

THE

# NEW ZEALAND GAZETTE.

Published by Authority.

# WELLINGTON, THURSDAY, OCTOBER 19, 1899.

Land set apart for Lease as Village Settlements in the Southland Land District.

> RANFURLY, Governor. A PROCLAMATION.

(L.S.)

(L.S.)

A

I N pursuance of the power and authority conferred upon me by the one-hundred-and-sixty-eighth section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ran-furly, the Governor of the Colony of New Zealand, do hereby proclaim and declare that the Crown lands described in the Schedule hereto shall be and the same are hereby set apart and declared open for lease as village settlements.

	SCHEDULE. Southland Land District			
Section.	Block.	A	rea.	
	FLINT'S BUSH TOWNSHIP.			
9 4 19 14	III.		в. 0	
3, 4, 13, 14 5, 6, 11, 12	, «	4		ŏ
	SEAWARD BUSH TOWNSHIP.			
7	II.	5	0	0
8.	· · ·	5	0	0

Given under the hand of His Excellency the Right Honoprable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wel-lington, this tenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine. ninety-nine.

WM. HALL-JONES, For Minister of Lands. GOD SAVE THE QUEEN!

Land set apart as a Village Settlement in the Canterbury Land District.

RANFURLY, Governor.

# A PROCLAMATION.

I N pursuance of the power and authority conferred upon me by the one-hundred-and-sixty-eighth section of "The Land Act, 1892," I, Uchter John Mark, Earl of SECTION 158: 17 acres and 20 perches.

Ranfurly, the Governor of the Colony of New Zealand, do hereby proclaim and declare that the Crown lands described in the Schedule hereto shall be and the same are hereby set apart and declared open for sale and lease as village ottlerente. settlements.

### SCHEDULE.

CANTERBURY LAND DISTRICT.-AROWHENUA SURVEY DISTRICT. Arowhenua Village Settlement.

Section.	Block.	Area.
		A. B. P.
771	11.	0 1 0
773	"	0 1 0
805	"	0 1 11

Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wel-lington, this tenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine. ninety-nine.

WM. HALL-JONES, For Minister of Lands.

GOD SAVE THE QUEEN!

for Lease as Village Settlements in the Wellington Land District. Lands set apart

### RANFURLY, Governor. A PROCLAMATION.

(L.S.)

I N pursuance of the power and authority conferred upon me by the one-hundred-and-sixty-eighth section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ran-furly, the Governor of the Colony of New Zealand, do hereby proclaim and declare that the Crown lands described in the Schedule hereto shall be and the same are hereby est anort and declared one for lesse as village settlements. set apart and declared open for lease as village settlements.

SCHEDULE.

WELLINGTON LAND DISTRICT. Makuri Village Settlement.

Bunnythorpe Village Settlement. Sections 1272, 1273, 1274, 1275: 2 acres.

Ongo Survey District.

Section 20, Block XVI.: 22 acres.

Given under the hand of His Excellency the Right Honourable Uchter John Mark. Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this sixteenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine.

WM. HALL-JONES, For Minister of Lands. God save the Queen!

Lands set apart for Lease as a Village Settlement in the Southland Land District.

### RANFURLY, Governor. A PROCLAMATION.

I N pursuance of the power and authority conferred upon me by the one hundred and sixty-eighth section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, do hereby proclaim and declare that the Crown lands described in the Schedule hereto shall be and the same are hereby set apart and declared open for lease as a village settlement.

> SCHEDULE. Southland Land District. First-class Land.

Section.	Block.	Area.	Section.	Block.	Area.
}		<u> </u>			L
	2	Seaward Bu	sn Towns	HIP.	
		A. R. P.	1	i	A. R. P.
1	III.	514	56	III.	500
2		5 0 16	57	"	500
3	"	5014	58		$5 0 0 \\ 5 0 0 \\ 5 0 0$
12	"	5 0 34	59		
34	"	500	60	"	4 3 38
35		500	61	"	434
36	· · ·	500	62		4 3 36
37	"	500500	63	"	500
38		500	64	"	500
39	*	500	65		4 3 18
40		$\begin{array}{c cccc} 4 & 0 & 0 \\ 3 & 2 & 18 \\ 1 & 3 & 12 \end{array}$	66	"	4 3 11
41	"	3 2 18	67	"	4 3 36
42	.,	1 3 12	68	"	500 500
43	"	2 2 35	69	"	500
44		2 1 13	70	"	500
45	"	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	71	"	500
46	"	2 1 5	72	"	400
47	,	1 3 20	73	"	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
48		5 1 30	74	. "	103
49		5 2 24	75	"	
50	,	6 3 39	76		4 2 28
51		6 1 0	77	"	4 3 14
52			78	"	4 3 15
53		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	79	"	500
54		500	82	"	500
55	, .	500			

Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this sixteenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine.

WM. HALL-JONES, For Minister of Lands.

GOD SAVE THE QUEEN!

Setting apart Land in Wellington for Leasing as Small Grazing-runs under "The Land Act, 1892."

### L.S.) RANFURLY, Governor. A PROCLAMATION.

BY virtue and in exercise of the powers and authorities vested in me by the one-hundred-and-seventy-second section of "The Land Act, 1892," and of every other power and authority enabling me in that behalf, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, do hereby declare that the land mentioned in the Schedule hereto shall be subject to the provisions of sections one hundred and seventy-two to one hundred and eighty-six of Part V. of "The Land Act, 1892," relating to small grazing-runs.

SCHEDULE.							
Wellington	Land	DISTRICTWANGANUI	COUNTY.				

Section.	Block.	Area.	
11 12 304	XII. XŨI.	Maungakaretu ""	A.         R.         P.           281         0         0           320         0         0           502         0         0

Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this eleventh day of October, in the year of our Lord one thousand eight hundred and ninety-nine.

### WM. HALL-JONES, For Minister of Lands.

GOD SAVE THE QUEEN !

Setting apart Land in Auckland for Leasing as a Small Grazing-run under "The Land Act, 1892."

### RANFURLY, Governor. A PROCLAMATION.

(L.S.)

A PROCLAMATION. B Y virtue and in exercise of the powers and authorities vested in me by the one-hundred-and-seventy-second section of "The Land Act, 1892," and of every other power and authority enabling me in that behalf, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, do hereby declare that the land mentioned in the Schedule hereto shall be subject to the provisions of sections one hundred and seventy two to one hundred and eighty-six of Part V. of "The Land Act, 1892," relating to small grazing-runs.

### SCHEDULE.

AUCKLAND LAND DISTRICT .- BAY OF ISLANDS COUNTY.

Run.	Block.	Survey District.	Area.		
25	IV. and V.	Kerikeri	A. R. P. 3,900 0 0		

Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this sixteenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine.

> WM. HALL-JONES, For Minister of Lands.

GOD SAVE THE QUEEN!

(L.S.)

(L.S.)

# 1927

# A PROCLAMATION.

IN pursuance and exercise of the powers and authorities conferred upon me by the one-hundred and sixty-second section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, do hereby declare that, from and after the day of the date hereof, the Proclamation of the twenty-seventh day of February, one thousand eight hundred and ninety-six, by His Excellency the Governor, setting apart land for special settlement, shall be and the same is hereby revoked in the far as it relates to the sections of land mentioned in the Schedule hereto.

SCHEDU	LE.
--------	-----

TARANAKI LAND DISTRICTMIMI SURVEY DISTRICT.	CTMIMI SURVEY DISTRICT.
---	-------------------------

Section.	Block.	Area.
		A. R. P.
9	VIII.	79 0 0
1	IX.	97 0 0
2	"	106 0 0
3	"	102 0 0
4	"	110 0 0
5	"	100 0 0
6	"	84 0 0
7	"	103 2 0
12	"	90 0 0
14		95 0 0
15	"	103 0 0
16	"	105 0 0
17	"	108 0 0
19	"	113 2 0
	"	
20	"	100 0 0

Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wel-lington, this thirteenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine. ninety-nine.

WM. HALL-JONES For Minister of Lands. GOD SAVE THE QUEEN !

Land taken for a Road in the Parish of Waipa, Whaingaroa Survey District, Raglan County.

### RANFURLY, Governor. A PROCLAMATION.

(L.S.)

A PROCLAMATION. WHEREAS the lands mentioned in the Schedule hereto are required to be taken, under "The Public Works Act, 1894," for a certain work, to wit, the construction of a road in the Parish of Waipa, Whaingaroa Survey District : And whereas the Raglan County Council has laid before the Governor the memorial, accompanied by a map, and also the statutory declaration, required by the said Act : Now, therefore, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealaud, in exercise and pursuance of the powers and authorities in me vested by "The Public Works Act, 1894," and of every other power and authority in anywise enabling me in that behalf. do by "The Fuonce Works Act, 1894," and of every other power and authority in anywise enabling me in that behalf, do hereby proclaim and declare that, from and after the date of the publication hereof in the New Zealand Gazette, the lands mentioned in the Schedule hereto are hereby taken for the purpose of constructing the said road.

SC	<b>T</b> 7	77	T	TT	т.	<b>T</b> .1	

				~				
	Approximate Area of Land	taken.	Being Part of Section No.	Situated in the Parish of	Situated in Block	Situated in Survey District of	Shown on Plan marked	Coloured on Plan
A. 3 0 2 2 1 5	R. 0 3 2 0 1 1	P. 5 3 0 34 16 16	72 33 127 301 274 278	Waipa Waipa Waipa Pirongia Pirongia Pirongia	XI. VIII. X. X.	Whaingaroa Whaingaroa Whaingaroa Alexandra Alexandra Alexandra	S.G.40927	Red.

 Withdrawing Land in the Taranaki Land District from Special Settlement.
 In the Auckland Land District; as the same are more particularly delineated upon the plans marked as above mentioned, deposited in the Head Office of the Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured as above noted.

 (L.S.)
 RANFURLY, Governor.

 A PROCLAMATION.
 District from Land District from Lands and Survey.

Given under the hand of His Excellency the Right en under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wel-lington, this thirteenth day of October, in the year of our Lord one thousand eight hundred and year of our Lord one thousand eight hundred and ninety-nine.

WM. HALL-JONES For Minister of Lands. GOD SAVE THE QUEEN !

Lands taken for Roads in Raglan County.

# RANFURLY, Governor. A PROCLAMATION.

WHEREAS the lands mentioned in the Schedule hereto are required to be taken, under "The Public Works Act, 1894," for a certain work, to wit, the construction of roads in Raglan County : And whereas the Raglan County Council has laid before

And whereas the Raglan County Council has laid before the Governor the memorial, accompanied by a map, and also the statutory declaration, required by the said Act: Now, therefore, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities in me vested by "The Public Works Act, 1894," and of every other power and authority in anywise enabling me in that behalf, do hereby proclaim and declare that, from and after the date of the publication hereof in the New Zealand Gazette, the lands mentioned in the Schedule hereto are hereby taken for the purposes of the construction of the said roads. the purposes of the construction of the said roads

SCHEDULE.

THE parcels of land mentioned hereunder :-

Area.	Area. Portion of Section		Shown on Plan marked.
	Awaroa Surv	EY DISTRICT.	
$ \begin{array}{ccc} A. & R. & P. \\ 2 & 3 & 35 \\ 0 & 0 & 1 \cdot 4 \\ 0 & 0 & 12 \end{array} \right) $	$\left. egin{array}{cccccccccccccccccccccccccccccccccccc$		S.G. 40797.
KARIOI S	SURVEY DISTRICT.	-WHAINGAR	OA PARISH.
$2 \ 0 \ 9.5$	W.P. 30	II.	S.G. 40797A.
$\begin{array}{cccc} 1 & 1 & 37 \cdot 4 \\ 1 & 3 & 36 \end{array}$	79	· · · //	"
0 0 35 ′	44	VII.	S.G. 40797в.
3 0 31	43	"	"
1 0 10	S.P. 93	IX.	S.G. 40797c.
0 1 3	94	"	"
1 0 4	94	"	"
1 0 23	92	"	
RANGIR	IRI SURVEY DIST.	RICTPEPEP	E PARISH.
0 1 30	40	XV.	S.G. 40797D.
0 2 0	40	"	"
$1 \ 1 \ 7$	39	"	"
0 0 18	38	"	"
RANGIRI	RI SURVEY DIST.	RICTTAUPIL	RI PARISH.
0 0 21	52	XV.	S.G. 40797 <sub>D</sub> .

All in the Auckland Land District; as the above areas are delineated upon the plans mentioned above, deposited in the Head Office of the Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

red red. Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this sixteenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine. and ninety-nine.

WM. HALL-JONES, For Minister of Lands,

GOD SAVE THE QUEEN !

(L.S.)

Land taken for a Road, Section 34, Oreti, and Section 3 of 105, Taringatura, Survey Districts.

# RANFURLY, Governor.

A PROCLAMATION.

A PROCLAMATION. WHEREAS the land mentioned in the Schedule hereto is required to be taken, under "The Public Works Act, 1894," for road purposes: And whereas the Southland County Council has laid before the Governor a memorial, accompanied by a map, and also the statutory declaration required by the said Act: Now, therefore, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities vested in me by "The Public Works Act, 1894," and of every other power and authority in anywise enabling me in that behalf, do hereby proclaim and declare that, from and after the date of the publication hereof in the New Zealand Gazette, the land mentioned in the Schedule hereto is hereby taken for the purposes of a road. the purposes of a road.

SCHEDULE.

Approxi- mate Area of Land taken.	Being Part of Section No.	Situated in the Survey District of	Shown on Plan marked	Coloured on Plan
A. R. P. 2 2 8 1 0 29	34 3 of 105	Oreti Taringatura	S.G. 41367 ″	Red.

In the Southland Land District: as the same are more par-In the Southand Land District: as the same are note par-ticularly delineated upon the plan marked as above men-tioned, deposited in the Head Office of the Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured as above noted.

ct, and thereon coloured as above noted. Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this sixteenth day of October, in the year of our Lord one thousand eight hundred and ninetv-nine. and ninety-nine.

### WM. HALL-JONES, For Minister of Lands.

GOD SAVE THE QUEEN !

Cancelling Proclamation taking Lands for Roads in Raglan County.

### RANFURLY, Governor. (L.S.) A PROCLAMATION.

A PROCLAMATION. WHEREAS by the twenty-second section of "The Public Works Act, 1894," it is, among other things, enacted that in any case where a Proclamation has been issued taking lands for any public work, and where, before such Proclamation has been registered by the District Land Registrar, as by the said Act provided, it is found that such Proclamation is incorrect in form or description, the Governor may by a subsequent Proclamation cancel and annul such first-mentioned Proclamation, or any part thereof: And whereas a Proclamation made under the said Act, dated the twenty-fourth day of May, one thousand eight hundred and ninety-nine, taking lands for roads in Ragian County, and published in the New Zealand Gazette of the first day of June, one thousand eight hundred and ninety-nine, was incorrect in description, and such Procla-mation has not been registered by the District Land Regis-trar, as provided by the said Act : Now, therefore, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, in exercise of the powers and authorities vested in me by "The Public Works Act, 1894," do by this Proclamation hereby cancel and annul the said Proclamation dated the twenty-fourth day of May, one thousand eight hundred and ninety-nine, and published in the New Zealand Gazette of the first day of June, one thousand eight hundred and ninety-nine, taking lands for roads in Ragian County.

June, one thousand eight hundred and ninety-nine, taking lands for roads in Raglan County.

Given under the hand of His Excellency the Right Honourable Uchter John Mark, Earl of Ranfurly; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its

Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wel-lington, this sixteenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine

WM. HALL-JONES, For Minister of Lands. GOD SAVE THE QUEEN!

nd from Operation of Section 117 of "The Native Land Court Act, 1894." Excepting Land

### RANFURLY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of October, 1899.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

HIS EXCELLENCY THE GOVERNOR IN COUNCIL. WHEREAS by section four of "The Native Land Laws Amendment Act, 1895," it is enacted that the Governor may, by Order in Council, except from the operation of section one hundred and seventeen of "The Native Land Court Act, 1894" (hereinafter called "the said Act"), for a limited period or otherwise, and either generally or for such purposes and subject to such restrictions as shall be in such Order specified, any land, wheresoever situate, which is for the time being subject to the operation of the said section, or any interest therein or right over the same, or may in like manner make such exception in favour exclusively of any lessee or other person who has been bond fide in occupation of and has made improvements on such land, or has paid money to Native owners for lease or purland, or has paid money to Native owners for lease or pur-chase thereof, prior to the passing of the said Act: Provided that no Order in Council under the provisions of this section shall take effect until after the expiration of two months from the date of the publication thereof in the Gazette : Provided the date of the publication thereof in the *Gazette*: Provided also that every alienation under the provisions of this sec-tion shall be confirmed by the Court in terms of section

also that every anenation inder the provisions of this sec-tion shall be confirmed by the Court in terms of section fifty-three of the said Act: Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority conferred by section four of "The Native Land Laws Amendment Act, 1895," and by and with the advice and consent of the Executive Council of the said colony, doth hereby except from the operation of section one hundred and seventeen of "The Native Land Court Act, 1894," for the purpose of alienation by way of sale to the Superior of the Roman Catholic Mission amongst the Maoris of the Auckland Diocese, for the purposes of a Roman Catholic mission-station, all that parcel of land, containing one hundred acres, more or less, situate in the Provincial District of Auckland, and being part of the land known as Waihapa No. 3a, held under order of the Native Land Court, dated the fourteenth day of July, one thousand eight hundred and ninety-eight, in favour of Rameka te Tirarau. Tirarau.

ALEX. WILLIS, Clerk of the Executive Council.

Conferring Jurisdiction on Native Land Court.

### RANFURLY, Governor.

### ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of October, 1899.

### Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL. HEREAS by section fourteen of "The Native Land Court Act, 1894," it is enacted that the Native Land Court shall, as regards all lands within the meaning of sub-section ten of section fourteen aforesaid, have jurisdiction as in the said subsection mentioned: Provided that the Court shall not proceed to exercise such jurisdiction unless the Governor in Council shall by Order authorise the same to be done:

And whereas the land specified in the Schedule hereto is land in respect whereof the Court has jurisdiction as afore-said, and it is expedient that the Court should be authorised to exercise the same :

to exercise the same: Now, therefore, His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said colony, doth hereby authorise the said Court to exercise in respect of the said land the jurisdiction conferred as aforesaid—that is to say, to determine whether or not the said land or any part thereof was, on the investigation of title thereto, intended by the Native Land Court, or by the nominal owner or owners of such land, to be held by

such nominal owner or owners in trust for Natives not such nominal owner or owners in trust for Natives not named in the title, and to determine who are the Natives (if any) entitled beneficially to such land, and to order the inclusion of such Natives in the title, either together with or in lieu of the nominal owners or any of them, and for the purpose aforesaid to order the cancellation or amend-ment of any existing instrument of title, and the issue of such new Crown grants or other instruments of title as may be necessary, and generally to exercise in respect of the said land all the jurisdiction and powers conferred on the Native Land Court by subsection ten of section fourteen of "The Native Land Court Act, 1894."

### SCHEDULE.

ALL that parcel of land, containing 7,758 acres and 11 perches, more or less, situate in the Gisborne Native Land Court District, and known as Tokomaru K Block.

ALEX. WILLIS Clerk of the Executive Council.

Regulations for Trout-fishing, Feilding and District Acclima-tisation District.

### RANFURLY, Governor.

### ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of October, 1899.

### Present:

### HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

In pursuance of the powers and authorities vested in him by "The Fisheries Conservation Act, 1884," His Ex-cellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby make the following regula-tions for the Feilding and District Acclimatisation District, tions for the Feilding and District Acclimatisation District, as defined by notification published in the New Zeeland Gazette, No. 38, of the fourth day of May, one thousand eight hundred and ninety-nine, and the waters thereof, and doth hereby declare that these regulations shall, as from the date of the publication thereof in the New Zeeland Gazette, supersede all regulations at variance therewith.

### REGULATIONS.

1. Any holder of a license as hereinafter mentioned may fish 1. Any holder of a license as hereinafter mentioned may fish for trout with one rod and line, and may use a landing-net to secure any trout caught with such rod and line, in the Feilding and District Acclimatisation District, and the waters thereof, from the first day of October in any one year to the last day of April in the following year, both inclusive. Such licenses will be issued under the hand of the Secretary of the Feilding and District Acclimatisation Society, and for every such license a fee of five shillings shall be charged: Provided that it shall not be obligatory upon the said Secrefor every such license a fee of five shillings shall be charged: Provided that it shall not be obligatory upon the said Secre-tary to issue a license: Provided, further, that it shall be lawful for the said Secretary to issue licenses to women for the sum of two shillings and sixpence each. 2. The Secretary of the said society may issue day licenses to bonâ fide travellers and strangers not residing within the district aforesaid on payment of a fee of two shillings and sixpence for each day's fishing. 3. No license shall authorise any person other than the person pamed therein to fish.

person named therein to fish. 4. Any person fishing either without a license, or who shall, on demand of any person holding and showing a license, or on demand of any Ranger, police officer, or con-stable, fail to produce and show to such person, Ranger,

stable, fail to produce and show to such person, Ranger, police officer, or constable his license, or the contents of his creel, basket, or bag, shall be liable to a penalty of not less than twenty shillings and not exceeding twenty pounds. 5. No person shall use any net or other engine, instru-ment, or device, except as aforesaid, for taking fish in any river or stream within the district aforesaid, or at the mouth or entrance of any such river or stream; and all persons offending against this regulation shall be liable to a penalty of not less than forty shillings and not exceeding fifty pounds.

penalty of not less than forty shiftings and not exceeding fifty pounds. 6. Any person who puts, throws, or places, or allows to be put, thrown, or placed, into any river or stream in the said district, or at the mouth or entrance of any such river or stream, any dynamite or other explosive substance, or any matter or liquid deleterious to fish, shall be liable to a penalty of not less than forty shillings and not exceeding fifty pounds

penalty of not less than forty shiftings and not exceeding fifty pounds. 7. If any person shall be convicted of any offence against these regulations, the license, if any, held by the offender shall thereupon become void. 8. These regulations shall come into force as from the date of publication in the *Gazette*.

ALEX. WILLIS, Clerk of the Executive Council.

Fixing the Date for the Collection of the Returns under "The Agricultural and Pastoral Statistics Act, 1895."-Notice No. 570.

