 48
Springfield Branch	..	..	..	..	..	..	4 60	..	26 47	..	..	40 79	..	72 26
White Cliffs Branch	..	..	..	..	..	11 46	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch	..	..	..	..	22 20	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch	3 33	24 3	..	..	..	..	..	..	..	..	..	..	..	27 36
Albury Branch	0 65	..	..	..	..	22 44	4 78	..	7 66	..	..	..	..	36 13
Waimate Branch	..	..	..	..	2 2	2 44	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	7 45	..	0 56	..	..	..	..	..	..	..	8 21
Duntroon Branch	1 16	..	..	3 64	..	28 52	..	..	3 69	..	..	..	..	37 41
Carried forward	5 68	44 57	6 13	19 3	24 22	330 59	189 49	2 10	286 11	21 79	..	1,196 47	1 20	2,128 38

RETURN No. 21—*continued.*

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1921—*continued.*

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Brought forward	5 68	44 57	6 13	19 3	24 22	330 59	189 49	2 10	286 11	21 79	..	1,196 47	1 20	2,128 38
South Island Main Lines and Branches—*continued.*														
Oamaru Breakwater Branch	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Ngapara Branch	..	..	..	..	..	11 44	..	..	3 45	..	..	..	..	15 9
Livingstone Branch	0 39	..	..	..	..	..	9 77	..	1 39	..	..	..	..	11 75
Waihemo Branch	..	6 76	..	0 53	..	0 16	..	..	0 80	..	..	..	..	8 65
Port Chalmers Branch	..	..	..	..	..	0 16	..	..	..	..	..	1 10	..	1 26
Walton Park Branch	0 1	..	..	..	..	1 49	0 19	..	0 48	..	..	0 1	..	2 38
Fernhill Branch	..	..	..	..	..	1 57	..	..	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	65 73	3 0	..	65 58	..	..	..	..	134 51
Outram Branch	0 1	..	..	..	..	6 26	0 73	..	1 53	..	..	0 7	..	9 0
Lawrence Branch	..	..	..	..	..	1 40	18 20	..	15 8	..	..	..	..	34 68
Catlin's River Branch	..	..	..	..	..	19 14	20 5	..	3 54	..	..	0 5	..	42 78
Tapanui Branch	..	..	..	..	..	10 40	9 3	..	6 58	..	..	..	..	26 21
Waikaka Branch	..	..	..	..	..	..	12 56	..	..	..	..	0 1	..	12 57
Wyndham Branch	..	..	..	..	..	9 1	..	..	..	..	..	0 34	..	9 35
Seaward Bush Branch	..	..	..	..	..	1 54	25 8	..	7 3	..	..	..	..	33 65
Invercargill–Kingston	..	..	..	..	..	44 56	..	..	23 56	..	9 60	8 66	..	86 78
Makarewa–Tuatapere	..	..	..	..	..	17 76	8 6	..	10 21	..	..	12 0	..	48 23
Thornbury–Nightcaps	..	0 17	..	..	..	..	..	..	..	..	..	24 41	..	24 58
Forest Hill Branch	10 57	..	..	..	..	..	2 8	..	0 1	..	..	..	..	12 66
Mararoa Branch	..	10 16	..	..	..	0 24	..	..	0 1	..	..	..	..	10 41
Waimea Plains Railway	..	..	..	5 67	..	3 56	..	..	0 11	..	..	26 63	..	36 37
Riversdale–Switzers	..	..	..	..	..	1 77	11 69	..	..	..	..	0 1	..	13 67
Westland Section—														
Greymouth–Otira	..	..	..	..	..	16 64	..	..	11 28	..	..	22 36	..	50 48
Greymouth–Ross	..	..	..	..	..	18 26	..	..	17 43	..	..	2 40	..	38 29
Stillwater–Inangahua	..	..	..	..	..	31 22	13 32	..	6 64	..	..	5 35	..	56 73
Blackball–Ngahere	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Greymouth–Rewanui	..	..	..	..	..	0 15	..	..	4 61	..	..	3 9	..	8 5
Westport–Mokihinui	..	..	..	0 16	..	8 54	..	..	1 18	..	..	20 9	..	30 17
Westport–Te Kuha	..	..	..	..	..	..	5 61	..	..	..	..	..	..	5 61
Nelson–Glenhope	0 2	0 1	..	0 38	..	24 72	17 68	..	16 73	..	..	0 6	..	60 20
Picton–Wharanui	..	..	..	..	..	17 13	22 48	..	16 29	..	..	0 2	..	56 12
Totals	17 31	62 7	6 13	26 17	24 22	646 44	371 42	2 10	504 14	21 79	9 60	1,324 13	1 20	3,017 52

RETURN No. 22.

SOUTH ISLAND MAIN LINES AND BRANCHES.

SHOWING MILEAGE OF TRACK IN MAIN LINES AND SIDINGS OPEN FOR TRAFFIC ON 31ST MARCH, 1921, ON THE SOUTH ISLAND MAIN LINES AND BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
CHRISTCHURCH DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	224 52	17 72	..	242 44	106 17	..	106 17	348 61
Rangiora–Sheffield and Eyreton Junction – Bennett's	..	..	53 66			5 41		59 27
Waipara–Parnassus	..	..	44 1			4 44		48 45
Southbridge and Little River Branches	..	..	48 7			7 34		55 41
Springfield and White Cliffs Branches	..	..	83 72	328 42	..	8 78	37 63	92 70
Rakaia and Ashburton Forks Branch	..	..	22 20			3 24		25 44
Mount Somers Branch ..	..	..	27 36			1 73		29 29
Albury Branch	..	..	36 13			3 13		39 26
Waimate Branch	..	..	12 67			2 76		15 63
Totals, Christchurch Division	224 52	17 72	328 42	571 6	106 17	37 63	144 0	715 6
DUNEDIN DIVISION :—								
Main Line	165 40	11 24	..	176 64	74 63	..	74 63	251 47
Duntroon Branch	..	..	37 41			3 31		40 72
Oamaru–Breakwater Branch ..	..	..	0 63			1 72		2 55
Ngapara & Livingstone Branches	..	..	27 4			2 59		29 63
Waihemo Branch	..	..	8 65			0 63		9 48
Port Chalmers Branch ..	..	..	1 26			3 65		5 11
Walton Park Branch ..	..	..	2 38	301 11	..	0 79	33 41	3 37
Fernhill Branch	..	..	1 57			0 26		2 3
Otago Central Railway ..	..	..	134 51			10 64		145 35
Outram Branch	..	..	9 0			0 63		9 63
Lawrence Branch	..	..	34 68			3 16		38 4
Catlin's River Branch ..	..	..	42 78			4 63		47 61
Totals, Dunedin Division ..	165 40	11 24	301 11	477 75	74 63	33 41	108 24	586 19
INVERCARGILL DIVISION :—								
Main Line	82 41	..	..	82 41	35 48	..	35 48	118 9
Tapanui Branch	..	..	26 21			2 62		29 3
Waimea Plains Branch ..	..	..	36 37			3 29		39 66
Switzer's Branch	..	..	13 67			2 4		15 71
Waikaka Branch	..	..	12 57			1 77		14 54
Wyndham Branch	..	..	9 35			1 0		10 35
Seaward Bush Branch ..	..	..	33 65	315 68	..	3 9	41 36	36 74
Kingston Branch	..	..	86 78			11 60		98 58
Makarewa–Orepuki Branch ..	..	..	48 23			9 36		57 59
Thornbury–Wairio and Wairio–Nightcaps Branches	..	..	24 58			3 62		28 40
Forest Hill Railway ..	..	..	12 66			1 14		14 0
Lumsden–Mararoa Branch ..	..	..	10 41			1 3		11 44
Totals, Invercargill Division	82 41	..	315 68	398 29	35 48	41 36	77 4	475 33
Grand Totals—Whole Line..	472 53	29 16	945 41	1,447 30	216 48	112 60	329 28	1,776 58

