

THE

# NEW ZEALAND GAZETTE.

Aublished by Authority.

### WELLINGTON, THURSDAY, JANUARY 10, 1889.

Consul for the Argentine Republic at Dunedin appointed.

Colonial Secretary's Office,
Wellington, 7th January, 1889.

IS Excellency the Governor directs it to be notified
that he has been informed by Her Majesty's Principal
Secretary of State for the Colonies that the Queen's exequatur, empowering

John Lee Leesmith, Esq., to act as Consul for the Argentine Republic at Dunedin, received Her Majesty's signature on the 8th November last, and that the notification of Her Majesty's approval of the appointment appeared in the London Gazette of the 9th November last November last.

T. W. HISLOP.

Netherlands Consul for New Zealand appointed.

Colonial Secretary's Office,

Wellington, 7th January, 1989.

Wellington, 7th January, 1989.

IS Excellency the Governor directs it to be notified that he has been informed by Her Majesty's Principal Secretary of State for the Colonies that the Queen's exequatur, empowering

CHARLES JOHN JOHNSTON, Esq.,

to act as Netherlands Consul for New Zealand, at Wellington, received Her Majesty's signature on the 8th November last, and that the notification of Her Majesty's approval of this appointment appeared in the London Gazette of the 9th November last.

T. W. HISLOP.

Native Interpreter appointed.

Native Office,

Wellington, 9th January, 1889.

IS Excellency the Governor has been pleased to authorise

WILLIAM JAMES BUTLER,

of Wellington, to act as an Interpreter under the Native Land Courts Acts, as from the 1st instant.

EDWIN MITCHELSON.

Trustees of Drill-shed appointed.

Defence Office, Wellington, 20th December, 1888.

IS Excellency the Governor has been pleased to appoint the under-mentioned gentlemen to be Trustees of the Wellington Volunteer Drill-shed, under "The Volunteer Drill-sheds and Lands Act, 1888:"— John George Butts, Lieutenant-Colonel, New Zealand Militia, Commanding Wellington Volunteer District. John Duncan, Captain, Wellington Naval Artillery Volun-

WILLIAM HORT LEVIN, Esq.

T. W. HISLOP, (For the Minister of Defence.)

Volunteer Officer appointed.

Defence Office,
Wellington, 9th January, 1889.

IS Excellency the Governor has been pleased to approve of the under-mentioned appointment. prove of the under-mentioned appointment:-

Dunedin City Guards Rifle Volunteers.

Frederick Calvert to be Lieutenant. Date of commission, 25th June, 1888.

T. W. HISLOP, (For the Minister of Defence.)

Cadet Corps disbanded.

Defence Office, Wellington, 9th January, 1989.

IS Excellency the Governor has been pleased to approve of the disbandment of the

Te Aro School Cadet Rifle Volunteers.

Date of disbandment, 19th December, 1888.

T. W. HISLOP, (For the Minister of Defence.)

Volunteer Officer resigned.

Defence Office, Wellington, 9th January, 1889.
IS Excellency the Governor has been pleased to accept the resignation of the commission held by the undermentioned officer:-

Sydenham Rifle Volunteers.

Captain Frank Coxon. Date of resignation, 10th December, 1888. Thos. FERGUS.

Justice of the Peace resigned.

Department of Justice,
Wellington, 31st December, 1888.

IS Excellency the Governor has been pleased to accept the resignation by cept the resignation by

THOMAS BERNARD LEWIS, Esq.,

of his appointment as a Justice of the Peace for the colony. THOS. FERGUS.

Special Order made by the Otaraia Road Board, County of Southland.

Colonial Secretary's Office,

Wellington, 9th January, 1889.

THE following special order, made by the Otaraia Road Board, is published in accordance with "The Road Boards Act, 1882."

TWHETOR

SPECIAL ORDER.

That, for the purpose of raising the special loan of £2,000 which was resolved by special order made on 8th June, 1888, to be raised to repay liabilities of the Board existing at the time (10th February, 1888) when "The Local Bodies' Loans Act, 1886," came into force in the district, debentures for seven years, and bearing interest at 6 per cent. per annum, be created; and further, that, for providing the interest and sinking fund upon the loan, a special rate be made and levied over the whole district, payable annually on 1st July, and which rate shall at least annount to £176 for the year, and shall be at the rate of five-sixteenths of a penny in the pound, and may be increased or diminished. pound, and may be increased or diminished.

The special order, of which the foregoing is a true copy, was duly passed at a special meeting of the Otaraia Road Board, held on the 23rd day of November, 1888.

Certified by

ARCH. Fletcher,

Clerk, Otaraia Road Board.

Application for Registration of Two Trade Marks.

Colonial Secretary's Office,

Wellington, 9th January, 1889.

NOTICE is hereby given that HARRIETT PHILLIPS, relict of WILLIAM PHILLIPS, of Nelson, in the Colony of New Zealand, has applied to register, under "The Trade Marks Act, 1866," the trade marks of which the following is a description: is a description :-

Description of Trade Marks.

No. 1 consists of the words "W. Phillips, Champion, Nelson."

No. 2 consists of the words "W. Phillips, Zealandia, Nelson."

Nature of the Article to which it is intended such Trade Marks shall apply.

T. W. HISLOP, Colonial Secretary and Registrar of Trade Marks.

Notice to Mariners, No. 1 of 1889.

Marine Department,
Wellington, 2nd January, 1889.

THE following Notices to Mariners, received from the
Marine Board, Port Adelaide, South Australia, are
published for general information.

GEO. FISHER,
(For the Minister having charge of the
Marine Department.)

PORT ADELAIDE SEMAPHORE ANCHORAGE.—LEADING LIGHTS. REFERRING to Notice No. 12 of 1888, as to the removal of REFERRING to Notice No. 12 of 1888, as to the removal of the "Beatrice," mariners are now hereby informed that, on and after the 1st December, 1888, two red lights will be exhibited ashore, one from the time-ball tower and the other from the flagstaff at the shore end of Semaphore Jetty.

These lights in line, bearing S.E. ‡ S., lead through the deepest water in the semaphore anchorage and up to the ocean-steamers' mooring buoy.

Directions.

Directions.

By Night: Vessels approaching the anchorage should not bring the Port Adelaide light to the north of N.E. until the above lights are in line, then steer in on that line with the lead going until the requisite water is found or the mooring buoy is picked up. When the red light east of the lighthouse is just closing with the bright light on No. 11 beacon the vessel will be close to the mooring buoy.

The leading lights will not show south of the bell buoy on the Wonga Shoal, so that vessels of suitable draught, which do not intend to use the mooring buoy, may steer in for any part of the anchorage as soon as the two red lights are visible.

By Day: Keep the lighthouse on the same bearing until

By Day: Keep the lighthouse on the same bearing until the time-ball tower and the water tower are in line, then

proceed as above.

Masters and pilots making vessels fast to the mooring buoy are requested to pay out from ten to fifteen fathoms cable to enable vessels to ride easier and to prevent damage to the moorings.

By direction.

THOS. N. STEPHENS,
Secretary, Marine Board.

Marine Board Offices, Port Adelaide, 29th October, 1888.

NORTHERN TERRITORY.—ENTRANCE TO MCARTHUR AND ROPER RIVERS.

MARINERS are hereby informed that fairway buoys have been moored at the entrance to the McArthur and Roper Rivers,

and the channels have been beaconed off.

McArthur River Entrance: The fairway buoy is moored in McArthur River Entrance: The fairway buoy is moored in 11ft. L.W.S. on the following bearings: Centre of small island lying between South West Island and Centre Island (local name, Mangrove Island), N. 37° W.; S.E. point of Centre Island (local name, Red Nose Point), N. 59° E. After passing the buoy steer for the outer black beacon, which bears from the buoy S. 50° W., then steer between the black and red beacons for the entrance to the river. Vessels drawing over 7ft. should not pass the buoy until the water deepens to 14ft. There are seven black beacons on the port hand and six red beacons on the starboard hand going in.

Roper River Entrance: The fairway buoy is moored in 17ft. L.W.S., the centre of Gulnare Bluff bearing N. 58° W. From this fairway buoy the outer black beacon bears west, and the outer red beacon N. 57° W. From the fairway buoy a course for the entrance to the river can be steered between

a course for the entrance to the river can be steered between the five black beacons and the four red beacons. Vessels drawing 7ft. and upwards should not take the bar until after the first quarter flood.

All bearings true.

THOS. N. STEPHENS,

Secretary Marine Board.

Marine Board, Port Adelaide, 19th November, 1888.

Tenders received for Alterations and Repairs to s.s. "Hinemoa."

Marine Department,
Wellington, 9th January, 1889.

THE following are the tenders received for the repairs and alterations to the s.s. "Hinemoa:"—

Accepted.
Messrs. W. Cable and Co., Wellington £ s. 2,895 0

Declined. Messrs. S. Luke and Sons, Wellington Messrs. Robertson and Co.. Wellington 2,925 3,000 0

GEO. FISHER, (For the Minister having charge of the Marine Department.)

Alterations in the Scale of Charges in force on the New Zealand Railways.

EDWIN MITCHELSON, the Minister for Public Works, in of "The Public Works Act, 1882," and all other powers in anywise enabling me in that behalf, do hereby make the following alterations in the scale of fares, rates, and charges on the New Zealand Railways, to come into force on and after the 14th January 1889. after the 14th January, 1889:

## PART III.-GOODS.

REGULATIONS.

(3.) Class E, Grain and other Agricultural Produce.

The regulation published in the Supplement to the New Zealand Gazette of the 27th January, 1888, regarding bags holding more than 240lb. each, is hereby amended, and the full contents of such bags of grain will be charged rate and one-eighth instead of rate and a quarter.

### PART IV.-LOCAL RATES.

AUCKLAND SECTION.

Timber from Auckland to Oxford for Rotorua will be charged 3s. 6d. per 100 superficial feet.

WANGANUI SECTION.

Preserved meats consigned from Patea to Wanganui for export will be charged 10s. per ton; minimum quantity, 5

Ironbark timber from Wanganui to Terrace End will be charged single rate, Class K.

As witness my hand, this seventh day of January, one thousand eight hundred and eighty-nine.

EDWIN MITCHELSON Minister for Public Works.

Notice of Intention to take Land for a Road to Hikutaia Station, on the Grahamstown-Te Aroha Railway.

OTICE is hereby given that it is proposed, under the provisions of "The Public Works Act, 1882," to execute a certain public work, to wit, the construction of a road to Hikutaia Station, on the Grahamstown-Te Aroha Railway, and for the purposes of such public work the land described in the Schedule hereto is required to be taken; and notice is further given that the plan of the

said road and of the land so required to be taken is deposited in the Post Office at Hikutaia, and is there open for inspection. And notice is hereby given that all persons affected by the execution of the said public work or by the taking of the said land shall, if they have any well-grounded objections to the execution of the said public work or to the taking of such land, set forth the same in writing, and send such writing, within forty days from the first publication of this notice, to the Minister for Public Works, Wellington.

#### SCHEDULE.

THE parcel of land mentioned hereunder:-

| Approximate Area of the Parcel of Land required to be taken. |                              | Situated in<br>Block No. | Situated<br>in the Survey<br>District of |  |
|--|------------------------------|--------------------------|--|--|
| A. R. P.<br>1 1 37   | Township of<br>Stirlingworth | VIII.                    | Waihou.                                  |  |

In the Provincial District of Auckland; as the said parcel of land is more particularly delineated on the plan marked P.W.D. 16031, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of Wellington, and thereon coloured burnt sienna.

As witness my hand, at Wellington, this twenty-seventh day of December, one thousand eight hundred and eighty-eight.

EDWIN MITCHELSON,
Minister for Public Works.

Notice of Intention to take Land for a Road to Hindon Station, Otago Central Railway.

OTICE is hereby given that it is proposed, under the provisions of "The Public Works Act, 1882," to execute a certain public work, to wit, the construction of a road in the County of Taieri, and for the purposes of such public work the lands mentioned in the Schedule hereto are required to the lands mentioned in the Schedule hereto are required to be taken; and notice is further given that the plans of the said road and of the lands so required to be taken are deposited in the Post Office, Hindon, and are there open for inspection. And notice is hereby given that all persons affected by the execution of the said public work or by the taking of the said lands shall, if they have any well-grounded objections to the execution of the said public work or to the taking of such lands, set forth the same in writing, and send such writing, within forty days from the first publication of this notice, to the Minister for Public Works, Wellington.

### SCHEDULE.

THE several parcels of land mentioned in list hereunder:-

| Approximate<br>Area of each of<br>the Parcels of<br>Land required<br>to be taken. | Being<br>Portion of<br>Section<br>No. | Situated in Block<br>No. | Situated<br>in the Survey<br>District of  |
|---|---------------------------------------|--------------------------|---|
| A. R. P.<br>9 3 12 5<br>11 0 33<br>9 3 11   | 29<br>30<br>32                        | IV.<br>IV.<br>IV.        | Mount Hyde.<br>Mount Hyde.<br>Mount Hyde. |

All in the Provincial District of Otago; as the said parcels of land are more particularly delineated on the plan marked P.W.D. 15897, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of

Wellington, and thereon coloured red, blue, and yellow.

As witness my hand, at Wellington, this twentieth day of December, one thousand eight hundred and eighty-eight.

T. W. HISLOP, (For the Minister for Public Works.)

Reward of £10,000 offered for the Discovery of New Gold fields .- Amended Conditions

Mines Department, Wellington, 30th April, 1888. Problem EWARDS of £10,000 are offered for the discovery of new poldfields, upon the amended conditions set forth hereunder.

G. F. RICHARDSON, Minister of Mines.

### AMENDED CONDITIONS.

1. The maximum sum offered as a reward for any proved discovery of a new goldfield in accordance with these conditions is £5,000 for the North Island, and £5,000 for the

Middle Island.

2. The newly-discovered goldfield must be situated not less than forty miles from any existing goldfield or any existing workings

3. No reward shall be payable until 50,000 ounces of gold

have been produced from the newly-discovered goldfield within three years from the date of its being registered.

4. Any person discovering new gold-workings, and being desirous of obtaining the reward, shall immediately forward a written report of such discovery, with full particulars, to the Warden or Resident Magistrate of the district within which such discovery shall be situated, and the Warden or Resident Magistrate shall forthwith register the report as an

Resident Magistrate shall forthwith register the report as an application for reward.

5. No prospecting will be allowed upon Native land without a prospecting license authorising the person therein named, with the consent of the owner of the land, to prospect, in accordance with the provisions of sections one hundred and thirty-five to one hundred and thirty-seven of "The Mining Act, 1886," inclusive.

No reward shall be paid for any discovery that may be made upon Native land without the consent of the Native owners and the approval of the Minister of Mines.

owners and the approval of the Minister of Mines.

Notice to Owners of Native Land under "The Crown and Native Lands Rating Act, 1882."

TE Ture Reiti i nga Whenua o te Karauna me nga Whenua Maori, 1882," me te Ture Whakatikatika i taua Ture.

Ki te tangata nana, ki nga tangata ranei na ratou nga whenua kua whakahuatia i roto i nga rooru whakaatu i nga utu o nga whenua Maori, kua tukua atu nei ki nga poari

utu o nga whenua Maori, kua tukua atu nei ki nga poari takiwa e mau nei nga ingoa i roto i te Kupu Apiti ki tenei, i raro i nga tikanga o nga Ture kua whakahuatia i runga ake nei me era atu Ture katoa e pa ana e whai tikanga ana. Notemea kua tukua mai he tono ki ahau Te Minita Whakahaere i nga Moni o Niu Tireni, e mau nei toko ingoa i raro iho nei, e nga poari takiwa e tetahi tangata ranci mo te taha ki a ratou, i raro i nga tikanga o "Te Ture Reiti i nga Whenua o te Karauna me nga Whenua Maori, 1882," kia utua nga rciti e meingatia ana kia utua i runga i nga tikanga o aua rooru mo te tau i oti atu 31 Maehe, 1889:

He panuitanga tenei ki a koutou ki ia tangata ki ia tangata o koutou, kia mohio ai koutou kua takoto nga rooru o nga

whenua Maori ki aga tari o aua poari takiwa ko aua rooru he mea tuhi ki te reo Maori, a e whakaatu ana hoki i nga utu o nga whenua Maori kua whakahuatia i runga i aua rooru.