# RANFURLY, Governor.

### ORDER IN COUNCIL.

At the Government House, at Wellington, this seventh day of October, 1899

Present:

### HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

In pursuance of the powers and authorities vested in him by "The Agricultural and Pastoral Statistics Act, 1895" (hereinafter termed "the said Act"), His Excellency the Governor of the Colony of New Zealand, acting with the consent of the Executive Council of the said colony, doth hereby order and direct that the account described in section two of the said Act shall be taken on the fifteenth day of November, one thousand eight hundred and ninety-nine, and continue to be taken from day to day until the twelfth day of December, one thousand eight hundred and ninety-nine; and doth hereby declare that this Order in Council shall take effect on and after the fifteenth day of November, one thousand eight hundred and ninety-nine.

ALEX. WILLIS, Clerk of the Executive Council.

Vesting Plantation Reserves in the Selwyn County Council.

# RANFURLY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of October, 1899.

# Present: HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the lands mentioned in the Schedule hereto W were permanently set aside as reserves for planta-tion purposes on the twenty ninth day of August, one thou-

sand eight hundred and ninety-nine: And whereas, in the opinion of the Governor, it is ex-pedient to vest the said land in the Selwyn County Council :

Now, therefore, His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, and in consent of the Executive Council of the said colony, and in exercise of the powers and authorities vested in him by the fourth section of "The Public Reserves Act, 1881," doth hereby declare that, from and after the day of the date hereof, the reserves mentioned in the Schedule hereto shall become vested in "The Chairman, Councillors, and Inhabitants of the Selwyn County," in trust, for reserves for plantation purposes.

### SCHEDULE.

### CANTERBURY LAND DISTRICT.

ALL those seven parcels of land in the Canterbury Land District hereinafter described, viz.: — Part of Section No. 22009, containing 9 acres 3 roods 39 perches, more or less, situate in Block XII., Hororata Survey District, being the eastern portion of said section cut off by a continuation of the western boundary of Reserve No. 1757; as the same is delineated on the map deposited in the Survey Office, Christchurch. Part of Section No. 11541, containing 7 acres 1 rood 31 perches, more or less, situate in Block XII., Hororata Survey District, being the western portion of said Hororata Survey District, being the western portion of said section cut off by a continuation of the eastern boundary of Reserve No. 1758; as the same is delineated on the map deposited in the Survey Office, Christchurch. Part of Sec-tion No. 11542, containing 4 acres 1 rood 6 perches, more or less, situate in Block XII., Hororata Survey District, being the western portion of said section cut off by a con-tinuation of the eastern boundary of Reserve No. 1758; as Office, Christchurch. Sections Nos. 34458 and 34460, containing each 20 acres, more or less, situate in Block XIII., Hawkins Survey District; as the same is delineated on the map deposited in the Survey Office, Christchurch. Sections Nos. 33574 and 33575, containing respectively 22 acres 1 rood 12 perches, and 20 acres and 36 perches, situate in Block X., Selwyn Survey District; as the same is delineated on the map deposited in the Survey Office, Christchurch.

### ALEX. WILLIS,

Clerk of the Executive Council.

Powers delegated to the Dunsandel Domain Board under Powers delegated to the Karitane Domain Board under "The "The Public Domains Act, 1881."

### RANFURLY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of October, 1899.

Present:

### HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

I N pursuance and exercise of the powers and authorities vested in him by "The Public Domains Act, 1881," His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby revoke a certain Order in Council, dated the twenty-fifth day of July, one thousand eight hundred and ninety-three, making delegation of certain powers in manner as therein appears; and doth hereby, with the like advice and consent, and in respect of the land hereinafter mentioned, delegate all the powers conferred by the said Act except the powers conferred by sections five and twelve thereof, for the period of ten years from the date hereof (unless previously altered or revoked under the said Act) to the under-mentioned persons, who shall be known as the Dunsandel Domain Board, namely,— PAREER WESTENERA, of Dunsandel, Farmer; N pursuance and exercise of the powers and authorities

PARKER WESTENRA, of Dunsandel, Farmer;

FARMER WESTENRA, Of DUNSANDEL, FARMER; JOHN HENRY, of DUNSANDEL, FARMER; FREDERICK WRIGHT, of Selwyn, Farmer; JOHN MCMILLAN, of DUNSANDEL, FARMER; GEORGE LILL, of DUNSANDEL, FARMER; WILLIAM MCLEAN BUCKLEY, of DUNSANDEL, FARMER; JOHN WILLIAM IRVING, of DUNSANDEL, FARMER;

(herein referred to as "the Board"), subject to the stipulations hereinafter contained, that is to say, -1. The Board shall meet for the transaction of business on

the second Wednesday in each month, at four o'clock p.m., the second wednesday in each month, at four o clock p.m., at Dunsandel, or at such other time or place as may from time to time be fixed by the Board. The first meeting shall be held on Wednesday, the eighth day of November, one thousand eight hundred and ninety-nine.

2. Special meetings may be convened by the Chairman or by any two members of the Board, provided that two days' notice of such meeting be given to each member, specifying the business to be transacted at such special meeting; and no other business than that so specified shall be transacted at such meeting.

at such meeting.
3. Any three members of the Board shall form a quorum.
Any meeting may be adjourned from time to time.
4. The members of the Board shall, at their first meeting, and thereafter at an annual meeting to be held on the second Wednesday in January in every succeeding year thereafter, elect one of themselves to be Chairman, who may join in the discussion, and shall have an original as well as a casting vote. The Chairman shall hold office until the election of his successor.

5. The Board shall prepare and submit at each annual meeting a report of the proceedings of the Board for the previous year ending on the 31st day of December, together with a statement of the receipts and expenditure of the Board for such year. A copy of every such report and statement, certified by the Chairman to be correct, shall be sent to the Minister of Lands as soon as possible after each annual meeting

6. If at any meeting the Chairman is not present at the time appointed for holding the same, the members present shall choose some one of their number to be chairman of such meeting.

7. If, by resignation, death, or incapacity, or otherwise, the office of Chairman shall be or become vacant, the members may at any monthly or special meeting appoint a Chairman.

8. All questions shall be determined by the majority of votes of the members of the Board present at a meeting. And with the like advice and consent as aforesaid doth

hereby also order that this delegation shall take effect in respect of the parcel of Crown lands described in the Schedule hereto.

### SCHEDULE.

SCHEDULE. Arn that parcel of land in the Canterbury Land District, containing by admeasurement 10 acres, more or less, being Reserve No. 316, situate in Block VIII., Selwyn Survey District. Bounded towards the north-east by a road-line; towards the south-east by Section No. 9064, 95-3 links; towards the south-west by the same section, 1000 links; and towards the north-west by the Great Southern Railway Reserve, 1060 links: be all the aforesaid linkages more or less: as the same is delineated on the map deposited in the District Survey Office, Christehurch.

# ALEX. WILLIS, Clerk of the Executive Council.

RANFURLY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of October, 1899.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

His EXCELLENCY THE GOVERNOR IN COUNCIL. I pursuance and exercise of the powers and authorities vested in him by "The Public Domains Act, 1881," His Excellency the Governor of the Colony of New Zea-land, by and with the advice and consent of the Executive Council thereof, doth hereby revoke a certain Order in Council, dated the fifteenth day of February, one thousand eight hundred and ninety-eight, making delegation of certain powers in manner as therein spnears and doth hereby, with eight hundred and ninety-eight, making delegation of certain powers in manner as therein appears, and doth hereby, with the like advice and consent, and in respect of the land herein-after mentioned, delegate all the powers conferred by the said Act, except the powers conferred by sections five and twelve thereof, for the period of ten years from the date hereof (unless previously altered or revoked under the said Act) to the under-mentioned persons, who shall be known as the Karitane Domain Board, namely,— Heney Apprun Wayner Briegers of Weilconsiti

he Karitale Domain Board, namely,— HENEY ARTHUR WYNTER BLATHWAYT, of Waikouaiti, Native-school Teacher; HEMI HIPI, of Karitane, Farmer; FREDERICK TRUBY KING, of Seacliff, M.D.; HOANI MATIU, of Karitane, Farmer; JOHN MUIR, of Karitane, Farmer; TEONE TAME PARATA, of Karitane, Farmer; TAME HAEREROA PARATA, M.H.R., of Karitane, Farmer

TAME HAEREBOA PARATA, M.H.R., of Karitane, Farmer (herein referred to as "the Board"), subject to the stipula-tions hereinafter contained, that is to say,— 1. The Board shall meet for the transaction of business on the first Tuesday in each month, at seven o'clock p.m., at the Huirapa Hall, Puketiraki, or at such other time or place as may from time to time be fixed by the Board. The first meeting shall be held on Tuesday, the seventh day of November, one thousand eight hundred and ninety-nine. 2. Special meetings may be convened by the Chairman or by any two members of the Board, provided that two days' notice of such meeting be given to each member, specifying the business to be transacted at such special meeting; and no other business than that so specified shall be transacted at such meeting.

at such meeting.

at such meeting. 3. Any three members of the Board shall form a quorum. Any meeting may be adjourned from time to time. 4. The members of the Board shall, at their first meet-ing, and thereafter at an annual meeting to be held on the first Tuesday in January in every succeeding year there-after, elect one of themselves to be Chairman, who may join in the discussion, and shall have an original as well as a casting vote. The Chairman shall hold office until the election of his successor. 5. The Board shall prepare and submit at each appund

election of his successor. 5. The Board shall prepare and submit at each annual meeting a report of the proceedings of the Board for the previous year ending on the 31st day of December, together with a statement of the receipts and expenditure of the Board for such year. A copy of every such report and statement, certified by the Chairman to be correct, shall be sent to the Minister of Lands as soon as possible after each annual meeting annual meeting.

6. If at any meeting the Chairman is not present at the time appointed for holding the same, the members present shall choose some one of their number to be chairman of such meeting.

7. If, by resignation, death, or incapacity, or otherwise, the office of Chairman shall be or become vacant, the mem-bers may at any monthly or special meeting appoint a

8. All questions shall be determined by the majority of votes of the members of the Board present at a meeting. And with the like advice and consent as aforesaid doth hereby also order that this delegation shall take effect in respect of the parcel of Crown lands described in the Schedule hereto.

### SCHEDULE.

ALL that parcel of land in the Otago Land District, contain-ALL that parcel of land in the Otago Land District, contain-ing by admeasurement 16 acres 2 roods, more or less, being Section No. 2, Block XXIV., in the Township of Waikouaiti. Bounded towards the north-west by Sulisker Street and Waikouaiti Bay; towards the north-east by Section No. 1 of same block; towards the south-east, south, and south-west by the ocean; and again towards the south-west by Kilda Street Kilda Street.

ALEX. WILLIS, Clerk of the Executive Council.

1931

Powers delegated to the Scotsburn Domain Board under "The Public Domains Act, 1881." Powers delegated to the Wai-iti Domain Board under "The Public Domains Act, 1881."

### RANFURLY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this sixteenth day of October, 1899.

# Present:

### HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

HIS EXCELLENCY THE GOVERNOR IN COUNCIL. IN pursuance and exercise of the powers and authorities vested in him by "The Public Domains Act, 1881," His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council thereof, doth hereby revoke a certain Order in Council, dated the fourteenth day of November, one thousand eight hundred and ninety-two, making delegation of certain powers in manner as therein appears; and doth hereby, with the like advice and consent, and in respect of the land hereinafter mentioned. delegate all the powers conferred by the said Act, except the powers conferred by sections five the said Act, except the powers conferred by sections five and twelve thereof, for the period of ten years from the date hereof (unless previously altered or revoked under the said Act), to the under-mentioned persons, who shall be known as the Scotsburn Domain Board, namely,

GEORGE JAMES DENNISTOUN, of Peel Forest, Sheep-farmer; JAMES PITHIE, of Scotsburn Flat, Farmer; ROBERT THEW, of Orari Gorge. Farmer; DUGALD MACFARLANE, of Peel Forest, Clerk; and OLIVER SCOTT THOMSON, of Peel Forest, Station-manager

(herein referred to as "the Board"), subject to the stipulations hereinafter contained, that is to say,

1. The Board shall meet for the transaction of business on the Road Board Office, Peel Forest, or at such other time or place as may from time to time be fixed by the Board. The first meeting shall be held on Friday the seventeenth The first meeting shall be held on Friday, the seventeenth day of November, one thousand eight hundred and ninetynine.

2. Special meetings may be convened by the Chairman or by any two members of the Board, provided that two days' notice of such meeting be given to each member, specifying the business to be transacted at such special meeting; and no other business than that so specified shall be transacted at such meeting.

3. Any three members of the Board shall form a quorum. Any meeting may be adjourned from time to time.

4. The members of the Board shall, at their first meeting, and thereafter at an annual meeting to be held on the third Friday in January in every succeeding year thereafter, elect one of themselves to be Chairman, who may join in the discussion, and shall have an original as well as a cast-ing vote. The Chairman shall hold office until the election of his successor.

5. The Board shall prepare and submit at each annual b. The Board shall prepare and submit at each annual meeting a report of the proceedings of the Board for the previous year ending on the 31st day of December, together with a statement of the receipts and expenditure of the Board for such year. A copy of every such report and statement, certified by the Chairman to be correct, shall be sent to the Minister of Lands as soon as possible after each annual meeting. annual meeting.

6. If at any meeting the Chairman is not present at the time appointed for holding the same, the members present shall choose some one of their number to be chairman of such meeting.

7. If, by resignation, death, or incapacity, or otherwise, the office of Chairman shall be or become vacant, the mem-bers may at any monthly or special meeting appoint a Chairman.

Chairman. 8. All questions shall be determined by the majority of votes of the members of the Board present at a meeting. And with the like advice and consent as aforesaid doth hereby also order that this delegation shall take effect in respect of the parcel of Crown lands described in the Schedule hereto hereto.

### SCHEDULE.

ALL that parcel of land in the Canterbury Land District. ALL that parcel of land in the Canterbury Land District, containing by admeasurement 50 acres, more or less, being Reserve No. 1554, situate in the Orari Survey District. Bounded towards the north-east by the road south-west of Section No. 15391, 2850 links; towards the south-east by a line at right angles to the said road; and towards the west by a road-line : as the same is delineated on the official map in the Survey Office, Christchurch.

ALEX. WILLIS, Clerk of the Executive Council.

# RANFURLY, Governor.

ORDER. IN COUNCIL. At the Government House, at Wellington, this sixteenth

day of October, 1899. Present:

### HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

In pursuance and exercise of the powers and authorities vested in him by "The Public Domains Act, 1881," His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council by and with the advice and consent of the Executive Council thereof, doth hereby revoke a certain Order in Council, dated the twenty-sixth day of September, one thousand eight hundred and ninety-eight, making delegation of certain powers in manner as therein appears; and doth hereby, with the like advice and consent, and in respect of the land hereinafter mentioned, delegate all the powers conferred by the said Act, except the powers conferred by sections five and twelve thereof, for the period of ten years from the date hereof (unless previously altered or revoked under the said Act) to the under-mentioned persons, who shall be known as the Waijti Domain Board, namely. known as the Wai-iti Domain Board, namely,

WILLIAM NORRIS, of Wakefield, Farmer;

WILLIAM NORRIS, OF WAREHeid, Farmer; HENRY HOLLIS, of Foxhill, Labourer; JOHN ALFRED THOMPSON, of Foxhill, Farmer; IVANHOE TUNNICLIFFE, of Wakefield, Farmer; and JOHN GAUKRODGER, of Foxhill, Hotelkeeper

(hereinafter referred to as "the Board"), subject to the stipulations hereinafter contained, that is to say,— 1. The Board shall meet for the transaction of business

on the third Monday in each month, at half-past seven o'clock p.m., at the schoolhouse, Foxhill, or at such other time or place as may from time to time be fixed by the Board. The first meeting shall be held on Monday, the twentieth day of November, one thousand eight hundred and ninety-nine. 2. Special meetings may be convened by the Chairman or

2. Special meetings may be convened by the Charman or by any two members of the Board, provided that two days' notice of such meeting be given to each member, specifying the business to be transacted at such special meeting; and no other business than that so specified shall be transacted at such meeting.

3. Any three members of the Board shall form a quorum. Any meeting may be adjourned from time to time. 4. The members of the Board shall, at their first meeting,

and thereafter at an annual meeting to be held on the third Monday in January in every succeeding year thereafter, elect one of themselves to be Chairman, who may join in the discussion, and shall have an original as well as a cast-ing vote. The Chairman shall hold office until the election of his successor. 5. The Board shall prepare and submit at each annual

5. The Board shall prepare and submit at each annual meeting a report of the proceedings of the Board for the previous year ending on the 31st day of December, together with a statement of the receipts and expenditure of the Board for such year. A copy of every such report and statement, certified by the Chairman to be correct, shall bi sent to the Minister of Lands as soon as possible after each annual meeting

6. If at any meeting the Chairman is not present at the time appointed for holding the same, the members present shall choose some one of their number to be chairman of such meeting.

7. If, by resignation, death, or incapacity, or otherwise, the office of Chairman shall be or become vacant, the members may at any monthly or special meeting appoint a Chairman.

8. All questions shall be determined by the majority of votes of the members of the Board present at a meeting.

And with the like advice and consent as aforesaid doth hereby also order that this delegation shall take effect in respect to the parcel of Crown lands described in the Schedule hereto.

### SCHEDULE.

ALL that parcel of land in the Nelson Land District, con-ALL that parcel of land in the Nelson Land District, con-taining by admeasurement 6 acres, more or less, being part of Section No. 156, Waimea South (Block XV., Wai-iti Sur-vey District). Bounded towards the north (950 links) by the Nelson-Belgrove Railway Reserve; towards the north-east (520 links) partly by Section No. 155, Waimea South, and partly by an overflow of the River Wai-iti; towards the south by a line being the centre of the aforesaid overflow; and towards the west (1900 links) by a public road; be all the and towards the west (190 links) by a public road : be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Nelson.

ALEX. WILLIS, Clerk of the Executive Council.

### Postage-due Stamps

# RANFURLY, Governor.

### ORDER IN COUNCIL. At the Government House, at Wellington, this sixteenth

### day of October, 1899. Present:

### HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

HIB EXCELENCY THE GOVERNOR IN COUNCIL. WHEREAS by section nine of "The Post Office Act, 1881" (hereinafter termed "the said Act"), it is enacted that the Governor in Council may from time to time make, alter, and revoke regulations for the receiving, despatching, conveying, and delivering of letters (including the imposition of fees for private boxes or deliveries), and for the conduct of Post officers: And whereas, by an Order in Council dated the twelfth day of October, one thousand eight hundred and ninety-six made under the authority of eight hundred and ninety-six, made under the authority of the said Act and of "The Electric Lines Act, 1884," it is provided that surcharged articles for delivery within the colony must have unpaid-postage dockets attached to them, and that the advices of the dockets must be made out at the same time as the dockets, and that the amount of the sur-charge must be plainly stated both in the docket and the advice :

And whereas it is expedient to revoke the said provisions relating to postage-dockets, and make other regulations for the payment of surcharges on articles received from places

beyond or within the colony for delivery within the colony: Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority conferred upon him by the said recited Acts, and Acts. and of all other powers and authorities in that behalf enabling him, and acting by and with the advice and consent of the Executive Council of the said colory, doth hereby revoke the regulations numbered from two hundred and ninety-two to two hundred and ninety-six, both inclusive, respectively made under the authority of "The Post Office Act, 1881," as set forth in the Schedule to the aforementioned Order in Council of the twelfth day of October, one thousand eight hundred and ninety-six, and in lieu thereof doth hereby make the regulations set forth in the Schedule hereto for the payment of the surcharges hereinbefore mentioned, and doth order and declare that such regulations shall have effect on and after the first day of December, one thousand eight hundred and ninety-nine.

### SCHEDULE.

REGULATIONS FOR THE USE OF POSTAGE-DUE STAMPS IN LIEU OF DOCKETS.

1. Special postage-due stamps are to be used for the collection of unpaid or insufficiently paid postage on all classes

of correspondence. 2. Postage-due stamps shall in no case be sold by any Postmaster, or received by him in payment of postage. 3. An advance of postage-due stamps of various denomina-

tions will be made to every Postmaster, who will be required to sign a receipt for the same, and who will be held accountat any time for the full amount thereof. A sufficient able

able at any time for the full amount thereof. A sufficient quantity of postage-due stamps must be kept on hand by every Postmaster to meet requirements. 4. Postmasters will make requisition, when necessary, on the Chief Post-office for further supplies of postage-due stamps, in the same manner that they do for ordinary post-age and revenue stamps age and revenue stamps.

5. No mail-matter is to be delivered until the postage due

thereon has been paid. 6. Postmasters, before delivering taxed correspondence, must affix or cause to be affixed and cancelled, as ordinary stamps are cancelled, one or more postage-due stamps equi-

valent in value to the amount of postage due. 7. Any Postmaster, or other person engaged in the postal service, who shall collect and fail to account for the postage service, who shall collect and fail to account for the postage due upon any article of mail-matter which he may deliver without having previously affixed and cancelled the special postage-due stamp, shall be deemed guilty of a breach of duty, and be liable to a penalty not exceeding £50. 8. At post-offices where delivery of letters, &c., is not effected by letter-carriers, postage-due stamps are not to be affixed until delivery has been requested; and they are not to be affixed to matter forwarded by request of addressees.

to be affixed to matter forwarded by request of addressees, returned to writer, or sent to the Dead-letter Office.

9. At post-offices where there is delivery by letter-carrier, postage-due stamps are to be affixed on all taxed correspond-ence as soon as received, unless an order has been received for redirection, in which case it should be forwarded without affixing the stamps.

10. If matter should arrive at a post-office with postage due thereon, and the Postmaster has no postage-due stamps on hand, he will collect the amount due, and, as soon as he shall obtain postage-due stamps, affix the amount in such stamps to a sheet of paper, cancel, and forward the same to the Accountant with a statement of the facts,

11. When postage-due stamps have been affixed to re-fused, unclaimed, or other undelivered matter, credit must be obtained therefor, by means of a claim on the Chief Postmaster, for postage-due stamps on undelivered mail-matter. The Chief Postmaster will, when satisfied as to the correctness of the claim, arrange for a refund being made, and will take credit for the amount of such refund as "Postage re-funded"; a notice (which must be made in duplicate by the manifold-writing process) on Acct. Form No. being sent to the Accountant with the Daily Cash Account in support of such entry. The counterpart of the notice must be sent with the undeliverable mail-matter to the Dead-letter Office as an advice of the fact that credit has been taken for the

postage-due stamps affixed thereto. 12. When postage-due stamps have been affixed to correspondence subsequently redirected, a claim stating amount due and name of person from whom it is to be collected must be attached to and sent with the letter. The Postmaster receiving the same must detach the claim and return it by next mail, with amount of uncancelled postage-due to by first main, with anothe of uncancenter possigned to stamps enclosed, to the Postmaster making the claim, who, in case of failure to get a return of the stamps, must report the circumstance to the Accountant. General Post Office, Wellington.