RETURN No. 23.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1921.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870–71	..	18 58	18 58	39,323	..
1871–72	..	11 68	11 68	24,885	..
1872–73	..	27 62	27 62	58,327	..
1873–74	10 55	11 21	21 76	46,095	..
1874–75	61 19	126 78	188 17	395,246	..
1875–76	69 23	248 4	317 27	666,409	..
1876–77	64 24	152 39	216 63	455,254	..
1877–78	103 76	94 58	198 54	417,217	..
1878–79	27 19	56 46	*83 65	176,006	..
1879–80†	26 33	40 73	67 26	141,382	..
1880–81	68 39	32 71	101 30	212,888	74,261
1881–82	22 67	40 16	63 3	132,379	73,947
1882–83	2 2	40 19	42 21	88,751	106,763
1883–84	22 19	22 50	44 69	94,211	125,632
1884–85	56 0	24 0	80 0	168,000	148,325
1885–86	43 26	47 52	90 78	191,048	137,993
1886–87	58 72	11 39	70 31	147,814	139,040
1887–88	11 47	17 32	28 79	60,874	122,027
1888–89	18 31	..	18 31	42,814	108,690
1889–90	11 57	20 68	32 45	68,381	129,634
1890–91	28 21	5 68	34 9	71,636	133,954
1891–92	..	27 27	27 27	57,408	139,912
1892–93	17 26	..	17 26	36,382	132,569
1893–94	28 38	33 58	62 16	130,620	155,827
1894–95	16 62	27 24	44 6	92,558	170,681
1895–96	14 73	3 48	18 41	38,876	188,291
1896–97	3 64	1 11	4 75	10,370	210,588
1897–98	27 46	10 2	37 48	78,960	243,479
1898–99	22 46	11 13	33 59	70,848	282,326
1899–1900	..	19 26	19 26	40,582	302,354
1900–1901	4 30	103 38	107 68	226,485	345,433
1901–1902	11 20	12 32	23 52	49,665	369,339
1902–1903	28 40	27 43	56 3	117,679	330,029
1903–1904	33 12	4 44	37 56	79,170	309,296
1904–1905	17 61	27 75	45 56	95,970	302,252
1905–1906	23 5	8 52	31 57	66,596	309,183
1906–1907	..	50 7	50 7	105,184	283,293
1907–1908	10 38	4 61	15 19	31,999	331,678
1908–1909	186 21	23 21	209 42	440,003	279,190
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
1913–1914	..	3 6	3 6	6,458	261,748
1914–1915	40 22	51 3	91 25	191,756	227,674
1915–1916	7 43	7 73	15 36	32,445	157,970
1916–1917	..	..	..	..	86,595
1917–1918	22 70	..	22 70	48,038	88,540
1918–1919	..	..	..	..	70,743
1919–1920	..	12 75	12 75	27,169	78,663
1920–1921	11 54	0 7	11 61	24,701	100,280
Totals ..	..	..	..	6,270,785	8,086,235

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

RETURN No. 24.

Statement of Accidents for the Year ended 31st March, 1921.

—	Train Accidents.									Accidents on Line (other than Train-running).						Shunting Accidents.						Accidents on Wharves and in Sheds.						Accidents in Workshops.						Total.		
	Passengers.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.					
	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.
Whangarei	..	..	1	..	..	..	..	..	..	..	..	2	1	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	4	..	..	..	1	..	9
Kaihu	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Gisborne	..	..	..	..	..	..	..	..	..	..	..	..	..	6	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	6	5
North Island Main Line and Branches	1	2	4	1	..	18	3	..	..	1	3	101	3	2	3	3	6	67	1	..	1	..	4	182	..	..	3	..	7	149	..	..	..	13	24	528
South Island Main Line and Branches	1	..	..	..	1	65	2	1	..	..	1	86	5	2	1	..	1	18	..	1	..	..	2	57	..	..	..	..	2	124	..	..	..	8	11	351
Westland	..	1	..	..	..	2	..	..	..	..	..	12	..	..	..	..	..	..	..	..	..	..	1	8	..	..	..	..	..	26	..	..	..	..	2	48
Westport	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	5	1	..	..	..	..	7	..	..	..	1	1	14
Nelson	..	..	..	..	..	..	..	..	3	1	..	2	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	8
Picton	..	..	..	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	6
Totals ..	2	3	5	1	1	86	5	1	3	2	4	209	9	10	5	3	7	91	1	2	1	..	7	255	1	..	3	..	9	312	..	..	..	24	44	970

RETURN No. 25.

Locomotive Returns for the Year ended 31st March, 1921.

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Shunting and Empty.	Work-train.	Total.	Quantity of Stores. Running. Coal.	Oil.	Tallow.	Waste.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
WHANGAREI SECTION.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
Fa	3	17	18,647	9,556	3,245	31,448	13,050	1,248	82	558	1,498	118	771	1,223	3,610	11·43	0·90	5·89	9·33	27·55	443	Fa.
Wb	6	17	98,532	25,217	468	124,217	81,882	5,366	298	1,656	3,319	492	4,788	4,498	13,097	6·41	0·95	9·25	8·69	25·30	1,262	Wb.
Totals ..	9	..	117,179	34,773	3,713	155,665	94,932	6,614	380	2,214	4,817	610	5,559	5,721	16,707	7·42	0·94	8·57	8·82	25·75	1,705	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,805	..	..	..	..	4·33		
					3,713	155,665									19,512					30·08		
					3,363	3,363*									395†							
Totals ..	..	..	117,179	34,773	350	152,302	..	..	..	..	..	..	..	..	19,117	..	..	..	..	..	..	
KAIHU SECTION.																						
F	2	15	15,007	2,738	3,445	21,190	4,621	394	33	218	579	35	734	776	2,124	6·55	0·40	8·31	8·79	24·05	312	F.
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	330	..	..	..	..	3·74	..	
Totals ..	..	..	15,007	2,738	3,445	21,190	..	..	..	..	..	..	..	..	2,454	..	..	..	..	27·79	..	
GISBORNE SECTION.																						
Fa	1	15	1,288	859	..	2,147	1,124	187	25	111	108	16	186	97	407	12·07	1·79	20·79	10·84	45·49	48	Fa.
Wa	6	15	69,469	15,126	..	84,595	41,277	4,436	160	985	4,032	322	7,001	2,912	14,267	11·44	0·91	19·86	8·26	40·47	745	Wa.
Totals ..	7	..	70,757	15,985	..	86,742	42,401	4,623	185	1,096	4,140	338	7,187	3,009	14,674	11·46	0·94	19·88	8·32	40·60	793	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,313	..	..	..	..	3·63		
Totals ..	..	..	70,757	15,985	..	86,742	..	..	..	..	..	..	..	..	15,987	..	..	..	..	44·23	..	

* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. † Credits for same from Maintenance Branch.

RETURN No. 25—*continued.*

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Shunting and Empty.	Work-train.	Total.	Quantity of Stores. Running. Coal.	Oil.	Tallow.	Waste.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
NORTH ISLAND MAIN LINE AND BRANCHES.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
A	50	25	1,414,218	107,976	780	1,522,974	841,912	61,342	2,049	19,454	49,303	4,876	136,054	45,244	235,477	7·76	0·77	21·44	7·13	37·10	11,534	A.
AA	10	25	247,587	15,959	927	264,473	158,473	10,418	335	3,749	8,555	859	25,455	7,845	42,714	7·76	0·78	23·10	7·12	38·76	2,044	AA.
AB	9	25	323,989	10,080	..	334,069	132,082	10,427	475	4,172	9,884	864	21,470	6,934	39,152	7·10	0·62	15·42	4·99	28·13	2,202	AB.
BB	30	20	694,440	83,224	2,695	780,359	509,664	28,111	1,242	8,516	21,798	2,224	80,682	27,036	131,740	6·70	0·68	24·82	8·31	40·51	7,373	BB.
BC	1	20	15,460	2,091	81	17,632	13,186	801	33	327	202	63	2,134	596	2,995	2·75	0·86	29·04	8·11	40·76	193	BC.
C	1	15	Not working.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	C.
D*	1	15	..	4,048	..	4,048	..	..	..	..	14	..	..	..	14	0·83	..	..	..	0·83	296	D.*
F	24	20	3,866	322,950	8,019	334,835	121,087	9,253	416	3,307	5,929	739	14,974	17,790	39,432	4·25	0·53	10·73	12·75	28·26	5,024	F.
FA	4	20	810	51,830	230	52,870	20,300	1,732	62	584	2,492	143	2,847	2,722	8,204	11·31	0·65	12·92	12·36	37·24	690	FA.
H	6	6	30,510	17,302	..	47,812	46,405	3,270	225	1,360	7,607	282	7,521	4,132	19,542	38·18	1·42	37·75	20·74	98·09	1,284	H.
J	14	20	39,769	24,689	52	64,510	31,680	2,161	117	952	1,735	178	4,682	2,859	9,454	6·45	0·66	17·42	10·64	35·17	794	J.
K	2	25	Not working.		..	..	..	..	..	..	10	..	..	..	10	..	..	..	..	..	..	K.
L	9	20	43,465	15,703	9,653	68,821	22,342	1,620	89	510	1,858	135	3,159	2,473	7,625	6·48	0·47	11·02	8·62	26·59	989	L.
M	4	20	3,994	9,697	..	13,691	5,287	417	20	162	498	32	853	679	2,062	8·73	0·56	14·95	11·90	36·14	223	M.
N (simple) ..	9	25	83,276	28,771	1,405	113,452	65,016	3,860	214	1,438	2,729	313	9,637	4,307	16,986	5·77	0·67	20·38	9·11	35·93	1,362	N (simple).
N (compound)	1	20	11,456	3,561	148	15,165	6,975	500	19	194	669	40	1,108	512	2,329	10·58	0·63	17·54	8·10	36·85	157	N (compound).
NA	2	20	18,913	7,429	32	26,374	13,994	1,047	54	410	674	85	2,366	1,144	4,269	6·13	0·77	21·53	10·41	38·84	351	NA.
NC	2	20	36,565	2,813	..	39,378	23,016	1,409	59	490	2,224	111	3,738	1,232	7,305	13·55	0·68	22·78	7·51	44·52	328	NC.
O	6	15	13,122	1,702	184	15,008	8,417	511	28	251	314	41	1,381	589	2,325	5·02	0·65	22·09	9·42	37·18	186	O.
OA	1	20	21,037	3,882	16	24,935	13,235	947	39	296	451	72	2,153	1,288	3,964	4·34	0·69	20·72	12·40	38·15	250	OA.
OB	2	20	27,599	4,878	52	32,529	18,644	1,218	56	394	3,560	93	3,011	1,136	7,800	26·26	0·69	22·21	8·38	57·54	311	OB.
OC	1	20	..	20,246	..	20,246	12,525	579	26	217	193	52	2,032	705	2,982	2·29	0·61	24·08	8·36	35·34	247	OC.
P	4	18	10,333	28,900	19,589	58,822	36,217	1,815	93	803	542	159	3,947	2,745	7,393	2·21	0·65	16·10	11·20	30·16	760	P.
Q	6	25	145,424	18,580	801	164,805	117,564	5,299	227	1,868	2,162	444	17,941	5,491	26,038	3·14	0·65	26·12	8·00	37·91	1,524	Q.
R	10	20	7,864	46,841	19	54,724	23,768	1,920	121	955	744	157	3,806	3,170	7,877	3·26	0·69	16·69	13·90	34·54	1,041	R.
S	4	20	13,735	41,264	1,007	56,006	24,894	1,517	103	722	419	137	3,851	2,731	7,138	1·79	0·59	16·50	11·70	30·58	731	S.
T	2	18	381	3,259	19,176	22,816	13,675	666	29	312	148	58	1,924	838	2,968	1·56	0·61	20·23	8·82	31·22	253	T.
UD	2	30	47,163	4,644	..	51,807	27,805	1,807	67	466	2,128	138	4,658	1,636	8,560	9·86	0·64	21·58	7·58	39·66	439	UD.
V	3	20	11,815	25,493	..	37,308	22,303	1,318	100	555	349	110	3,429	1,977	5,865	2·24	0·71	22·06	12·72	37·73	553	V.
WA ..	2	20	28,622	29,430	46	58,098	20,663	1,759	81	586	3,258	147	3,392	2,200	8,997	13·46	0·61	14·01	9·09	37·17	476	WA.
WA (converted)	3	20	21,898	18,367	18	40,283	20,224	1,161	78	532	1,857	103	2,776	1,624	6,360	11·06	0·61	16·54	9·68	37·89	553	WA (converted).
WAB ..	2	25	56,550	7,546	1,229	65,325	35,458	2,500	78	895	602	221	5,604	2,208	8,635	2·21	0·81	20·59	8·11	31·72	587	WAB.
WD ..	11	20	84,579	83,264	4,465	172,308	99,205	6,297	282	2,071	7,784	509	15,662	7,570	31,525	10·85	0·71	21·81	10·54	43·91	2,081	WD.