Na he tono tenei ki a koutou ki ia tangata ki ia tangata kaki a kuntou ki sa tangata ki ia tangata

hoki o koutou nga tangata na ratou aua whenua kia utua e koutou aua reiti a te 19 o nga ra o Hanuere, 1889, i mua mai ranei o taua ra, me utu e koutou aua moni reiti i te tari o te poari o te takiwa i takoto ai aua whenua, tena te whakaaturanga kei te Kupu Apiti.

### KUPU APITI.

| Te Ingoa o te Poari Takiwa.                        | Te Tari o te Poari Takiwa e<br>utua ai nga Moni Reiti.                        |
|--|---|
| Kaute Kaunihera o Horowhenua<br>Rori Poata o Maunu | Otaki. Whangarei. Norsewood. Maungaturoto. Oxford. Waiuku. Lepperton. Waiuku. |

He mea tuhi nei toku ingoa i tenei te 9 o Hanuere, 1889.

H. A. ATKINSON. Minita Whakahaere i nga Moni o te Koroni.

[Translation.]

THE Crown and Native Lands Rating Act, 1882," and the Amendments thereof.

To each and every the owner or owners of land described in the substituted valuation-rolls of Native lands supplied to the local bodies, the names of which are set forth in the Schedule hereunder, under the provisions of the above Acts and all other Acts affecting the same or relating thereto.

WHEREAS demand having been made to me, the undersigned Colonial Treasurer of the Colony of New Zealand, in accordance with the provisions of "The Crown and Native Lands Rating Act, 1882," by or on behalf of the said local bodies, for payment of the rates appearing to be payable under or by virtue of the said rolls for the year ending the 31st March, 1889;

Notice is hereby given to you and each and every of you hat rolls of Native lands are now deposited at the offices of the said several local bodies, which said rolls are in the Maori language, and show the rateable value of the Native lands therein mentioned or described.

And you and each and every of you the compare of the said.

And you and each and every of you, the owners of the said lands, are hereby required and directed to pay the said rates on or before the 19th January, 1889, such payment to be made by you at the office of the local body in whose district the lands affected are respectively comprised, and as noted in the said Schedule.

SCHEDULE.

Office of Local Body where Payment is to be made. Name of Local Body. Horowhenua County Council Maunu Road Board Whangarei. Norsewood Road Board Norsewood. Otamatea County Council Oxford Road Board ... Maungaturoto. Oxford. Oxford Road Board ... Waipipi Road Board ... Waitara West Road Board Waiuku. Lepperton. Waiuku Road Board Wainku.

As witness my hand this ninth day of January, one thousand eight hundred and eighty-nine.

H. A. ATKINSON, Colonial Treasurer.

Notice of Intention to dissolve a Company.

In the matter of "The Companies Act, 1882."

In the matter of "The Companies Act, 1882."

Andrew Roby Bloyam, Registrar of the Supreme Court for the District of Christchurch, do hereby notify that an affidavit, a copy of which is hereunder given, by John Edwin Fountain and Thomas Napier, of the Hororata Steam Threshing Company (Limited), has been lodged in the Resident Magistrate's Court at Sheffield, and forwarded to me, and that, unless notice of objection be lodged with me within sixty days of this date, I shall proceed to declare the said company to be dissolved in manner provided by "The Companies Act, 1882."

A. R. BLOXAM,

A. R. BLOXAM,

Signed this 21st day of December, 1888.

[COPY.]

WE, John Edwin Fountain and Thomas Napier, of Horo-rata, two of the Board of Directors of the Hororata Steam rata, two of the Board of Directors of the Hororata Steam Threshing Company (Limited), incorporated under the Act of 1868, do hereby make oath and say that the nominal capital of the company is £400, or twenty shares of £20 each; that the shares have been fully paid up; that the company has no assets, and has ceased to carry on its operations: and we do hereby apply for a declaration of dissolution of such company.

J. E. FOUNTAIN. THOMAS NAPIER.

Sworn before me, this 5th day of December, 1888—Caleb Whitefoord, Resident Magistrate.

"Friendly Societies Act, 1882."—Cancelling of Registry.

Friendly Societies' Registry Office,
Wellington, 31st December, 1888.

Notice is hereby given that the Registrar of Friendly
Societies has, pursuant to section 10 of "The
Friendly Societies Act, 1882," by writing under his hand
dated this 31st day of December, 1888, cancelled the registry
of the Widow and Orphan Fund of the Wellington District
Ancient Order of Foresters, on the ground that the said
society has ceased to exist.

EDMUND MASON, Registrar.

Branch of Friendly Society registered.

Friendly Societies' Registry Office, Wellington, 5th January, 1889.

THE Otaki Lodge, situated at Otaki, is registered as a branch of the Independent Order of Odd Fellows of New Zealand Friendly Society, under "The Friendly Societies Act, 1882," this 5th day of January, 1889.

EDMUND MASON,

Registrar of Friendly Societies.

Branch of Friendly Society registered.

Friendly Societies' Registry Office,
Wellington, 7th January, 1889.

THE Danevirke Lodge, No. 6862, situated at Danevirke,
is registered as a branch of the Hawke's Bay District
Independent Order of Odd Fellows, Manchester Unity,

Friendly Society, under "The Friendly Societies Act, 1882," this 7th day of January, 1889.

EDMUND MASON Registrar of Friendly Societies.

Notice of Hearing of Applications for Patents.

Patent Office

Wellington, 7th January, 1889.

No. 3465.—Thomas Thatcher, of Fernham, Wanganui,
New Zealand, Grazier, has deposited at this office a
specification of an invention for improvements in river and

No. 3466.—Richard Harwood, of Foxton, Wellington, New Zealand, has deposited at this office a specification of an invention for a horned-cattle curb, for preventing the destruction of fences by horned cattle.

No. 3467.—Edwin Barlow, of Christchurch, New Zealand, Engineer, has deposited at this office a specification of an invention for a horned-cattle curb, for preventing the destruction of an invention for a horned-cattle curb, for preventing the destruction of an invention for a horned-cattle curb, for preventing the destruction of an invention for a horned-cattle curb, for preventing the destruction of an invention for a horned-cattle curb, for preventing the destruction of the invention for a horned-cattle curb, for preventing the destruction of the invention for a horned-cattle curb, for preventing the destruction of the invention for a horned-cattle curb, for preventing the destruction of the invention for a horned-cattle curb, for preventing the destruction of the invention for a horned-cattle curb, for a horned-cattle cur

No. 3467.—Edwin Barlow, of Christchurch, New Zealand, Engineer, has deposited at this office a specification of an invention for an improved pad for inking indiarubber or other stamps, styled "The Premier Indestructible Pad."

No. 3468.—John Wilkins, of Auckland, New Zealand, Surgeon, has deposited at this office a specification of an invention for drawing teeth, to be called "Dr. Wilkins's Quick and Easy Stump- and Tooth-extractor."

No. 3469.—Alfred Andrew Lockwood, of Auckland, New Zealand, Mine Manager, has deposited at this office a specification of an invention for the extraction of gold, silver, and other metals, to be called "Lockwood's Improved Carbonated Hydrogen Furnace."

No. 3470.—John Brown Evans, of Mabus, Cape of Good Hope, South Africa, but temporarily of London, England, Farmer, has deposited at this office a specification of an invention for "Improvements in Apparatus for regulating the Tension of Fencing-wires, and for testing the same."

And I have appointed Tuesday, the 30th day of April next, at 11 o'clock in the forenoon, at this office, to hear the said applications and all objections thereto; and I require all persons having an interest in opposing the grant of any such Letters Patent to leave, on or before the 15th day of April next, at this office, particulars in writing of their objections to any of the said applications, otherwise they will be precluded from urging the same.

C. J. A. HASELDEN,

Patent Officer.

Notice of Hearing of Applications for Patents.

Notice of Hearing of Applications for Patents.

Patent Office,

Wellington, 9th January, 1889.

No. 3471.—William Danton Sandwell, of Herne Hill,
Surrey, England, Electrical Engineer, has deposited
at this office a specification of an invention for improvements
relating to dynamo-electric machines and to electric motors,

relating to dynamo-electric machines and to electric motors, and to means for carrying electrical batteries for driving such motors when placed upon tramway vehicles or otherwise arranged to be transported from place to place.

No. 3472.—John Bowing, of 259, Gresham House, Old Broad Street, in the City of London, England, Consulting Chemist, has deposited at this office a specification of an invention for improvements in the manufacture of fuel from coal clock and similar substances.

Chemist, has deposited at this office a specification of an invention for improvements in the manufacture of fuel from coal-slack and similar substances.

No. 3473.—Sigmund Spitzer, of 13, Flinders Lane West, Melbourne, Victoria, Civil Engineer, and Friedrich William Eberhard Sander, of the same place, Gentleman, have deposited at this office a specification of an invention for an improved process for, and relating to, the manufacture of starch, and improvements in apparatus therefor.

No. 3474.—Edward Waters, of No. 75, Chancery Lane, Melbourne, Victoria, Patent Agent, has deposited at this office a specification of an invention for improvements in calculating-machines (being a communication from the American Arithmometer Company, a corporation existing under the laws of the State of Missouri, one of the United States of America, and having its place of business in St. Louis, in the said State of Missouri.

No. 3475.—John Hodgson Lee, of Te Puke, Auckland, New Zealand, has deposited at this office a specification of an invention for the Bungalow glass butter-jar.

No. 3476.—John Wilkie, Mason, George Mitchell, Baker, and Robert William Rutherford, Photographer, all of Dunedin, New Zealand, have deposited at this office a specification of an invention for improving, by the use of sulphur in combination with other elements, the method of preparing skins and hides for tanning.

And I have appointed Wednesday, the 1st day of May next, at 11 o'clock in the forenoon, at this office, to hear the said applications and all objections thereto; and I require all persons having an interest in opposing the grant of any such Letters Patent to leave, on or before the 16th day of April next, at this office, particulars in writing of their objections to any of the said applications, otherwise they will be precluded from urging the same.

C. J. A. HASELDEN,

Patent Officer.

Patent Officer.

### Trown Lands Notices.

Sale of Crown Lands.

Crown Lands Office,
Duncdin, 14th December, 1888.

THE following Crown lands will be sold by auction at
the Crown Lands Office, Dunedin, on Thursday, the
17th January, 1889, at 11 a.m.:—

#### TOWNSHIPS.

Town Sections in Alexandra, Catlin, and Kaitangata

Town Sections in Alexandra, Catin, and Kaitangata Townships. Upset price, £30 per acre.
Suburban Sections 1 and 2, Block XLIX., Pembroke Township, about 3 acres each. Upset price, £3 per acre. Valuations for improvements: On Section 1, £100; and on Section 2, £210. Survey fees: On Section 1, £3 2s.; and on Section 2, £7 13s.
Section 2, £7 13s.

Sections 19 to 23, Block XIII., Waitaki Bridge Township, from 2 to 5 acres each. Upset price, £5 per acre.

#### PASTORAL LICENSES.

Run 11, about 7,000 acres, Waitaki County; ten years. Upset rental, £120 per annum. Run 170, about 16,830 acres, Tuapeka County; ten years. Upset rental, £280 per annum. Run 200, about 14,740 acres, Tuapeka County; ten years. Upset rental, £200 per aunum. Run 200A, about 13,050 acres, Tuapeka County; ten years. Upset rental £175 per annum.

Upset rental, £175 per annum. Run 217, about 18,860 acres, Waitaki County; ten years.

Run 217, about 18,860 acres, Waitaki County; ten years. Upset rental, £200 per annum.
Run 217A, about 15,100 acres, Waitaki County; ten years. Upset rental, £200 per annum.
Run 233A, about 8,800 acres, Waitaki County; three years. Upset rental, £31 per annum.
Run 235, about 23,520 acres, Vincent County; twenty-one years. Upset rental, £200 per annum.
Run 235A, about 30,330 acres, Vincent County; twenty-one years. Upset rental, £300 per annum.
Run 236, about 26,120 acres, Vincent County; twenty-one years. Upset rental, £300 per annum.
Run 243A, about 28,340 acres, Waitaki County; nine years. Upset rental, £355 per annum.

Upset rental, £355 per annum.
Run 243B, about 21,300 acres, Waitaki County; nine years.
Upset rental, £270 per annum.
Run 254, about 44,280 acres, Taieri and Maniototo Counties; ten years.
Upset rental, £500 per annum.
Run 254A, about 34,380 acres, Taieri and Maniototo
Run 254A, about 34,380 acres, Taieri and Maniototo

Counties; ten years. Upset rental, £500 per annum. Run 254A, about 34,380 acres, Taieri and Maniototo Counties; ten years. Upset rental, £400 per annum. Run 260, about 19,000 acres, Taieri and Maniototo Counties; ten years. Upset rental, £150 per annum. Run 330A, about 12,720 acres, Vincent County; twenty-one years. Upset rental, £200 per annum. Run 330A, about 29,800 acres, Vincent County; twenty-one years. Upset rental, £350 per annum. Run 330B, about 41,130 acres, Vincent County; twenty-one years. Upset rental, £450 per annum. Run 335D, about 41,130 acres, Vincent County; twenty-one years. Upset rental, £450 per annum. Run 339, about 48,770 acres, Vincent County; twenty-one years. Upset rental, £350 per annum. Run 339A, about 32,555 acres, Vincent County; twenty-one years. Upset rental, £255 per annum. Run 345A, about 10,665 acres, Lake County; ten years. Upset rental, £150 per annum. Run 424A, about 5,500 acres, Southland County; twenty-one years. Upset rental, £40 per annum. Run 425B, about 14,200 acres, Vincent, Southland, and Tuapeka Counties; twenty-one years. Upset rental, £60 per Tuapeka Counties; twenty-one years. Upset rental, £60 per

Run 428, about 9,770 acres, Tuapeka and Southland Counties; twenty-one years. Upset rental, £50 per annum.
Run 438, about 7,100 acres, Vincent County; twenty-one

Run 433, about 7,100 acres, Vincent County; twenty-one years. Upset rental, £40 per annum.
Run 458, about 23,100 acres, Lake County; twenty-one years. Upset rental, £10 per annum.
Run 464, about 8,230 acres, Waitaki County; ten years. Upset rental, £80 per annum.
Run 212E, about 2,442 acres, Tuapeka County; five years. Upset rental, £25 per annum.
Note.—Possession of the above runs will be given on the 1st March, 1889. Purchasers will be required to deposit on fall of hammer one half-year's rent and £1 1s. license fee.

### SMALL GRAZING RUNS.

Strath-Taieri District: Section 2, Block VI., 2,801 acres. Upset annual rental, £70 0s. 6d. Valuation for improvements, £338 12s. Sections 21, 23, and 24, Block X. (grouped), 869 acres. Upset annual rental, £21 14s. 6d. Valuation for improvements, £180. Sections 3 and 9, Block XII. (grouped), 2,302 acres. Upset annual rental, £86 6s. 6d. Valuation for improvements, £562 10s.

Waikouaiti District: Section 11, Block VI., 582 acres. pset annual rental, £14 11s. Valuation for improvements, Upset annual rental, £14 11s. £185 15s.

£185 15s.

Possession on day of sale, except Section 2, Block VI., Strath-Taieri, possession of which will be given on the 1st March, 1889. Term of lease, twenty-one years. Purchasers must deposit statutory declaration required by section 200 of "The Land Act, 1885," and pay the first half-year's rent, and £1 is. lease, and 10s. registration fees on fall of hammer. Valuations for improvements payable within fourteen days from day of sale.

from day of sale.

Homestead on Run 433, Section 2, Mid Hawea District, containing 88 acres. Upset price, £1 per acre. Valuation for improvements, £120.

Plans can be seen and further particulars obtained on

application at this office.

J. P. MAITLAND Commissioner of Crown Lands.

Sale of Runs .- Preliminary Notice.

Crown Lands Office,

Dunedin, 24th November, 1888. THE following licenses of runs, the present terms of which expire on the 28th February, 1890, will be offered at auction, at the Crown Lands Office, Dunedin, on Thursday, the 28th February, 1889, at 11 a.m., possession being given on the 1st March, 1890:—

Runs Nos. 28, 28a, 72, 72a, 98, 185, 185a, 203B, 203c, 205a, 205B, 205c, 209, 220, 220a, 220B, 220c, 221a, 221B, 221c, 225c, 225E, 227a, 228, 220a, 236a, 236g, 238a, 238B, 238E, 238F, 238G, 240B, 245B, 245c, 245D, 247D, 248, 249A, 256, 256a, 260a, 261a, 261B, 261c, 262B, 306, 308a, and 27, Wakatipu.