ALEX. WILLIS, Clerk of the Executive Council.

Land temporarily reserved in the Land Districts of Wellington, Canterbury, Otago, and Southland

### RANFURLY, Governor.

WHEREAS by the two-hundred-and-thirty-fifth section of "The Land Act, 1892," it is enacted that the Governor may from time to time, either by general or parti-cular description, and whether the same has been surveyed cutar description, and whether the same has been surveyed or not, reserve from sale temporarily, notwithstanding that the same may be then held under pastoral license, any Crown lands which in his opinion are required for any of the purposes in the said section mentioned : Now, therefore, I. Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, in exercise and purguance of the powers and euthorities vested in me by

pursuance of the powers and authorities vested in me by the said Act, do hereby temporarily reserve from sale the lands in the Land Districts of Wellington, Canterbury, Otago, and Southland described in the Schedule hereunder written, for the purposes in the said Schedule specified at the end of the description of the lands so intended to be temporarily reserved.

### SCHEDULE. WELLINGTON.

ALL that parcel of land in the Wellington Land District, ALL that parcel of land in the Weilington Land District, containing by admeasurement 54 acres 2 roods, more or less, being Section No. 4A, Block IV., Pobangina Survey District. Bounded towards the north-east by Section No. 5; towards the east generally by the Pohangina Valley Road, 100 links wide; towards the south generally by a public road; and towards the west generally by a road reserve along the Poha-ngina River: as the same is delineated on the plan deposited to the contract for the Ching Survey Weilington. For prethe office of the Chief Surveyor, Wellington.

All that parcel of land in the Wellington Land District, containing by admeasurement 85 acres 2 roods, more or less, being Section No. 5, Block IV., Pohangina Survey District. being Section No. 5, Block IV., Pohangina Survey District. Bounded towards the north-east by Section No. 6; towards the south-east by the Pohangina Valley Road, 100 links wide; towards the south-west by Section No. 4A; and towards the west generally by the road reserve along Poha-ngina River: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Wellington. For pre-servation of scenery and forest. All that parcel of land in the Wellington Land District, containing by admeasurement 85 acres, more or lass, being

All that parcel of land in the Wellington Land District, containing by admeasurement 85 acres, more or less, being Section No. 6, Block IV., Pohangina Survey District. Bounded towards the north-east by Sections Nos. 7 and 3; towards the south-east by the Pohangina Valley Road, 100 links wide; towards the south-west by Section No. 5; and towards the west generally by the road reserve along Pohangina River: as the same is delineated on the plan de-posited in the office of the Chief Surveyor, Wellington. For preservation of scenery and forest.

posited in the office of the Chief Surveyor, Wellington. For preservation of scenery and forest. All that parcel of land in the Wellington Land District, containing by admeasurement 131 acres, more or less, being Section No. 7, Block IV., Pohangina Survey District. Bounded towards the north by Section No. 37, and the Po-hangina Valley Road, 100 links wide, and Sections Nos. 9 and 3; towards the east generally by Sections Nos. 9 and 8, and the Pohangina Valley Road, and Section No. 3; towards the south-west by Section No. 6; and towards the west generally by the road reserve along Pohangina River: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Wellington. For preservation of scenery and forest, and forest.

plan deposited in the office of the Chief Surveyor, Welling-ton. For a gravel reserve. All that parcel of land in the Wellington Land District, containing by admeasurement 6 acres, more or less, being Section No. 6, Block IV., Tararua Survey District. Bounded towards the north by the road reserve along the Mangahao River; towards the east by Section No. 4; towards the south by Section No. 4; and towards the west generally by Kakariki Road and Section No. 8: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Wellington. For a gravel reserve. All that parcel of land in the Wellington Land District, containing by admeasurement 1 acre and 20 perches, more or less, being Section No. 41: as Block VII., Tararua Survey District. Bounded towards the north-east by Section No. 34; towards the south-east by Section No. 94; towards the south-west by a public road, 100 links wide; and towards the north-west by Section No. 41: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Wellington. For a gravel reserve. All that parcel of land in the Wellington Land District, containing by admeasurement 5 acres 2 roods, more or less, being Section No. 41: Wellington Land District, containing by admeasurement 5 acres 2 roods, more or less, being Section No. 40 low Plack VII.

All that parcel of land in the Wellington Land District, containing by admeasurement 5 acres 2 roods, more or less, being Section No. 19, Block XIII., Mangahao Survey Dis-triot. Bounded towards the north generally by the Kopiko-piko Road; towards the east generally by the road reserve along Mangahao River; towards the south generally by the Patupararihi Stream; and towards the west generally by the Kopikopiko Road: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Wellington. For a gravel reserve. For a gravel reserve.

All that parcel of land in the Wellington Land District, containing by admeasurement 6 acres 2 roods, more or less, being Section No. 28, Block II., Mount Cerberus Survey District. Bounded towards the north-east by Section No. 21; towards the south-east by Section No. 22; towards the south-east by Section No. 26; towards the south-west by Korora Road, 100 links wide; and towards the west generally by Korora Road, 100 links wide; as the same is delineated on the plan deposited in the office of the Chief Surveyor, Wellington. For road purposes.

### CANTERBURY.

All that parcel of land in the Canterbury Land District, All that parcel of land in the Canterbury Land District, containing by admeasurement 747 acres, more or less, being Section No. 3421 (in red), Block XIII., Culverden Survey Dis-triot. Bounded towards the north by Section No. 258, Square 90, 8954 links; towards the east by Lot 2, sub-division Government reserve, 6900 links; towards the south by the Hurunui River; and towards the west by a road-line and Lot 7, subdivision Government reserve: save and except two roads intersecting the area hereby described: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Christ-church. For the accommodation of travelling stock.

### OTAGO.

OTAGO. All that parcel of land in the Otago Land District, con-taining by admeasurement 3 roods, more or less, being Section No. 42, Block III., Tomahawk Valley District. Bounded towards the north-west by the Tomahawk Lagoon, 1010 links (approximate); towards the north-east by Sec-tion No. 7 of Block III., Tomahawk Valley District, 80 links; towards the south-east by Sections Nos. 4 and 2 of same block and district, 1000 links; and towards the south-west by Section No. 12 of Block VII., Otago Peninsula, 70 links: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Dunedin. For a quarry for road-metal.

### SOUTHLAND.

SOUTHLAND. All that parcel of land in the Southland Land District, containing by admeasurement 3 roods 36 perches, more or less, being Sections Nos. 16 and 17, Block I., Town of Cal-cium. Bounded towards the north by Section No. 15, 333 links; towards the east by Union Street, 363 links; towards the south by a public road, 360.6 links; and towards the west by Section No. 1, 224.5 links: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Inver-carcill. For public recreation. cargill. For public recreation.

As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight hundred and ninety-nine.

WM. HALL-JONES, For Minister f Lands.

 $\mathbf{B}$ 

temporarily reserved in the Land Districts of ke's Bay, Wellington, Nelson, Canterbury, and Lands Hawke's Bay, Southland.

### RANFURLY, Governor.

RANFURLY, Governor. WHEREAS by the two-hundred-and thirty-fifth section of "The Land Act, 1892," it is enacted that the Governor may from time to time, either by general or parti-cular description, and whether the same has been surveyed or not, reserve from sale temporarily, notwithstanding that the same may be then held under pastoral license, any Grown lands which in his opinion are required for any of the purposes in the said section mentioned: Now, therefore, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, in exercise and purstance of the powers and authorities vested in me by

the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities vested in me by the said Act, do hereby temporarily reserve from sale the lands in the Land Districts of Hawke's Bay, Wellington, Nelson, Canterbury, and Southland described in the Sche-dule hereunder written, for the purposes in the said Sche-dule specified at the end of the description of the lands so intended to be temporarily reserved.

### SCHEDULE. HAWKE'S BAY.

HAWKE'S BAY. ALL that parcel of land in the Hawke's Bay Land District, containing by admeasurement 2 acres, more or less, being Section No. 26, Village of Elsthorpe. Bounded towards the north-west by Section No. 25, 800 links; towards the north-east by Section No. 34, 250 links; towards the south-east by Sections Nos. 27 and 21, 800 links; and towards the south-west by a road, 250 links : be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Napier. For police pur-noses. poses.

### WELLINGTON.

All that parcel of land in the Wellington Land District, All that parcel of land in the Wellington Land District, containing by admeasurement 16 acres 1 rood, more or less, being part of Section No. 80, Block XII., Makuri Survey District. Bounded towards the north generally by Section No. 62 and Makuri Road and River; towards the east generally by Makuri Road and part of Section No. 80; towards the south generally by large creek and public road, 100 links wide; and towards the west generally by public road, 100 links wide: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Wellington. For a resting-place for travelling stock. For a resting-place for travelling stock.

### NELSON

All that parcel of land in the Nelson Land District, con-All that parcel of land in the Nelson Land District, con-taining by admeasurement 1 acre 33 perches, more or less, being part of Section No. 133, Waimea West (Waimea Sur-vey District). Bounded towards the north by right-of-way, 895 links; towards the east by other part of said Section No. 133, 135 links; towards the south by other part of Sec-tion No. 133, 895 links; and towards the west by a closed road, 135 links: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Nelson. For a public school site. All that parcel of land in the Nelson Land District, con-

All that parcel of land in the Nelson Land District, con-taining by admeasurement 1 acre, more or less, being Section No. 205, City of Nelson. Bounded towards the north-east by Milton Grove, 695 links; towards the south by Sections Nos. 344 and 206, City of Nelson, 370 links; and towards the west by Tasman Street, 580 links: be all the aforesaid linkages more or less: as the same is delineated on the plan de-posited in the office of the Chief Surveyor, Nelson. For a public school site a public-school site.

All that parcel of land in the Nelson Land District, con-All that parcel of land in the Nelson Land District, con-taining by admeasurement 1 acre 33 perches, more or less, being part of Section No. 133, Waimea West (Waimea Survey District). Bounded towards the north by other part of Section No. 133, Waimea West, 895 links; towards the east by other part of Section No. 133, Waimea West, 135 links; towards the south by a right of-way, 895 links; and towards the west by a stopped road, 135 links: be all the formed binks are part of the south by a the south binks is be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Nelson. For a public-school site.

### CANTERBURY,

All that parcel of land in the Canterbury Land District, containing 200 acres, more or less, being Reserve No. 3415 (in red), Blocks XV., Rangiora, and II. and III., Christchurch, Survey Districts, being that portion of the north branch of the Waimakariri River bed extending in a southerly direction from the northernmost corner of Section No. 14549 to the westernmost corner of Section No. 21257. Bounded on the South-east generally by Section No. 14549, a road-line, and Sections Nos. 1445, 4882, 731, a road-line, Sections Nos. 1851 and 22443, a road-line, Reserve 2550, a road-line, Section

No. 2651, a road-line, Sections Nos. 21044, 14341, and 5785, a road-line, Sections Nos. 14340 and 14369; on the south-west by a line in continuation north-westerly of the southern road-line, Sections Nos. 14340 and 14303; on the South-West by a line in continuation north-westerly of the southern boundary of Section No. 14369; on the north-west generally by Sections Nos. 17571, 17566, and 15617, Reserve 1341, a road-line, Sections Nos. 20369, 9014, and 8896, a road-line, Section No. 8896, a road-line, Section No. 1187, a road-line, Sections Nos. 1187, 1979, and 4954, a road-line, Reserve 2872, a road-line, Sections Nos. 5301, 5375, and 5314, a road-line, and Reserve 275: as the same is more particularly delineated on the plan deposited in the office of the Chief Surveyor, Christchurch. For river-conservation purposes. All that parcel of land in the Canterbury Land District, containing by admeasurement 11 acres 1 rood 35 perches, more or less, being Section No. 3416 (in red), Block X., Shep-herd's Bush Survey District. Bounded towards the north-west by a road-line, 560:5 links; towards the south-east by a road-line, 2049:6 links; towards the south-east by Rural Section No. 32749, 560:5 links; and towards the south-west by Rural Section No. 36491, 2042:7 links: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Christchurch. For plantation purposes.

deposited in the office of the Chief Surveyor, Christchurch. For plantation purposes. All that parcel of land in the Canterbury Land District, containing by admeasurement 6 acres 2 roods, more or less, being Section No. 3417 (in red), Block IV., Pareora Survey District. Bounded towards the north-west by a road-line, 825 links; towards the north-east by Reserve No. 1071 (in red), 1500 links; and towards the south by the road along the north bank of the River Opihi: be all the aforesaid link-ages more or less: as the same is delineated on the plan de-posited in the office of the Chief Surveyor, Christchurch. For plantation purposes. For plantation purposes.

### SOUTHLAND.

SOUTHLAND. All that parcel of land in the Southland Land District, con-taining by admeasurement 1 acre 1 rood 11 perches, more or less, bring Sections Nos. 10, 11, 12, 13, Block IV., Town of Limehills. Bounded towards the north by Marion Street; towards the east by Sections Nos. 9 and 14 of Block IV.; towards the south by Atlas Street; and towards the west by Main North Road, all of the Town of Limehills: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Invercargill. For public recreation. All that parcel of land in the Southland Land District, con-taining by admeasurement 4 acres 2 roods, more or less, being Allotment No. 1 of Section 14, Block XIV., Chatton Survey District. Bounded towards the north by other part of Section No. 14, 652 links; towards the east by other part of Section No. 14, 679.7 links; towards the south by other part of Section No. 14, 819.4 links; and towards the west by a public road, 700 links: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Invercargill. For use of mail contractor. contractor.

As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight hundred and ninety-nine. WM. HALL-JONES,

For Minister of Lands.

Temporarily reserving Land in the Auckland Land District.

### RANFURLY, Governor.

WHEREAS by the two-hundred and thirty-fifth section of "The Land Act, 1892," it is enacted that the Governor may from time to time, either by general or par-

Governor may from time to time, either by general or par-ticular description, and whether the same has been surveyed or not, reserve from sale temporarily, notwithstanding that the same may be then held under pastoral license, any Crown lands which in his opinion are required for any of the purposes in the said section mentioned : Now, therefore, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities vested in me by the said Act, do hereby temporarily reserve from sale the land in the Land District of Auckland described in the Schedule hereunder written, for a public cemetery. Schedule hereunder written, for a public cemetery.

### SCHEDULE.

ALL that area in the Auckland Land District, containing by admeasurement 1 acre, more or less, being Orahiri No. 1c Block, situated in Orahiri Survey District. Bounded towards the north-east by a public road; towards the south-east and south-west by Orahiri No. 1 Block; and towards the north-west by railway reserve.

As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight hundred and ninety-nine. WM. HALL-JONES,

For Minister of Lands.

Lands temporarily reserved in the Land Districts of Auckland and Canterbury.

### RANFURLY, Governor.

WHEREAS by the two-hundred-and thirty-fifth section of "The Land Act, 1892," it is enacted that the Governor may from time to time, either by general or parti-cular description, and whether the same has been surveyed or not, reserve from sale temporarily, notwithstanding that the same may be then held under pastoral license, any Orown lands which in his opinion are required for any of the nurses in the said section mentioned.

Crown lands which in his opinion are required for any of the purposes in the said section mentioned: Now, therefore, I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities vested in me by the said Act, do hereby temporarily reserve from sale the lands in the Land Districts of Auckland and Canterbury described in the Schedule hereto, for the purposes in the said Schedule specified in each case at the end of the de-scriptions of the lands so intended to be temporarily reserved.

### SCHEDULE.

### AUCKLAND.

AUCKLAND. ALL that area in the Auckland Land District, being Allot-ment No. 129 of Suburban Section No. 4, Parish of Waipipi, containing by admeasurement 10 acres 2 roods 22 perches, more or less. Bounded towards the east by a public road, 349 and 898 links; towards the south-east by a public road, 660 links; towards the south-east by Allotment No. 38 of Suburban Section No. 4 of the Parish of Waipipi, 1118 links; and towards the north-west by Allotments Nos. 26, 25, and 24 of the same section, 1167 links, to the point of com-mencement: be all the aforesaid linkages more or less. For a public school site.

All that area in the Auckland Land District, being Section No. 81A of the Parish of Whangape, containing by admea-surement 4 acres 3 roods 35 perches, more or less. Bounded towards the north by Section No. 81 of the Parish of Whatowards the north by Section No. 81 of the Farish of Wha-ngape, 649 links; towards the south east by a public road, 322, 527, 544, and 318 links; and towards the west by Section No. 82 of the Parish of Whangape, 1570 links, to the point of commencement: be all the aforesaid linkages more or less. For a public cemetery reserve. All that area in the Auckland Land District, being Section No. 1 of Block LXIV. of the Town of Rotorna, containing

No. 1 of Block LAIV. of the Town of Rotorus, containing by admeasurement 2 roods, more or less. Bounded towards the north by Eruera Street, 250 links; towards the east by Ranolf Street, 200 links; towards the south by a line, 250 links; and towards the west by a line, 200 links, to the point of commencement: be all the aforesaid linkages more or

less. For a site for a public pound. All that area in the Auckland Land District, being Section All that area in the Auckland Land District, being Section No. 72 of the Parish of Karangahape, containing by ad-measurement 248 acres, more or less. Bounded towards the north-east by Sections Nos. 75 and 112 of the Parish of Karangahape, 3881 links; towards the south-east by Sec-tion No. 71 of the same parish, 6400 links; towards the south-west by a public road, 660 and 2895 links; and towards the north west by a public road, 630, 500, 700, 659, and 379 links, and by Section No. 73 of the Parish of Karangahape aforesaid, 3500 links, to the point of com-mencement: be all the aforesaid linkages more or less. For a public recreation reserve. a public recreation reserve.

### CANTERBURY.

All that parcel of land in the Canterbury Land District, eontaining by admeasurement 153 acres 2 roods, more or less, being Section No. 3418 (in red), Blocks XVI., Lyndon, and XIII., Waiau, Survey Districts. Bounded towards the north by a road reserved along the Waiau River; towards the east generally by Reserves 3420 and 3419, 5525<sup>4</sup> links; towards the south-east by the Waiau-Rotherham Road, 4807 links; and towards the west by a road-line, 5784<sup>7</sup> links: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Christohurch. For the accommodation of travel-ling stock. All that parcel of land in the Canterbury Land District,

Surveyor, Christchurch. For the accommodation of travel-ling stock. All that parcel of land in the Canterbury Land District, containing by admeasurement 27 acres 1 rood 6 perches, more or less, being Section No. 3419 (in red), Block XIII., Waiau Survey District. Bounded towards the north by Re-serve 3418, 2000 links; towards the east by Reserve 3420, 700 links; towards the south-east by the Waiau-Rotherham Road, 2402 links; and towards the west by the said Reserve 3418, 2028-2 links: be all the aforesaid linkages more or less: as the same is delineated on the plan deposited in the office of the Chief Surveyor, Christchurch. For the use of the Stock Department. Stock Department.

Stock Department. All that parcel of land in the Canterbury Land District, containing by admeasurement 5 acres, more or less, being Reserve No. 1768, Block II., Wakanui Survey District. Bounded towards the north west by a road-line; towards the

north-east by Section No. 22897, 1114 links; towards the south-east by Section No. 14857, 420 links; and towards the south-west by a road-line, 1101 links: be all the aforesaid linkages more or less. For a gravel-pit.

As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight

hundred and ninety nine. WM. HALL-JONES.

For Minister of Lands.

Notifying Lands in Auckland for Sale by Public Auction.

### RANFURLY, Governor.

TARFORDI, Governor. T N pursuance of the powers and authorities conferred upon me by the one-hundred-and-thirteenth section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, do hereby appoint Friday, the fifteenth day of December, one thousand eight hundred and ninety-nine, as the time at which the lands enumerated in the Schedule hereto shall be sold by public auction: and I do hereby fix the prices at be sold by public auction; and I do hereby fix the prices at which the said lands shall be sold as those mentioned in the said Schedule hereto.

### SCHEDULE.

AUCKLAND LAND DISTRICT.

Town of Cambridge East.

Lot 353, 1 acre; upset price, £30. Corner lot, adjoining the recreation reserve.

Town of Port Albert. Lot 40, 2 roods 1 perch; upset price, £10.

Town of Russell.

Lots 17, 18, 19, 20, Block IX., containing 32 perches; upset price, £10.

Waiotahi Parish (Whakatane County).

Lot 191n, 5 acres; total upset price, £15. Lot 191c, 4 acres 30 perches; upset price, £12 10s. Scrub-land at Kutarere, near Ohiwa Harbour, main road to Whakatane. Aotea Parish (Great Barrier Island).

Section west part 77, 12 acres; total upset price,  $\pounds 6$ . At Oruawharo Bay, east coast of the island.

Mahurangi Parish (Rodney County).

Section 199, 19 acres 1 rood 21 perches; total upset price,  $\pounds$ 11 8s. Part bush and part open land, two miles from Warkworth.

As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight this sixteenth day of con-hundred and ninety-nine. WM. HALL-JONES, For Minister of Lands.

Rural Lands in the Auckland Land District open for Selection on Lease in Perpetuity.

### RANFURLY, Governor.

TN pursuance and exercise of the powers and authorities L noursuance and exercise of the powers and authorities conferred upon me by the one-hundred-and-thirty-sixth section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, having received the report of the Surveyor-General in this behalf, as in the said section is provided, do hereby declare that the rural lands described in the Schedule hereto shall be onen for selection on and efter the thirteenth hereto shall be open for selection on and after the thirteenth day of December, one thousand eight hundred and ninety-nine; and that the land mentioned in the said Schedule may be selected on lease in perpetuity only, in accordance with the provisions of section one hundred and twenty-one of the said Act, as it contains, or is supposed to contain, metals, minerals, or valuable stone; and I do hereby also fix the prices at which the said lands shall be leased, as mentioned in the said Schedule hereto, and do declare that the said lands shall be leased under and subject to the two the said lands shall be leased under and subject to the pro-visions of "The Land Act, 1892."

### SCHEDULE.

AUCKLAND LAND DISTRICT.

### Second-class Land.

Section.	Block.	Are		L	ease in Rent, 4	Perpetu Per Cer	ity; it.
	BIOCK.	Are	a.		it per cre.	Half-y Rei	
COROM	ANDEL COUN	TY.—H	ASTIN	GS S	URVEY	DISTRIC	т.
			. P.		d.	l £ i	s. d.
3	<b>v</b> .	214	2 0 ]	0	$4 \cdot 8$	2	30
4		$\begin{array}{ccc} 214 & 2\\ 165 & 3\end{array}$	30	0	4.8	11	32
Open fer	n land, and	l part :	rough	mix	ed for	est; or	n Wai-

marama River, near Mercury Bay.