RETURN No. 25—*continued.*

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage.				Quantity of Stores.				Cost.					Cost per Engine-mile, in Pence.					Days in Steam.	Type.
			Detail.			Total.	Running.				Repairs.	Running.			Total.	Repairs.	Running.			Total.		
			Train.	Shunting and Empty.	Work-train.		Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.		Wages and Material.	Stores.	Fuel.	Wages.			
NORTH ISLAND MAIN LINE AND BRANCHES—*continued.*																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
WE ..	1	15	3,492	10,509	166	14,167	7,314	435	45	259	120	43	1,195	740	2,098	2·03	0·73	20·24	12·54	35·54	283	WE.
WF ..	17	25	272,813	90,363	2,820	365,996	194,667	12,228	577	4,367	10,780	985	29,618	13,928	55,311	7·07	0·64	19·42	9·13	36·26	4,040	WF.
WG ..	20	25	280,268	139,554	14,053	433,875	267,034	16,281	640	5,325	13,759	1,334	42,398	17,839	75,330	7·61	0·74	23·45	9·87	41·67	4,666	WG.
WH ..	2	20	401	36,151	..	36,552	11,879	1,095	50	459	1,354	104	1,926	2,153	5,537	8·89	0·68	12·64	14·14	36·35	397	WH.
WJ ..	1	20	5,986	1,920	..	7,906	7,465	311	14	90	74	23	945	356	1,398	2·25	0·70	28·69	10·80	42·44	96	WJ.
WW ..	48	25	1,015,352	193,177	1,677	1,210,206	656,100	40,116	1,564	11,804	37,229	3,222	102,590	43,476	186,517	7·39	0·63	20·35	8·62	36·99	11,960	WW.
X	18	20	303,975	22,820	1,567	328,362	264,725	30,435	677	7,771	19,785	2,231	42,432	13,190	77,638	14·46	1·63	31·01	9·64	56·74	3,351	X.
Small tank* ..	1	6	..	2,943	1,760	4,703	..	..	..	..	281	..	..	..	281	14·34	..	..	..	14·34	214	Small tank.*
Rail motor No.1	1	20	3,240	345	..	3,585	1,425	296	..	..	130	20	223	47	420	8·70	1·34	14·93	3·15	28·12	80	Rail motor No.1
Rail motor No.2	1	20	254	28	..	282	249	160	..	..	281	12	38	6	337	..	10·21	32·34	5·11	..	8	Rail motor No.2
Totals ..	348	..	5,344,221	1,544,229	92,667	6,981,117	3,915,200	267,039	10,384	86,623	224,485	21,359	613,612	253,148	1,112,604	7·72	0·73	21·10	8·70	38·25	69,931	
							1,674†															
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	131,205	..	..	..	..	4·51	..	
					92,667	6,981,117					..	..	..	..	1,243,809	..				42·76	..	
					52,373	52,373‡									6,387§					..		
Totals ..	..	..	5,344,221	1,544,229	40,294	6,928,744	..	..	..	..	..	..	..	..	1,237,422	..	..	..	..	..	..	

* Gang, fuel, and stores supplied by Stores Branch. † Gallons petrol. ‡ Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. § Credits for same from Maintenance Branch.

NOTE.—1 WA transferred to Gisborne in March.

RETURN No. 25—*continued.*

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1921—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Shunting and Empty.	Work-train.	Total.	Quantity of Stores. Running. Coal.	Oil.	Tallow.	Waste.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
NELSON SECTION.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
F	1	18	2,545	6,325	5,989	14,859	2,926	518	26	187	115	36	336	577	1,064	1·86	0·58	5·43	9·32	17·19	253	F.
Fa	3	18	47,829	11,207	1,141	60,177	22,404	1,985	98	729	696	143	2,617	1,865	5,321	2·78	0·58	10·42	7·44	21·22	697	Fa.
Wf	2	25	27,779	1,995	..	29,774	13,774	1,228	48	396	1,777	90	1,605	824	4,296	14·33	0·72	12·94	6·64	34·63	275	Wf.
Totals ..	6	..	78,153	19,527	7,130	104,810	39,104	3,731	172	1,312	2,588	269	4,558	3,266	10,681	5·92	0·61	10·44	7·48	24·45	1,225	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,873	..	..	..	..	4·29		
					7,130	104,810									12,554					28·74		
					7,130	7,130*									502†					..		
Totals ..	..	..	78,153	19,527	..	97,680	..	..	..	..	..	..	..	..	12,052	..	..	..	..	..	..	
PICTON SECTION.																						
Fa	2	18	11,896	12,362	40	24,298	11,400	699	56	434	644	61	1,347	1,015	3,067	6·36	0·60	13·30	10·03	30·29	466	Fa.
Wf	3	25	41,336	13,125	1,094	55,555	25,349	1,809	91	705	1,469	141	3,009	2,209	6,828	6·35	0·61	13·00	9·54	29·50	729	Wf.
Totals ..	5	..	53,232	25,487	1,134	79,853	36,749	2,508	147	1,139	2,113	202	4,356	3,224	9,895	6·35	0·60	13·10	9·69	29·74	1,195	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,382	..	..	..	..	4·16		
					1,134	79,853									11,277					33·90		
					8	8*									1†					..		
Totals ..	..	..	53,232	25,487	1,126	79,845	..	..	..	..	..	..	..	..	11,276	..	..	..	..	..	..	

* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.

† Credits for same from Maintenance Branch.

NOTE.—1 D sold from Picton Section in May.

RETURN No. 25—*continued.*

Locomotive Returns for the Year ended 31st March, 1921—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Shunting and Empty.	Work-train.	Total.	Quantity of Stores. Running. Coal.	Oil.	Tallow.	Waste.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
WESTLAND SECTION.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
F	5	20	6,169	52,178	13,874	72,221	17,902	3,510	195	1,131	1,052	285	985	3,769	6,091	3·50	0·95	3·27	12·52	20·24	1,093	F.
Fa	1	20	11,909	3,007	379	15,295	6,590	789	40	244	236	59	359	658	1,312	3·70	0·93	5·63	10·32	20·58	203	Fa.
La* ..	4	20	17,766	5,758	25,569	49,093	14,791	2,040	107	666	489	155	839	2,157	3,640	2·39	0·76	4·10	10·54	17·79	697	La*
N	2	25	36,070	2,874	37	38,981	17,579	1,485	86	590	2,893	127	935	1,365	5,320	17·81	0·78	5·76	8·40	32·75	436	N.
W	2	15	21,506	10,114	404	32,024	16,226	1,715	96	678	1,166	136	870	1,890	4,062	8·74	1·02	6·52	14·16	30·44	526	W.
Wa ..	3	20	44,616	9,026	272	53,914	29,093	1,987	128	874	2,934	160	1,662	2,272	7,028	13·06	0·71	7·41	10·11	31·29	643	Wa.
Wb ..	1	20	13,353	2,570	32	15,955	8,488	712	42	296	661	57	464	726	1,908	9·94	0·85	6·98	10·92	28·69	196	Wb.
Wd ..	3	20	77,175	10,751	158	88,084	45,846	3,504	157	1,116	1,623	273	2,522	3,069	7,487	4·42	0·74	6·87	8·37	20·40	818	Wd.
We ..	1	15	10,957	5,162	..	16,119	11,095	820	52	360	452	62	591	919	2,024	6·73	0·92	8·80	13·68	30·13	258	We.
Totals ..	22	..	239,521	101,440	40,725	381,686	167,610	16,562	903	5,955	11,506	1,314	9,227	16,825	38,872	7·23	0·83	5·80	10·58	24·44	4,870	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,430	..	..	..	..	2·79	..	
					40,725	381,686									43,302					27·23		
					3,478	3,478†									367‡							
Totals ..	..	..	239,521	101,440	37,247	378,208	..	..	..	..	..	..	..	..	42,935	..	..	..	..	..	..	
WESTPORT SECTION.																						
C§	..	12	15	5,130	..	5,145	1,350	255	9	102	57	19	82	280	438	2·66	0·89	3·82	13·06	20·43	89	C§
F	2	15	5,821	18,021	2,277	26,119	7,630	1,162	71	447	816	86	497	1,576	2,975	7·50	0·79	4·57	14·48	27·34	441	F.
Fa	2	15	12,009	15,961	1,040	29,010	10,190	1,206	88	615	950	99	667	1,656	3,372	7·86	0·82	5·52	13·70	27·90	464	Fa.
Wb ..	5	20	63,830	24,251	1,008	89,089	49,960	4,685	364	1,869	2,911	337	3,264	4,021	10,533	7·84	0·91	8·79	10·83	28·37	1,135	Wb.
Totals ..	9	..	81,675	63,363	4,325	149,363	69,130	7,308	532	3,033	4,734	541	4,510	7,533	17,318	7·61	0·87	7·24	12·10	27·82	2,129	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,314	..	..	..	..	5·33	..	
					4,325	149,363									20,632					33·15		
					4,097	4,097†									355‡							
Totals ..	..	..	81,675	63,363	228	145,266	..	..	..	..	..	..	..	..	20,277	..	..	..	..	..	..	