Particulars as to terms, upset rentals, &c., in future adver-

tisements.

J. P. MAITLAND, Commissioner of Crown Lands.

Run open for Application.

Crown Lands Office. Blenheim, 20th December, 1888.

Blenheim, 20th December, 1888.

The under-mentioned run having been offered by public tion on and after the 8th February, 1889, at this office, under section 173 of "The Land Act, 1885:"—

Swyncombe Run No. 2; approximate area, 240 acres; annual rent, £2; term of license, fourteen years.

HENRY G. CLARK,

Commissioner of Crown Lands.

Sale of Runs and Reserves, Westland.

Crown Lands Office,

Crown Lands Office,
Hokitika, 11th December, 1888.
OTICE is hereby given that, in terms of section 169 of
"The Land Act, 1885," and of section 23 of "The
Public Reserves Act, 1881," the lands enumerated below will
be submitted to public auction, at the Land Office, Hokitika,
on Wednesday, the 16th January, 1889, at two o'clock in the

### SCHEDULE. PASTORAL LANDS.

| No.<br>of<br>Run. | Area.  | Upset<br>Annual<br>Rental. |    | Locality.   |
|-------------------|--------|----------------------------|----|---|
|                   | Acres. |                            | £  |   |
| 13                | 20,000 | 20                         | 10 | Poerua River Valley, between Main<br>South Road and dividing-range. |
| 36                | 15,000 | 15                         | 10 | Oinemaka or Black River and Doughboy Creek.                         |
| 47                | 15,000 | 15                         | 10 | Okura River, from settlement boundary to dividing-range.            |
| 50                | 10,000 | 10                         | 10 | Between Abbey Rocks, Paringa<br>Lake, and Paringa River.            |
| 55                | 17,000 | 17                         | 10 | Poerua River Valley, between Main South Road and sea-coast.         |
| 56                | 17,000 | 17                         | 10 | North bank of Wataroa River, be-<br>tween the Saltwater Lagoon and  |
|                   |        |                            |    | Rotokino River and Lake and Main South Road.                        |
| 87                | 7,000  | 7                          | 10 | Haast River, between the Clarke<br>River and Haast Pass.            |

### RESERVES.

Part of Railway Reserve No. 9, between Totara and Mikonui Rivers, containing 8 acres 3 roods 21 perches; fixed annual rental, 5s. per acre; term, seven years; bonus bidding with valuation for improvements, £75. Railway Reserve No. 5, at Arahura River, containing 16 acres 3 roods 36 perches; fixed annual rental, 1s. per acre per annum; term, fourteen years; bonus bidding with valuation for improvements, £35.

GERHARD MUELLER, Commissioner of Crown Lands.

Grey Coal Reserve Leaseholds for Sale by Auction.

Crown Lands Office,

Crown Lands Office,
Hokitika, 20th December, 1888.

OTICE is hereby given that the leaseholds of the sections of land situated in the Grey Coal Reserve No. 274, and described in the Schedules A, B, and C, given below, will be offered for sale by public auction, at the railway goods-station, Brunnerton, on Wednesday, the 30th January, 1889 at 2 o'clock p.m., subject to the rents, fees, and conditions hereunder set forth.

Maps of the sections may be seen at the District Land Office, Hokitika, and at the railway-station, Brunnerton.

Terms of leaseholds, fourteen years; fixed annual rentals with bonus biddings; right of re-entry reserved to Government for coal-mining purposes only, by paying compensation for improvements not exceeding £200, &c.

The purchase-money, consisting of one year's rental, lease fee, the full amount of bonus, and value for improvements (if any), to be paid on the fall of the hammer.

Full particulars as to conditions of lease and conditions of sale will be given at sale, or may be ascertained now by applying at Crown Lands Office, Hokitika.

GERHARD MUELLER,

GERHARD MUELLER Commissioner of Crown Lands.

SCHEDULE A.

DOBSON TOWN SECTIONS .- LEASEHOLDS

| Section.  | Area.   | Fixed<br>Annual<br>Rental. | Section.   | Area.  | Fixed<br>Annual<br>Rental. |
|---|---|----------------------------|--|--|----------------------------|
| 3* 4* 5* 7* 9* 23 25 29 32 40* 49* 56A* 76 86 88 89 96 97 98 99 183 184 185 186 187 | A. R. P. 0 1 4 0 1 3 0 1 25 0 1 0 | £1 5s.<br>each.            | 188 198* 194 195 196 197 198 199 200 201 202 203 204 205 212 213 214 295 299 300 304 360* 361* 362 391 392 393 | A. R. P. 0 1 0 0 37 0 0 34 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 | £1 5s. each.               |

\*Value of Improvements: Section 3, £75; 4, £50; 5, £60; 7, £35; 9, £65; 40, £300; 49, £120; 56a, £220; 56B, £200; 360, £85; 361, £40; 193, £25.

Through Sections 194 to 200 a reservation 25 links wide is reserved up to the 31st December, 1889, for the existing

SCHEDULE B.

BRUNNERTON TOWNSHIP.—RESIDENTIAL ALLOTMENT LEASEHOLDS.

Fixed Annual Rental. Section. Area. s. 5 5 R. P. 1 10 1 10 0 5 d. 0 0 0 0 1 49

SCHEDULE C. STILLWATER SUBURBAN LANDS.

| Section. | Area.        | Fixed Annual Rental |
|----------|--------------|---------------------|
|          | A. R. P.     | £ s. d.             |
| 747      | $19 \ 3 \ 0$ | 5 0 0               |
| 748      | 19 3 0       | 5 0 0               |
| 749      | $24 \ 0 \ 0$ | 6 0 0               |

Lease of Reserve, Wellington Land District.

Crown Lands Office,

Crown Lands Office,
Wellington, 11th December, 1888.

Notice is hereby given, in terms of "The Public Reserves Act, 1881," that tenders will be received at this office (marked on the outside, "Tender for Lease of Pilot Reserve, Rangitikei River"), up to 5 p.m. of Friday, the 18th January, 1889, for leasing the Pilot Reserve, Rangitikei River, for a term of seven years. Forms of tender may be obtained at the Post Offices at Marton and Bull's, and at this office, where full particulars may be obtained. A deposit of £5 must accompany each tender. deposit of £5 must accompany each tender.

#### SCHEDULE.

SECTION 1, Block I., Sandy District, 58 acres.

J. W. A. MARCHANT, Commissioner of Crown Lands.

Lands to be sold at Auction, Wellington Land District.

Crown Lands Office,

Crown Lands Office,
Wellington, 7th December, 1888.

NOTICE is hereby given, in terms of "The Land Act,
1885," that the under-mentioned lands will be offered
at auction, at this office, on Thursday, the 31st January, 1889,
at 2.30 p.m., at the prices and rental specified in the
Schedule. Full particulars obtainable on application.

J. W. A. MARCHANT.

J. W. A. MARCHANT, Commissioner of Crown Lands.

### SCHEDULE.

FOR CASH.

| Section. | Block. | District. | Area.    | Upset Price<br>per Acre. |
|----------|--------|-----------|----------|--------------------------|
|          |        |           | A. R. P. | £ s. d.                  |

XII. | Wairoa .. | 95 2 24 | 5 0 0 Open cultivated land, of superior quality, lately in the occupation of Mr. W. Brewer, and adjacent to his estate, Waitotara. Weighted with £167 10s. for improvements, which must be paid down by the purchaser.

exciv. | XIV. | Wangaehu | 120 3 0 | 4 0 0
Open scrub and lightly bushed land, level or undulating,
of good quality, and ready for occupation, situated conveniently to Marton, and adjacent to Messrs. Bruce, Watt,
Friedrich, and Lethbridge's estates.

Part of 31 II. | Rangitoto | 58 1 17 | Situated in the Rangitikei District, six and a half miles from Marton, at the western end of Whales's Line, in the south-west corner of the Agricultural Reserve Block, and comprises land suitable for agricultural purposes.

PASTORAL LEASE.

| Section. | Block. | District. | Area. | Upset Rental<br>per Acre. |
|----------|--------|-----------|-------|---------------------------|
|          |        |           | 4 D D | 6 c d                     |

25 | VI., VII. | Hautapu | 800 0 0 | 0 0 3 Hilly and flat land, of good quality, partly open and scrub with forest at back. Situated on the Kawatou Stream, a mile from the Rangitikei River, difficult of access, as the only approach is by the Rangitikei River-bed.

#### DEFERRED-PAYMENT SECTIONS.

| Section.    | Block. | et.    | A  | rea.                   |        | et I<br>r Ac | rice<br>re.       |                     |
|-------------|--------|--------|----|------------------------|--------|--------------|-------------------|---------------------|
| 2<br>5<br>6 | IX.    | Wairoa | •• | A.<br>182<br>62<br>122 | 0<br>1 | £<br>1<br>1  | s.<br>5<br>5<br>5 | d.<br>0*<br>0†<br>0 |

Land open for Application, Land District of Canterbury.

Crown Lands Office,

Christehurch, 16th October, 1888. OTICE is hereby given that His Excellency the Governor having revoked the classification of the under-mentioned section, originally set apart as pastoral deferred-payment land, it will be open for application at the Land Offices, Christchurch and Timaru, where plans may be seen, on the 18th January, 1889, at £2 per acre.

Section No. 35982, 45 acres, situated on Run No. 443, Class II., between Sections 12264, 10699, 23488, and 6156.

JOHN H. BAKER,

Commissioner of Grown Lands

Commissioner of Crown Lands.

Sale of Land to adjoining Proprietors, Land District of Canterbury.

Crown Lands Office,
Christchurch, 16th October, 1888.
OTICE is hereby given that on the 18th January, 1889,
the lands described in the Schedule hereto will, under provisions of section 95 of "The Land Act, 1885," be sold to the adjoining proprietors.

#### SCHEDULE. Locality. Reserve. Lot. Area. R. 1 0 Old railway ld railway reserve, near Waitaki 631 3 $\frac{2}{3}$ 15 7 7 2 5 17 Ditto . . 45 0 1 $\begin{array}{ccc} 1 & 0 \\ 2 & 32 \\ 2 & 6 \end{array}$ 6 7 8 6 0 0 14 0 30 9 24 632 $\overline{21}$ 2 40 2 20

JOHN H. BAKER, Commissioner of Crown Lands.

#### Native Land Court Notices.

"The Native Lands Frauds Prevention Act, 1881," and "The Native Lands Frauds Prevention Act 1881 Amendment Act, 1888."

Native Land Court Office,
Auckland, 5th January, 1889.

OTICE is hereby given that a Trust Commissioner will,
under the authority and for the purposes of the said
Acts, hold a Court at Auckland, on the 12th day of February,
1889, for investigating a transaction relative to land known
as the case mentioned in the Schedule hereunder, at
which time and place all persons interested in the said
case, and having objections thereto to urge, are hereby
notified to attend.

EDW. HAMMOND Registrar.

#### SCHEDULE.

A CONVEYANCE dated the 2nd day of January, 1889, of land called Lot No. 279, Parish of Whangamarino, situated at Lower Waikato, made to James Moran by Ratima to Whakaete, Pumipi te Whakaete, Hori Herewini, and Wiremu te Wheoro.

#### Civil Service Senior Examination.

Education Department,

Wellington, 22nd October, 1888.

In pursuance of regulations under "The Civil Service Reform Act, 1886," notice is hereby given that for the Senior Examination of January, 1890, the period of literature will be the latter half of the Eighteenth Century, and the special books will be Shakespeare's Merchant of Venice, and Goldsmith's Vicar of Wakefield.

GEO. FISHER.

### Postmasters appointed.

General Post Office, Wellington, 1st January, 1889.

N virtue of the powers delegated to the Postmaster-General by His Excellency the Governor, the following appointments have been made in the Postal-Telegraph Service of the colony.

H. A. ATKINSON, Postmaster-General.

| Name.  |  |  |  | To be Postmaster at | Pestal D   | Date. |  |  |  |   |
|--|--|--|--|---------------------|--|-------|--|--|--|---|
| Falkner, E. Woods, A. Taylor, W. N. Edwards, G. Black, J. Kells, T Cripps, G |  |  |  | •••                 | Kaponga Kennedy's Bay Long Bay Road Owen River Towai Waitotara Wimbledon |       | Auckland<br>Christchurch<br>Nelson<br>Auckland<br>Wanganui |  |  | 1 Dec., 1888<br>1 Dec., "<br>1 Jan., 1889<br>15 Nov., 1888<br>1 Jan., 1889<br>30 Oct., 1888<br>16 Nov., " |

### Post Offices opened.

General Post Office, Wellington, 1st January, 1889.

THE following names of additional post offices which have been opened in the colony are published for general information.

H. A. ATKINSON,
Postmaster-General.

|                       |       |     |    |    |                          |    |     |    | 1 Osumaster-General.       |
|-----------------------|-------|-----|----|----|--------------------------|----|-----|----|----------------------------|
| Name of Office.       |       |     |    |    | Postal District.         |    |     |    | Circulating Office.        |
| Long Bay Roa<br>Towai | d<br> | ••• | •• | •• | Christchurch<br>Auckland | •• | • • | •• | Christchurch.<br>Auckland. |

#### Post Offices closed.

General Post Office, Wellington, 1st January, 1889.

HE following names of post offices which have been closed in the colony are published for general information.

H. A. ATKINSON, Postmaster-General.

|            | Name o | of Office. |    |     | P                                | ostal Distri | ct. |    | Date. |
|------------|--------|------------|----|-----|----------------------------------|--------------|-----|----|-------|
| Mangakahia | ••     | ••         | •• | ••• | Auckland<br>Auckland<br>Auckland | ••           | ••  | •• |       |

### Traffic Returns.

EW ZEALAND RAILWAYS.—Traffic Returns for the four weeks ending the 8th December, 1888, and for the corresponding period 1887.