WHANGAREI COUNTY .-- HUKERENUI SURVEY DISTRICT.

2 and 3 | XVI. | 423 3 38 | 0 3.6 3 3 7 About one-half burnt bush, balance open fern land. Subject to £64 15s. for 100 acres grassing and 47 chains postand-rail fencing.

As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight hundred and ninety-nine.

WM. HALL-JONES, For Minister of Lands.

Rural Land in the Marlborough Land District open for Sale or Selection.

In pursuance and exercise of the powers and authorities conferred upon me by the one-hundred-and-thirty-sixth section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, having received the report of the Surveyor-General in this behalf, as in the said section is provided, do hereby de-Zealand, having received the report of the Surveyor-General in this behalf, as in the said section is provided, do hereby de-clare that the rural land enumerated in the Schedule hereto shall be open for sale or selection on and after the twenty-ninth day of November, one thousand eight hundred and ninety-nine; and also that the lands mentioned in the said Schedule may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase or on lease in perpetuity, or, in respect of any land containing or supposed to contain any metal, mineral, or valuable stone, be selected on lease in perpetuity only; and I do hereby also fix the prices at which the said land shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said land shall be sold, occupied, or leased under and subject to the provisions of "The Land Act, 1892."

### SCHEDULE.

MARLBOROUGH LAND DISTRICT.

Second-class Land.

County.	District.	Section.	Block.	А	rea.			Casl	Pric	<b>e.</b>		ō	f Pu	with 1 rchase: per Cen	0	Leas		erpetuit per Cent	
					Per	Acre.	Tota	ıl Pı	cice.	Re: per A	nt .cre.	Half-y Rer	early nt.	Ren per A	nt cre.	Half-ye Rent			
				А.	R.	Р.	£s	. d.	£	s.	d.	s.	d.	£s.	d.	s.	d.	£ s	d

Marlborough | Heringa .. | 1 | IV. | 100 0 0 0 15 0 | 75 0 0 | 0 9 | 1 17 6 | 0 7·2 | 1 10 0 Light soil, well watered, undulating; suitable for pastoral purposes only; all bush, principally rimu and birch. About nineteen miles from Havelock. Weighted with £15, cost of survey.

As witness the hand of His Excellency the Governor, this eleventh day of October, one thousand eight hundred and ninety-nine.

WM. HALL-JONES. For Minister of Lands.

RANFURLY, Governor.

### Rural Lands in the Canterbury Land District open for Sale or Selection.

### RANFURLY, Governor.

RANFURLY, Governor. I N pursuance and exercise of the powers and authorities conferred upon me by the one-hundred-and-thirty-sixth section of "The Land Act, 1892," I. Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, having received the report of the Surveyor-General in this behalf, as in the said section is provided, do hereby declare that the rural lands enumerated in the Schedule hereto shall be open for sale or selection on and after the thirteenth day of December, one thousand eight hundred and ninety-nine; and also that the lands mentioned in the said Schedule may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase or on lease in perpetuity, or, in respect of any land containing or supposed to contain any metal, mineral, or valuable stone, be selected on lease in perpetuity only; and I do hereby also fix the prices at which the said lands shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said lands shall be sold, occupied, or leased under and subject to the provisions of "The Land Act, 1892."

### SCHEDULE.

### CANTERBURY LAND DISTRICT.

County.	District.	Section.	Block,	Area.	Cash Price.	of Pu	with Right rchase : per Cent.	Lease 12 1	Perpetuity: per Cent.
county.	District				Per Acre. Total Price.	Rent per Acre.	Half-yearly Rent.	Rent per Acre.	Half-yearly Rent.

### First-class Surveyed Land.

Ashburton.. | Alford ... | 36521 | X. | 6 1 10 | 1 10 0 | 9 9 5 | 1 6 | 0 4 9 | 1 2.4 | 0 3 10 This section is situated on the north-eastern side of the Ashburton River, having frontage on the main road from Mount Somers Township to the coal-pits, at a distance of about six miles and a half in a north-westerly direction from the Mount Somers Railway-station, and comprises open level ploughable land of fair quality, shingly in patches.

Ashburton.. | Hinds ... | 36522 | IX. | 19 1 28 | 2 10 0 | 48 11 3 | 2 6 | 1 4 3 | 2 0 | 0 19 5 This section is situated adjacent to the properties of J. Studholme, Esq., jun., and Messrs. Pateman and Stone, having frontage on the Boundary Road about four miles and three-quarters south-westward from the Hinds Railway-station, and comprises open level agricultural land of fair quality.

# Second-class Surveyed Land.

Ashburton. | Hinds ... | 35877 | IX. | 33 3 7 | 1 5 0 | 42 4 10 | 1 3 | 1 1 1 | 1 0 | 0 16 11 This section is situated adjacent to the Hinds Village Settlement, about three miles south-westward from the Hinds Railway-station, and comprises open level plain land of light quality.

1 16 2 60 0 36 1 10 0 90 6 9 1 6 2 5 2 1 2.4 XI. Waimate .. | Waihao .. | Part of | 27826

This section is situated between the north and south branches of the Waihao River, fronting on the Clements Road branch of the Pentland Hills Road, about eight miles and a half north-westerly from Waihao Forks Railway-station, and comprises broken hilly land, sunny faces with fairly good soil, and steep stony facings to a deep gully, which contains a

Note.—Any selector purchasing this section for cash must pay, in lieu of the ordinary Crown-grant fee, the costs of conveyance to himself of the present title to the land, now standing in the name of Her Majesty the Queen.

As witness the hand of His Excellency the Governor, this sixth day of October, one thousand eight hundred and ninety-nine.

WM. HALL-JONES, For Minister of Lands.

### Rural Land in the Southland Land District open for Sale or Selection.

### RANFURLY, Governor.

KANFURLY, Governor. I N pursuance and exercise of the powers and authorities conferred upon me by the one-hundred-and-thirty-sixth section of "The Land Act, 1892," I. Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, having received the report of the Surveyor-General in this behalf, as in the said section is provided, do hereby declare that the rural land described in the Schedule hereto shall be open for sale or selection on and after the twenty-fifth day of January, one thousand nine hundred; and also that the land mentioned in the said Schedule may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase or on lease in perpetuity, or, in respect of any land containing or supposed to contain any metal, mineral, or valuable stone, be selected on lease in perpetuity only : and I do hereby also fix the price at which the said land shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said land shall be sold, occupied, or leased under and subject to the provisions of "The Land Act, 1892."

## SCHEDULE. SOUTHLAND LAND DISTRICT.

First-class Land.

County.	District.	Section.	Block.	Area.	Cash Price.	Occupation with Bight of Purchase : Rent, 5 per Cent.	Lease in Perpetuity: Rent, 4 per Cent.
County.			1		Per Acre. Total Price.	Rent Half-yearly per Acre. Rent.	Rent Half-yearly per Acre. Rent.
Southland	Otama	194	II.		£ s. d. £ s. d. 1 0 0   22 3 0		

Land light and somewhat gravelly; broken with old lignite workings; position good, at junction of two roads. Accessible by good road, about thirteen miles from Gore. Weighted with £54, valuation for improvements, consisting of house, fencing, &c.

As witness the hand of His Excellency the Governor, this thirteenth day of October, one thousand eight hundred and ninety-nine.

WM. HALL-JONES, For Minister of Lands.

## Rural Land in the Southland Land District open for Sale or Selection.

### RANFURLY, Governor.

KANFURLY, Governor. I N pursuance and exercise of the powers and authorities conferred upon me by the one-hundred-and-thirty-sixth section of "The Land Act, 1892," I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, having received the report of the Surveyor-General in this behalf, as in the said section is provided. do hereby declare that the rural land enumerated in the Schedule hereto shall be open for sale or selection on and after the seventh day of December, one thousand eight hundred and ninety-nine; and also that the land mentioned in the said Schedule may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase or on lease in perpetuity, or, in respect of any land containing or supposed to contain any metal, mineral, or valuable stone, be selected on lease in perpetuity only; and I do hereby also fix the prices at which the said land shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said land shall be sold, occupied, or leased under and subject to the provisions of "The Land Act, 1892."

# SCHEDULE.

SOUTHLAND LAND DISTRICT.

	Second-class	Land.
--	--------------	-------

0	District	Sect	lan	Block.	Area.	Cash	Price.	of Pu	n with Right rchase : per Cent.	Llease III.	Perpetuity: per Cent.
County.	District.	Bect	1011.	ыюек,	Агев.	Per Acre.	Total Price.	Rent per Acre.	Half-yearly Rent.	Rent per Acre.	Half-yearly Rent.
Southl'nd	Otara	1	.8	IV.	A. R. P.   140 0 0		£ s. d.   87 10 0		£ s. d.   2 3 9		£ s. d.   1 15 0

Mostly open, with bush clearing, somewhat broken in character; soil fair; situated about ten miles and a half from crose. Weighted with £185, valuation for improvements, consisting of cottage, stable and outbuildings, clearing, &c. Fortrose. As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight hundred and ninety-nine.

WM. HALL-JONES, For Minister of Lands.

Notice of Election of Chairman and Members of the Board of Conciliation for the Northern Industrial District. Ranger under the Animals Protection Acts, Otago District, appointed. Colonial Secretary's Office, Wellington, 14th October, 1899. IS Excellency the Governor has been pleased to ap-RANFURLY, Governor. IN pursuance and exercise of the powers and authorities conferred upon me by "The Industrial Conciliation and Arbitration Act, 1894," I, Uchter John Mark, Earl of Ranfurly, the Governor of the Colony of New Zealand, do hereby notify that H point HUGH WILSON to be a Ranger under "The Animals Protection Act, 1880," and the Acts amending the same, for the District of Otago. EWEN WILLIAM ALISON, of Auckland, Estate Agent; LEMUEL JOHN BAGNALL, of TUTUA, Sawmiller; JOHN FAWCUS, of Auckland, Engineer; and WILLIAM HENRY LUCAS, of Thames, Miner, J. CARROLL. Sittings of Magistrate's Court, and Clerk of Court, appointed. have been duly elected as members, and Department of Justice, Wellington, 17th October, 1899. H IS Excellency the Governor has been pleased to appoint Rev. ARCHIBALD HENRY COLLINS, of Auckland, Baptist Minister, has been duly appointed as Chairman, of the Board of Con-ciliation in and for the Northern Industrial District. The PUBLIC LIBRARY, Denniston, to be a place wherein a Magistrate's Court shall be held under the provisions of "The Magistrates' Courts Act, 1893"; and also to appoint As witness the hand of His Excellency the Governor, this sixteenth day of October, one thousand eight hundred and ninety-nine. R. J. SEDDON. Constable MICHAEL JOSEPH WILDERMOTH to be Clerk of the Magistrate's Court at Denniston. Registrars of Marriages, &c., appointed. W. C. WALKER, Colonial Secretary's Office. Wellington, 11th October, 1899. H IS Excellency the Governor has been pleased to ap-point the under-mentioned gentlemen to be Registrars of Marriages and of Births and Deaths, and also to be Vaccination Inspectors, for the districts set respectively opposite their names, viz. :--For Minister of Justice. Deputy Assignee appointed. Department of Justice, Wellington, 18th October, 1899. IS Excellency the Governor has been pleased to ap-point point District. East Taieri. JAMES CADDY DAVIES ALFRED DICKSON to be the Deputy of the Official Assignee at New Plymouth, as from the 13th instant, vice C. T. Mills, resigned. W. C. WALKER, For Minister of Justice. ••• • • .. East Taieri. .. Norsewood. OLE ERICKSEN •• .. Appointments to date from the 1st November, 1899. J. CARROLL. Officer under "The Fisheries Conservation Act, 1884," Otago Cadet appointed. District, appointed. Government Insurance Department, Wellington, 17th October, 1899. IS Excellency the Governor has been pleased to ap-Colonial Secretary's Office, Wellington, 13th October, 1899. H 18 Law point I T is hereby notified that, in pursuance and exercise of the power and authority conferred by section 9 of "The Fisheries Conservation Act, 1884," ROBERT MITCHELL MCIVER to be a cadet in the Government Insurance Department at HUGH WILSON Wellington, the appointment to date from the 11th Septemhas been appointed an officer for the purposes of that Act within the Otago Acclimatisation District. J. CARROLL. ber, 1899. W. C. WALKER, For Colonial Treasurer. × . ......

Land and Deeds Officer appointed.

Head Office, Stamp Department, Wellington, 18th October, 1899. H IS Excellency the Governor has been pleased to appoint

ROBERT LESLIE ORBELL, ESq.,

to be Deputy Registrar of Deeds at Christchurch during the absence of Edward Denham, Esq., on leave, commencing on the 1st November proximo.

J. CARROLL.

Dairy Instructor, &c., appointed .--- Notice No. 574.

Department of Agriculture, Wellington, 14th October, 1899. HIS Excellency the Governor has been pleased to ap-point

EDWIN TOWNSHEND

to be a Dairy Instructor (temporary appointment only) in terms of "The Civil Service Reform Act 1886 Amendment Act, 1887," and to be an Inspector and Grader in terms of "The Dairy Industry Act, 1898"; to date from the 2nd. October, 1899.

### W. C. WALKER, For Minister for Agriculture.

Enumerators appointed under "The Agricultural and Pastoral Statistics Act, 1895."—Notice No. 573.

Department of Agriculture,

Wellington, 13th October, 1899. THE following Enumerators have been appointed, under "The Agricultural and Pastoral Statistics Act, 1895," for the districts specified :-

CLIFTON, EDMUND, Inspector of Stock, Auckland, the Auckland Provincial District, except the Counties of Waiapu, Cook, and Wairoa;

MILLER, WALTER, Inspector of Stock, Napier, the Counties of Waiapu, Cook, Wairoa, Hawke's Bay, Waipawa, and Patangata;

BLUNDELL, ARTHUR KENNEDY, Inspector of Stock, Wanganui, the Counties of Clifton, Taranaki, Stratford, Hawera, Patea, Waitotara, Wanganui, Manawatu, Rangitikei, Kiwitea, Po-hangina, Horowhenua, and Oroua;

JENKINSON, GEORGE HENRY, Inspector of Stock, Masterton, the Counties of North Wairarapa, Eketahuna, Akitio, South Wairarapa, and Pahiatua ;

DRUMMOND, JOHN, Inspector of Stock, Wellington, the Hutt County, including the Islands of Mana and Kapiti;

MOORE, JOHN, Inspector of Stock, Blenheim, the Counties of Kaikoura, Marlborough, and Sounds, also D'Urville Island;

CAMPBELL, HECTOR MCNEIL, Inspector of Stock, Nelson, the Counties of Waimea and Collingwood;

HUDDLESTON, VICTOR ALFBED, Inspector of Stock, Hokitika, the Counties of Buller, Inangahua, Grey, and Westland;

HOLDERNESS, ROBERT FITZROY, Inspector of Stock,

Christchurch, the Counties of Cheviot, Amuri, Ashley, Selwyn, Akaroa, Ashburton, Geraldine, Mackenzie, and Waimate;

THOMSON, JAMES ELLIOT, Inspector of Stock, Dunedin,

the Counties of Waitaki, Maniototo, Waihemo, Waikouaiti, Peninsula, Taieri, Tuapeka, Bruce, Clutha, Vincent, and Lake;

TUBNER, HENRY THOMAS GEORGE, Inspector of Stock, Invercargill,

the Counties of Southland, Wallace, and Fiord, also Stewart Island. W. C. WALKER, For Minister for Agriculture.

Inspectors of Factories appointed.

Department of Labour, Wellington, 17th October, 1899. Weilington, 17th Octooer, 1839. II Excellency the Governor has been pleased to ap-point the under-mentioned persons to be Inspectors of Factories under "The Factories Act, 1894," and to assign to them the districts set opposite their names, viz. :--District. The North Island of the Co Name. Constable JAMES SMITH lony of New Zealand, and the islands adjacent thereto. The Middle Island of the Co-lony of New Zealand, and the islands adjacent thereto. Constable ALBERT TIVY EMERSON

R. J. SEDDON,

Minister of Labour,

Militia and Staff Officer appointed.

Defence Office.

Wellington, 16th October, 1899. IS Excellency the Governor has been pleased to approve of the under-mentioned appointment :---

New Zealand Militia.

Captain Norman Lionel D'Arcy Smith, Christ's College Rifle Volunteers, to be a Captain in the New Zealand Militia, and to act as Staff Officer to the Commander of the New Zealand Forces during the absence of Major Madocks in South Africa. Commission to date from the Oth October 1990 9th October, 1899.

W. C. WALKER,

For Minister of Defence.

Volunteer Officers resigned.

Defence Office, Wellington, 11th October, 1899.

EI IS Excellency the Governor has been pleased to ac-cept the resignations of the commissions held by the under-mentioned officers :-

Petone Naval Artillery Volunteers.

Lieutenant Henry Montague Field. Date of resignation, 26th August, 1899.

No. 2 Company, Waikato Mounted Rifle Volunteers.

Honorary Chaplain the Reverend James Leelie Allan Kayle. Date of resignation, 25th September, 1899.

No. 3 Company, New Zealand Native Rifle Volunteers. Lieutenant James McCrea Brigham. Date of resignation, 23rd September, 1899.

Civil Service Rifle Volunteers.

Captain Edward Tregear. Date of resignation, 21st Sep-tember, 1899.

W. C. WALKER,

For Minister of Defence.

Volunteer Corps disbanded.

Defence Office,

Wellington, 11th October, 1899. IS Excellency the Governor has been pleased to ap-prove of the disbandment of the

Kumara Rifle Volunteers,

as from the 19th day of July, 1899. The commission held by the under-mentioned gentleman in the above corps will therefore lapse from that date, under paragraph 62, Volunteer Regulations, 1895 ----

JOSEPH STUBBS, late Captain.

W. C. WALKER, For Minister of Defence.

### Letters of Naturalisation issued.

Colonial Secretary's Office, Wellington, 14th October, 1899. IS Excellency the Governor has been pleased to issue Letters of Naturalisation, under "The Aliens Act, 1880," in favour of the under-mentioned persons:--

'armer torekeeper tum-digger toker abourer 'isherman	  	Kaihu. Maropiu. Westport. Tikokino.
abourer Ingine-wright abourer Ianager of da factory	•••	Palmerston N. Auckland. Palmerston N. Seddonville. Gore.
	liner abourer Ingine-wright abourer Ianager of da	finer

Result of Poll for Proposed Loan, Rangitikei County.

Colonial Secretary's Office, Wellington, 16th October, 1899. THE following notice, received from the Chairman of the Rangitikei County Council, is published in ac-cordance with the provisions of "The Local Bodies' Loans Act, 1886." J. CARROLL.

### RANGITIKEI COUNTY COUNCIL.

RANGITIKEI COUNTY COUNCIL. THE following is the result of a poll taken on Friday, the 29th day of September, 1899, on the proposal to raise the sum of £1,100 by way of loan under the provisions of "The Local Bodies' Loans Act, 1886," for the purpose of forming, metalling, culverting, and bridging about 148 chains of the Rata-Silverhope Road, and to levy a special rate on the value of the several properties situate within the Rata-Silverhope Special Rating District:— Number of ratepayers on special roll, 25; number of votes exercisable, 40: Number of ratepayers who voted for the proposal, 14; number of votes recorded for the pro-posal, 27; number of votes recorded against the proposal, 2. A majority of the ratepayers, exercising more than one-

A majority of the ratepayers, exercising more than one-half of the total number of votes exercisable, having voted for the proposal, I therefore declare it to be carried. J. W. MARSHALL,

Chairman, Rangitikei County Council. Marton, 7th October, 1899.

Special Order made by the Mangawai Road Board, County of Otamatea.

### Colonial Secretary's Office.

Wellington, 16th October, 1899. THE following special order, made by the Mangawai Road Board, is published in accordance with the pro-visions of "The Road Boards Act, 1882."

J. CARROLL.

### MANGAWAI ROAD BOARD.

MANGAWAI ROAD BOARD. BY-LAW to regulate the Traffic on Roads and Bridges within the Mangawai Road District, made by Special Order dated the 9th Day of October, 1899. IN pursuance of the powers vested in it by "The Public Works Act, 1894," the Mangawai Road Board hereby make<sup>8</sup> the following by-law:--No person shall take any vehicle, engine, agricultural or other machine which shall itself or together with any thing or things being transported thereon weigh more than 1½ tons avoirdupois to each pair of wheels, or any vehicle or thing drawn by eight or more bullocks, notwithstanding that such vehicle or thing may itself or together with any load thereon

drawn by eight or more bullocks, notwithstanding that such vehicle or thing may itself or together with any load thereon weigh less than 1½ tons avoirdupois, upon, along, or over any road or bridge within the Mangawai Road District or under the care, control, or management of the Mangawai Road Board, at any time between the 1st day of May and the 30th day of October in any year. No person shall at any time take any such vehicle, engine, agricultural or other machine as aforesaid, or any vehicle or thing drawn by eight or more bullocks, upon, along, or over any such road or bridge as aforesaid, unless there shall have been previously paid to the said Board in respect of such vehicle, engine, agricultural or other machine as afore-said, or in respect of such vehicle or thing drawn by eight or more bullocks, by way of compensation for any damage likely to occur to any such road or bridge therefrom, the likely to occur to any such road or bridge therefrom, the sum of  $\pounds$  for each year or part of a year during which the same shall be taken upon, along, or over any such road

the same shall be taken upon, along, or over any such road or bridge as aforesaid. No person shall, upon any such road or bridge as afore-said, load any such vehicle or thing as aforesaid with, or place upon or attach to any such vehicle or thing, any timber or logs except at places which shall have been appointed by the said Board for that purpose. No person shall leave or allow to remain upon any such road or bridge as aforesaid any logs or timber so that such logs or timber shall be a source of danger, or shall delay, im-pede, or obstruct the passage of any person, horse, or vehicle over such road or bridge. No person shall at any time take any engine, agricultural

No person shall at any time take any engine, agricultural or other machine, or any load or materials of any kind weighing more than 2 tons avoirdupois to each pair of wheels across any bridge within the said district without the written sanction of the said Board first obtained for each and

The width of the tires of wheels upon vehicles used upon the roads within the said district, or under the care, control, or management of the said Board, shall be in proportion to

- - (c.) Upon vehicles with tires over 2½ in. and up to 3½ in.
    wide the load carried shall not exceed 10 cwt. on unmetalled roads and 15 cwt. on metalled roads, fcr each pair of wheels.