* 1 La sold in May. † Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. ‡ Credits for same from Maintenance Branch. § 1 C sold in June and 1 in July.

RETURN No. 25—*continued.*

Locomotive Returns for the Year ended 31st March, 1921—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Shunting and Empty.	Work-train.	Total.	Quantity of Stores. Running. Coal.	Oil.	Tallow.	Waste.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type
SOUTH ISLAND MAIN LINE AND BRANCHES.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
A (compound)	7	30	176,766	11,107	..	187,873	95,680	8,013	257	2,423	11,571	530	13,854	5,414	31,369	14·78	0·68	17·70	6·91	40·07	1,310	A (compound).
AB (simple) 409	1	30	19,235	1,107	..	20,342	12,365	716	24	273	1,762	55	1,959	639	4,415	20·79	0·65	23·11	7·54	52·09	190	AB (simple) 409.
AB	9	30	304,038	13,883	85	318,006	125,856	10,127	414	3,715	12,993	733	19,298	6,858	39,882	9·81	0·55	14·56	5·18	30·10	1,962	AB.
B	8	20	168,589	27,407	4	196,000	134,385	8,086	299	2,490	11,296	555	18,411	7,926	38,188	13·83	0·68	22·54	9·71	46·76	1,859	B.
BA	10	20	201,888	32,343	141	234,372	164,097	10,511	377	3,465	11,079	761	23,685	9,473	44,998	11·35	0·78	24·25	9·70	46·08	2,249	BA.
D	2	18	16	7,544	..	7,560	2,353	232	22	155	875	17	190	286	1,368	27·78	0·54	6·03	9·08	43·43	213	D.
F	37	20	73,199	479,296	29,553	582,048	255,028	18,311	1,028	7,993	18,546	1,259	25,245	32,998	78,048	7·65	0·52	10·41	13·60	32·18	8,797	F.
FA	3	20	19,381	27,564	287	47,232	18,233	1,539	76	744	2,436	126	2,610	2,416	7,588	12·38	0·64	13·26	12·28	38·56	644	FA.
J	14	25	184,786	65,568	7,223	257,577	138,572	7,607	492	4,641	8,299	622	17,089	11,027	37,037	7·73	0·58	15·92	10·28	34·51	3,251	J.
K	6	25	55,318	11,764	12	67,094	32,683	2,073	211	1,350	1,398	158	4,216	2,415	8,187	5·00	0·57	15·08	8·64	29·29	893	K.
L	1	20	9,969	5,432	48	15,449	5,749	352	28	289	112	35	879	942	1,968	1·74	0·54	13·66	14·63	30·57	276	L.
P	6	18	76,331	18,078	..	94,409	63,262	2,711	263	1,757	5,591	202	4,692	4,087	14,572	14·21	0·51	11·93	10·39	37·04	1,170	P.
Q	7	30	219,180	14,781	55	234,016	150,769	8,837	310	2,501	4,321	579	19,198	6,822	30,920	4·43	0·59	19·69	7·00	31·71	1,652	Q.
R	7	20	8,580	72,741	2,900	84,221	39,077	2,265	167	1,644	4,995	188	5,809	4,958	15,950	14·23	0·54	16·55	14·13	45·45	1,318	R.
T	4	18	52,405	7,111	50	59,566	36,430	2,128	165	1,117	1,114	156	5,223	3,132	9,625	4·49	0·63	21·04	12·62	38·78	952	T.
U	9	30	233,750	11,614	32	245,396	130,802	7,252	359	3,525	6,734	528	16,743	7,324	31,329	6·59	0·52	16·37	7·16	30·64	2,105	U.
UA ..	6	30	133,172	7,627	..	140,799	99,439	4,549	301	2,433	5,445	326	10,483	4,666	20,920	9·28	0·56	17·87	7·95	35·66	1,425	UA.
UB ..	22	30	574,020	46,928	2,091	623,039	351,255	20,020	810	7,672	15,551	1,456	51,613	20,198	88,818	5·99	0·56	19·88	7·78	34·21	5,402	UB.
UC ..	10	30	233,470	29,898	115	263,483	150,443	8,294	432	3,982	10,604	672	23,077	9,131	43,484	9·66	0·61	21·02	8·32	39·61	2,620	UC.
V	10	25	219,657	26,616	76	246,349	159,876	6,201	486	3,401	8,943	444	12,830	8,408	30,625	8·71	0·43	12·50	8·19	29·83	2,284	V.
WA (converted)	1	20	2,352	9,673	10,016	22,041	9,825	662	36	367	218	58	1,617	1,114	3,007	2·37	0·63	17·61	12·13	32·74	271	WA (converted).
WD ..	4	20	49,718	22,848	242	72,808	34,647	2,749	97	955	4,645	198	5,194	3,049	13,086	15·31	0·65	17·12	10·05	43·13	712	WD.
WF.. ..	16	25	224,752	136,871	11,986	373,609	204,636	12,833	609	5,493	10,795	1,051	29,810	17,100	58,756	6·93	0·67	19·15	10·99	37·74	4,305	WF.
WW ..	2	25	63,075	18,102	..	81,177	36,110	2,999	94	820	2,525	205	4,935	3,310	10,975	7·47	0·60	14·59	9·79	32·45	732	WW.
Totals ..	202	..	3,303,647	1,105,903	64,916	4,474,466	2,451,572	149,067	7,357	63,205	161,848	10,914	318,660	173,693	665,115	8·68	0·59	17·09	9·31	35·67	46,592	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	102,045	..	..	..	..	5·48	..	
					64,916	4,474,466									767,160					41·15		
					36,878	36,878*									4,482‡					..		
Totals ..	..	..	3,303,647	1,105,903	28,038	4,437,588	..	..	..	..	..	..	..	..	762,678	..	..	..	..	..	..	

* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. ‡ Credits for same from Maintenance Branch. NOTE.—1 D sold in June and 3 in December. 1 WW transferred to North Island Main Line and Branches in March.

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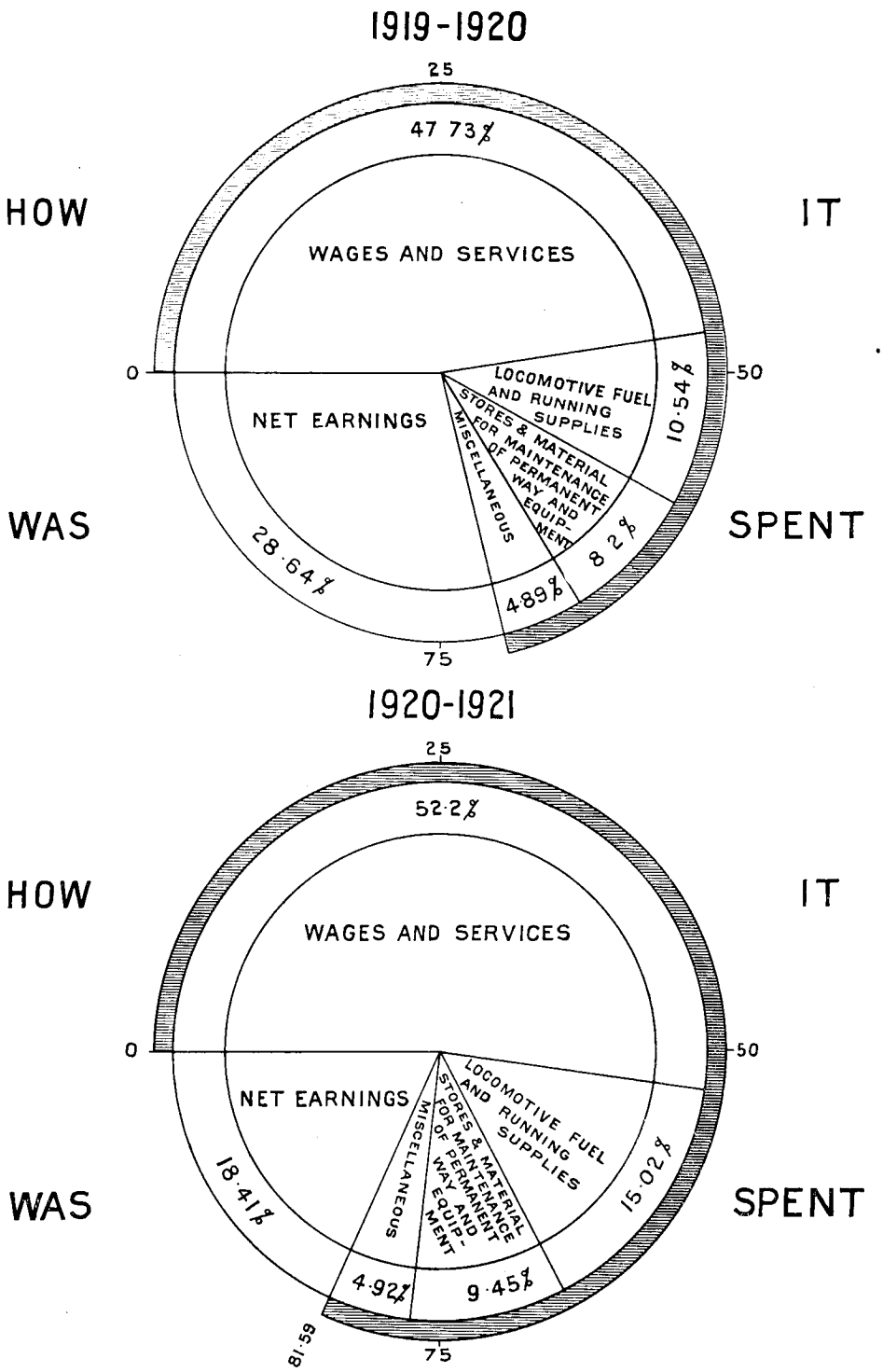
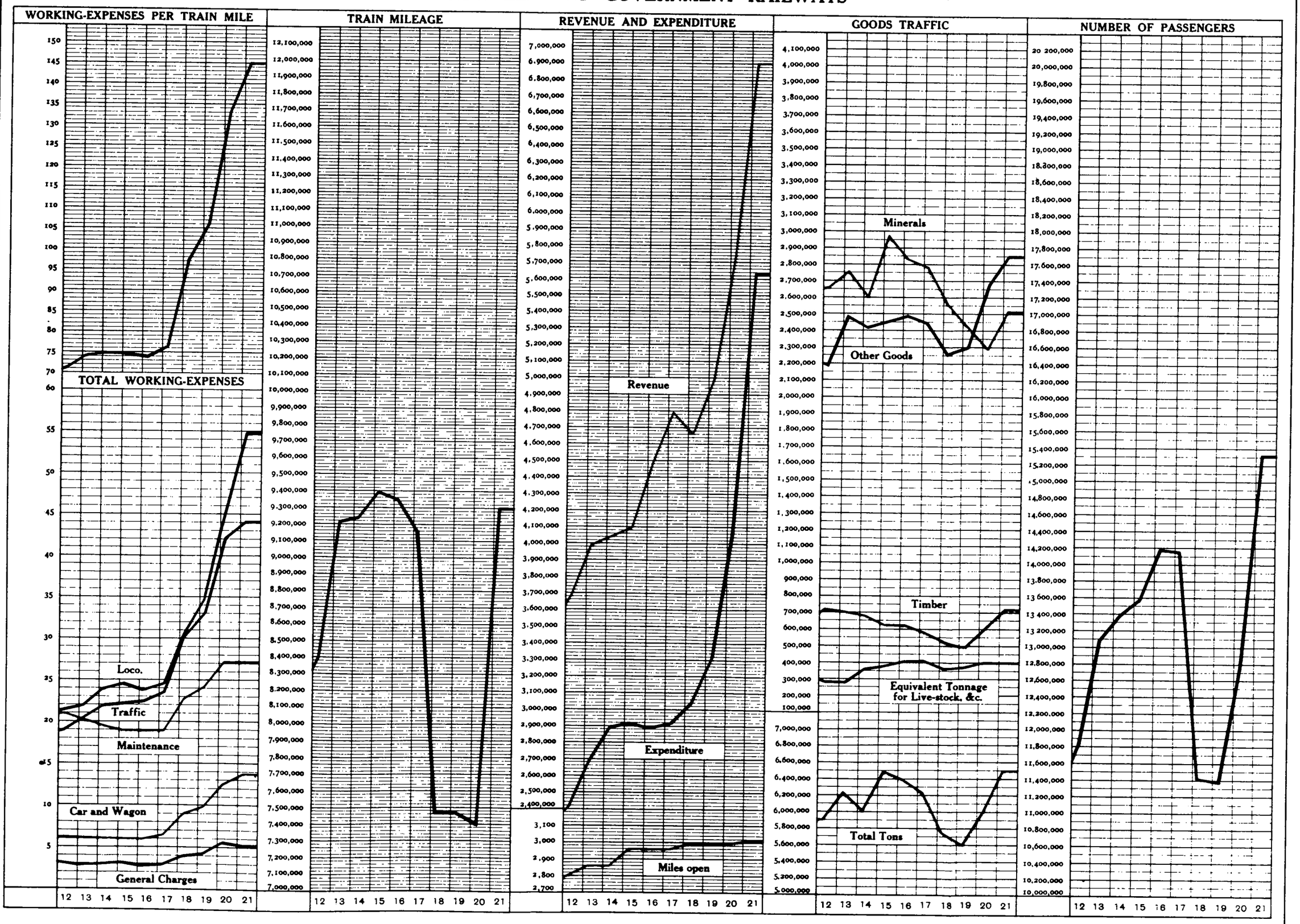