| the correspondin  | g perio                   | d 188      | 7.  |   |                              |   |                        |
|---|---------------------------|------------|---|---|------------------------------|---|------------------------|
|   | KAW                       |            | VA SEC  | TIC   | N.                           |   |                        |
| <b>5</b>  | a                         | 1888       |   | 7   | s.                           | 1887.                                   | Total.                 |
| Passengers,—<br>1st Class   | S.<br>54                  | R.<br>94   |   |   | 61                           | R.<br>96                                | 157                    |
| 2nd Class   | 144                       | 264        |   |   | 116                          | 380                                     | 496                    |
| ·   | 100                       |            |   |   | 100                          | 457.0                                   | 653                    |
| Total   | 198                       | 358        | 556   | )<br>   | 177                          | 476                                     | -000                   |
| Season Tickets  | <br>} ,                   |            | 0   | )   |                              | ,                                       | 0                      |
| PARCELS, ETC.,-   | -                         |            | No  |   |                              | No.                                     |                        |
| Parcels   |                           | • •        | 56<br>6   |   |                              | 195<br>6                                |                        |
| Horses<br>Carriages   |                           | •          | . 1   |   |                              | 2                                       |                        |
| Dogs  |                           | •          | 8   | 3   |                              | 6                                       |                        |
| Total   |                           |            | 66  | 3   |                              | 209                                     |                        |
| Goods,—   |                           | -          | No  |   |                              | No.                                     |                        |
| Drays   |                           |            |   | •   |                              | ••                                      |                        |
| Cattle  |                           | • •        | • •   |   |                              | ••                                      |                        |
| Calves<br>Sheep   | 4                         | •          | 124   | Ĺ   |                              | 188                                     |                        |
| Pigs  |                           | •          | ••  |   |                              | 9                                       |                        |
| Total   |                           | •          | 124   |   | '                            | 197                                     |                        |
|   |                           | -          | Mona  |   |                              | Tons                                    |                        |
| Chaff, &c   |                           |            | Tons  | •   |                              | 10118                                   | •                      |
| Wool  |                           | •          | 29  | 3   |                              | 18                                      |                        |
| Firewood  | •                         | •          | 18  | ì   |                              | <br>17                                  |                        |
| Timber  |                           |            | 16  |   |                              | 7                                       |                        |
| Merchandise   |                           | •          | 157   |   |                              | 155                                     |                        |
| Minerals  | •                         | ٠.         | 2,320   |   |                              | 2,485 $2,682$                           |                        |
| Total   | •                         | • •        | 2,513   | ·<br>   |                              | 2,062                                   |                        |
| REVENUE,-   |                           |            | £   | s.  | d.                           | £                                       | s. d.                  |
| Passengers<br>Parcels and Lu  | 100000                    | • •        | 25<br>5   | $0 \\ 1$  | $_{6}^{0}$                   | $\begin{array}{c} 26 \\ 10 \end{array}$ | 5 7<br>11 6            |
| Goods   | 188080                    |            | 318   | 4   | 6                            | 324                                     | 18 8                   |
| Miscellaneous   |                           | • •        |   |   |                              | . 0                                     | 15 3<br>14 4           |
| Rents and Cor   | nmissi                    | on _       | 3   | 14  | _4<br>                       | 3                                       | 14 4                   |
| Total   |                           |            | £352  | 0   | 4                            | £366                                    | 5 4                    |
|   |                           |            |   |   | _                            |   |                        |
|   |                           |            |   |   |                              |   |                        |
|   | <br>WHA1                  |            | EI SE   | CTI   | ON.                          | ****                                    |                        |
|   |                           | 1888       | 3.  |   |                              | 1887.                                   | Total.                 |
| Passengers,—<br>1st Class   | WHA1<br>S.<br>263         |            | 3.  | ւ1.   | ON.<br>S.<br>249             | 1887.<br>R.                             | Total.                 |
| Passengers,-  | s.                        | 1888       | 3.<br>Tote  | ıl.<br>3  | s.                           | R.                                      |                        |
| Passengers,—<br>1st Class<br>2nd Class  | S.<br>263                 | 1888       | 3.<br>Tota<br>263                                   | 1.<br>3<br>4                                    | S.<br>249                    | R.                                      | 249                    |
| Passengers,—<br>1st Class<br>2nd Class<br>Total   | S.<br>263<br>694<br>957   | 1888<br>R. | Tota<br>263<br>694<br>957                           | 1.<br>3<br>4<br>                                | S.<br>249<br>540             | R.<br>                                  | 249<br>540<br>———      |
| Passengers,— 1st Class 2nd Class Total Season Ticket  | S.<br>263<br>694<br>957   | 1888<br>R. | Tota<br>268<br>694<br>957                           | ul.<br>3<br>4<br>-<br>-                         | S.<br>249<br>540             | R.<br>                                  | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class Total Season Ticket Parcels, etc.,—  | S.<br>263<br>694<br>957   | 1888<br>R. | 957   | il.   | S.<br>249<br>540             | R                                       | 249<br>540<br>789<br>0 |
| Passengers,—<br>1st Class<br>2nd Class<br>Total<br>Season Ticket  | S.<br>263<br>694<br>957   | 1888<br>R. | Tota<br>268<br>694<br>957                           | il.   | S.<br>249<br>540             | R.<br>                                  | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class Total Season Ticket Parcels, etc.,— Parcels Horses Carriages   | S.<br>263<br>694<br>957   | 1888<br>R. | 957   | il.   | S.<br>249<br>540             | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class Total Season Ticket Parcels, ETC.,— Parcels Horses   | S.<br>263<br>694<br>957   | 1888<br>R. | 957   | il.   | S.<br>249<br>540             | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class Total Season Ticket Parcels, etc.,— Parcels Horses Carriages   | S.<br>263<br>694<br>957   | 1888<br>R. | 957   | il.   | S.<br>249<br>540             | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, ETC.,— Parcels Horses Carriages Dogs Total  | S.<br>263<br>694<br>957   | 1888<br>R. | 957   | o.  | S.<br>249<br>540             | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,—   | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota<br>268<br>694<br>957<br>(                    | o.  | S.<br>249<br>540             | No                                      | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle  | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota<br>268<br>694<br>957<br>(                    | o. 22   | S.<br>249<br>540             | No                                      | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, ETC.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves   | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota 268 699 957 ( No                             | o. 22   | S.<br>249<br>540             | No                                      | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle  | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota 268 699 957 ( No                             | o. 22   | S.<br>249<br>540             | No                                      | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves Sheep Pigs  | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota 263 694 957 ( N                              | ol. 33 44                                       | S.<br>249<br>540             | No                                      | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves Sheep   | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Total 268 699 957 ( No                            | o   | S.<br>249<br>540             | No                                      | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves Sheep Pigs Total  | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Total 268 268 268 268 268 268 268 268 268 268     | o   | S.<br>249<br>540             | R No No                                 | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves Sheep Pigs Total  Chaff, &c.  | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota 265  | o   | S.<br>249<br>540             | No                                      | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood   | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Total 268 268 268 268 268 268 268 268 268 268     | o   | S.<br>249<br>540             | No No 55 99 14                          | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber   | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Total 268 268 268 268 268 268 268 268 268 268     | ll. 3 4 7 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | S.<br>249<br>540             | R No No                                 | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood   | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota 263 263 263 263 263 263 263 263 263 263      | o   | S.<br>249<br>540             | R No                                    | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain   | S.<br>263<br>694<br>957   | 1888<br>R. | No. 2686 128 128 128 128 128 128 128 128 128 128    | o   | S.<br>249<br>540             | R Noo                                   | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandise  | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Tota 263 263 263 263 263 263 263 263 263 263      | o   | S.<br>249<br>540             | R No                                    | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c Wool Firewood Firewood Firewood Grain Merchandise Minerals Total   | S.<br>263<br>694<br>957   | 1888<br>R. | 7 Total 268 269 269 269 269 269 269 269 269 269 269 | 11.<br>3 4                                      | S. 249<br>540<br>789         | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandise Minerals  Total  Revenue,— Passengers  | S. 263<br>694<br>957<br>s | 1888 R     | No. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.          | o   | S. 249<br>540<br>789         | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c Wool Firewood Firewood Timber Grain Merchandise Minerals  Total  Revenue,— Passengers Parcels and I   | S. 263<br>694<br>957<br>s | 1888 R     | 7 Total 268 269 269 269 269 269 269 269 269 269 269 | 11.<br>3 4                                      | S. 249<br>540<br>789         | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, etc.,— Parcels Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c Wool Firewood Firewood Timber Grain Merchandise Minerals  Total  Revenue,— Passengers Parcels and I. Goods Miscellaneous Miscellaneous Miscellaneous | S. 263 694 957 s -        | 1888 R     | 7 Total 268 269 27 229                              | 1. 3<br>3<br>4<br>                              | S. 249<br>540<br>789<br>d. 3 | R                                       | 249<br>540<br>789<br>0 |
| Passengers,— 1st Class 2nd Class  Total  Season Ticket Parcels, ETC.,— Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandise Minerals  Total  Revenue,— Passengers Parcels and I Goods  Goods Isource Indian                       | S. 263 694 957 s -        | 1888 R     | 3. Total 268 269 269 27                             | o   | S. 249<br>540<br>789         | R                                       | 249<br>540<br>789<br>0 |

### AUCKLAND SECTION.

|                   | AU           |            | ישפ עא     | OI.        | TOTA. |             |          |           |
|-------------------|--------------|------------|------------|------------|-------|-------------|----------|-----------|
| PASSENGERS,       | – s.         | 1888<br>R. | S.<br>Tota | 1 .        | s.    | 1887.<br>R. | Tot      | 01        |
| 1st Class         | - 5. $1,534$ |            | $0 \ 4.75$ |            | 1,837 |             | 4,8      |           |
| 2nd Class         | 8,929        |            |            |            |       | 11,348      |          |           |
| ZHG CHASS         | 0,929        | 0,50       | 2 11,51    | <u>.</u>   | 0,124 | 11,540      |          |           |
| Total             | 10,463       | 11,60      | 2 22,06    | 5 1        | 1,561 | 13,910      | 25,4     | 71        |
| Season Ticl       | kets         |            | 5          | 2          |       | • •         | ••       | 42        |
| PARCELS, ETC      | 1.,          |            | No.        | ,          |       | No.         |          |           |
| Parcels           | ••           |            | 3,80       | 3          |       | 3,794       | 1        |           |
| $\mathbf{Horses}$ |              | • •        | 1          | 9          |       | 39          | 9        |           |
| Carriages         |              |            |            | 2          |       |             |          |           |
| Dogs              | ••           | • •        | 11         | 1          |       | 99          | <u>i</u> |           |
| Total             | ••           | ••         | 3,93       | 5          |       | 3,927       | 7        |           |
| Goods,-           |              |            | No         | · .        |       | No          |          |           |
| Drays             |              |            |            | 7          |       | 9           | )        |           |
| Cattle            |              |            | 51         | 0          |       | 798         | 5        |           |
| Calves            |              |            |            | 4          |       | 178         | õ        |           |
| Sheep             |              |            | 4,02       |            |       | 3,070       |          |           |
| Pigs              | ••           | ••         | 19         |            |       | 588         |          |           |
| 1.80              | ••           | ••         |            |            |       |             | ,<br>    |           |
| Total             | ••           | ••         | 4,74       | 7          |       | 4,637       | 7        |           |
|                   |              |            | Ton        | s.         |       | Ton         | s.       |           |
| Chaff, &c.        |              |            | 38         |            |       | 12          | 5        |           |
| Wool              |              |            | 29         |            |       | 217         |          |           |
| Firewood          | ••           | ••         |            | ō.,        |       | 350         |          |           |
| Timber            | ••           | ••         |            | <b>2</b> . |       | 61          |          |           |
| Grain             | ••           | ••         | 46         |            | ,     | 300         |          |           |
| Merchandis        | ••           | ••         | 2,36       |            |       | 2,399       |          |           |
| Minerals          | se           | • •        |            |            |       | 5,558       |          |           |
| Minerais          | ••           | ••         | 5,02       | <u> </u>   |       | 0,000       | ,        |           |
| Total             | ••           | ••         | 9,57       | 3          |       | 9,55        | 7        |           |
| REVENUE,—         |              |            | £          | s.         | d.    | £           | s.       | d.        |
| Passengers        |              |            | 2,271      | 7          |       | 2,589       | 16       | 8         |
| Parcels and       | Luggag       | 8          | 273        | 9          |       | 310         | 11       | 6         |
| Goods             |              |            | 5,011      | 3          |       | 5,468       | 10       | 4         |
| Miscellaneo       | nis          |            | 29         | Ö          |       | 16          | 16       | $\hat{6}$ |
| Rents and (       |              | ion        | 132        | 11         |       | 191         | 15       | 10        |
| Total             | ••           | å          | 27,717     | 12         | 7     | £8,577      | 10       | 10        |
|                   |              |            | •          |            |       | • :         |          |           |
| ٠                 |              |            |            |            |       | -           |          |           |

|              | NA    |       | SECTIO | ON.   |          |        |
|--------------|-------|-------|--------|-------|----------|--------|
| _            | _     | 1888. |        | ~     | 1887.    |        |
| Passengers,- |       | R.    | Total. | S.    |          | Cotal. |
| 1st Class    | 1,331 | 2,214 |        | 1,523 |          | 3,859  |
| 2nd Class    | 4,551 | 7,356 | 11,907 | 4,837 | 6,110 10 | ),947  |
| Total        | 5,882 | 9,570 | 15,452 | 6,360 | 8,446 1  | 1,806  |
| Season Ticl  | kets  |       | 11     |       |          | . 7    |
| PARCELS, ETC | 1—    |       | No.    |       | No.      |        |
| Parcels      | .,    |       | 1,673  |       | 2,321    |        |
| Horses       |       |       | 39     |       | 30       |        |
| Carriages    |       |       | 3      |       |          |        |
| Dogs         | ••    |       | 111    |       | 135      |        |
| Total        | •••   |       | 1,826  |       | 2,486    |        |
| Goods,—      |       | -     | No.    |       | No.      |        |
| Drays        |       |       | 2      |       | 4        |        |
| Cattle       |       |       | 48     |       | 31       |        |
| Calves       |       |       | 2      |       | 1        |        |
| Sheep        |       |       | 70     |       | 968      |        |
| Pigs         | ••    |       | 64     |       | 50       |        |
| Total        |       |       | 186    |       | 1,054    |        |
|              |       | -     | Tons   |       | Tons.    |        |
| Chaff, &c.   |       | ••    | 60     |       | 55       |        |
| Wool         |       |       | 1,825  |       | 1,511    |        |
| Firewood     | • •   |       | 1,585  |       | 960      |        |
| Timber       |       |       | 1,779  |       | 2,068    |        |
| Grain        |       |       | 225    |       | 206      |        |
| Merchandi    | SA.   |       | 1,250  |       | 955      |        |
| Minerals     | ••    | ••    | 180    |       | 466      |        |
| Total        | ••    |       | 6,904  |       | 6,221    |        |
| REVENUE,—    |       | -     | £      | s. d. | £        | s, d.  |
| Passengers   |       |       | 1,762  | 13 6  | 1,724    | 8 3    |
| Parcels an   |       | ze    |        | 17 1  | 171      | 5 0    |
| Goods        |       | ·     | 4,004  | 1 3   | 3,826    | 6 2    |
| Miscellane   | ous   |       | 2      | 7 9   | 4        | 15 2   |
| Rents and    |       | ion   | 54     | 3 0   | 46       | 3 0    |

£5,977 2 7 £5,772 17

Total ..