(d.) Upon vehicles with tires 2 in. and up to  $2\frac{1}{2}$  in. wide the load carried shall not exceed 8 cwt. on unmetalled roads and 12 cwt. on metalled roads, for each pair of wheels.

wheels.
(e.) Upon vehicles with tires under 2 in. wide the load carried shall not exceed 5 cwt. on unmetalled roads and 8 cwt. on metalled roads, for each pair of wheels. No horses or vehicles shall be driven, or led, or taken over

any bridge within the said district at other than a walking pace at any time.

For the purpose of this by-law the weight of timber shall be deemed to be as follows:— Tone out

A measured ton of firewood	0	14
500 superficial feet of kauri	0	15
500 superficial feet of puriri or green totara	1	0

If any person shall commit any breach of this by-law he shall be liable to a penalty not exceeding £5 for each and every breach.

This by law shall come into force within the said road district on the 1st November, 1899, or as soon thereafter as it shall be gazetted.

The common seal of "The Inhabitants of the Mangawai Road District" was impressed hereon and affixed hereto by order of the said Board on the 9th day of October, 1899, in the presence of---

### JOHN WHARFE, Chairman. GEO. E. FARBAND, Clerk.

I hereby certify that the provisions of "The Road Boards Act, 1882," relating to the passing of a special order, have, in making the above special order, been duly complied with. GEO. E. FARRAND, Clerk, Mangawai Road Board. Te Arni 10th October 1899

Te Arai, 10th October, 1899.

Special Order made by the Fitzherbert Road Board, County of Oroua.

Colonial Secretary's Office, Wellington, 18th October, 1899. LIHE following special order, made by the Fitzherbert Road Board, is published in accordance with the pro-visions of "The Road Boards Act, 1882."

J. CARROLL.

### FITZHERBERT ROAD BOARD.

SPECIAL order made by the Fitzherbert Road Board, in accordance with section 113 of "The Public Works Act, 1894," and section 16 of "The Local Bodies' Loans Act, 1886," at a special meeting held on Saturday, the 14th day

flood-damage.

"Further, for the purpose of paying interest at 5 per centum and other annual charges for a period of twenty-six years on the said loan of  $\pounds 220$ , it is proposed to levy a special annual-recurring rate of  $\frac{1}{168}$ d. in the polund on the rateable value of all the properties within the Fitzherbert Road District, payable at the office of the Fitzherbert Road Board in two instalments—viz., on the 1st day of February and the 1st day of August in each year. "The cost of raising the said loan, together with the first year's interest on the same, to be paid out of loan." I hereby certify that the foregoing special order has been duly made by the Fitzherbert Road Board as required by "The Road Boards Act, 1882." J. STANLEY BRUCE,

J. STANLEY BRUCE, Secretary, Fitzherbert Road Board.

### Commercial Relations with Germanu.

Department of Trade and Customs, Wellington, 16th October, 1899. THE following despatch, with its enclosure, received from the Secretary of State for the Colonies, is pub-lished for general information. R. J. SEDDON,

Commissioner of Trade and Customs.

(Circular.) Downing Street, 4th August, 1899. Srs.—With reference to my circular despatch of the 5th July, 1898, forwarding papers respecting the commercial relations of German with the British Empire after the expiration of the treaty of 1865, I have the honour to transmit to you, for the information of your Government, a translation of a for the law on the subject passed in Germany on the 1st ultimo, together with a translation of the notification based that law which has been published in the Imperial I have, &c., J. CHAMBERLAIN. Gazette.

The Officer administering the Government of New Zealand.

### (Translation.)

(No. 2592.)—Law REGARDING COMMERCIAL RELATIONS WITH THE BRITISH EMPIRE, 1ST JULY, 1899.

WE, William, by the Grace of God German Emperor, King

WE, William, by the Grace of God German Larger of Prussia, &c.--Order as follows, in the name of the Empire, with the consent of the Federal Council and the Imperial Diet, for the time subsequent to the 30th of July, 1899. The Federal Council is authorised to extend to the sub-jects and products of the United Kingdom of Great Britain and Ireland, and to persons belonging to British colonies and foreign possessions and the products of British colonies and foreign possessions, until the 30th of July, 1900, such advantages as are granted by the Empire to the sub-jects and products of the most-favoured nation. Given under our hand and Imperial Seal. [SEAL.] WILLIAM, Count von Posadowsky.

Count von Posadowsky. Travemünde, 1st July, 1899.

The basis of the law of 1st July, 1899. The Bundesrath have resolved that the decree published in the notification of 11th June, 1898, by which those advantages are granted to the subjects and products of Great Britain and Ireland, as well as to those of the British colonies and foreign possessions, with the exception of Canada, which are ac-corded by the Empire to the subjects and products of the most-favoured nation, shall remain in force beyond 30th July, 1899, until further notice.

Notice of the Laying-off of a Road through Whanga Nos. 1 and 2 Blocks, Karioi Native Reserve, Karioi Survey District.

N OTICE is hereby given, by direction of His Excellency the Governor of the Colony of New Zealand, under 1894," that the road described in the Schedule hereto was, on the 14th January, 1898, duly taken and laid off through the land specified in the said Schedule, under the authority of the Governor of the said colony, by a warrant dated the 28th January, 1897.

SCHEDULE

		SOHEL	лопе.		
Approximate Area of the Portion of Land taken.	Being Portion of Native Block	Situated in Block No.	Survey District.	Shown on Plan marked	Coloured on Plan
а. в. р. 25 2 0	Whanga Nos. 1 and 2 (3819 in red) (Native re- serve)	IV.	Karioi	11147	Red.

As the said area is delineated upon the plan marked as above mentioned, and deposited in the District Office of the Lands and Survey Department at Auckland, in the Auck-land Land District, and thereon coloured as above stated. Dated this 13th day of October, 1899.

WM. HALL-JONES.

For Minister of Lands.

# Notice of the Laying-off of Road through Block IX., Tahuroa, Wainuioru Survey District.

N OTICE is hereby given, by direction of His Excellency the Governor of the Colony of New Zealand, under the authority of section 92 of "The Public Works Act, 1894," that the road described in the Schedule hereto was, on the 29th September, 1898, duly taken and laid off through the land specified in the said Schedule, under the authority of the Governor of the said colony, by a warrant dated the 17th February, 1897. 17th February, 1897.

Appro Ai the Po Land	ea o ortic	of on of	Being Portion of Native Block	Survey District.	Shown on Plan marked	Coloured on Plan
<u>к</u> . 4	в. З	Р. 0	Tahuroa Block	Wainuioru	$\frac{91}{52}$	Burnt-

As the said area is delineated upon the plan marked as above mentioned, deposited in the District Office of the Lands and Survey Department at Wellington, in the Wellington Land District, and thereon coloured as above stated. Dated this 13th day of October, 1899.

WM. HALL-JONES. For Minister of Lands.

Notice of the Laying-off of Road through Section 3d, Awarua, Ohinewairua Survey District.

N OTICE is hereby given, by direction of His Excellency the Governor of the Colony of New Zealand, under the authority of section 92 of "The Public Works Act, 1894," that the road described in the Schedule hereto was, on the 1st August, 1898, duly taken and laid off through the land specified in the said Schedule, under the authority of the Governor of the said Schedule, under the authority of the Governor of the said colony, by a warrant dated the 5th July, 1897.

SCHEDULE.

POENGABOA BOAD.

NOS# Port	eing Situate ion of e Block No.		Shown on Plan marked	Coloured on Plan
	arua X. o. 3D	Ohine- wairua	177	Red.

As the said area is delineated upon the plan marked as above mentioned, and deposited in the District Office of the Lands and Survey Department at Wellington, in the Wel-lington Land District, and thereon coloured as above stated. Dated this 13th day of October, 1899.

WM. HALL-JONES, For Minister of Lands.

STATEMENT of the average amount of Liabilities and Assets of the Bank of New Zealand, in New Zealand. during the Quarter ended 25th September, 1899.

LIABILITIES.	£	s.	d,
Notes in circulation	623,792	10	2
Bills in circulation	16,422	<b>2</b>	5
Balances due to other Banks	18,940	9	0
Government deposits	702,458	19	10
Other deposits-			
Not bearing interest	2,590,127	4	10
Bearing interest	3,267,851	11	3
Total average liabilities	£7,214,092	17	6
ASSETS.			
Coined gold and silver and other coined	£	s.	đ.
metal	780,767	1	2
Gold and silver in bullion or bars	94,871		
Notes and bills of other Banks	40,274		
Balances due from other Banks	2,713		
Landed property	140,587	13	7
Amount of all other securities—	,		
1. Notes and bills discounted	760,134	1	3
2. Colonial Government securities	678,248	18	5
3. Other funded securities	••		
4. Debts due to the Bank (exclusive of			· · ·
debts abandoned as bad)	3,011,558	14	7
5. Securities not included under the			
above heads	1,989,073	11	9
Total average assets	£7,448,229	8	5

4 per-cent. guaranteed stock, £2,000,000. Preferred shares subscribed for by the Government of New Preferred shares subscribed for by the contract Zealand, £500,000. Capital payable by shareholders, £500,000. Reserve fund, £23,474 7s. 4d. Dated at Wellington, this 13th day of October, 1899. C. G. TEGETMEIER, General Manager. RICHD. W. GIBBS, Accountant.

STATEMENT of the amount of the average Liabilities and Assets of the Union Bank of Australia, Limited, at the Branches in the Colony of New Zealand, during the Quarter ended 30th September, 1899.

	-						li
	Liabi	LITIES.		£	s.	d.	1
Notes in circulation	••	••	••	126,825			١.
Bills in circulation Balances due to other	 Danka	••	••	9,021	15	2	
Government deposits	Danks	••	••	••			
Other deposits-		•••		••			1
Not bearing interest	;	••	••	995,056			(
Bearing interest	••	••	•••	1,257,970	8	9	
Total average	liabilit	ies	£	2,388,873	18	9	
						<u> </u>	l
		ETS.					
Coined gold and silve	er and	other c	oined	£	s.	đ.	
metal Gold and silver in bull	 lion or l	••	••	570,280	10		
Notes and bills of othe			••	$719 \\ 1,530$	16	0 4	
Balances due from oth				•••		т	1
Landed property	••	••		73,183	3	2	ļ
Amount of all other se 1. Notes and bills di	curities			105 010	10		I
2. Colonial Governm	scounte	a urities	••	167,913	12	11	E
<ol><li>Other funded secu</li></ol>	arities			••			
4. Debts due to the	e Bank	(exclusi	ve of	•••			
debts abandone				,316,229	4	2	
5. Securities not i above heads	neludec		the	59,534	Δ	2	
woove neads	••	•••	••			-4	
Total average	assets	••	£	2,189,391	3	11	
A	1 -4 -1	• •					
Amount of the capita quarter ended 30th S	antork	paid up	0 at t.	he close c	oft	he	
Rate of the last divide	nd decl	ared to t	, æ1,00 the sha	reholders	6,	207	A
cent. per annum.					01	201	1
Amount of the last div	idend d	eclared,	£45,00	0.			A
Amount of the reserved	d profits	at the t	ime of	declaring	; su	.ch	A
dividend, £821,848 1							
Dated at Mallington							
Dated at Wellington	, this 1	4th day o	of Octo	ber, 1899.			
Lated at Weinigton					tor.		
Dated at Weinington	Ġ.	E. TOL	HURS	ber, 1899. T. Inspec Dief Cleri	tor.		
	Ġ.	E. TOL	HURS	T, Inspec	tor.		
· · · · · · · · · · · · · · · · · · ·	G. W.	E. TOL A. KIH	HURS LY, (	T, Inspec bief Cleri	ς. 		-
· · · · · · · · · · · · · · · · · · ·	G. W.	E. TOL A. KIH	HURS LY, (	T, Inspec bief Cleri	ς. 		-
STATEMENT of th and Assets of th	G. W. 1e avera	E. TOL A. KIE	HURS LY, C unt of South	T, Inspec blief Clerk the Liab Wales, in	ilit		ļ
· · · · · · · · · · · · · · · · · · ·	G. W. e avera e Bank larter er	E. TOL A. KIE age amo of New nded 30t	HURS LY, C unt of South	T, Inspec Chief Clerk the Liab Wales, in ember, 189	ilit	ies ew	- 2
STATEMENT of th and Assets of th Zealand, during the Qu	G. W. 1e avera	E. TOL A. KIE age amo of New nded 30t	HURS LY, C unt of South	T, Inspec Chief Clerk the Liab Wales, in ember, 189 £	iliti No 99.	ies ew đ.	i i
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation	G. W. e avera e Bank larter er	E. TOL A. KIE ge amo of New nded 30t 	HURS LLY, ( unt of South h Sept	T, Inspec Chief Clerk the Liab Wales, in ember, 189 £ 129,770	t. ilit: 99. s. 6	ies ew d.	ii 1 N
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation	G. W. e avere e Bank larter ei LIABII	E. TOL A. KIH ge amo of New nded 30t LITIES.	HURS LLY, ( unt of South h Sept	T, Inspec Dhief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751	t. iliti 99. s. 5	ies ew d. 1	
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other	G. W. e avera e Bank larter e LIABII  Banks	E. TOL A. KIE of New nded 30t LITIES.	HURS CLY, C unt of South h Sept 	5T, Inspec Chief Cleri the Liab Wales, in ember, 185 £ 129,770 3,751 986	t. iliti 99. s. 5	ies ew d. 1	
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits—	G. W. e avere e Bank aarter e LIABII  Banks	E. TOL A. KIH ge amo of New nded 30t LITIES.	HURS LLY, ( unt of South h Sept	T, Inspec Dhief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751	t. iliti 99. s. 5	ies ew d. 1	in 1 NEEG
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest	G. W. e avere e Bank aarter e LIABII  Banks	E. TOL A. KIH sege amo of New nded 30t uties.	HURS ELY, C unt of South h Sept  	8T, Inspec Dhief Clerk the Liab Wales, in ember, 186 £ 129,770 3,751 986  905,172	r. iliti 99. s. 6 5 19	ies ew d. 1 0 0	
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits—	G. W. e avere e Bank aarter e LIABII  Banks	E. TOL A. KIE       	HURS ELY, C unt of South h Sept  	T, Inspec Chief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751 986 	r. iliti 99. s. 6 5 19	ies ew d. 1 0 0	in 1 NEEG
STATEMENT of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest	G. W. ne avers e Bank larter er LIABII  Banks 	E. TOL A. KIH age amo of New nded 80t MTIES.	HURS CLY, C unt of South h Sept  	T. Inspec Dhief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751 986  905,172 ,547,748	r. ilit: No 99. s. 6 5 19 19 2	ies ew d. 1 0 0	in 1 NEEG
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest	G. W. ne avers e Bank larter er LIABII  Banks 	E. TOL A. KIH age amo of New nded 80t MTIES.	HURS CLY, C unt of South h Sept  	8T, Inspec Dhief Clerk the Liab Wales, in ember, 186 £ 129,770 3,751 986  905,172	r. ilit: No 99. s. 6 5 19 19 2	ies ew d. 1 0 0	in 1 NEEG
STATEMENT of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest	G. W. De avers e Bank larter er LIABII  Banks  liabiliti	E. TOL A. KIH age amo of New nded 30t UTIES.	HURS CLY, C unt of South h Sept  	T. Inspec Dhief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751 986  905,172 ,547,748	r. ilit: No 99. s. 6 5 19 19 2	ies ew d. 1 0 0	in 1 NEEG
STATEMENT of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average	G. W. Ne averse e Bank larter er LIABII  Banks  liabiliti	E. TOL A. KIH uge amo of New nded 30t inties.	HURS ELY, C unt of South h Sept       	T, Inspec Dhief Clerk the Liab Wales, in ember, 183 £ 129,770 3,751 986  905,172 ,547,748  587,429	x. ilit; No 99. 5 19 19 19 12	ies ew d. 1 0 0	Lin NEEGO
STATEMENT of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest	G. W. Ne averse e Bank larter er LIABII  Banks  liabiliti	E. TOL A. KIH uge amo of New nded 30t inties.	HURS ELY, C unt of South h Sept         	E ST, Inspec Chief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751 986  905,172 ,547,748 2,587,429 £	s. 19 19 19 12 12 12 12	ies ew d. 1 0 0 11 10 10 d.	in 1 NEEG
STATEMENT of th Zealand, during the Qu Notes in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli	G. W. He averse e Bank larter er LIABII  Banks  liabiliti Asso r and c on or ba	E. TOL A. KIH A. KIH A. Constraints of New anded 30t UTTES.         	HURS ELY, C unt of South h Sept       	ET, Inspec Chief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751 986  905,172 ,547,748 5,587,429 £ 514,819	s. 19 112 s. 12 s. 12	ies ew d. 1 0 0 11 10 10 10 d. 8	Lin NHHGO O G
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of other	G. W. He avera e Bank larter er LIABII  Banks  liabiliti Assu r and c  on or banks	E. TOL A. KIH uge amo of New nded 30t UTIES.    es ETS. other cc  	HURS ELY, ( unt of South h Sept         	E ST, Inspec Chief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751 986  905,172 ,547,748 2,587,429 £	s. 19 19 112 12 12 12	ies ew d. 1 0 0 11 10 10 d. 8 0	Lil XHHGO O GX
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other i Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of othe: Balances due from othe	G. W. He avera e Bank larter er LIABII  Banks  liabiliti Assu r and c  on or banks	E. TOL A. KIH uge amo of New nded 30t UTIES.    es ETS. other cc  	HURS ELY, ( unt of South h Sept         	E 57, Inspec Chief Clerk the Liab Wales, in ember, 189 £ 129,770 3,751 986  905,172 ,547,748 514,819 21,890 4,306 11,815	s. 19 19 19 19 19 19 19 19 12 12 19 6	ies ew d. 1 0 0 11 10 	Li1 NEEGO O GNE
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Balls in circulation Balls in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Notes and bills of other Balances due from other Landed property	G. W. W. e Banks ILIABII  Banks  liabiliti Assu r and c on or bar r Banks er Banks	E. TOL A. KIH uge amo of New nded 30t uttes.   es es es tts. other co   s 	HURS ELY, ( unt of South h Sept         	E 514,819 21,890 24,306	s. 19 19 19 19 19 19 19 19 12 12 19 6	ies ew d. 1 0 0 11 10 	Lil XHHGO O GX
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other i Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of othe: Balances due from othe	G. W. He averse e Bank LIABII  Banks  liabiliti Assu r And on or ba r Banks ser Bank 	E. TOL A. KIH uge amo of New nded 30t uttes.   es Ets. other cc  s	HURS ELY, ( unt of South h Sept         	E 514, 819 21, 819 21, 819 21, 820 21, 820 21, 820 21, 820 4, 306 11, 815 97, 817 21, 820 21, 820 21, 820 3, 751 97, 817 21, 820 3, 751 97, 817 21, 820 3, 751 97, 817 21, 820 3, 751 97, 817 2, 917 2, 817 2, 917 2, 817 2, 917 2, 817 2, 917 2, 917	s. 6 5 19 19 2 12 12 12 19 6 9	d. 1 0 0 11 10 10 10 d. 8 0 11 3 11	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of other Balances due from othe Landed property Amount of all other see	G. W. He avera e Bank larter er LIABII  Banks  liabiliti Assi r and on or ba r Banks er Banks curities- scounter	E. TOL A. KIH 	HURS ELY, ( 	E 514,819 21,850 21,850 21,2570 21,25770 21,257,770 21,257,748 21,890 4,306 11,815 97,817 193,092	s. 19 19 19 19 12 12 12 19 6 9 0	d. 1 0 0 11 10 10 10 10 0 11 3 11 3	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Notes and bills of othe: Balances due from othe Landed property Amount of all other see 1. Notes and bills dills di 2. Colonial Governm 3. Other funded seeu	G. W. W. He avera e Bank LIABII  Banks  Ilabiliti Asso r and c  on or bar r Banks curities- scountee ent secu	E. TOL A. KIH uge amo of New nded 30t uttes.   es es es trs. other oc  ars  d urities 	HURS ELY, ( unt of South h Sept         	E 514, 819 21, 819 21, 819 21, 820 21, 820 21, 820 21, 820 4, 306 11, 815 97, 817 21, 820 21, 820 21, 820 3, 751 97, 817 21, 820 3, 751 97, 817 21, 820 3, 751 97, 817 21, 820 3, 751 97, 817 2, 917 2, 817 2, 917 2, 817 2, 917 2, 817 2, 917 2, 917	s. 6 5 19 19 2 12 12 12 19 6 9	ies ew d. 1 0 0 11 10 10 d. 8 0 11 3 11 3 8	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of other Balances due from other Landed property Amount of all other sec 1. Notes and bills di 2. Colonial Governm 3. Other funded secu 4. Debts due to the	G. W. W. e avera e Bank uarter e LIABII  Banks  Ilabiliti Assu r And con or ba r Banks er Bank  curities- scounted ent secu	E. TOL A. KIH uge amo of New nded 30t uttes.    es es es es ther co  ars  d urities  (exclusiv	HURS ELY, ( unt off South h Sept         	E 514, 819 21, 817 21, 817 3, 817 193, 092 67, 963 59, 988	s. 19 19 19 19 19 19 19 19 19 19	ies ew d. 1 0 0 11 10 10 d. 8 0 11 3 11 3 11 3 11 1 3 8	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of other Balances due from oth Landed property Amount of all other sec 1. Notes and bills di 2. Colonial Governm 3. Other funded secu 4. Debts due to the debts abandoned	G. W. W. Banks LIABII  Banks  liabiliti Asso r Banks  r Banks curities- secounted ent securities Bank curities Banks databad	E. TOL A. KIH       	HURS ELY, C unt of South h Sept       	E 514, 819 21, 800 21, 800 21, 800 21, 800 4, 306 11, 815 97, 817 193, 092 67, 963	s. 19 19 19 19 12 12 12 19 6 9 9 9	ies ew d. 1 0 0 11 10 10 d. 8 0 11 3 11 3 8	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Balances due to other Government deposits Other deposits Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of other Balances due from othe Landed property Amount of all other see 1. Notes and bills di 2. Colonial Governm 3. Other funded secu	G. W. W. Banks LIABII  Banks  liabiliti Asso r Banks  r Banks curities- secounted ent securities Bank curities Banks databad	E. TOL A. KIH uge amo of New nded 30t uttes.    es es es es ther co  ars  d urities  (exclusiv	HURS ELY, ( unt off South h Sept         	E 514,819 21,886 25,978 21,890 21,890 21,890 4,306 11,815 97,817 193,092 67,963 59,988 ,886,872	s. 19 19 19 19 19 19 12 12 12 19 6 9 0 9 7 9	d. 1 0 11 10 10 10 10 10 11 3 8 11 6	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other i Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of othe Balances due from oth Landed property Amount of all other see 1. Notes and bills di 2. Colonial Governm 3. Other funded secu 4. Debts due to the debts abandoned 5. Securities not in	G. W. W. Banks LIABII  Banks  liabiliti Asso r Banks  r Banks curities- secounted ent securities Bank curities Banks databad	E. TOL A. KIH       	HURS ELY, C unt of South h Sept       	E 514, 819 21, 817 21, 817 3, 817 193, 092 67, 963 59, 988	s. 19 19 19 19 19 19 12 12 12 19 6 9 0 9 7 9	ies ew d. 1 0 0 11 10 10 d. 8 0 11 3 11 3 11 3 11 1 3 8	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other i Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of othe Balances due from oth Landed property Amount of all other see 1. Notes and bills di 2. Colonial Governm 3. Other funded secu 4. Debts due to the debts abandoned 5. Securities not in	G. W. W. LIABII G. Banks G. Banks G. G. G. G. G. G. G. G. G. G. G. G. G.	E. TOL A. KIH       	HURS ELY, ( unt of South h Sept         	E 514,819 21,886 25,978 21,890 21,890 21,890 4,306 11,815 97,817 193,092 67,963 59,988 ,886,872	s. 6 5 19 12 12 12 12 12 12 12 12 12 12 12 12 12	$\begin{array}{c} \text{ies} \\ 1 \\ 0 \\ 110 \\ 10 \\ 10 \\ 10 \\ 11 \\ 38 \\ 11 \\ 38 \\ 11 \\ 6 \\ 9 \\ 1 \\ 3 \\ 11 \\ 6 \\ 9 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$	LII NEEGO O GNBL
STATEMENT of th and Assets of th Zealand, during the Qu Notes in circulation Bills in circulation Balances due to other Government deposits Other deposits— Not bearing interest Bearing interest Total average Coined gold and silve metal Gold and silver in bulli Notes and bills of other Balances due from other Landed property Amount of all other see 1. Notes and bills dif 2. Colonial Governm 3. Other funded seeu 4. Debts due to the debts abandoned 5. Securities not in above heads	G. W. He avera e Bank harter e Banks  Banks  liabiliti Assur r and c  on or ba r Banks er Bank scounted ent securities- scounted f as bad neluded  assets	E. TOL A. KIH       	HURS ELY, C unt of South h Sept       	E 514,819 21,937 21,587,429 E 514,819 21,890 4,306 11,815 97,817 193,092 67,963 59,988 ,886,872 102,447 ,961,013	$\begin{array}{c} \text{s.} \\ \text{ilit.} \\ \text{N} \\ \text{99.} \\ \text{s.} \\ 6 \\ 5 \\ 19 \\ 19 \\ 2 \\ 12 \\ 12 \\ 19 \\ 6 \\ 9 \\ 0 \\ 9 \\ 7 \\ 9 \\ 13 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10$	$\begin{array}{c} & & \\$	LII NEEGO O GNBL

Amount of the capital stock paid up at the close of the quarter ended 30th September, 1899, £1,950,000. Rate of the last dividend declared to the shareholders, 9 per cent. per annum. Amount of last dividend declared, £87,750.