1919-1920
HOW
IT
WAS
SPENT
25
47 73%
WAGES AND SERVICES
0
50
NET EARNINGS
LOCOMOTIVE FUEL AND RUNNING SUPPLIES
10·54%
STORES & MATERIAL FOR MAINTENANCE OF PERMANENT WAY AND EQUIPMENT
8 2%
MISCELLANEOUS
4·89%
28·64%
75
1920-1921
HOW
IT
WAS
SPENT
25
52·2%
WAGES AND SERVICES
0
50
NET EARNINGS
LOCOMOTIVE FUEL AND RUNNING SUPPLIES
15·02%
STORES & MATERIAL FOR MAINTENANCE OF PERMANENT WAY AND EQUIPMENT
9·45%
MISCELLANEOUS
4·92%
18·41%
81·59
75

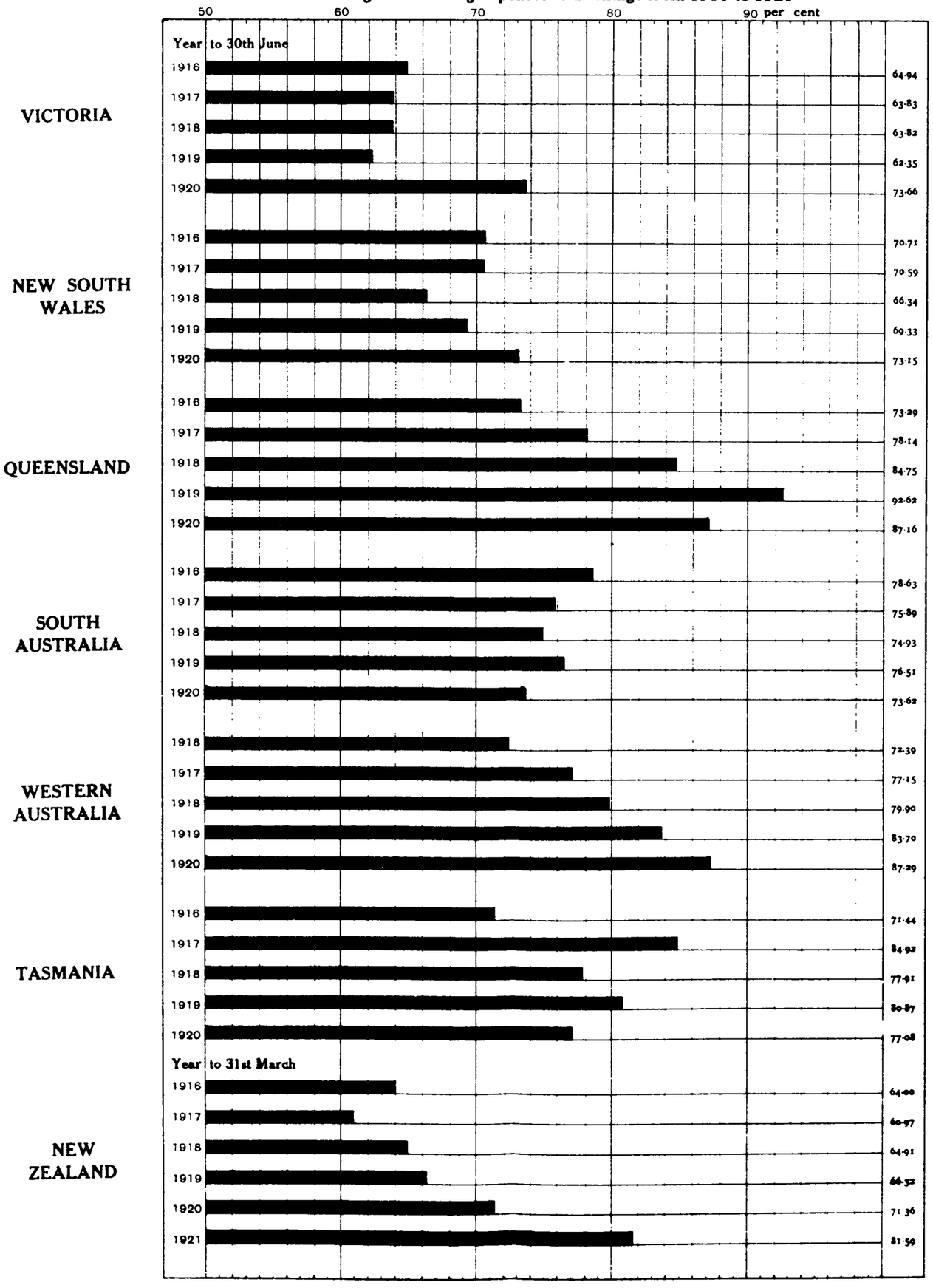
NEW ZEALAND GOVERNMENT RAILWAYS



GOVERNMENT RAILWAYS OF AUSTRALASIA

COMPARATIVE STATEMENT

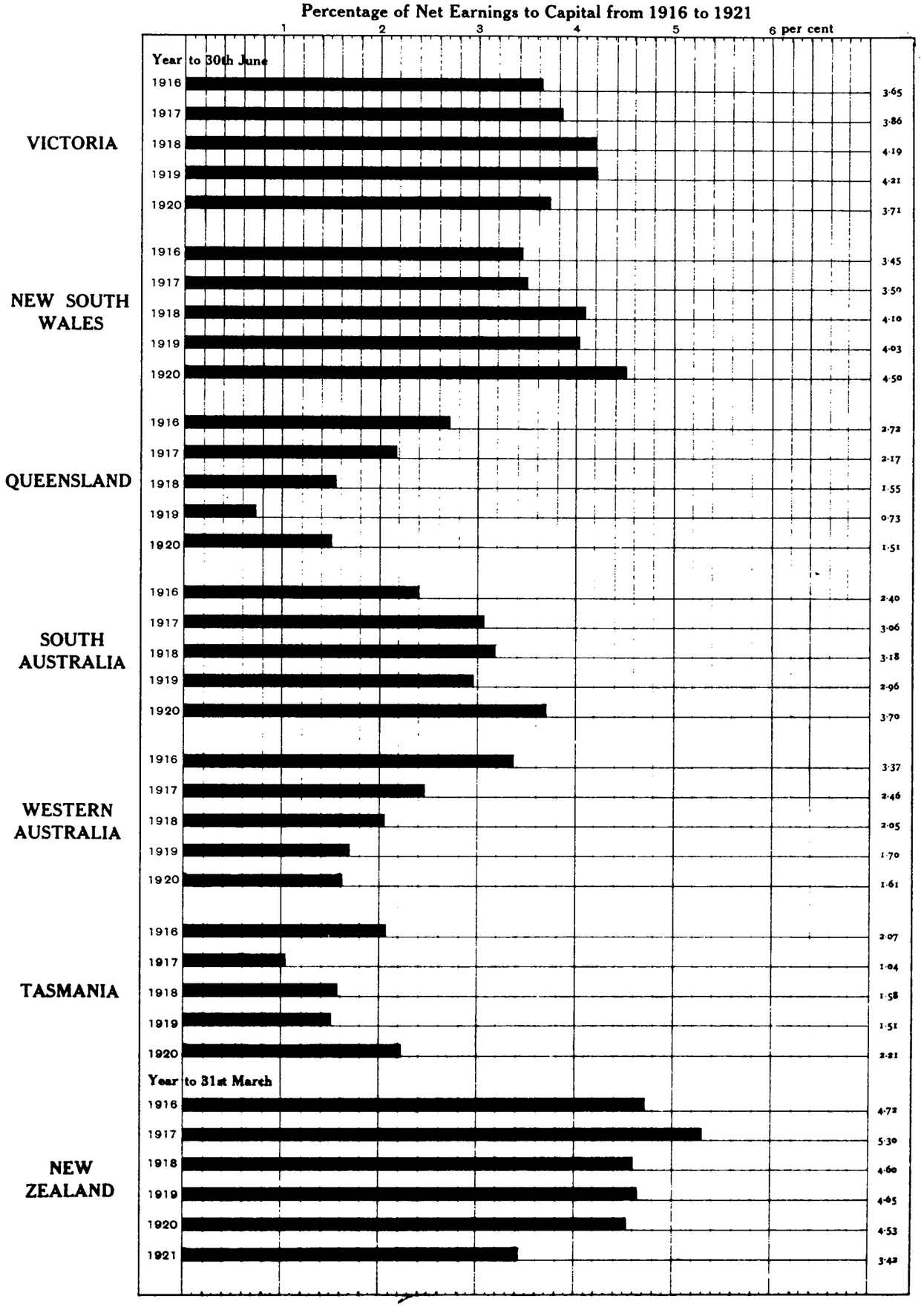
Percentage of Working-expenses to Earnings from 1916 to 1921