| -  | •  |   |   |  |   |   |  |                             |                                      |   |                         |  |   |
|--|--|---|---|--|---|---|--|-----------------------------|--------------------------------------|---|-------------------------|--|---|
|  | WELI   |   | ON SEC  | TION.  | 1887.   |   | 1 H  | URUNU                       | JI–BL∶<br>\$88                       |   | CTION                   | . 1887.  |   |
| Passengers.  | — S.   | 1888<br>R.                                | Total.  | s.   | R.  | Total.  | Passengers,  |                             | R.                                   | Total.  | s.                      | R.   | Total.  |
| 1st Class  |  |   | 4,870 $18,256$  | 1,093  | 5,070 $17,992$  | 6,163   | 1st Class<br>2nd Class   |                             |                                      | 3 28,987<br>4 100,480   |                         | 21,824   |   |
| 2nd Class  |  |   |   |  |   |   |  |                             |                                      |   |                         |  |   |
| Total  | 5,212  | 17,914                                    | 23,126  | 5,755  | 23,062  | 28,817  | Total  | 42,565                      | 86,902                               | 2129,467  | 42,373                  | 88,8241  | 131,197   |
| Season Tic   | kets   |   | 61  |  | ••  | 62  | Season Tic   | kets                        | •••                                  | 252   |                         |  | 293   |
|  |  |   | No.   |  | No.   |   | PARCELS, ETC   | a                           |                                      | No.   |                         | No.  |   |
| Parcels, et<br>Parcels   | C.,—   |   | 2,884   |  | 2,438   | 3   | Parcels  | ••                          |                                      | 17,478  |                         | 16,510   | J   |
| Horses   | ••   |   | $^{-}42$  |  | 69  |   | Horses   | ••                          | ••                                   | 528   |                         | 436  |   |
| Carriages<br>Dogs  | ••   | ••  | $\begin{array}{c} 1 \\ 75 \end{array}$  |  | 97  |   | Carriages<br>Dogs  | • •                         | ••                                   | 51<br>598   |                         | $\frac{28}{743}$   |   |
| · ·  |  | -   | 3,002   |  | 2,607   | <del></del>   | Total  | ••                          |                                      | 18,655  |                         | 17,717   |   |
| Total  | ••   |   |   |  |   |   |  | ••                          | -                                    |   |                         |  |   |
| Goods,—  |  |   | No.<br>4  |  | $N_0$   | •   | Goods,—<br>Drays   | ••                          |                                      | No.<br>34   |                         | No.<br>13  |   |
| Drays<br>Cattle  | ••   | ••  | $7\overline{7}$   |  | 94  |   | Cattle   | ••                          | ••                                   | 974   |                         | 1,163  |   |
| Calves   | • •  | • •                                       | 15<br>15,388  |  | $\frac{9}{18,149}$  |   | Calves<br>Sheep  | ••                          | ••                                   | $\frac{35}{19,111}$   |                         | $\frac{25}{29,624}$  |   |
| Sheep<br>Pigs  | ••   | ••  | 3   |  | 10,140  |   | Pigs   | ••                          | ••                                   | 1,306   |                         | 1,374  |   |
| Ü  |  | -   | 15 407  |  | 10 046  | ·   | Total  |                             | -                                    | 21,460  |                         | 32,199   |   |
| Total  | • • •  |   | 15,487  |  | 18,249  | <u> </u>  | Total  | ••                          | ••                                   |   |                         | 52,100   |   |
| ar m 1   |  |   | Tons.   |  | Ton   |   | Chaff, &c.   |                             |                                      | Tons. $1,195$   |                         | $\frac{\text{Tons.}}{1,020}$   |   |
| Chaff, &c.<br>Wool   | ••   | ••  | $\frac{35}{810}$  |  | $\frac{20}{663}$  |   | Wool   | ••                          | ••                                   | 8,096   |                         | 7,728  |   |
| Firewood   | ••   | •••                                       | 445   |  | 375   | ,   | Firewood   | • •                         | ••                                   | 1,560   |                         | 1,660  |   |
| Timber   | • •  | ••  | 1,766   |  | 1,729 $332$   |   | Timber<br>Grain  | ••                          | ••                                   | 5,210 $22,842$  |                         | 6,201 $13,307$   |   |
| Grain<br>Merchandi   | se.  | ••  | $\frac{173}{3,242}$   |  | 1,338   |   | Merchandi  |                             | ••                                   | 18,964  |                         | 19,471   |   |
| Minerals   | ••   |   | 732   |  | 569   |   | Minerals   | ••                          | ••                                   | 24,736  |                         | 21,756   |   |
| Total  | ••   |   | 7,203   |  | 5,026   | 5   | Total  |                             |                                      | 82,603  |                         | 71,143   |   |
|  |  | -   |   |  | £   |   | REVENUE,-  |                             | -                                    | £ s   | s. d.                   | £  | s. d.   |
| Revenue,—<br>Passengers  |  |   | $\stackrel{\pounds}{1,672} \stackrel{\epsilon}{1}$  | s. d.<br>0 5   | 1,888   | s. d.<br>2 1  | Passengers   |                             | 1                                    |   |                         | 13,214   | 16 3  |
| Parcels an   |  | e   | 227 1   |  | 229   | 0 4   | Parcels and  |                             | e                                    |   |                         | 1,646  | 5 3   |
| Goods<br>Miscellane  | • •  | ••  | 3,516 $5$ $1$   | $egin{matrix} 7 & 7 \\ 6 & 4 \end{bmatrix}$  | $3,551 \\ 5$  | $\begin{array}{ccc} 6 & 11 \\ 19 & 0 \end{array}$   | Goods<br>Miscellane  | ··                          | 2                                    | $87,366 \\ 809 1$   |                         | 26,155 $476$   | 16 7<br>18 3  |
| Rents and  |  | ion                                       |   | 8 2  | 29  | 10 11   | Rents and  |                             | ion                                  | 412 1   |                         | 449  | 0 2   |
| Total  |  | -   | ${5,455}$ 1   | 6 11   | £5,703  | 19 3  | Total  |                             | £4                                   | 13,726 1  | 9 0 £                   | 41,942   | 16 6  |
| Local  | ••   | ~   | -, 100  |  | ,   |   |  |                             |                                      | •   |                         | •  |   |
|  |  |   |   |  |   |   |  |                             |                                      |   |                         |  |   |
|  | WA   | NGANU                                     | JI SECT   | ION.   |   |   |  | GRE                         |                                      | TH SEC  | TION.                   |  |   |
|  |  | 1888                                      |   |  | 1887.   | (Total  | Diagrancing  |                             | 1888                                 | 3.  |                         | 1887.<br>R   | Total   |
| Passengers   | ,— s.  | 1888<br>R.                                | Total.  | s.   | $\mathbf{R}.$   | Total.<br>2,763   | Passengers,<br>1st Class   |                             | 1888<br>R.<br>394                    | 3.<br>Total.<br>438   | S.<br>139               | R.<br>878  | Total:  |
| Passengers<br>1st Class<br>2nd Class   |  | 1888<br>R.<br>1,828                       | Total.  |  | $rac{R.}{672}$   |   |  | _ s.                        | 1888<br>R.                           | 3.<br>Total.<br>438   | s.                      | R.   |   |
| 1st Class  | — S.<br>1,911  | 1888<br>R.<br>1,828<br>5,286              | Total.<br>3,739   | S.<br>2,091  | R.<br>672<br>4,232  | 2,763   | 1st Class  | - S.                        | 1888<br>R.<br>394                    | Total. 438 2 3,695  | S.<br>139               | R.<br>878  | 1,017   |
| 1st Class<br>2nd Class<br>Total  | $ \begin{array}{c} - & \text{S.} \\ 1,911 \\ 6,962 \\ \hline 8,873 \end{array} $ | 1888<br>R.<br>1,828<br>5,286              | Total. 3,739 12,248  15,987   | S.<br>2,091<br>6,730   | R.<br>672<br>4,232  | $ \begin{array}{r} 2,763 \\ 10,962 \\ \hline 13,725 \end{array} $                                       | 1st Class<br>2nd Class<br>Total  | S. 44 393 437               | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695  | S.<br>139<br>659        | R.<br>878<br>4,440   | 1,017<br>5,099  |
| 1st Class<br>2nd Class<br>Total<br>Season Tio  | S.<br>1,911<br>6,962<br>8,873  | 1888<br>R.<br>1,828<br>5,286              | Total. 3,739 12,248 15,987  | S.<br>2,091<br>6,730   | R.<br>672<br>4,232<br>4,904   | $2,763 \\ 10,962 \\$  | 1st Class<br>2nd Class<br>Total<br>Season Tic  | S. 44 393 437 kets          | 1888<br>R.<br>394<br>3,302           | Total. 438 2 3,695 3 4,1330   | S.<br>139<br>659        | R.<br>878<br>4,440<br>5,318  | $ \begin{array}{c} 1,017 \\ 5,099 \\ \hline 6,116 \\ \hline 7 \end{array} $ |
| 1st Class 2nd Class Total Season Tic   | S.<br>1,911<br>6,962<br>8,873  | 1888<br>R.<br>1,828<br>5,286<br>7,114     | Total. 3,739 12,248 15,987 1  | S.<br>2,091<br>6,730   | R.<br>672<br>4,232  | $ \begin{array}{r} 2,763 \\ 10,962 \\ \hline 13,725 \\ \hline                                   $       | 1st Class 2nd Class Total Season Tic PARCELS, ETC Parcels  | S. 44 393 437 kets          | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 4,133 0  No. 129   | S.<br>139<br>659        | R.<br>878<br>4,440<br>5,318<br><br>No.<br>171  | $ \begin{array}{c} 1,017 \\ 5,099 \\ \hline 6,116 \\ \hline 7 \end{array} $ |
| 1st Class 2nd Class Total Season Tid PARCELS, ET Parcels Horses  | S.<br>1,911<br>6,962<br>8,873  | 1888<br>R.<br>1,828<br>5,286              | Total. 3,739 12,248 15,987 1 No. 2,240 136  | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>   | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class Total Season Tic PARCELS, ETC Parcels Horses   | S. 44<br>393<br>437<br>kets | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 4,133 0  No. 129   | S.<br>139<br>659        | R.<br>878<br>4,440<br>5,318<br><br>No.<br>171  | $ \begin{array}{c} 1,017 \\ 5,099 \\ \hline 6,116 \\ \hline 7 \end{array} $ |
| 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages  | S.<br>1,911<br>6,962<br>8,873<br>Ekets   | 1888<br>R.<br>1,828<br>5,286<br>7,114<br> | Total. 3,739 12,248 15,987 1 No. 2,240 136 13   | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>   | 2,763<br>10,962<br>   | 1st Class 2nd Class Total Season Tic PARCELS, ETC Parcels  | S. 44<br>393<br>437<br>kets | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 4,133 0  No. 129   | S.<br>139<br>659        | R.<br>878<br>4,440<br>5,318<br><br>No.<br>171  | $ \begin{array}{c} 1,017 \\ 5,099 \\ \hline 6,116 \\ \hline 7 \end{array} $ |
| 1st Class 2nd Class Total Season Tic PARCELS, ET PARCELS Horses Carriages Dogs   | S. 1,911<br>6,962<br>8,873<br>ekets  | 1888<br>R.<br>1,828<br>5,286<br>7,114     | Total. 3,739 12,248 15,987 1 No. 2,240 136 13 161   | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,152<br>58   | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class Total Season Tic PARCELS, ETC Parcels Horses Carriages Dogs  | S. 44 393 437 kets          | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 3 4,133 0 No. 129  | S.<br>139<br>659        | R.<br>878<br>4,440<br>5,318<br><br>No.<br>171  | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages  | S. 1,911<br>6,962<br>8,873<br>ekets  | 1888<br>R.<br>1,828<br>5,286<br>7,114<br> | Total. 3,739 12,248 15,987 1 No. 2,240 136 13   | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,152<br>58<br>7<br>110<br>2,338  | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class Total Season Tic PARCELS, ETC Parcels Horses Carriages Dogs Total  | S. 444 393 437 kets         | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 3 4,1330 No. 129 9   | S.<br>139<br>659        | R.<br>878<br>4,440<br>5,318<br><br>No.<br>171<br><br>111                                 | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tic PARCELS, ET PARCELS Horses Carriages Dogs Total GOODS,—   | S. 1,911<br>6,962<br>8,873<br>8kets<br>C.,—                                      | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 1361 2,550 No.   | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,152<br>58<br>7<br>110<br>2,338  | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,—   | S. 44 393 437  kets         | 1886<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 3 4,1330 No. 129 9   | S.<br>139<br>659        | R.<br>878<br>4,440<br>5,318<br><br>No.<br>171<br>  | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tid PARCELS, ET Parcels Horses Carriages Dogs Total Goods,— Drays   | S. 1,911<br>6,962<br>8,873<br>ekets  | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6   | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,152<br>58<br>71<br>110<br>2,333   | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class Total Season Tic PARCELS, ETC Parcels Horses Carriages Dogs Total  | S. 44 393 437 kets          | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 3 4,133 0 No. 129 9 138  | S.<br>139<br>659        | R. 878 4,440 5,318 No. 171 11 182 No   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves   | S. 1,911<br>6,962<br>8,873<br>8kets<br>C.,—                                      | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5   | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,152<br>58<br>7<br>110<br>2,338<br>No. 1<br>217  | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves   | S. 44 893 437  kets         | 1886<br>R.<br>3904<br>3,696          | Total. 438 2 3,695 3 4,1330 No. 129 9 138 No  | S.<br>139<br>659        | R. 8788 4,440 5,318 No. 1711 11 182 No   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep   | S. 1,911<br>6,962<br>8,873<br>8kets<br>c.,—<br>                                  | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 1366 13 161 2,550 No. 6 446 5 7,809  | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,152<br>58<br>7<br>110<br>2,338<br>No. 1<br>217,848  | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep   | S. 444 893 437 kets         | 1888<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 3 4,1330 No. 129 9 138 No  | S.<br>139<br>659        | R. 878 4,440 5,318 No. 171 11 182 No   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tid Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs  | S. 1,911 6,962 8,873 ckets   | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701   | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,155<br>58<br>7<br>110<br>2,338<br>No. 121<br>217<br>312,846<br>890                            | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  Parcels, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  | S. 444 893 437 kkets        | 1886<br>R.<br>3944<br>3,302<br>3,696 | Total. 438 2 3,695 3 4,1330 No. 129 9 138 No  | S.<br>139<br>659        | R. 8788 4,440 5,318 No. 1711 111 182 No 6  | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep   | S. 1,911<br>6,962<br>8,873<br>8kets<br>c.,—<br>                                  | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 1366 13 161 2,550 No. 6 446 5 7,809  | S.<br>2,091<br>6,730   | R. 672<br>4,232<br>4,904<br><br>No. 2,152<br>58<br>7<br>110<br>2,338<br>No. 1<br>217,848  | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep   | S. 44 393 437  kets         | 1886<br>R.<br>394<br>3,302<br>3,696  | Total. 438 2 3,695 3 4,1330 No. 129 9 138 No 3                                      | S.<br>139<br>659<br>798 | R. 8788 4,440 5,318 No. 171 11 182 No 66   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tid PARCELS, ET Parcels Horses Carriages Dogs Total GOODS,— Drays Cattle Calves Sheep Pigs Total  | S. 1,911<br>6,962<br>8,873<br>ekets  | 1888 R. 1,628 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons.   | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,152 58 110 2,338 No. 1 217 217 39 12,848 890 13,966 Ton:   | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total   | S. 444 893 437 kkets        | 1886<br>R.<br>394<br>3,302<br>3,696  | 3. Total. 438 2 3,695 3 4,133 0 No. 129 9 138 No 3 3 Tons.                          | S.<br>139<br>659<br>798 | R. 8788 4,440 5,318 No. 171 111 182 No 66 6 Ton  | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tid Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c.   | S. 1,911<br>6,962<br>8,873<br>8kets  | 1888 R. 1,628 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons.   | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904  No. 2,155 58 7 110 2,338 No 112,846 890 13,966 Tone 15  | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  Parcels, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  | S. 444 893 437 kkets        | 1886<br>R.<br>3944<br>3,302<br>3,696 | Total. 438 2 3,695 3 4,1330 No. 129 9 138 No 3                                      | S.<br>139<br>659<br>798 | R. 8788 4,440 5,318 No. 171 11 182 No 66   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class Total Season Tic PARCELS, ET PARCELS Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool  | S. 1,911<br>6,962<br>8,873<br>ekets  | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons.   | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,152 58 110 2,338 No. 1 217 217 39 12,848 890 13,966 Ton:   | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood   | S. 444 893 437 kkets        | 1886<br>R.<br>3944<br>3,302<br>3,696 | Total. 438 2 3,695 3 4,1330 No. 129 9 138 No 3 Tons.                                | S.<br>139<br>659<br>798 | R. 878 4,440 5,318 No. 171 11  | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber  | S. 1,911 6,962 8,873 ekets   | 1888 R. 1,628 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701  Tons. 20 546 475 1,225   | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,152 58 7 110 2,333 No. 1 217 217,846 890 13,966 Ton: 15 480 5486 1,719                                     | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  Parcels, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber  | S. 44 393 437  kets         | 1886<br>R.<br>3944<br>3,302<br>3,696 | 3. Total. 438 2 3,695 3 4,1330 No. 129 9 138 No 3 Tons 138                          | S.<br>139<br>659<br>798 | R. 878 4,440 5,318 No. 171 11 182 No 66 6 Ton 261  | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tid PARCELS, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain  | S. 1,911 6,962 8,873 ekets   | 1888 R. 1,628 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons. 20 546 475 1,225 469  | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,155 58 7 110 2,338 No. 12,846 890 13,966 Tonn 15 486 545 1,719 482   | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood   | S. 44 893 437  kets         | 1886<br>R.<br>394<br>3,302<br>3,696  | Total. 438 3,695 4,1330 No. 129 9 138 No 3 Tons 138 273                             | S.<br>139<br>659<br>798 | R. 8788 4,440 5,318 No. 1711 111   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber  | S. 1,911 6,962 8,873 ekets   | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701  Tons. 20 546 475 1,225   | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,152 58 7 110 2,333 No. 1 217 217,846 890 13,966 Ton: 15 480 5486 1,719                                     | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class Total Season Tic Parcels, ETC Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain   | S. 44 893 437  kets         | 1886<br>R.<br>3944<br>3,302<br>3,696 | Total. 438 3,695 4,1330 No. 129 9 138 No 3 Tons 138                                 | S.<br>139<br>659<br>798 | R. 8788 4,440 5,318 No. 1711 111 66 6 6 6  | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain Merchandi Minerals   | S. 1,911 6,962 8,873 ekets   | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6446 57,809 701 8,967 Tons. 20 546 475 1,225 469 1,786  | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,152 58 7 110 2,332 No. 1 217,34 890 13,966 Ton: 15 480 545 1,719 482 1,400                                 | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandis   | S. 44 893 437  kets         | 1886<br>R.<br>3904<br>3,302<br>3,696 | Total. 438 3,695 4,1330 No. 129 9 138 No 3 Tons 138 273                             | S.<br>139<br>659<br>798 | R. 8788 4,440 5,318 No. 1711 111   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain Merchandi Minerals Total   | - S. 1,911 6,962 8,873 8kets c.,   | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6446 57,809 701 8,967 Tons. 20 546 475 1,225 469 1,736 356                                      | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,152 58 7 110 2,338 No 1 217,848 890 13,966 Ton: 158 480 548 1,719 480 1,400 164 4,805                      | 2,763<br>10,962<br>13,725<br>. 2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandis Minerals  Total   | S. 444 393 437 kets         | 1888 R. 3944 3,302 3,696             | Total. 438 2 3,695 3 4,133 0 No. 129 9 138 No 3 Tons 138 273 15,336 15,747          | S. 139<br>659<br>798    | R. 8788 4,440 5,318 No. 1711 111 182 No 66 6 Ton 261 1,105 13,635 15,001 £               | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain Merchandi Minerals   | S. 1,911<br>6,962<br>8,873<br>8kets<br>C.,—                                      | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons. 20 546 475 1,225 469 1,736 356 4,827 £ s 2,075                    | S.<br>2,091<br>6,730<br>8,821  | R. 672 4,232 4,904 No. 2,155 58 7,110 2,333 No. 12,174 890 15,484 1,400 164 4,805 £ 1,992   | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  Parcels, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandis Minerals  Total  Revenue,— Passengers                               | S. 444 893 437 kets         | 1886 R. 394 3,302 3,696              | Total.  438 2 3,695 3 4,133 0 No. 129 9 138 No 3 Tons 138 273 15,336 15,747         | S. 139<br>659<br>798    | R. 8788 4,440 5,318 No. 1711   | 1,017<br>5,099<br>6,116<br>7  |
| 1st Class 2nd Class 2nd Class Total Season Tid Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain Merchandi Minerals Total  Revenue,— Passengers Parcels an                  | S. 1,911 6,962 8,873 ckets c.,— d Luggag   | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967  Tons. 20 546 4,736 4,736 356 4,827 £ s 2,075 251 1                     | S. 2,091<br>6,730<br>8,821<br>. d. 6.8<br>9 6  | R. 672 4,232 4,904 No. 2,155 58 7 110 2,333 No. 12 12,849 890 13,966 7 Tone 15 480 545 1,719 482 1,400 164 4,805 £ 1,992 223        | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  Parcels, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandis Minerals  Total  Revenue,— Passengers Parcels and                   | S. 44 893 437  kets         | 1886 R. 394 3,302 3,696              | Total.  438 2 3,695 3 4,133 0 No. 129 3 Tons 278 15,336 15,747  £ 195 1             | S. 139<br>659<br>798    | R. 878 4,440 5,318 No. 171 11 182 No 6 Ton 1,105 13,635 15,001 £ 303 8                   | s. d. 7 1 1 9 10 5  |
| 1st Class 2nd Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain Merchandi Minerals Total  Revenue,— Passengers Parcels an Goods            | S. 1,911 6,962 8,873 8kets c.,—  | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons. 20 546 47,225 469 1,736 356 4,827 £ s 2,075 251 1                 | S. 2,091<br>6,730<br>8,821<br>8,821<br>d. 6<br>6 8<br>6 8<br>6 0 4   | R. 672 4,232 4,904 No. 2,155 58 7,110 2,333 No. 12,174 890 15,484 1,400 164 4,805 £ 1,992   | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandis Minerals  Total  REVENUE,— Passengers Parcels and Goods Miscellaned | S. 44                       | 1886 R. 394 3,302 3,696              | Total.  438 2 3,695 3 4,133 0 No. 129 3 Tons 138 273 15,336 15,747 £ 195 1 2,000 20 | S. 139<br>659<br>798    | R. 8788 4,440 5,318 No. 1711 111 182 No 6 6 Ton 261 1,105 13,635 15,001 2 903 8 2,014 27 | s. d. 7 1 1 9 10 5 7 0  |
| 1st Class 2nd Class 2nd Class Total Season Tid Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain Merchandi Minerals Total  Revenue,— Passengers Parcels an                  | S. 1,911 6,962 8,873 8kets C.,—  | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons. 20 546 475 1,225 469 1,736 4,827 £ s 2,075 251 1 2,445 198 1      | S. 2,091<br>6,730<br>8,821<br>8,821<br>d. 6<br>6 8<br>6 8<br>6 0 4   | R. 672 4,232 4,904 No. 2,152 58 7 116 2,332 12,346 890 13,966 7 Ton: 15 480 545 1,719 4802 1,400 164 4,805 £ 1,992 223 2,483        | 2,763<br>10,962<br>13,725<br>2  | 1st Class 2nd Class  Total  Season Tic  Parcels, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandis Minerals  Total  Revenue,— Passengers Parcels and Goods             | S. 44                       | 1886 R. 394 3,302 3,696              | Total.  438 2 3,695 3 4,133   | S. 139<br>659<br>798    | R. 878 4,440 5,318 No. 171 182 No 6 6 Ton 1,105 13,635 15,001 £ 303 8 2,014              | s. d. 7 1 1 9 10 5 7 0 10 0   |
| 1st Class 2nd Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total Goods,— Drays Cattle Calves Sheep Pigs Total Chaff, &c. Wool Firewood Timber Grain Merchandi Minerals Total  REVENUE,— Passengers Parcels an Goods Miscellane | S. 1,911 6,962 8,873 ckets c.,— d Luggag commiss Commiss                         | 1888 R. 1,828 5,286 7,114                 | Total. 3,789 12,248 15,987 1 No. 2,240 136 13 161 2,550 No. 6 446 5 7,809 701 8,967 Tons. 20 546 4475 1,225 469 1,736 356 4,827 £ s 2,075 251 1 2,445 198 1 | S. 2,091 6,730 8,821 8,821 6,730 6,7 | R. 672 4,232 4,904 No. 2,152 58 7 110 2,333 No. 1 217 12,843 890 13,966 Ton. 15 486 1,719 482 1,400 164 4,805 £ 1,992 223 2,483 189 | 2,763<br>10,962<br>13,725<br>2<br>3<br>3<br>3<br>3<br>5<br>6<br>6<br>16<br>6<br>6<br>2<br>14 11<br>15 0 | 1st Class 2nd Class  Total  Season Tic  PARCELS, ETC Parcels Horses Carriages Dogs  Total  Goods,— Drays Cattle Calves Sheep Pigs  Total  Chaff, &c. Wool Firewood Timber Grain Merchandis Minerals  Total  REVENUE,— Passengers Parcels and Goods Miscellaned | S. 44                       | 1886 R. 894 3,302 3,696              | Total.  438 2 3,695 3 4,133 0 No. 129 3 Tons 273 15,336 15,747 £ 195 1 2,000 20 4 1 | S. 139<br>659<br>798    | R. 8788 4,440 5,318 No. 1711 111 182 No 6 6 Ton 261 1,105 13,635 15,001 2 903 8 2,014 27 | s. d. 7 1 1 9 10 5 7 0  |