Amount of the reserved profits at the time of declaring such dividend, £1,200,000.

Dated at Wellington, this 14th day of October, 1899.

- E. F. FINCH, Inspector. SANDFORD COX, Inspector's Accountant.
- С

C ENERAL ABSTRACT showing the average amount of the Liabilities and Assets of the Bank of Australasia, within the Colony of New Zealand, taken from the several weekly statements during the Quarter from the 1st July to the 30th September, 1899.

the both population, re						
	LIABIL	ITIES.		£	s.	đ.
Notes in circulation	••	••	••	92,142	13	10
Bills in circulation	••	••		8,090		
Balances due to other	Banks	••				
Government deposits	••	••				
Other deposits—						
Not bearing interest	••	••		648,384		5
Bearing interest	••	••	••	629,937	11	4
Total average	liabilitia	a	-	1,378,555	19	1
TOTAL AVELAGE	IT COLLEGE	0	نة ت	1,516,555	10	1
	Asse	TS.				
Coined gold and silve			inoð	£	s.	d.
metal	r and o	andr co	meu	297,565		и. 6
Gold and silver in bulli	on or ha	.rg	••	967		
Notes and bills of other				3,288		6
Balances due from othe				0,200	v	v
Landed property		•••		62,484	13	1
Amount of all other see	ourities-	-		,	~~	-
1. Notes and bills dis	scounted		••	268,874	2	9
2. Colonial Governm	ent secu	rities	••	· • •		-
3. Other funded secu		••		••		
4. Debts due to the						
debts abandoned				1,408,001	4	7
5. Securities not in	ncluded	under	$\mathbf{the}$			
above heads	••	••	••	2,309	5	9
Total average	assets		£	2,043,490	16	
		••		-,	10	8

Amount of the capital stock paid up at this date, £1,600,000. Rate of the last dividend declared to the shareholders, 6 per cent. per annum.

Amount of the last dividend declared, £48,000. Amount of the reserved profits at the time of declaring such dividend, £809,970 1s. 8d.

Dated at Wellington, this 6th day of October, 1899.

G. WINTER, Inspector. J. W. PICKERSGILL, pro Accountant.

TATEMENT of the average amount of Liabilities and Assets of the National Bank of New Zealand, Limited, D in New Zealand, during the Quarter ended 30th September, 1899

1933'						
	LIABIL	ITIES.		£	s.	d.
Notes in circulation	••	••		178,497	10	10
Bills in circulation	••	••	••	2,749		
Balances due to other	Banks	••	••	7,159		
Government deposits	••	••	••	•	•	
Other deposits-						
Not bearing interest	••	••	••	875,754	3	2
Bearing interest	••	••	••	1,199,823	7	9
Estal amount of	12.1.23.42					
fotal average	liadilitie	s	••	£2,263,984	2	0
	Asse	m0				
a · · · · · · · ·				_		
Coined gold and silve	r and o	ther co	ined	£	s.	
metal	••	••	••	340,543		
Gold and silver in bulli			••	31,603	3	
Notes and bills of othe			••	3,645		2
Balances due from othe Landed property	er Banks	••	••	21,030		4
Amount of all other sec	••	••	••	89,060	19	2
1. Notes and bills dis	ournmes-	-		040 501	10	~
2. Colonial Governm	ont coot		••	242,761	19	6
3. Other funded secu		rules	••	••		
4. Debts due to the		 avelueir	· · ·	••		
debts abandone				1,646,194	16	10
5. Securities not in			the	1,040,194	10	10
above heads	Lorudou	unuer	ме	12,304	8	1
		••				-
Total average a	assets		£	32,387,144	10	7
5		-				<u> </u>

Amount of the capital stock paid up at the close of the quarter ended 30th September, 1899, £250,000. Rate of the last dividend declared to the shareholders, 6 per cent. per annum (for half year), and 1 per cent. bonus. Amount of the last dividend declared (including bonus), £10,000.

Amount of the reserved profits at the time of declaring such dividend, £77,661.

Dated at Wellington, this 5th day of October, 1899.

J. H. B. COATES,

General Manager,

STATEMENT of the LIABILITIES and ASSETS of the under-mentioned BANKS in the COLONY of NEW ZEALAND for the QUARTER ended 30th September, 1899.

NUALTAN BUN 10 TABLETINES AND ASSETS OF VERY 10 TABLETICS	LITIES and	I ABBETS OI U	T-JANTIN ATT	netton	LIABILITIES.	IS.			9	• • •		
		Mater		Bille	Ralances due			Deposits.	s			
BANKS.		Notes in Circulation.	Olr	Dins in Circulation,	other Banks.	<u> </u>	Government.	Not bearing Interest.		Bearing Interest.	Total Liabilities	
Bank of New Zealand Union Bank of Auetralia, Limited Bank of New South Wales Dank of Australasia National Bank of New Zealand, Limited	ited	2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	10 10 10 10 10 10 10 10 10 10 10 10 10 1	16.52 8. d. 9,021 15 2 3,751 15 2 8,050 14 6 2,749 9 10	$\begin{array}{ccc} \pounds & \epsilon_{\rm s} \\ 13,940 & 9 \\ 986 & 19 \\ 7,159 & 10 \end{array}$	<u>م</u> د ص ح <del>ار</del> -	2 a. d. 702,458 19 10 	2,590,127 995,056 905,172 905,172 648,394 875,754	8. d. 4 10 2 9 11,2 13 5, 13 5, 1,5 6 1,5 1,5 6 1,5 1,5 6 1,5 1,5 1,5 6 1,5 1,5 8 2 1,5 8 2 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,	2, 2, 3, 267, 3851 11 3 1, 257, 370 8 9 1, 257, 774 8 9 1, 547, 748 2 10 629, 937 11 4 1, 199, 823 7 9	<b>£</b> 8, 4, 92 17 6 2,388,873 18 9 2,587,429 12 10 1,378,555 13 1 2,263,994 2 0	
Totals	:	1,151,028 13	0 	40,035 6 11	22,086 1	18 5 7	702,458 19 10	6,014,495	4 1 7,9	7,902,831 1 11	15,832,926 4 2	
			-		ASSETS.					-	-	
BANKS.	tred Gold and Iver and othe oined Metals.	Coined Gold and Gold and Silver Silver and other Coined Metals. Bullion or Bars.	Notes and Bills of other Banks.	Balances due from other Banks.	Landed Property.	Notes and Bills discounted	Colonial Government Securities.	Other Funded Securities.	Debts due to Bank, exclusive of Debts abandoned as bad.	ank, Securities not sbts included under bad. other Heads,	ot der Total Assets. ls.	
Bank of New Zealand 7 Union Bank of Australia, Limited 5 Bank of New South Wales 5 Bank of Australasia	2 8. 4 780,767 1 570,280 10 514,819 1 297,565 17 340,543 6	d. d. g. g. d. g. d. g. g. d. g. g. d. g.	2 8. 6 10,274 7 1,530 16 4,806 19 1 3,288 9 8,645 2	$\begin{array}{c} \begin{array}{c} & & & & & & \\ 2,713 & 12 & & & \\ 1,815 & & & & \\ 1,030 & 15 & & & \\ \end{array}$	d. <i>£</i> s. d. 8140,587 13 7 73,183 3 2 97,817 9 11 62,484 13 1 4 89,060 19 2		d. 8678,248 18 3678,248 18 11 3 67,963 9 9 67,963	a. 2. s. d. 5 8 59,988 7 11	$\begin{array}{c} \pounds \\ 3,011,558 \\ 1,316,229 \\ 1,886,872 \\ 1,408,001 \\ 1,646,194 \end{array}$	d.         f.         f. <th f.<<="" td=""><td>d.         g.         d.           1         9         7,448,229         8         5           0         2         2,189,391         3         11           3         2         961,013         10         10           5         9         2,043,490         16         8           8         1         2,387,144         10         7</td></th>	<td>d.         g.         d.           1         9         7,448,229         8         5           0         2         2,189,391         3         11           3         2         961,013         10         10           5         9         2,043,490         16         8           8         1         2,387,144         10         7</td>	d.         g.         d.           1         9         7,448,229         8         5           0         2         2,189,391         3         11           3         2         961,013         10         10           5         9         2,043,490         16         8           8         1         2,387,144         10         7
Totals 2,	2,503,975 16 10 150,052	e	2 53,045 15 5	5 35, 559 14	2463,133 18 11	1,682,775 16	5 8 746,21 <sup>2</sup> 8	1 59,988 7 11	9,268,856	9 8 2,115,668 19	9 6 17,029,269 10 5	
				CAP	CAPITAL AND PROFITS	ROFITS.				· .		
BANKG			Capital paid up	-dn	μ.	kate per Annun	Rate per Annum of Last Dividend.	•	o	Amount of Last Dividend declared.	Amount of Reserved Profits at Time of declaring such Dividend	
Bank of New Zealand— 4-per-cent. stock guaranteed by the Government of N.Z. Preferred shares subscribed for by the Government of N.Z. Capital payable by shareholders	e Governme) the Governue   nited	at of N.Z nent of N.Z  	$\begin{array}{c} 2,000,000\\ 5000,000\\ 500,000\\ 1,500,000\\ 1,950,000\\ 1,950,000\\ 250,000\end{array}$	· · · ·	Nil		: ::::	: ::::	: ::::	£ 8. d.  45,000 0 0 87,750 0 0 48,000 0 0 10,000 0 0	<i>£</i> 8. d. 23,474 7 4 821,848 17 11 1,200,000 0 0 1809,970 1 8 77,661 0 0	
The Treasury, Wellington, 18th October, 1899.	, 18th Oct	ober, 1899.		-			•	JAS. B.	HEYWOOD,	1	Secretary to the Treasury.	

. л

1942

# THE NEW ZEALAND GAZETTE.

[No. 86

### Branches of Friendly Society registered.

Friendly Societies' Registry Office, Wellington, 17th October, 1899. THE Court Pride of Waitekauri, No. 7598, situated at Waitekauri, and Court Aroha, No. 7599, situated at Te Aroha, are registered as branches of the Auckland Dis-trict Ancient Order of Foresters Friendly Society, under "The Friendly Societies Act, 1882," this 17th day of Octo-her 1899 ber, 1899.

EDMUND MASON, Registrar of Friendly Societies.

Commissioner of the Supreme Court appointed.

NOTICE.-CURTIS CROWTHER PLANTE, Esq., of Mel-bourne, a Solicitor of the Supreme Court of Victoria, has this day been appointed by his Honour the Chief Justice a Commissioner of the Supreme Court of New Zealand in Victoria, under the 2nd section of "The Commissioners of the Supreme Court Act, 1875," for the purpose of adminis-tering and taking all such oaths, affidavits, and affirmations as in the said section mentioned.

Dated at Wellington, this 17th day of October, 1899. W. A. HAWKINS, Deputy Registrar, Supreme Court.

Notice published pursuant to the Provisions of Section 15 of "The Public Trust Office Consolidation Act, 1894."

Public Trust Office,

Public Trust Office, Wellington, 17th October, 1899. N OTICE is hereby given that, no person having taken out administration, the Public Trustee has filed in the Office of the Supreme Court at Wellington an election to administer the several intestate estates of the persons deceased whose names, residences, and occupations, so far as known, are hereunder respectively set forth, their gross pro-perties being estimated not to exceed £250 in each case.

perties being estimated not to exceed  $\pounds 250$  in each case. Alfred John Pratt, late of Ahaura, in the Provincial Dis-trict of Nelson, miner. Filed on the 10th day of October, 1899.

Paul Arnerich, late of Kumara, in the Provincial District of Westland, water-ganger. Filed on the 13th day of October, 1899.

Martha Parsons, late of Ngahere, in the Provincial Dis-trict of Nelson, married woman. Filed on the 14th day of October, 1899.

J. J. M. HAMILTON Deputy Public Trustee.

### Te Makarini Scholarships, held at Te Aute College, Hawke's Bay.

Bay. THREE scholarships of the yearly value of £35, tenable for two years, are offered for competition. One of these scholarships, to be called the senior scholarship, is open to all Maori boys under sixteen years of age at the end of the month preceding the date of the examination: the other two scholarships are junior scholarships, one of which is open to all Maori boys under fifteen years of age at the end of the month preceding the date of the examination who have attended a Native school or schools other than Te Aute or St. Stephen's, and whose attendance at school during the previous year is considered by the Inspector of Native Schools to have been satisfactory; the other is open to Maori boys whose attendance at any school during the previous year has been similarly satisfactory. The senior scholarship is open to Maori boys on the conditions laid down in the regulations of the Trustees of the Te Maka-rini Scholarships Fund, as printed in the Native Schools Code, 1897. Candidates for the junior scholarships will be examined in the subjects specified for Standard IV. in the Native Schools Code, 1897. The questions will, however, be somewhat more difficult than those set for the standard examinations. The examination will be held at convenient centres on the 18th and 19th December, 1899. Candidates must, either directly or through their teachers

examinations. The examination will be held at convenient centres on the 18th and 19th December, 1899. Candidates must, either directly or through their teachers, send notice to the Inspector of Native Schools, Education Department, Wellington, of their intention to present them-selves for examination. Such notice must be posted not later than the 31st of October next. Copies of the regulations and forms of notice may be obtained from teachers of Native schools and boarding insti-tutions, the Secretaries to Education Boards or the Secre

tutions, the Secretaries to Education Boards, or the Secre-tary for Education, Wellington.

JAMES H. POPE,

Inspector of Native Schools. Wellington, 5th September, 1899.

Examination for Mine-managers' and Battery-superintendents' Certificates.

Mines Department, Wellington, 2nd October, 1899. A N examination of candidates for certificates as First-and Second class Mine-managers and Battery-super-intendents under "The Mining Act, 1898," and First- and Second-class Mine-managers under "The Coal-mines Act, 1891," will be held on Tuesday, the 30th January, 1900, and three following days, at places to be hereafter named. All applications, with necessary certificates, and fee of £1, must be addressed to "The Secretary of the Board of Examiners under the Mining Act or Coal-mines Act, Wellington," and must be received before the 30th December, or they will not be dealt with until the following examination. Forms of be dealt with until the following examination. Forms of application may be obtained at Schools of Mines, Thames, Waihi, and Coromandel, also from Inspector of Mines, Westport and Dunedin.

T. H. HAMER, Secretary to the Board of Examiners.

Bonus for the Production of Quicksilver.

### Mines Office,

Wellington, 17th February, 1898. NOTICE is hereby given that a bonus of fourpence. (4d.) per pound will be paid on the production of the first one hundred thousand pounds weight (100,000lb.) of good marketable retorted quicksilver, free from all impurities, from any mine in New Zealand, on the following conditions, that is to say :

1. That at least one-third of the quantity is produced on or before the 31st March, 1900, and the remaining two-thirds on or before the 31st March, 1901.

thirds on or before the 31st March, 1901. 2. No bonus will be payable until the whole of the one hundred thousand pounds (100,000 lb.) of quicksilver has been produced as stipulated to the satisfaction of an officer to be appointed by the Minister of Mines, and on whose certificate alone the bonus will be paid. 3. In the event of more than one person producing the required quantities of quicksilver before the dates named, inquiry will be made by the officer above referred to, when, if it is found that each applicant is equally entitled to a bonus, the amount will be divided in proportion to the quantities produced by each applicant, but in no case shall any bonus be paid until at least one hundred thousand pounds (100,000 lb.) of quicksilver has been produced in the aggregate. aggregate.

A. J. CADMAN, Minister of Mines.

Bonus on Mineral Oil produced from Shale obtained in New Zealand.

Colonial Secretary's Office, Wellington, 29th October, 1898. OTICE is hereby given that a bonus will be paid for the production of mineral oil under the following

1. A bonus of 1s. per gallon ( $\pounds$ 5,000) will be paid on the first 100,000 gallons of mineral oil produced from shale obtained in the Colony of New Zealand, the oil to be of a quality approved of by Government, and to be sold at a price not exceeding 1s. a gallon at any port of shipment in the colony 2. Notice of intention to claim the aforesaid bonus must

be given in writing to the Colonial Secretary not later than the 31st December, 1899. 3. The claim must be made before the 30th June, 1900.

4. The first claimant who proves to the satisfaction of the Government that he has fulfilled all the conditions to

be the recipient of the bonus. 5. The other conditions—as to quantity, priority, quality, and value—to be fulfilled to the satisfaction of an officer appointed for the purpose by the Government.

J. CARROLL.

Bonuses for Encouragement of New Zealand Hemp (Phormium tenax) Industry.-Notice No. 535.

Department of Agriculture, Wellington, 13th February, 1899.

Bonus No. 1.

BONUS NO. 1. BONUS of £1,750 is offered for a machine or process for dressing New Zealand hemp (*Phormium tenax*) which shall be an improvement on the machines or processes now in use, and which shall, after trial, be found to mate-rially reduce the cost of production, improve the product, or increase the quantity of dressed fibre.

### The following are the conditions :-

The following are the conditions:— 1. All applications for the bonus must be sent addressed to the Hon. the Minister for Agriculture, Wellington, and must reach him not later than the 31st March, 1900. Each application must be accompanied by a description of the machine or process, particularly stating improvements on present machines or processes, and also the cost at which the machine or process can be supplied.

2. The applicants must be prepared to submit their machines or processes to examination at such time and place as the Government may direct.

3. The Government shall appoint a committee of three or 3. The Government shall appoint a committee of three or more experts, to whom all applications shall be submitted. Such committee shall, after perusal, state what machines or processes they deem worthy of consideration, and may in-spect the same at any place within the colony; and, having so inspected the whole or any of them, may direct that the whole or any of them be brought for further trial to such place as they may think fit.

The cost of bringing the machines or appliances on to the ground, from within the colony, supplying the necessary shafting, motive-power, and buildings, to be defrayed by the Government. If any machine sent from beyond the colony Government. If any machine sent from beyond the cost of bring-is awarded the bonus or part thereof, then the cost of bring-ing such machine shall be borne by the Government.
The following shall be the basis of the test:—
The committee shall supply a sufficient and equal quan-tity of green hemp to each machine or process as a test. The committee shall take into consideration—

The time occupied by each machine or process in the

.

operation; The cost of labour and time required after the fibre has left the machine or process before it is ready for baling;

The percentage of dressed fibre and tow produced by each machine or process

The cost of producing the same; The cost of the machine, and the simplicity and dura-

bility of the working parts. On completion of the tests the committee shall furnish a report to the Minister on all the machines or processes which they have examined or tested, and shall state,—

- (1.) The machine or process which they consider on the
  - The machine or process which they consider on the whole the most efficient and economic.
     Whether they consider that any machine or process tested so materially reduces the cost of production, or improves the product, as to be worthy of the whole bonus or of a part only.
     Whether, in the event of no one machine or process being entitled to the whole bonus, they deem any machine or process worthy of a part of the bonus, and, if so, how much.
  - and, if so, how much.

### BONUS No. 2.

A bonus of £250 is offered for a process of utilising the waste products of the hemp.

The first three conditions of Bonus No. 1 to apply to this also.

also. The committee shall supply a sufficient and equal quan-tity of the waste products to each process as a test. On completion of the tests the committee shall report to the Minister, and shall give the following particulars of each process: (a.) The nature of the article made. (b.) The quantity produced, and the cost of production. (c.) The value of the product. (d.) Whether any of the processes are of sufficient importance to warrant the Minister in giving (1) the whole, or (2) any part, of the bonus; (3) if a part only, how much. JOHN McKENZIE, Minister for Agriculture.

Minister for Agriculture.

### Crown Lands Notices.

### Lands in Auckland District open for Sale or Selection.

after Wednesday, the 13th day of December, 1899.