GOVERNMENT RAILWAYS OF AUSTRALASIA

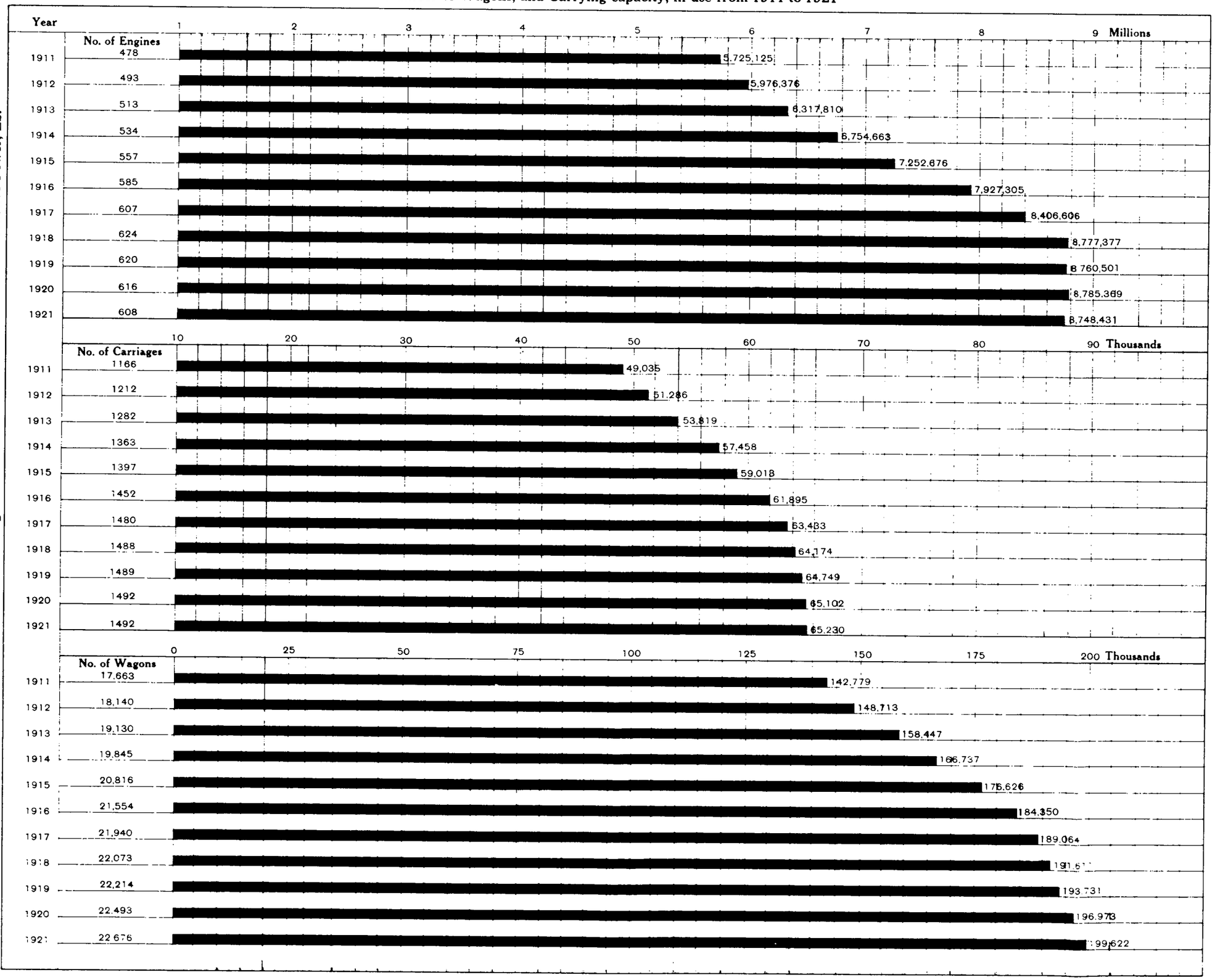
COMPARATIVE STATEMENT

Percentage of Net Earnings to Capital from 1916 to 1921



NEW ZEALAND GOVERNMENT RAILWAYS

Number of Engines, and Tractive Power. Number of Carriages, and Seating-accommodation Number of Wagons, and Carrying-capacity, in use from 1911 to 1921



Percentage of Increase, 1911-1921

Engines
27·20 per cent.

Tractive Power
52·81 per cent.

Percentage of Increase, 1911-1921

Carriages
27·96 per cent.

Seating-accommodation
33·03 per cent.

Percentage of Increase, 1911-1921

Wagons
28·38 per cent.

Carrying-capacity
39·81 per cent.