|                         | WE         |             | T SECTION.          | 1005           |                | Ì                      | NE             | LSON SE           |  | ontinu            | ed.                                     | ^-   |             |
|-------------------------|------------|-------------|---------------------|----------------|----------------|------------------------|----------------|-------------------|--|-------------------|---|--|-------------|
| Passengers,-            | - S.       | 1888<br>R.  | Total. S            | 1887.<br>R.    | Total.         |                        |                |                   | 1888.<br>Tons.   |                   |   | 87.<br>ns.                                   |             |
| 1st Class               |            | 6           | 6                   |                |                | Chaff, &c.             | • •            | ••                | 100  |                   | 6                                       |  |             |
| 2nd Class               | 690        | 1,342       | 2,032 64            | 4 1,576        | 2,220          | Wool                   | ••             | ••                | 53   |                   | 8                                       |  |             |
| Total                   | 690        | 1,348       | 2,038 64            | 4 1,576        | ${2,220}$      | Firewood<br>Timber     | ••             | ••                | $\frac{95}{61}$  |                   | 20-<br>9-                               |  |             |
| 10001                   |            | 1,040       | 2,050 04            |                | 2,220          | Grain                  | ••             | ••                | 58   |                   | 1:                                      |  |             |
| Season Tick             | ets        | ••          | 0                   | ••             | 0              | Merchandi<br>Minerals  | ise            | ••                | $\frac{164}{151}$  |                   | 223<br>14                               | 9  |             |
| PARCELS, ETC.           | .,         |             | No.                 | No             | ٠.             | minerans               | ••             | ••                |  |                   |   | <u>,                                    </u> |             |
| TT                      | ••         | • •         | 301                 | 224            | Ŀ              | Total                  | • •            | ••                | 682  |                   | 716                                     | 3  |             |
| d                       | ••         | • •         | ••                  | 9              |                | REVENUE.               |                |                   | £ s  | . d.              | £                                       | s.   | d.          |
| Dage                    | ••         | ••          | 7                   | ä              |                | Passengers             | 3              | ••                | $2\overline{26}$ 11  |                   | $2\widetilde{04}$                       | 10   | 10          |
| m-4-1                   |            | _           | 200                 |                |                | Parcels an             | d Lu           | iggage            | 11 7   |                   | 11                                      | 3  | 1           |
| Total                   | • •        | ••          | 308                 | 230            | ,<br>          | Goods<br>Miscellane    |                | • •               | $\frac{361}{39}$   |                   | $\frac{402}{27}$                        | 19<br>0                                      | 11<br>10    |
| Goods,-                 |            |             | No.                 | No             | `              | Rents and              |                | mission           | 6 9  |                   | 1                                       | 14   | 0           |
| Duarra                  |            |             |                     |                |                |                        |                |                   |  |                   |   |  |             |
| Cattle                  | • •        | ••          |                     | 1              |                | Total                  | ••             | ••                | £644 19  | 9 0               | £647                                    | 8  | 8           |
|                         | • •        | ••          | 1                   | 2              |                |                        |                |                   |  |                   |   |  |             |
| TD: * '                 | • •        | • •         | 16                  | 30             |                |                        |                |                   |  |                   | -                                       |  |             |
| 1180                    | ••         | ••          | ••                  |                |                |                        |                | DIOMON            | an amra  |                   |   |  |             |
| Total .                 | ••         | • •         | 17                  | 33             | i              |                        |                | PICTON            | SECTIO   | Ν.                |   |  |             |
|                         |            | _           |                     |                |                |                        |                | 188               |  |                   | 1887.                                   |  |             |
| O1 # 1                  |            |             | Tons.               | Tons           | S.             | PASSENGERS,            | ,—             | S. R.             | Total.   | s.                | R.                                      | Tot  |             |
| Chaff, &c.<br>Wool      | • •        | ••          | ••                  |                |                | 1st Class<br>2nd Class |                | 186 349 349 1,249 |  | $\frac{176}{325}$ | 288                                     |  | 164         |
| 777 7                   | • •        | ••          | 90                  | • •            |                | 2110 01035             |                | O10 1,21          |  |                   | 1,108                                   | 1,4  | 100         |
| Timber                  | ••         | ••          | 449                 | 404            |                | Total                  |                | 535 1,588         | 3 2,123  | 501               | 1,396                                   | 1,8  | 397         |
| Grain<br>Merchandise    | • •        | • •         | 100                 | 105            |                | Season Tic             | ـــ<br>- المال |                   |  |                   |   |  |             |
| Minerals .              |            | ••          | 169<br>10,691       | $165 \\ 8,492$ |                | Season 110             | Reis           | ••                | 6  |                   | ••                                      | • •  | 10          |
| •                       | •          |             |                     |                |                | PARCELS, ET            | c.,—           |                   | No.  |                   | No                                      |  |             |
| Total .                 | • •        | ••          | 11,399              | 9,061          |                | Parcels<br>Horses      | ••             | ••                | $^{129}_{1}$   |                   | 108                                     |  |             |
|                         |            |             |                     |                |                | Carriages              | • •            | ••                |  |                   | • •                                     |  |             |
| Revenue,—<br>Passengers |            |             | £ s. d.<br>137 15 3 | £<br>141       | s. d.<br>17 11 | Dogs                   | • •            | ••                | 8  |                   | :                                       |  |             |
| Parcels and             | <br>Luggag | e           | 11 17 0             |                | 15 3           | <b></b>                |                |                   |  |                   |   |  | <del></del> |
| Goods .                 | . •        |             | 1,606 12 6          | 1,286          | 3 11           | Total                  | ••             | ••                | 138  |                   | 118                                     | i  |             |
| Miscellanco             |            |             | 85 10 0             |                | 17 6           | Coopa                  |                |                   | NT.  |                   | 3.7                                     |  |             |
| Rents and Co            | ommissi    | ion _       | 1 10 0              | 1              | 10 0           | Goods,—<br>Drays       |                |                   | No.  |                   | No<br>8                                 |  |             |
| Total .                 |            | £1          | 1,843 4 9           | £1,446         | 4 7            | Cattle                 | ••             | ••                |  |                   | ••                                      |  |             |
|                         |            |             |                     |                |                | Calves                 | ••             | ••                | • •  |                   | _1                                      |  |             |
|                         |            |             |                     |                |                | Sheep<br>Pigs          | • •            | ••                | $\frac{2}{\cdots}$   |                   | $\begin{array}{c} 14 \\ 12 \end{array}$ |  |             |
|                         | NI         |             | SECTION.            |                |                | 1.65                   | •••            | •••               | <del></del>  |                   |   |  |             |
| Passengers,-            | - S.       | 1888.<br>R. | Total. S            | 1887.          | Total.         | Total                  | ••             | ••                | 2  |                   | 30                                      | )  |             |
| 1st Class               | - 5.<br>51 | 148         | 199 7               |                | 10tal.<br>116  |                        |                | •                 | m  |                   |   |  |             |
| 2nd Class               | 1,447      | 1,882       |                     |                | 3,177          | Chaff, &c.             |                |                   | Tons.  |                   | Tor<br>80                               |  |             |
| m . 1                   | 1 100      | 2 020       |                     |                |                | Wool                   | ••             | ••                | 194  |                   | 288                                     |  |             |
| Total                   | 1,498      | 2,030       | 3,528 1,59          | 9 1,694        | 3,293          | Firewood               | • •            | ••                | 205  |                   | 280                                     |  |             |
| Season Tick             | ets        |             | 4                   |                | 2              | Timber                 | • •            | ••                | 8  |                   | 16                                      |  |             |
|                         |            |             |                     |                |                | Grain<br>Merchandi     |                | ••                | 81<br>151  |                   | $\frac{48}{77}$                         |  |             |
| PARCELS, ETC. Parcels   | -          |             | No.                 | No             |                | Minerals               | ••             | •••               | 190  |                   | 60                                      |  |             |
| Transas                 | ••         | ••          | 328                 | 301            |                |                        |                |                   |  |                   |   |  |             |
| Cominges                | ••         | ••          | ••                  |                |                | Total                  | • •            | ••                | 839  |                   | 855                                     | i  |             |
| Dogs                    | ••         | ••          | 5                   | 3              | 1              | REVENUE,-              |                | •                 | £ s  | . d.              | £                                       |  | d.          |
| Total                   |            | _           | 333                 | 304            |                | Passengers             |                | ••                | 159 19   | 1                 | $1\overline{34}$                        | 19   | u.<br>3     |
| 100m                    | ••         | •• –        |                     |                | ·              | Parcels and            |                |                   | 5 14   |                   | 4                                       | 1  | 11          |
| Goods,-                 |            |             | No.                 | No             | ).             | Goods<br>Miscellane    | ons            | • •               | $   \begin{array}{rrr}     226 & 5 \\     5 & 14   \end{array} $ |                   | $\frac{185}{14}$                        | 11   | 1           |
| Drays                   | ••         | ••          | ••                  | •••            |                | Rents and              |                | mission           | 5 14   |                   | 8                                       | $\frac{4}{11}$                               | 0<br>6      |
| Colmon                  | ••         | • •         | ••                  | ••             |                |                        |                |                   |  |                   |   |  |             |
| Shoon                   | ••         | ••          | 2                   | i              |                | Total                  | ••             | ••                | £403 7   | 5                 | £347                                    | 7  | 9           |
| Diag -                  | ••         | ••          |                     |                |                |                        |                |                   | T TO TATE  | V 137 177 1       | · т                                     |  |             |
| m. t. 1                 |            | -           | <del></del>         | •              |                |                        |                | General M         | J. P. MA<br>anager. N  | ew Zei            | ىد,<br>aland R                          | a.ilw  | ១.ប្        |
| Total                   | • •        | •• _        | 2                   | 1              |                | Railway D              | epar           | tment, 8th        | January,   | 1889.             |   | TT   | J ₽.•       |
|                         |            | _           |                     |                | ~              | 1                      | -              | •                 |  |                   |   |  |             |