### SCHEDULE. AUCKLAND LAND DISTRICT. Second-class Land.

County.	District.	Section.	Block.	Area.	Cash	Price.	of Pu	n with Right rchase : per Cent.		Perpetuity : per Cent.
					Per Acre.	Total Price.	Rent per Acre.	Half-yearly Rent.	Rent per Acre.	Half-yearly Rent.
				A. B. P.	s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.
Hokianga Situated road.	Herekino l at Herekino S	8 Settlemen	II. t, and cor	48 1 0 mprises mix	10 0 ed-forest s	24 0 0 ind open la	0 6 nd, with s	0 12 0 ome swamp	0 4.8 Access	098 by formed
Hokianga	Herekino Whangape at Herekino,	16" 60 and adjoin	$\left  \begin{array}{c} II.\\ VII. \end{array} \right $	76 0 16 arbour. G	10 0 nerally of	38 0 0	06	0 19 0	0 4.8	0 15 3
Šituated	Takahue at Takahue S tered. About	ettlement	, six mile	50 0 0 50 0 0 51 50 0 0 52 have been	oria Valley	7. About of	0 4.5   0 6 ne-half mi	0 9 6 0 12 6 xed forest;	0 3.6 0 4.8 land of f	0 7 6   0 10 0 air quality,
Whangarei All oper	Mangakahia 1 land and well	18 watered.	XI. About	204 0 0 twenty-one	10 0 miles by r	102 0 0 oad from W	0 6 hangarei.	211 0	0 4.8	2 0 10
Whangarei About 1	Ruarangi* 2 acres forest,	91 and 92 balance of	pen and t	226 0 0 Indulating la	76 Ind. Situ	84 15 0 ated about :	0 4·5 four miles	226 from Mang	0 3.6 apai by ro	1140 mad.
Good cl	Hukerenui   lay soil, of san uri trees. Situ	dy format	ion and	well watere	d; genera	lly heavy r	0 6 nixed fore	670 st, with so	0 4·8 me small	5 1 8 totara and
Broken	Komokoriki* land, covered five miles from	with mixe	d forest;	104 0 0 clay soil, a	80 nd well w	41 12 0 atered. Si	0 4.8 tuated thr	1 0 10 se miles fro	0 3·84 om Post-o	0 16 8 ffice, Komo-
Undula tains totara	Otau <sup>*</sup> ting forest cour , rimu, rata. f	ntry, well Situ <b>at</b> ed e	watered ighteen n	; soil of fair niles from P	: quality, e apakura F	consisting of Railway-stat	f clay on a ion.	andstone su	ibsoil; the	e bush con-
Whakatane Open an	Waimana* ad forest land o	314   of fair qua	lity. Fo	288 0 0 288 pur miles fro	7 6 m Ohiwa.	108 0 0	0 4.5	2 14 0	0 3.6	233
Broken	Onewhero forest land; v Port Waikato.	2   volcanic at	IX. nd clay s	372 0 0 oil; well wa	11 0 atered. S	204 12 0 ituated ten	0 6.6 miles from	524 n Onewhere	0 5 28 Post-offic	4 1 10 ce, and four

**VII**. 50 0 0 7 6 18 15 0 0 4.5 0 9 6 0 3.6 0 7 6 Hokianga Whangape... 52Generally mixed forest land of fair quality, at Herekino Settlement.

\* Parish.

GERHARD MUELLER.

Commissioner of Crown Lands.

### Small Grazing-run, Auckland, open for Application.

# District Lands and Survey Office, Auckland, 16th October, 1899.

Norman, 16th October, 1899. Norman and after Wednesday, 13th December, 1899, at the annual rental noted. In the event of more than one application being received on the same day, priority of selection will be decided by ballot on the following day, at 11 a.m.

SCHEDULE. AUCKLAND LAND DISTRICT .- BAY OF ISLANDS COUNTY.

Second-class Pastoral Country.

Run.	Blocks.	Survey District.	Area.	Annual Rental.
25	IV. and V.	Kerikeri	A. B. P. 3,900 0 0	£ s. d. 25 5 0

Open, inferior land; covered in parts with rough grass; situated on sea coast, and running across to Mangonui Inlet, Bay of Islands.

The run is fairly watered, and easy of access by water from Russell, or by land from Kerikeri. GERHARD MUELLER, Commissioner of Crown Lands.

Land in Beaumont Estate, Southland, open for Selection on Lease in Perpetuity.

District Lands and Survey Office, Invercargill, 16th October, 1899. THE under-mentioned Crown land will be opened for application upon lease in perpetuity, at this office, on Thursday, 7th December, 1899, under the provisions of "The Land Act, 1892," and "The Land for Settlements Act, 1894," and its amendments.

TH		

SOUTHLAND LAND DISTRICT. -- WALLACE COUNTY. -- WAIRAKI SURVEY DISTRICT. -- BEAUMONT ESTATE.

First-class Land.

Section.	Block.	Area.	Rent per Acre.	Half-yearly Renf.
8	XXIX.	A. R. P. 391 3 35	s. d. 3 $1\frac{1}{2}$	£ s. d. 30 12 6

Situated about eight miles from Nightcaps. Altitude from 550 ft. to 600 ft. All ploughable. About 130 acres river-flat in English grass. Soil good, but shingly in places. Thirty-five chains river-frontage. About 15 acres swamp, balance hve chains river-frontage. About 15 acres swamp, balance low ridges of a strong clay soil, covered with tussock. Good fence on west boundary, of 48 chains, value of half-share £12; on south boundary, 83½ chains, value of half-share £18 14s.; 79 chains on main road, value £27 13s.; and 33 chains of division-fencing, value £6 12s.: total value of improvements, £64 19s. No cash-payment will be required for these improvements.

D. BARRON, Commissioner of Crown Lands.

Small Grazing-runs, Wellington, open for Lease upon Application.

District Lands and Survey Office,

Wellington, 16th October, 1899. Notice is hereby given that the under-mentioned small grazing-runs will be open for lease upon appli-cation, at the District Lands and Survey Office, on and after Wednesday, the 29th November, 1899, at the half-yearly rentals stated.

SCHEDULE.

Wellington Land District,---Wanganui County.---Maunga-karetu Survey District.---Ngaurukehu B No. 1 Block. First-class Pastoral Country.

Section.	Block.	Area.	Rent per Acre.	Half-yearly Rent.	
11 12 30A	XII. XVI.	A. R. P 281 0 0 820 0 0 502 0 0	$     \begin{array}{ccc}       1 & 4 \cdot 5 \\       1 & 4 \cdot 5     \end{array} $	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	

Section 11, Block XII., is situated on the Harakeketangi Stream, a branch of the Mangoiwa, which flows into the Hautapu River. The access is from Taihape, which is about twelve miles distant, viâ Ross's Track to Paengaroa, six miles and three-quarters, about five of which is dray-road; another mile is formed horse-track, and the remain-ing distance is by surveyed road through open country, but unformed. Pack-horses, however, can be taken out to the section at the north-eastern corner. The section com-prises, generally speaking, hilly forest land, with about 15 acres of open fern and flax country on the western boundary, and patches of flat land scattered throughout. The soil is of good quality, 3 in. to 12 in. in depth, resting on papa formation. The forest is of medium size on the spurs, and heavier on the flatter portions, comprising chiefly spurs, and heavier on the flatter portions, comprising chiefly matai, maire, rimu, rata, kahikatea, tarata, houhere, &c., with a fairly dense undergrowth of mahoe, rangiora, mako-mako, &c. The section is well watered by small streams. The elevation ranges from about 1,500 ft. to 2,300 ft. above non-local dense the section of the sect sea-level.

sea-level. Section 12, Block XII., is situated on the Heretekitangi Stream, on a branch of the Mangoiwa Stream, which flows into the Hautapu River. The access is from Taihape, which is about twelve miles distant,  $vi\hat{a}$  Ross's Track to Paengaroa, six miles and three-quarters, about five miles of which is dray-road; another mile is formed horse-track, and the remain-ing distance is by surveyed road through onen country but road; another mile is formed horse-track, and the remain-ing distance is by surveyed road through open country, but unformed. However, pack-horses can be taken into the section at the northern corner. The section comprises, generally speaking, hilly forest land, with about 30 acres of open flax and fern country on the western boundary, with patches of flat land scattered throughout. The soil is of good quality, 3 in. to 12 in. in depth, resting on papa formation. The forest is of medium size on the spurs, and heavier on the flatter portions, comprising chiefly matai, maire, rimu, rata, tarata, kahikatea, houhere, &c., with a fairly dense undergrowth of mahoe, rangiora, makomako, &c. The section is fairly well watered by small streams. The elevation ranges from about 1,800 ft. to 2,350 ft. above sea-level. sea-level.

Section 30A, Block XVI., is situated on the Mangapapa Stream, adjoining Sommerville Block. The access is from Taihape, which is about thirteen miles distant,  $vi\hat{a}$  Ross's Track to Paengaroa, which is mostly dray-road; the remain-ing six miles and a half is open for horse traffic  $vi\hat{a}$  Murray's Track and Rongoiti Road to within a quarter of a mile of the south-western portion of the section. The section com-prises, generally speaking, hilly forest land, with a small area of flat on the Mangapapa Stream and on the ridge at the north-eastern portion of the section. The soil is of good quality, ranging from 3 in. to 12 in. in depth, resting on papa formation. The forest is of medium size on the ridges and heavy on the flatter land, comprising chiefly matai, maire, rimu, kahikatea, tarata, rata, houhere, &c., with a fairly dense undergrowth of mahoe, rangiora, makomako, &c. The section ranges from about 1,700 ft. to 2,450 ft. above sea-level. sea-level.

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

Public Reserve in the Nelson Land District for Lease by Public Auction.

District Lands and Survey Office,

District Lands and Survey Office, Nelson, 26th September, 1899. Notice is hereby given that the lease of the under-mentioned reserve will be offered for sale by auction at the District Lands and Survey Office, Nelson, on Wednes-day, the 15th November, 1899, at 12 o'clock noon :--The lease of the Owen Junction Accommodation-house Reserve, Section 3, Square 146, Matiri Survey District; area, 43 acres 2 roods; situated sixty-six miles from Nelson on the main road from Nelson to the West Coast, at the junction of the Buller and Owen Rivers.

on the main road from Neison to the west Coast, at the junction of the Buller and Owen Rivers. The section is partially fenced, has been cleared of timber and scrub, and portions are well grassed. Situated on the land is a seven-roomed house, with outbuildings, good fourstall stable, and loose-box.

stall stable, and loose-box. Term of lease: Fourteen years, to date from the 1st July, 1899. Upset rental, £5 per annum; weighted with £410, value of improvements. Lessee will be required to provide proper accommodation for travellers and travelling stock, as pro-vided in conditions of lease, which can be obtained on ap-plication. Possession given fourteen days after date of sale. A deposit of a half-year's rent, £1 1s. lease-fee, and the amount of valuation of improvements, must be paid on the fall of the hammer.

fall of the hammer.

Full particulars, plans, &c., may be obtained at the District Land Offices, Nelson, Reefton, and Westport.

THOMAS HUMPHRIES, Commissioner of Crown Lands.

### Small Grazing-runs, Marlborough, open for Selection.

District Lands and Survey Office

Blenheim, 12th September, 1899. N OTICE is hereby given that the under-mentioned small grazing will be N orrice is nereby given that the under mentioned small grazing-runs will be open for selection on Monday, 13th November, 1899. If more than one application be received, then the order of selection shall be decided by ballot on the following day,

at 11 a.m. SCHEDULE.

# MARLBOROUGH LAND DISTRICT.

Second-class Land.

Small Grazing-run No.	Area.	Rent per Acre.	Half-yearly Rent.
Onamalutu	AND PINE VALL	EY SURVEY D	ISTRICTS.

A. B. P. S. d. £ S. d. 127 | 726 0 0 | 0 2½ | 3 8 1 About 300 acres birch bush, remainder fern and scrub; very broken; pastoral only; well watered. Average altitude, 1,500 ft. Twenty-two miles from Blenheim — by formed road nineteen miles, and unformed three miles.

### ONAMALUTU SURVEY DISTRICT.

128 | 412 0 0 | 0 3 | 2 11 6 About 170 acres birch bush, remainder fern and scrub; very broken; pastoral only; well watered. Average height, 1,000 ft. Twenty-three miles from Blenheim--by formed road nineteen miles, and unformed four miles.

129 | 1,026 0 0 | 0  $2\frac{1}{4}$  | 4 16 2 About 600 acres birch bush, remainder fern and scrub; very broken; pastoral only; well watered. Average height, 1,500 ft. Twenty-three miles from Blenheim—by formed road nineteen miles, and unformed four miles.

130 | 1,325 0 0 | 0 3 | 8 5 8 About 500 acres birch bush, remainder fern and scrub; very broken; pastoral only; well watered. Average height, 1,200 ft. Twenty-four miles from Blenheim — by formed road nineteen miles, and unformed five miles.

road nineteen miles, and unionized niver miles. 138 | 992 0 0 | 0 3 | 6 4 0 About 150 acres birch bush, 650 acres burnt bush, 200 acres fern and scrub; very broken; pastoral only; well watered. 150 acres of the burnt bush is sown with English grass. Gold is found in small quantities in Flower's and Nutmeg Creeks. Weighted with £45, value of improve-ments, which consist of the 150 acres of English grass. Eighteen miles from Blenheim—by formed road seventeen miles and unformed one mile. miles, and unformed one mile.

C. W. ADAMS, Commissioner of Crown Lands.

Pastoral Runs, Marlborough, for Lease by Public Auction.

# District Lands and Survey Office, Blenheim, 12th September, 1899.

T is hereby notified that the under-mentioned lands will be offered for lease by auction at the District Lands and Survey Office, Blenheim, on Monday, the 13th day of November, 1899.

### SCHEDULE.

MARLEOROUGH LAND DISTRICT. — PASTORAL LICENSES UNDER PART VI. of "THE LAND ACT, 1892."

### Onamalutu Survey District.

Run No. 140: Area, 1,860 acres; upset annual rental, £12. Run No. 141: Area, 2,213 acres; upset annual rental, £15. Run No. 142: Area, 1,670 acres; upset annual rental, £11.

Term in each case, twenty-one years.

Arapawa Survey District.

Run No. 19: Area, 335 acres; upset annual rental, £1. Term, ten years.

### DESCRIPTION OF LAND.

Run No. 140: Broken pastoral country, well watered;

Run No. 140: Broken passoral country, well watered; poor soil, covered with fern and scrub; accessible by road; twenty-three miles from Blenheim. Run No. 141: Broken pastoral country, well watered; about 1,100 acres bush, 250 acres burnt bush, remainder fern and scrub; accessible by road; about twenty-five miles from Blenheim.

Run No. 142: Broken pastoral country, well watered; covered with fern and scrub; accessible by road; about twenty-four miles from Blenheim. Run No. 19: All hill, covered with fern, scrub, and birch

bush; about twelve miles from Picton by water.

C. W. ADAMS,

Commissioner of Crown Lands.

Crown Lands, Canterbury Land District, for Lease by Public Tender.

### District Lands and Survey Office,

Christchurch, 4th September, 1899. NOTICE is hereby given that written tenders will be received at the District Lands and Survey Office, Christchurch, up to 12 noon on Wednesday, the 25th Octo-ber, 1899, for the leases of the under-mentioned Crown

lands. In the event of no tender being received at the time named for any of the lots, they will remain open for lease on application at the upset rentals and for the terms stated herein.

SCHEDULE.

Beserve or Section.	Block.	District.	Area.		Minimum Upset Annual Rental.			Term	
	}		А.	R.	P.	£	s.	đ.	Yrs.
Res. 3418 {	XVI. XIII.	Lyndon Waiau	153	2	0	38	7	6	14
Res. 3421	XIII.	Culverden	747	0	0	5	0	0	4
R.S. 36628	XIII.	Selwyn	121	0	0	5	0	0	7
Res. 948	II.	Arowhenua	1	0	13	1	0	0	7

Reserve 3418 forms the western portion of the Waiau Dip Reserve, situated between the south bank of the Waiau River and the road from Waiau to Culverden, about one mile and a half from the first-named township; and com-prises open flat land about 500 ft. above sea-level. About 126 acres is agricultural land, fair to good soil, in stubble and grasses; the balance is light stony land, carrying tus-sock pastures and liable to floods. Reserve 3421 forms part of the Humani Stock Party Reserve 3418 forms the western portion of the Waiau Dip

sock pastures and liable to floods. Reserve 3421 forms part of the Hurunui Stock Reserve, and is situated on the north bank of the Hurunui River, adjacent to the Hurunui Traffic-bridge, and is intersected by the main road to Waiau. It comprises open flat land of light quality, with a considerable area of manuka scrub. Rural Section 36628 is situated on the north-eastern bank of the Rakaia River, about two miles above the railway-bridge, and comprises open flat land of light quality. Reserve 948 is situated in the Township of Arowhenua, fronting on Whitcombe Street, adjacent to the Railway-station, and comprises stony land of light quality.

## TERMS AND CONDITIONS OF LEASE.

1. Tenders must be accompanied by marked cheque or money-order for the amount of six months' rent at the rate offered, together with £1 1s. lease-fee.

2. Possession will be given on the day of acceptance of tender

tender.
3. The leases will be for the terms stated in the Schedule, dating in each case from 1st January, 1900.
4. The Commissioner of Crown Lands may at any time resume possession of the land comprised in the lease, or any portion thereof, by giving to the lessee twelve months' notice in writing of his intention so to do.
5. The lessee shall have no right to compensation either for any improvements that may be placed upon the land, nor on account of the aforesaid resumption, nor for any other cause.

other cause.

6. The lessee shall have no right to sublet, transfer, or otherwise dispose of the whole or any portion of the land comprised in the lease except with the written consent of the Commissioner of Crown Lands first had and obtained.

7. The land shall be used for grazing purposes only, and shall not be broken up or cropped without the written con-sent of the Commissioner of Crown Lands first had and obtained.

8. The lessee shall destroy all rabbits on the land, and shall prevent their increase or spread to the satisfaction of the Commissioner of Crown Lands.

the Commissioner of Crown Lands. 9. The lessee shall prevent the growth and spread of gorse, broom, and sweetbriar on the land comprised in the lease; and he shall, with all reasonable despatch, remove or cause to be removed all gorse, broom, sweetbriar, or other noxious weeds or plants, as may be directed by the Commissioner of Crown Lands.

10. The rent shall be payable half-yearly, in advance, free

10. The rent shall be payable half-yearly, in advance, free of all deductions whatsoever. 11. The lease shall be liable to forfeiture in case the lease shall fail to fulfil any of the conditions of the said lease within sixty days after the date on which the same ought to be fulfilled.

12. The lessees of Reserves 3418 and 3421 will be required to at all times keep and provide upon the said lands accom-modation for travelling stock at rates not exceeding the following:-

For sheep, 5s. per 1,000 for twenty-four hours. For horses and cattle, per twenty-four hours, 2d. per head up to twelve in number, and 1d. per head above that number.

The lessees of these reserves shall not at any time keep or depasture upon the said lands stock of their own in such number as to interfere with the provision of reasonable and sufficient accommodation for the necessities of all travelling stock requiring to use the same.

stock requiring to use the same. 13. The lessee of Reserve 3418, near Waiau, will be required, from time to time when necessary, or when called upon by the Commissioner of Crown Lands to do so, to plant, construct, and maintain at his own cost such efficient protective works along the northern boundary of the reserve as may be necessary to check or prevent encroachment by the Waiau River upon the land.

The highest or any tender will not necessarily be accepted. SIDNEY WEETMAN.

Commissioner of Crown Lands.

Land in Albury Settlement, Canterbury, open for Lease as a Small Grazing-run.

District Lands and Survey Office, Christchurch, 12th September, 1899.

Christchurch, 12th September, 1899. N OTICE is hereby given that the under-mentioned small grazing-run will be opened for selection, in conjunction with lease-in perpetuity Lot 1, Albury Settle-ment, at the District Lands and Survey Office, Christ-church, on Wednesday, 15th November, 1899, under the provisions of "The Land Act, 1892," "The Land for Settle-ments Act, 1894," the Land for Settlements Act Amend-ment Acts, 1895 and 1896, and the regulations made theraunder. thereunder.

If the run be not applied for on the 15th November, 1899, it will be open for application thereafter at the District Lands and Survey Office, Christchurch.

### SCHEDULE.

CANTERBURY LAND DISTRICT. - MACKENZIE COUNTY. - TENGA-WAI SURVEY DISTRICT.

Small Grazing-run.-Second class Pastoral Land.

Run.	Block.	Area.	Small Gr Rent, 5	azing-run : per Cent.
	DIOCK.	Area.	Rent per Acre.	Half-yearly Rent.
49	IX.	A. R. P. 2,713 0 0	s. d. 0 9	£ s. d. 50 17 5

This run is situated at the northern end of the Albury Range, about three miles and a half westerly from the Fairlie Railway-station, and comprises hilly pastoral country, ranging from about 1,100 ft. to 4,300 ft. above sea-level, consisting of good open spurs well covered with tussock, native, and English grasses on the lower portions, and high rocky faces growing snow-grass and tussock. The aspect of the land is generally favourable, it is well watered by numerous streams, and when worked in conjunction with the homestead block (Section 1) it has a good average carrying-capacity. The run is fenced all round, and is weighted with a valuation of £35 15s. for part of the southern boundary-fence, erected by the late occupier: this sum must be paid by the successful applicant before being admitted to possession of the run. admitted to possession of the run.

This run must be applied for and selected together with the homestead-site, Lot 1, Block XI., Tengawai Survey District.

> SIDNEY WEETMAN, Commissioner of Crown Lands.

Land in Albury Settlement, Canterbury, open for Selection on Lease in Perpetuity.

District Lands and Survey Office, Christchurch, 12th September, 1899. Christchurch, 12th September, 1899. N OTICE is hereby given that the under-mentioned land will be opened for selection on lease in perpetuity, at the District Lands and Survey Office, Christchurch, on Wednesday, the 15th November, 1899, under the provisions of "The Land Act, 1892," "The Land for Settlements Act, 1894," the Land for Settlements Act Amendment Acts, 1895 and 1896, and the regulations made thereunder. If the sections he not employed for on the 15th Numerick

If the sections be not applied for on the 15th November, 1899, they will be open for application thereafter at the District Lands and Survey Office, Christchurch.

CANTERBURY LAND DISTRICT. -- MACKENZIE COUNTY. -- TENGA-WAI SURVEY DISTRICT.