### THE NEW ZEALAND GAZETTE.

### N.Z.R.—FINANCIAL YEAR 1888-89.

RAILWAY WORKING ACCOUNT, showing the Revenue and Expenditure to the Termination of the Four-weekly Period ending 8th December, 1888.

|   | Miles  |  | H  | REV                               | ENUE.  |                                |                                   | ]   | Exp                          | EN                                | DITURE.                                      |                          |   | F  | TWEL<br>ERIOD                               |   | MOI<br>ÆR                          | THLY                              |   |                       |
|---|--|--|--|-----------------------------------|--|--------------------------------|-----------------------------------|---|------------------------------|-----------------------------------|--|--------------------------|---|--|---|---|------------------------------------|-----------------------------------|---|-----------------------|
| Section.  | for<br>Traffic.                                    | Four-w   | eek  | ly.                               | Tota<br>to Da  |                                |                                   | Four-w  | eek.                         | ly.                               | Tot<br>to Da                                 |                          |   | Per Cent.<br>of<br>Revenue.                | Rev<br>Mil<br>Rail                          | er<br>e of                                      |                                    | Exp<br>tu<br>per M<br>Rail        | ıre<br>Iile                             | of                    |
| NORTH ISLAND,—<br>Kawakawa<br>Whangarei<br>Auckland<br>Napier<br>Wellington<br>Wanganui | <br>8<br>7<br>249<br>97<br>85<br>215               | £ 352 259 7,717 5,977 5,455 5,014 24,777                   | 0<br>16<br>12<br>2<br>16<br>11   | d.<br>4<br>1<br>7<br>7<br>11<br>7 | £<br>3,152<br>2,356<br>69,194<br>42,063<br>42,916<br>43,982<br>203,666 | 10<br>15<br>5<br>18<br>1<br>13 | d.<br>8<br>5<br>2<br>10<br>3<br>9 | £<br>219<br>168<br>3,924<br>2,399<br>3,484<br>4,036<br>14,232 | 16<br>3<br>19<br>9<br>2<br>5 | d.<br>6<br>9<br>8<br>9<br>11<br>6 | 2,563<br>1,559<br>47,890<br>23,629<br>32,383 | 5<br>13<br>8<br>14<br>17 | 6<br>1  | 66·16<br>69·21<br>56·18<br>75·46<br>90·25  | £<br>569<br>486<br>401<br>626<br>729<br>302 | $\begin{array}{c} 4 \\ 6 \\ 7 \\ 7 \end{array}$ | d.<br>2<br>4<br>10<br>7<br>10<br>4 | £ 462 321 277 351 550 272         | 18<br>15<br>16<br>17<br>6               | 2<br>4<br>2           |
| Middle Island,—<br>Hurunui-Bluff<br>Greymouth<br>Westport<br>Nelson<br>Picton           | <br>1,048<br>8<br>19<br>23<br>18<br>1,116<br>1,777 | 43,726<br>2,228<br>1,843<br>644<br>403<br>48,846<br>73,623 | $   \begin{array}{r}     8 \\     4 \\     19 \\     7 \\     \hline     18 \\   \end{array} $ | 0<br>2<br>9<br>0<br>5<br>4        | 401,413<br>20,355<br>16,849<br>5,682<br>3,800<br>448,100<br>651,767    | 9<br>4<br>3<br>19              |                                   | 1,128<br>824<br>524<br>470<br>32,727                          | 11<br>15<br>18<br>12<br>11   | 11<br>2<br>3<br>9<br>8            | 7,953<br>5,186<br>4,117<br>296,356           | 15<br>0<br>5<br>9        | $     \begin{array}{c}       11 \\       10 \\       6 \\       7 \\       \hline       2     \end{array} $ | 47.56<br>47.20<br>91.27<br>108.35<br>66.14 |   | 17  | 2<br>7<br>0<br>1<br>0              | 371<br>1,748<br>604<br>325<br>330 | $\begin{array}{c} 2\\12\\14\end{array}$ | 9<br>0<br>4<br>2<br>3 |

### Corresponding Period Last Year.

| North Island,—<br>Kawakawa<br>Whangarei<br>Auckland<br>Napier<br>Wellington<br>Wanganui |     | 8<br>7<br>249<br>97<br>85<br>196 | £<br>366<br>170<br>8,577<br>5,772<br>5,703<br>4,930 | 5<br>14<br>10<br>17<br>19 | $\begin{array}{c} 4\\10\\7\\3\end{array}$ | 1,543<br>75,029<br>43,055<br>43,164           | 4<br>3<br>9<br>5                               | 11<br>4<br>10<br>4<br>6 | 323<br>127<br>6,244<br>3,010<br>3,825 | 11<br>3<br>4<br>12 | 8 2<br>3 1<br>4 61<br>2 26<br>8 35           | £<br>,347<br>,549<br>,832<br>,846<br>,155 | 13<br>8<br>8<br>11                          | 0<br>1<br>0<br>10                           | 66.32 $100.42$ $82.41$ $62.35$ $76.81$ | 318<br>450<br>641<br>733 | 8<br>18<br>3<br>10 | 5<br>10<br>9<br>0     | £<br>423<br>319<br>371<br>399<br>563<br>333 | 18<br>15<br>12<br>15<br>8 | $\frac{4}{5}$ |
|---|-----|----------------------------------|---|---------------------------|---|---|--|-------------------------|---------------------------------------|--------------------|--|---|---|---|--|--------------------------|--------------------|-----------------------|---|---------------------------|---------------|
| Total   |     | 642                              | 25,521  |                           |   |   |  |                         | 18,325                                |                    | 4<br>170                                     | ,948                                      | 5   | 11  | 79.82                                  |                          |                    |                       |   |                           |               |
| MIDDLE ISLAND,—<br>Hurunui-Bluff<br>Greymouth<br>Westport<br>Nelson<br>Picton           | ••• | 1,042<br>8<br>19<br>23<br>18     | 41,942<br>2,356<br>1,446<br>647<br>347              | $\frac{16}{4}$            | 6<br>3<br>7<br>8<br>9                     | 403,677<br>20,612<br>13,420<br>6,082<br>3,911 | $\begin{smallmatrix}8\\19\\1\end{smallmatrix}$ |                         | $1,633 \\ 682$                        | 5<br>16<br>8       | $\begin{bmatrix} 11 \\ 0 \\ 6 \end{bmatrix}$ | ,745<br>,668<br>,725<br>,234<br>,436      | $\begin{array}{c} 4 \\ 13 \\ 2 \end{array}$ | $\begin{array}{c} 11 \\ 4 \\ 4 \end{array}$ | 56.61                                  | $3,721 \\ 1,020$         | 13<br>6<br>19      | 2<br>7<br>2<br>4<br>0 | 392<br>2,106<br>511<br>328<br>356           | $15 \\ 6 \\ 14$           | $\frac{4}{2}$ |
| Total   |     | 1,110                            | 46,740  | 13                        | 9   | 447,704                                       | 5  | 3                       | 33,430                                | 1 10               | 309  | ,809                                      | 19  | 7   | 69.20                                  |                          |                    |                       |   |                           |               |
| Grand tota  | .J  | 1,752                            | 72,262  | 12                        | 0   | 661,861                                       | 4  | 2                       | 51,755                                | 2 5                | 2480   | .758                                      | 5   | 6   | 72.64                                  |                          |                    |                       |   |                           |               |

Railway Department, 8th January, 1889.

J. P. MAXWELL, General Manager, New Zealand Railways. COMPARATIVE STATEMENT of TRAFFIC on ALL SECTIONS, from 1st April, 1888, to 8th December, 1888.

|        |                              |  | Ра   | sseng   | ers.  |  |  |   |  | Season  | TOPOGE  |  |  | Nu  | mber   |  |   |  |  |  | ;  | Nun   | aber.  |  |   |  |
|--------|------------------------------|--|--|---|---|--|--|---|--|---|---|--|--|---|--|--|---|--|--|--|--|---|--|--|---|--|
| First  | Cle                          | iss.   |  | Secon   | d C   | las  | s.   | Tot   | al.  | Tot   | al.   | Parcels.   | 17   | Horses.   | Car-<br>riages.  | Dogs.                                    |   | Total.                                   | Drays,<br>&c.                            | Cattle.  | Calves.  |   | Sheep.   | Pigs.  | Total.  |  |
| ,      | 26                           | 1,700  | 57   | 5,972   |   | 65   | 263  |   |  |   |   |  |  |   |  |  |   |  |  |  |  |   |  |  |   |  |
| 14,592 | 60                           | <br>),552  | 2  | 2,523   | 1   |  |  | <u> </u>  |  |   |   | 151  | !  |   |  | -  | 4   | 2,230                                    | 51                                       | 3,30   | 2 25   | 4 2   |  | 1,302  | 26,5  | 60   |
| ch.    | aff,                         | &c.  |  | W   | ool.  |  |  | Fire  | wood   |   | Ti  | mber.  |  | Fon   |  | in.                                      |   | Merch                                    | andi                                     | se.  | Mine   | erals   | s.   | Tot  | al.   |  |
| 17,83  | 30<br>35                     | 0 0  | ) 2  | 23,247  | . 0   | (  | 0 47   | 7,490<br>7,965  | 0  | 0 1<br>0 1  | 10,85<br>10,86  | 66 2<br>09 4   | 0  | 344<br>277  | 1,503<br>7,217   | 15 (                                     | 0   | 228,965<br>235,236                       | 5 16<br>5 8                              | 0 56   | 6,750<br>6,750   | 18  | $\begin{bmatrix} 0 & 1 \\ 3 & 1 \end{bmatrix}$             | ,231,64  | 7 14<br>4 1   | 1  |
|        | S. 138,287 152,879 14,592 Ch | S. 138, 287 264 152, 879 324 14,592 60 Chaff, Tons 17,330 16,985 395 | 138,287 264,700 152,879 325,252 14,592 60,552  Chaff, &c.  Tons c. q 17,380 0 6 16,935 0 0 | First Class.  S. R. 138,287 264,700 57 152,879 325,252 59 | First Class. Secon  S. R. S. 575,972 152,879 325,252 598,495   14,592 60,552 22,523  Chaff, &c. Wo  17,330 0 0 23,247 16,935 0 0 26,730 395 0 0 | First Class. Second Control of Co | First Class. Second Class  S. R. S. R. 138,287 264,700 575,972 965 152,879 325,252 598,495 1,129  14,592 60,552 22,523 163  Chaff, &c. Wool.  Tons c. qr. Tons c. q 23,247 0 6 16,935 0 0 26,730 0 0 395 0 0 | First Class. Second Class.  S. R. S. R. 138,287 264,700 575,972 965,263 152,879 325,252 598,495 1,129,000 | First Class. Second Class. Tot  S. R. S. R. 138,287 264,700 575,972 965,263 1,944 152,879 325,252 598,495 1,129,000 2,205 14,592 60,552 22,523 163,787 261  Chaff, &c. Wool. First Tons c. qr. 17,330 0 0 26,730 0 0 47,490 16,935 0 0 26,730 0 0 47,965 395 0 0 | First Class. Second Class. Total.  S. R. S. R. 965, 263 1,944,222 152,879 325,252 598,495 1,129,000 2,205,626 | First Class. Second Class. Total. Total.  S. R. S. R. 138,287 264,700 575,972 965,263 1,944,222 8,0 152,879 325,252 598,495 1,129,000 2,205,626 8,1 | First Class. Second Class. Total. Total.  S. R. S. R. 138,287 264,700 575,972 965,263 1,944,222 8,068 25 152,879 325,252 598,495 1,129,000 2,205,626 8,169 25 14,592 60,552 22,523 163,737 261,404 101  Chaff, &c. Wool. Firewood. Ti  70ns c. qr. Tons c. qr. Tons c. qr. 17,330 0 0 23,247 0 0 47,490 0 0 110,86 16,935 0 0 26,730 0 0 47,965 0 0 110,86 10,965 0 0 110,86 1 | First Class. Second Class. Total. Total. S. R. 138,287 264,700 575,972 965,263 1,944,222 8,068 250,306 152,879 325,252 598,495 1,129,000 2,205,626 8,169 250,457 | First Class. Second Class. Total. Total. S. R. 138,287 264,700 575,972 965,263 1,944,222 8,068 250,306 5,152,879 325,252 598,495 1,129,000 2,205,626 8,169 250,457 6,200 14,592 60,552 22,523 163,737 261,404 101 151 151 151 151 151 151 151 151 151 | First Class. Second Class. Total. Total. Second Class. Total. Second Class. Total. Second Class. Total. Total. Second Class. Total. Second Class. Total. Second Class. Total. Second Class. Second Class. Total. Second Class. Total. Second Class. Second Class. Second Class. Second Class. Second Class. Second Class. Total. Total. Second Class. Second Class. Second Class. Total. Second Class. Sec | First Class. Second Class. Total. Total. | First Class. Second Class. Total. Total. Total. S. R. 138,287 264,700 575,972 965,263 1,944,222 8,068 250,306 5,471 422 13,90 152,879 325,252 598,495 1,129,000 2,205,626 8,169 250,457 6,195 403 15,28 | First Class. Second Class. Total. Total. | First Class. Second Class. Total. Total. | First Class. Second Class. Total. Tot | First Class. Second Class. Total. Total. Total. Total. Second Class. Total. Total. Second Class. Total. Total. Second Class. Total. Total. Second Class. Second Class. Total. Second Class. Total. Total. Second Class. Second Class. Total. Second Class. Total. Second Class. Total. Second Class. Total. Total. Second Class. Second Class. Total. Second Class. Second Class. Total. Second Class. Second Cla | First Class. Second Class. Total. Total.      Total | First Class. Second Class. Total. Total.      Second Class | First Class. Second Class. Total. Total.      Second Class | First Class. Second Class. Total. Total. \$\frac{\frac{\pi}{3}}{2\pi} \frac{\pi}{3} \fr | First Class. Second Class. Total. Total. \$\frac{1}{2} \frac{1}{2} |

APPROXIMATE Cost of Construction of ALL Lines to 31st March, 1888, including Expenditure on Harbour Works forming Part of the Railway System.

|                        | Sect  | ion.                                    |   | •     |       | Gross Cost of and<br>Unopened I | -  |    | Cost of<br>Opened Li |    | S. |
|------------------------|-------|---|---|-------|-------|---------------------------------|----|----|----------------------|----|----|
|                        |       |   |   |       |       | £                               | s. | d. | £                    | s. | d. |
| Kawakawa               |       |   |   |       |       | 90,069                          | Õ  | 0  | 90,069               | ō  | 0  |
| Whangarei-Kamo         |       | ••                                      |   | •••   |       | 69,721                          | 0  | 0  | 69,721               | 0  | 0  |
| Auckland               | •••   |   |   | • • • | • •   | 1,920,471                       | 0  | 0  | 1,807,971            | 0  | 0  |
| Main Trunk Line, North |       | • •                                     | •••                                     | • •   |       | 135,501                         | 0  | 0  |                      |    |    |
| Napier                 | •••   | ••                                      | • •                                     | • •   |       | 688,052                         | 0  | 0  | 659,892              | 0  | 0  |
| Wellington             | •••   | • •                                     |   | • •   |       | 1,015,730                       | 0  | 0  | 966,386              | 0  | 0  |
| Wanganui               | • • • |   | • |       |       | 1,403,041                       | 0  | 0  | 1,403,041            | 0  | 0  |
| Wellington-Manawatu    | • • • | • | • • •                                   | •••   | • • • | 41,798                          | 0  | 0  | · · · · · ·          |    |    |
| Surveys, North Island  | • • • | • • •                                   | • • •                                   | ••    | • •   | 20,229                          | 0  | 0  |                      |    |    |
| Miscellaneous          |       |   |   |       |       | 5,169                           | 0  | 0  |                      |    |    |
| Hurunui-Bluff          |       |   | • •                                     |       |       | 8,014,655                       | 0  | 0  | 7,574,218            | 0  | 0  |
| Greymouth              |       | ••                                      |   |       |       | 211,073                         | 0  | 0  | 195,114              | 0  | 0  |
| Greymouth-Hokitika     |       | ••                                      |   |       |       | 69,389                          | 0  | 0  | ••                   |    |    |
| Grey Harbour Works     |       |   |   |       |       | 127,234                         | 0  | 0  | ••                   |    |    |
| Westport               | ••    | ••                                      | • •                                     | • •   |       | 222,894                         | 0  | 0  | 222,894              | 0  | 0  |
| Westport Harbour Work  | s     |   | • •                                     | ••    |       | 14,111                          | 0  | 0  | •••                  |    |    |
| Nelson                 |       |   |   | • •   |       | 177,678                         | 0  | 0  | 165,178              | 0  | 0  |
| Picton                 |       |   |   |       | • •   | 228,959                         | 0  | 0  | 198,494              | 0  | 0  |
| Surveys, Middle Island |       |   |   |       |       | 37,094                          | 0  | 0  | •••                  |    |    |
| Miscellaneous          |       | ••                                      | ••                                      |       |       | 5,169                           | 0  | 0  | ••                   |    |    |
| Stock                  | ••    |   | ••                                      | ••    | • •   | 105,072                         | 0  | 0  | ••                   |    |    |
|                        | Total | ••                                      | ••                                      | ••    | ••    | 14,603,109                      | 0  | 0  | 13,352,978           | 0  | 0  |

Railway Department, 8th January, 1889.

J. P. MAXWELL, General Manager, New Zealand Railways. PARTICULARS of the Estates of Deceased Persons which have been placed under the Charge of the Public Trustee for Management during the Month of December, 1888.

| No.   | Name of Deceased.  | Colonial<br>Residence.   | Supposed British or<br>Foreign Residence.         | Date of<br>Order.   | Value or<br>Estimated Value<br>of Personal<br>Estate. | Time of<br>Deceased's<br>Death.   | Remarks.           |
|---|--|--|---|---|---|---|--------------------|
| 1<br>2<br>3<br>4<br>5<br>6  | Boldt, Carl<br>Brown, Joseph G   | Fairfax<br>Paterangi   | ••  | ۱   | # £100<br># £15<br># £5                               | Nov. 23, 1888   | Will an-<br>nexed. |
| 7<br>8<br>9<br>10<br>11<br>12<br>13<br>14<br>15<br>16<br>17<br>18<br>20<br>21<br>22<br>23<br>24<br>25<br>26<br>27 | Maloney, Thomas McLean, Donald Perrett, Antoine Picard, Ellis K Rash, Emma Reid, Mary Richards, Morden Rosso, Francisco Sharpe, H. T | Hunterville Rimu Murray Creek Kakanui Te Aroha Roslyn Auckland Dunedin Peroti Auckland Dunedin Wellington Wellington Wellington Wellington Wellington Wellington Auckland Wellington Poverty Bay | London  Cornwall London  Scotland  London  London | Dec. 3, 1888 Dec. 7, 1888 Dec. 7, 1888 Dec. 7, 1888 Dec. 3, 1888 Dec. 3, 1888 Dec. 3, 1888 Dec. 3, 1888 Dec. 7, 1888 Dec. 3, 1888 | ### ##################################                | Nov. 12, 1888<br>Nov. 6, 1888<br>Nov. 15, 1888<br>Dec. 15, 1888<br>Dec. 17, 1888<br>Nov. 15, 1888<br>Nov. 23, 1888<br>Dec. 8, 1888<br>July 29, 1884 | Will annexed.      |

Dated at Wellington, this 4th day of January, 1889.

R. C. HAMERTON, Public Trustee.

### Land Transfer Act Notices.

OTICE is hereby given that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same on or before the 11th day of

February, 1889.
1960. JOHN PLIMMER.—Part of Section 513, City of Wellington (Barrett's Hotel and adjoining premises). In occupation of tenants, viz., Messrs. Driscoll, Dunn, Levy, and Arthur.

1964. JAMES HIGGIE.—280 acres, part of Sections 200

and 208, left bark, Wanganui River.

1966. THE PUBLIC TRUSTEE.—Part of Sections 368 and 369, City of Wellington (Clyde Quay). In occupation

and 369, City of Wellington (Ciyde Quay). In occupation of Thomas Urwin.
1968. WILLIAM BROWN and Another, Trustees under will of James Brown, deceased.—10 acres 2 roods, part of Section 57, Porirus. In occupation of John Mitchell.
1972. ENOCH TONKS and Others.—Part of Section 80, City of Wellington (Taranaki Street). In occupation of Applicants.
Diagrams may be inspected at this office.
Dated this 9th day of January, 1889, at the Lands Registry Office Wellington

Office, Wellington.

GEO. B. DAVY District Land Registrar.

OTICE is hereby given that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same in each case on or before the 14th February, 1889.

OLIVER MAYS.—Lots 9, 10, 27, 28, 29A, and 29B, and parts 1, 2, 3, and 4 of the subdivision of Allotment 22, Section 2, Takapuna. In occupation of tenants. 2731.

JOHN MARCH CASE and EDWARD HOBART SEYMOUR. as Executors under the will of Sir MICHAEL SEYMOUR.

JOHN MARCH CASE and EDWARD HOBART SEY-MOUR, as Executors under the will of Sir Michael Sey-mour, deceased.—Lots 79, 83, 84, 85, 86, 87, 88, 89, 90, 91, 93, 94, 95, and 96 of the subdivision of part of Allotment 13, Section 8, Suburbs of Auckland, also Allotment 1, Section 22, City of Auckland. In occupation of tenants. 2764.

JAMES MORAN.—Allotment 279, Parish of Whangamarino, containing 2,921 acres. Unoccupied. 2765.

Diagrams may be inspected at this office.
Dated this 31st day of December, 1888, at the Lands Registry Office, Auckland.

THEO. KISSLING, District Land Registrar. NOTICE is hereby given that the parcel of land herein-after described will be brought under the provi-sions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same on or before the 12th day of

March, 1889.

1979. JOHN FORBES ORR.—20 so perches, part of Section 12, Porirua District (Johnsonville). In occupation of the Wellington and Manawadu Railway Company (Limited).

Diagrams may be inspected at this office.

Dated this 9th day of January, 1889, at the Lands Registry Office, Wellington.

GEO. B. DAVY, District Land Registrar.

### Mining Notices.

STATEMENT OF THE AFFAIRS OF A COMPANY.

Name of company: The Christchurch Gold-mining Com-

Mante of company. The Christenaren Gold-mining Company (Limited).

When formed, and date of registration: 28th August, 1885.

Whether in active operation or not: In operation.

Where business is conducted, and name of Legal Manager: Christehurch; Richard Hill Fisher.

Nominal capital: £26,000.

Amount of capital subscribed: £26,000.

Amount of capital actually paid up in cash: £4,288 0s. 5d. Amount of capital actually paid up in cash: £4,288 0s. 5d. Paid-up value of scrip given to shareholders, and amount of cash received for same: Nil.

Paid-up value of scrip given to sharcholders on which no cash has been paid: £10,500.

Number of shares into which capital is divided: 26,000.

Number of shares allotted: 25,640.

Amount paid up per share: 11s. 6d.

Amount called up per share: 11s. 6d.

Number and amount of calls in arrear: Part of four calls; £26 6s. 8d.

£26 6s. 8d.

Number of shares forfeited: 360.

Number of forfeited shares sold, and money received for same: 375; £5 9s. 4d.

Number of shareholders at time of registration of company: 177.

pany: 177.
Total amount of dividends declared: Nil.
Total amount of dividends paid: Nil.
Total amount of unclaimed dividends: Nil.
Amount of cash at bankers: £61 12s. 1d.
Amount of cash in hand: Nil.
Amount of debts directly due to the company: Nil.
Amount of debts considered good: Nil.

Amount of contingent liabilities of the company: £385.

10

I, Richard Hill Fisher, of Christchurch, the Manager of the Christchurch Gold-mining Company (Limited), do solemnly and sincerely declare that this is a true and complete statement of the affairs of the said company at the present date; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of "The Justices of the Peace Act, 1882."

R. HILL FISHER,

Manager.
Declared at Christchurch, this 5th day of January, 1889, before me-J. Henderson, J.P.

STATEMENT OF THE AFFAIRS OF A COMPANY.
Name of company: The Invincible Quartz-Mining Company

(Limited). When formed, and date of registration: 8th September,

When formed, and date of registration. Set September, 1880; 28th September, 1880.
Whether in active operation or not: In operation.
Where business is conducted, and name of Legal Manager:
Ballarat Street, Queenstown; Franz William Frederick

Nominal capital: £21,000.

Amount of capital subscribed: £21,000.

Amount of capital subscribed: £21,000.

Amount of capital actually paid up in cash: £2,665 11s. 8d.

Paid-up value of scrip given to shareholders, and amount of cash received for same: £14,000, on which were received £390 11s. 8d. in cash.

Paid-up value of scrip given to shareholders on which no cash has been paid: Nil.

Number of shares into which capital is divided: 21,000.

Number of shares allotted: 21,000.

Amount paid up per share: 6s. 6d. per share on 7,000 contributory shares, and £390 11s. 8d. on 14,000 paid-up shares.

Amount called up per share: 6s. 6d. on 7,000 contributory shares.

Number and amount of calls in arrear: Nil.

Number of shares forfeited: Nil. Number of forfeited shares sold, and money received for same: Nil.

Number of shareholders at time of registration of company:

Total amount of dividends declared: £4,025. Total amount of dividends paid: £4,025. Total amount of unclaimed dividends: Nil.

Amount of unclaimed dividends: Nil.

Amount of cash at bankers: £7 11s. 4d., and £325 on fixed deposit; total, £332 11s. 4d.

Amount of cash in hand: Nil.

Amount of debts directly due to the company: £89 4s. 4d.

Amount of debts considered good: £89 4s. 4d.

Amount of contingent liabilities of the company: £26 18s. 8d.

I, Franz William Frederick Geisow, of Queenstown, the Manager of the Invincible Quartz-mining Company (Limited), do solemnly and sincerely declare that this is a true and complete statement of the affairs of the said company at the present date; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of "The Justices of the Peace Act, 1882."

F. W. F. GEISOW,

Manager

Declared at Queenstown, this 2nd day of January, 1889, before me—W. Warren, J.P. 6

### Bribate Adbertisements.

IN THE SUPREME COURT OF NEW ZEALAND, CANTERBURY DISTRICT.

In the matter of "The Companies Act, 1882," and of Bruce's Patent Oatmeal and Milling Company (Limited).

Patent Oatmeal and Milling Company (Limited).

Notice is hereby given that a petition for the windingup of the above-named company by the Supreme
Court was, on the twentieth day of December, 1888, presented to Mr. Justice Ward, a Judge of the Supreme Court,
by John Ross and Robert Glendining, of Dunedin, Warehousemen, creditors of the said company; and the said
petition is directed to be heard before a Judge of the said
Court on the twenty-second day of January, 1889; and any
creditor or contributory of the said company desirous to
oppose the making of an order for the winding-up of the said
company under the above Act should appear at the time of
hearing, by himself or his counsel, for that purpose; and a
copy of the petition will be furnished to any creditor or
contributory of the said company requiring the same, by
the undersigned, on payment of the regulated charge for the
same.

STEWART, HOLMES, AND DENNISTON, Liverpool Street, Dunedin, Solicitors for the Petitioners.

NOTICE OF INTENTION TO TAKE LAND FOR WATERWORKS.

THE Mayor, Councillors, and Burgesses of the Borough of Palmerston North intend to construct public works for the supply of pure water to the inhabitants of the said for the supply of pure water to the inhabitants of the said borough, by means of a filter-bed in the Tiritea River, in the County of Oroua, near the land firstly described in the Schedule hereto, by a 7in. pipe passing thence along the bed of the said river through the land secondly described, along the road described in the former notices and Section 269 to a concrete tank on Section 212, and thence by a 9in. pipe along the Fitzherbert Road and the Manawatu Fitzherbert Bridge to the reticulation pipes. Notice is hereby given that for the purposes aforesaid the lands described in the Schedule hereto are required to be taken, and that plans of the said works and of the lands so required to be taken are deposited in the offices of the said Council, and at the house of John Octavius Batchelar, of Fitzherbert, Farmer, and are there open for inspection; and that all persons affected by the execution of the said waterworks or by the taking of the said land shall, if they have any well-grounded objections to the land shall, if they have any well-grounded objections to the execution of the said public works or to the taking of the said land, set forth the same in writing, and send such writing to the said offices within forty days from the first publication of this notice, being the 29th day of December,

#### SCHEDULE.

FIRSTLY, 3 roods 5 perches, more or less, being part of Section 272, Block IV., Arawaru Survey District. Bounded north by Section 271; west and south-west by the Tiritea River; and south-east and east by lines, 270.8 and 251.7

links respectively.

Secondly, 2 roods, more or less, being part of adjoining Section 271. Bounded north by Section 270; south-east by the Tiritea River; and towards the west by a road reserve.

As the same is more particularly delineated and coloured red in a plan deposited as aforesaid and marked A.

Thirdly, all riparian rights, if any, to the bed of the Tiritea River appurtenant to said Sections 270, 271, or 272, which this notice or any such deposited plan as aforesaid purports to infringe or curtail.

R. N. KEELING, Town Clerk, Borough of Palmerston North. Palmerston North, 29th December, 1888.

### DISSOLUTION OF PARTNERSHIP.

OTICE is hereby given that the Partnership heretofore subsisting between THOMAS WILLIAM TO THE STATE OF THE S Subsisting between Thomas Taylon Watt and LLOYD JONES, as Merchants and General Storekeepers, at Marton and Hunterville, both in the County of Rangitikei, under the style or firm of "Watt and Jones," was this day dissolved by mutual consent as on and from the 31st day of December,

Mr. Watt will hereafter carry on the business in his own

All debts due to and owing by the late firm will be received and paid by Mr. Jones, who has been appointed Liquidator, and whose receipt will be a sufficient discharge.

Dated this 7th day of January, 1889.

T. T. WATT LLOYD JONES

Witness to the signatures of both parties—Chas. Godfrey Esam, Solicitor, Marton.

| C                     | ONTEN     | TS.                                     |         | F     | AGE |
|-----------------------|-----------|---|---------|-------|-----|
| APPOINTMENTS          | ••        |   | ••      |       | 19  |
| CROWN LANDS NOTICES   | ••        |   |         |       | 28  |
| LAND TRANSFER ACT NO  | TICES     |   | ••      |       | 31  |
| Mining Notices        | ••        | ••                                      | ••      | ••    | 31  |
| Miscellaneous—        |           |   |         |       |     |
| Alterations in Railwa | av Tariff |   |         |       | 20  |
| Application for Regis |           |   | a Marks |       | 20  |
| Cancelling of Registr | v of Fri  | endly S                                 | ociety  |       | 22  |
| Friendly Societies re | gistered  |   | •••     |       | 22  |
| Justice of the Peace  | resigned  |   |         |       | 19  |
| Notice of Intention   |           |   | nnanv   |       | 22  |
| Notice of Intention t |           |   |         |       | 20  |
| Notice to Mariners    |           |   | ••      | •••   | 20  |
| Notice under "The C   | rown and  | Native                                  | LandsRa |       |     |
| Act, 1882"            |           |   |         |       | 21  |
| Particulars of Estate | s of Dec  | eased E                                 | Persons | •••   | 31  |
| Patents               |           |   |         |       | 22  |
| Post Offices opened a | ınd close | d                                       |         |       | 25  |
| Railway Traffic Retu  | ırns      |   |         |       | 26  |
| Special Order         |           |   | ••      |       | 20  |
| Tenders               |           | • |         |       | 20  |
|                       | mram/     | ••                                      | ••      | • • • | 25  |
| NATIVE LAND COURT NO  |           | ••                                      | ••      | ••    |     |
| Private Advertisement | rs        |   | • •     | ••    | 32  |
| Volunteers            |           |   |         |       | 19  |

By Authority: GEORGE DIDSBURY, Govt. Printer, Wellington.