First-class	Surveyed	Land
	Salvegea	124.000

Section.	Block.	Area.	Lease in Perpetuity: Rent, 5 per Cent.				
Section.	DIOCA.	Alea.	Rent per Acre.	Half-yearly Rent.			
1	XI.	A. R. P. 267 2 0	s. d. 5 6	£ s. d. 36 15 7			

This section is situated at the northern end of the Albury Settlement, fronting on the main Mackenzie Road, about a quarter of a mile southward from Winscombe Railway-station, on the Timaru-Fairlie branch line; it comprises open, well-grassed downs and flats, intersected by Coal Stream and several gullies, by which it is well watered; the soil is of good quality, on clay subsoil. The section lies at an altitude of from about 900 ft. to 1,100 ft. above sea-level; it is fenced all round, and is weighted with a valuation of £10 for part of the southern boundary-fence erected by the late occupier; this sum must be paid by the successful applicant before being admitted to possession of the land. This section forms the homestead-site for, and must be

This section forms the homestead-site for, and must be selected together with, Small Grazing-run No. 49.

XIV. 50 0 0 | 6 9.6 | 8 10 0 63 This section is situated on the south side of the Camp Valley Road, about three miles and three-quarters north-westward from the Albury Railway-station, on the Timaru-Fairlie branch line; it comprises open and undulating land, ranging from about 1,100 ft. to 1,200 ft. above sea-level; the soil is a deep loam of good quality, with clay subsoil. The ranging from about 1,10016 to 1,20016 above sea-level; the soil is a deep loam of good quality, with clay subsoil. The section is fenced all round, and is weighted with a sum of £13 10s. for part of the boundary-fence erected by the late occupier: this sum must be paid by the successful appli-cant before being admitted to possession of the land.

SIDNEY WEETMAN, Commissioner of Crown Lands.

Crown Lands in Auckland open for Selection on Lease in Perpetuity.

District Lands and Survey Office, Auckland, 12th September, 1899. NOTICE is hereby given that the under-mentioned Crown lands will be open for application upon lease in perpetuity, at this office, on Wednesday, 15th November, 1898.

SCHEDULE. AUCKLAND LAND DISTRICT .--- PIAKO COUNTY. First-class Land.

Section.	Block.	Area.	Lease in Perpetuity Rent, 5 per Cent.			
	BIOCK.	Area.	Rent per Acre.	Half-yearly Rent.		

### RANGIATEA ESTATE. Waitoa Survey District.

*A. B. P. S. d. £ s. d. A. B. P. S. d. £ s. d. 33* | XVI. |  $264 \ 2 \ 0 \ | \ 36 \ | \ 23 \ 2 \ 10$ Has a frontage of some 25 chains to the district road on its east side. Nearly all ploughable agricultural land, the north boundary, about 70 chains, fenced with post-and-wire fence. About one-third of section is an undulating clayey ridge, with a surface of sandy loam from 6 in. to 12 in. deep. Distant about two miles from Waitoa Railway-station, and about a mile and a half from Waihou Township.

XVI. | 116 2 0 | 4 0 | 11 13 0 38 All flat agricultural land in grass, except a narrow strip of swamp on the Piraunui Stream. Frontage of about 35 chains to district road, and fenced. The southern boundary, some 34 chains, is also fenced. Distant from Waihou Railway-station about a mile and a half.

## Maungakawa Survey District.

6 | IV. | 161 0 0 | 1 6 | 6 0 9 Fronts the district road for nearly 50 chains. About 120 chains fencing. About two-thirds of land is swamp, requiring draining. This section affords a considerable quantity of feed in summer. Distant two miles from Waitoa Railway-station.

### GERHARD MUELLER,

Commissioner of Crown Lands.

Reserves in Scarborough Township for Lease by Tender.

District Lands and Survey Office, Wellington, 3rd October, 1899.

Weining out of the District States of the under-mentioned sections. If any sections are unapplied for on the 29th November, 1899, they will remain one for selection at the under-mentioned sections. open for selection at the upset rentals, and for the terms stated below

### SCHEDULE.

### WELLINGTON LAND DISTRICT.

### Scarborough Township.

Section.	Block.	Area.	Annual Rental	
		A. R. P.	£ s. d.	
6	<b>I</b> .	0 1 0	0 5 0	
10	,,	0 1 0	076	
5	тĨ.	0 1 0	076	
10 5 3	III.	010	0 5 0	
7		0 1 0	0 5 0	
3	ïv.	0 1 0	050	
8		0 1 0	0 5 0	
7 3 8 5	Ϋ́.	0 1 0	076	
4	VI.	0 1 0	050	
13		0 1 0	050	
13	vĩi.	0 1 0	076	
12	IX.	0 1 0	050	
8	XII.	0 1 0	0 10 0	
15		0 1 0	076	
18		0 1 0	076	
11	XIII.	0 1 0	0 10 0	
7	XI.	0 1 13	1 10 0	
94	<b>X</b> .	020	1 0 0	

Term, seven years.

These reserves are situated in the Scarborough Township, and, with the exception of Section 94, Block X., which is rough and partly wet, are all level and in grass.

### CONDITIONS.

1. Tenders must be accompanied by marked cheque or post-office order for six months' rent at the rate offered, together with £1 ls. lease-fee. 2. There are no restrictions or limitations as to the number of sections which one person may lease, and no declaration is required. Residence and improvements are not compulsory. No compensation shall be claimed by the lessee, nor shall any be allowed by the Government, on account of any improvements effected by the lessee, nor for any other cause.

any other cause. 3. Possession will be given on the day of acceptance of tender.

4. The leases shall be for the term of years as specified above, but shall be subject to termination by twelve months' notice in the event of the land being required by the Government

5. The rent shall be payable half-yearly in advance. 6. The lessee shall have no right to sublet, transfer, or otherwise dispose of the land comprised in the lease, except with the written consent of the Commissioner of Crown Lands first had and obtained.

7. The land shall not be cropped nor broken up, except with the consent of the Commissioner of Crown Lands. 8. The lessee shall destroy all rabbits on the land, and he

shall prevent their increase or spread, to the satisfaction of the Commissioner of Crown Lands.

9. The lesses shall prevent the growth and spread of gorse, broom, and sweetbriar on the land comprised in the lesse, and he shall with all reasonable despatch remove, or cause to be removed, all gorse, sweetbriar, broom, or other noxious weeds or plants, as may be directed by the Com-missioner of Crown Lands.

10. The lease shall be liable to forfeiture in case the lessee should fail to fulfil any of the conditions of the said lease within sixty days after the date on which the same ought to be fulfilled

Full particulars may be ascertained and plans obtained at this office.

J. W. A. MARCHANT,

Commissioner of Crown Lands.

Crown Lands in Otago open for Selection on Lease in Perpetuity.

Crown Lands Office.

Dunedin, 12th September, 1899. NOTICE is hereby given that the under-mentioned Crown lands will be open for application upon lease in perpetuity, at this office, on Wednesday, the 15th November, 1899.

SCHEDULE.

OTAGO LAND DISTRICT .--- WAITAKI COUNTY. First-class Land.

Section.	Block.	<b>A</b> .moo	Lease in Perpetuity : Rent, 5 per Cent.			
	Block.	Area.	Rent per Acre.	Half-yearly Rent.		
	ARU SURVEY	DISTRICT	ARDGOWAN E	STATE.		

A. R. P. S. d.  $\pounds$  S. d. 93 | II. | 19 0 29 | 10 0 | 4 15 11 Gently undulating agricultural land; soil good. There is no permanent water on this section, but it can be obtained by sinking. Situated three miles distant from Town of Oamaru and two miles from Waiareka Dairy Factory. Valuation for improvements, payable with application or immediately the result of the ballot is declared,  $\pounds$ 70 13s. 9d.

MARUWENUA SURVEY DISTRICT .- MAEREWHENUA ESTATE. 2 TTT. 244 24A | | 0 2 16 | 8 0 | 0 2 6\* Level and gently rising ground; soil good, on old alluvial and limestone formations. No water on allotment, but good water, to which there is access, within 20 chains. Accessible by formed road, and situated a mile and a quarter from Duntroon Railway-station. Valuation for improvements, payable with application or immediately the result of the ballot is declared, £69 16s.

OAMARU SURVEY DISTRICT .--- TEANARAKI ESTATE. 17 | XII. | 10 0 0 | 18 2 | 4 10 10 Rich agricultural land, all ploughable. Situated two miles from Enfield Railway-station. Valuation for im-provements, payable with application or immediately the result of the ballot is declared, £30.

\* Grouped. J. P. MAITLAND, Commissioner of Crown Lands.

Land in Waimarie Settlement, Hawke's Bay Land District, open for Selection on Lease in Perpetuity.

District Lands and Survey Office, Napier, 26th September, 1899. THE under-mentioned Crown lands will be open for selection on lease in perpetuity at the District Lands and Survey Office, Napier, and the Land Office, Gisborne, on Thursday, the 16th November, 1899. If more than one application be received for the allotment on the same day, then the order of selection shall be decided by ballot. If the allotment be not applied for on the 16th November, 1899, it will be open thereafter for application at the District Lands and Survey Office, Gisborne:-

WAIMARIE SETTLEMENT, WAIMATA SURVEY DISTRICT, COOK COUNTY.

### First-class Land.

SECTION 12, Block VIII.: Area, 5 acres; half-yearly rental, £2 16s; weighted with £84 for improvements.

zz 108; weighted with ±84 for improvements. Description of Land.—First-class flat land, in grass. The following improvements are now on the land: Dwelling-house and sheds; 1½ acres cleared of rushes, being ploughed and cropped last season and now lying fallow; garden and young orchard with live hedge and ornamental trees; while 8 chains of the boundary-fence have been erected (of which a share belongs to the lessee) and 8 chains of subdivisional fencing.

a share belongs to the lessed, and a share belongs to the lessed, and a single fencing. The Waimarie Settlement is situated ten miles from Gisborne on the main road from that town to Motu and Opotiki, the upper end reaching to within half a mile of the Ormond Village. There is a cheese-factory in the vicinity, but just at present it is not in operation. The main road from Gisborne is of the best, level, and gravelled the whole distance, and at the present time two lines of coaches are running, making communication with the town and port easy. frequent, and inexpensive. easy, frequent, and inexpensive. ERIC C. GOLD SMITH,

Commissioner of Crown Lands.

Pastoral Runs in the Counties of Ashley, Ashburton, and Waimate for Lease by Public Auction.

District Lands and Survey Office, Christchurch, 3rd October, 1399. N OTICE is hereby given that the under-mentioned pastoral runs will be offered for lease by public auction, at the District Lands and Survey Office, Christchurch, on Wednesday, 22nd November, 1899, at 11 a.m.

PASTORAL LICENSES UNDER "THE LAND ACT, 1892."

Run No.	Name of Station.	County.	Area.	Upset Annual Rental.		ual	Term of License.
			Acres.	£	s.	d.	Yrs.
136	Part of Broomfield	Ashley	4,160	120	0	0	7
136a	"	,	330	8	0	0	7
136в	"	"	481	1	0	0	7
225	Part of Mount Oxford	"	3,900	61	3	4	14
103	McRae's Station	Ashbur- ton	1,688	50	0	0	10
67	Akatarawa	Waimate	29,200	850	0	0	14
205	Hakateramea River	"	118	15	0	0	7

Run No. 136, part of the Broomfield Station, is situated An No. 150, part of the Broomied Station, is situated on the Mount Grey Range, about nine miles from Amberley Railway-station by metalled and formed road; it is well watered by the sources of the Kowai River, and comprises hilly country ranging from 800 ft. to 3,000 ft. above sea-level. While there is fair tussock feed on the top and slopes of Mount Grey, the lower spurs are principally covered with manuka scrub

Run No. 136A is situated between the last-mentioned Run

Run No. 136A is situated between the inst-mentioned term No. 136 and the South Kowai River, and comprises open tussock land, about 700 ft. above sea-level. Run No. 136B is situated on Crampton's Bush Road, to the eastward of Run No. 136, and comprises manuka-covered land, about 850 ft. above sea-level. Run No. 225 is situated on the eastward slopes of Mount

Run No. 225 is situated on the eastward slopes of Mount Oxford, extending across the range from Cooper's Creek to the River Ashley, and comprises country varying in elva-tion from 1,000 ft. to 4,000 ft. above sea-level, with rocky spurs and clay faces, the greater portion of the country being covered with live and dead standing timber, through which a fire swept in January, 1898. The pastoral license confers upon the holder thereof no rights of felling, splitting, saw-ing, or in any way using or removing any of the live or dead timber upon the land; and the license is offered subject to the rights of any persons now or hereafter to be authorised by the Canterbury Land Board to split or saw timber upon any portions of the lands. Run No. 103 is situated about four miles from Springburn

Run No. 103 is situated about four miles from Springburn Run No. 103 is situated about four miles from Springburn Railway-station, on the south-eastern slopes of Mount Somers. The upper half is rough, broken, rocky country; the front is comparatively low country, fairly well grassed, and easy of access. The run is bounded on three sides by forest, and intersected by deep gullies covered with birch forest. Altitude, from 2,000 ft. to 3,000 ft. above sea-level. Run No. 67, Akatarawa Station, is situated about sixteen miles from Hakateramea Railway-station, South Canter-bury and consists of high broken country, running up to

bury, and consists of high broken country, running up to 4,150 ft. above sea-level.

Run No. 205 is situated about twenty miles up the Haka-teramea River from the railway-station of that name, and consists of a narrow strip of land lying between the river and the road.

In the road. In the event of any of the runs not being sold at the auction, they will immediately thereafter be open for ap-plication at the upset rents herein specified. Special attention is directed to clause 2 of the conditions

to be embodied in the license, providing that the licensee shall prevent the destruction or burning of timber or bush on the land comprised in the license. This condition will on the land comprised in the license. be strictly enforced.

### CONDITIONS.

1. Possession of the runs will be given to the purchaser of the license on the 1st March, 1900, or on approval of application by the Land Board.

2. No person or company may become the holder of more than one run under Part VI. of "The Land Act, 1892": Provided that the holder of any run under the said Act of a carrying-capacity of less than ten thousand sheep or two thousand head of cattle may become the lessee of an aggre-gate area sufficient to carry such a number of sheep or cattle. The holder of any small grazing-run under Part V.

D

of "The Land Act, 1892," shall not be the holder of any run under Part VI. of the said Act. 3. The licenses shall be dated on the 1st March, 1900, or

on the 1st March next following the date of selection 4. The licenses shall be subject to the following conditions amongst others :

- (1.) That, if the licensee, or any person claiming an interest through or under him, shall make or cause to be made any agreement or contract, or shall give or cause to be given or taken any negotiable security, for the purpose of defeating or evading the provisions of, or shall in any way whatsoever, directly or indirectly, commit or be privy to a fraud upon, "The Land Act, 1892," the license shall be liable to be forfeited and revoked;
  (2.) That the licensee shall prevent the destruction or
- (2.) That the licensee shall prevent the destruction or burning of timber or bush on the land comprised in the license;
- (3.) That the licensee shall prevent the growth or spread of gorse, broom, and sweetbriar on the land comprised in the license, and shall with all reasonable speed remove or cause to be removed all gorse, sweetbriar, broom, or other noxious weeds or plants, as may be directed by the Commissioner; and
- (4.) That the licensee shall destroy all rabbits on the land comprised in the license, and shall prevent their increase or spread, to the satisfaction of the Commissioner or an officer appointed by him to

5. The licensee shall have the exclusive right of pasturage over the lands specified in his license, but shall have no right to the soil, or timber or minerals thereon or therein. 6. One half-year's rent, a license-fee of £1 ls., and the

6. One half-year's rent, a license-fee of £1 ls., and the amount of valuation for improvements shall be paid on the fall of the hammer, and the purchaser shall make a declara-tion in terms of section 195 of "The Land Act, 1892." The rent shall be paid half-yearly in advance, on the 1st day of March and the 1st day of September in each year during the term of the license. Should the half-yearly rental at any period not be paid within thirty days, a penalty of 10 per cent, in addition will be enforced.

7. No liability is accepted by or on behalf of the Crown in respect of any fencing existing upon the Crown lands offered for license.

### DECLARATION

, do solemnly and sincerely , of T declare,

1. That I am the person who, subject to the provisions of "The Land Act, 1892," am desirous of becoming the pur-chaser of a lease or license of pastoral lands.

2. That I am purchasing the lease or license of such lands solely for my own use and benefit, and not directly or in-directly for the use or benefit of any other person or persons whomsoever.

That I am not the holder of any lease or license in any part of the colony, nor have I any interest in any lease or license in contravention of section 193 of the said Act.

4. That I am not the holder of a small grazing-run in any part of the colony, nor have I any interest in any such run. And I make this solemn declaration conscientiously be-lieving the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1882." (Signature.)

, this day of , 18 , , a Justice of the Peace in and for the Declared at before me Colony of New Zealand.

SIDNEY WEETMAN

# Commissioner of Crown Lands.

Sale of Timber, Auckland Land District.

### District Lands and Survey Office,

Auckland, 27th August, 1899.

Auckland, 27th August, 1899. N OTICE is hereby given that the under-mentioned kahikatea (white-pine) and kauri timbers, situated on the Tokatoka Marsh lands, Tokatoka Survey District, Otamatea County, will be offered for sale by public auction at the District Lands and Survey Office, Auckland, on Fri-day, the 12th January, 1900, at 11 o'clock a.m.:-52,116 kahikatea-trees, containing about 97,509,000 super-ficial feat

ficial feet.

122 kauri-trees, containing about 312,900 superficial feet. Total number of trees, 52,238, containing a total of about 97,821,900 superficial feet.

Upset price for the whole of the timber,  $\pm 24,533$  14s.; equal to 6d. per hundred superficial feet for the kahikatea or white-pine, and 1s. per hundred superficial feet for the kauri timber.

GENERAL DESCRIPTION OF LOCALITY OF TIMBER.

The kahikatea (white-pine) and kauri timbers are situated on the Tokatoka Marsh lands, a considerable part of which

Se

7

have been made available for cultivation by a system of | Small Grazing-runs, Southland Land District, open for Selec-

drainage during the last few years. The timber lands comprise Sections 22 to 29, 34, 41 to 44, 49 to 54, Block XI., and Sections 1 to 6, Block XII.- total area, 4,090 acres 1 rood 33 perches.

LAND FOR SAWMILLS, AND SHED AND SITE FOR WHARF.

Land near Wairoa River or on Bascombe's Creek, on which to erect sawmills and sheds, or land for stacking tim-ber, can be obtained under the Land Act by application to the Land Board, and a site for a wharf for shipment of timber may be secured on application to the Marine Depart-ment. ment.

### FACILITIES FOR SHIPPING THE TIMBER.

The iron tram-line traverses throughout perfectly level ground, and is completed between the points marked A and B ground, and is completed between the points marked A and B on the map (in the pamphlet), a length of one mile and a half, and ready for extension towards point marked C (south-west corner of Section 3, Block XII.), as may from time to time be found expedient to meet the purchaser's require-ments; and, if so desired, the line will also be extended westerly for an additional 10 to 12 chains, to near the mouth of Bascombe's Creek, to further facilitate the shipment of the timber. The Kaipara Harbour is one of the best on the west coast

The Kaipara Harbour is one of the best on the west coast of the North Island, and the shipping of timber from it to other ports of New Zealand, to the Australian Colonies, and even to India, has been very brisk during the past ten years, and not unfrequently ten sea-going sailing-vessels and steamers have at the same time been lying in the Kaipara waters awaiting loading, &c. According to the "New Zealand Pilot," the depth of water at the Kaipara entrance ranges from 30 ft. to 33 ft. at low water, a depth quite sufficient for vessels up to 5,000 tons burden. The rise and fall of the tide at the Kaipara entrance averages about 9 ft. There is a great depth of water from the Kaipara Heads to Dargaville, a distance of thirty-six miles, and some of the largest timber-carriers which visited the Kaipara took in their loading at Mangaware, an old settlement close to Dar-gaville.

gaville.

### CONDITIONS OF SALE.

The purchaser of the kauri and kahikatea (white-pine) timber herein referred to to have the right to convey such timber herein referred to to have the right to convey such timber, and any machinery, material, tools, implements, &c., required for the proper working of the timber, over the Government iron tram-line to its terminus near the mouth of Bascombe's Creek, Northern Wairoa River, free of charge during the period allowed him for the removal of the timber. Government will construct and maintain the tram-line, but the purchaser to uprovide big own rolling stock the purchaser to provide his own rolling-stock. One-twentieth of the purchase-money (£1,226 13s. 8d.) to

be paid in cash or by marked cheque on the fall of the hammer, one-twentieth in one year, one-twentieth in two years, and so on annually until the whole of the purchase-

years, and so on annually unit the whole of the purchase-money has been paid. Time allowed for removal of timber: Twenty-one years from the date of purchase. Wherever sidings are required, Government to provide points, rails, &c., for the first chain of siding from the main line. The construction of any extension beyond the first heir is decoder upon the purchase.

The construction of any extension beyond the inst chain to devolve upon the purchaser. The iron tram-line to be and remain under the control of the Government, but to the purchaser of the timber the priority of right of using it will, if practicable, be always conceded.

Regulations for the most economical and satisfactory working of the tram-line to be mutually agreed upon between the Commissioner of Crown Lands and the purchaser, and to be amended from time to time as the distance for haulage

to be amended from time to time as the distance for haulage increases and altered circumstances require it. Purchaser to cut and remove annually at least 4,000,000 superficial feet of the timber purchased, and if the output exceeds 5,000,000 ft. per annum the surplus quantity to be paid for at the rate of 6d. per 100 superficial feet. Such payments to be in reduction of the last annual payment of the purchases more

payments to be in reduction of the lass annual payment of the purchase-money. The timber to be cut in a continuous and regular manner, and each section, as soon as cleared of pine (kahikatea) and kauri, must be handed back to Government for disposal for settlement purposes. In case of a fire in the bush destroying any standing

timber during the term of the agreement, an estimate of the damage done shall be made on the written request of the damage done shall be indee on the written request of the purchaser preferred within a month of the fire, and the value of the timber destroyed shall be calculated on the basis of 6d. per 100 superficial feet, and the loss thus sus-tained, together with the expense of ascertaining such loss, shall be borne in equal shares between the purchaser and the Government.

Pamphlet containing description of locality of timber, conditions of sale, and maps may be had on application to any Land Office in New Zealand.

GERHARD MUELLER

Commissioner of Crown Lands.

tion

District Lands and Survey Office, Invercargill, 26th September, 1899. NOTICE is hereby given that the under-mentioned small grazing-runs will be open for selection at this office on Thursday, the 23rd November, 1899.

SCHEDULE. SOUTHLAND LAND DISTRICT.-WALLACE COUNTY. Second-class Land.

ection.	Block. Area.		Rent per Acre.	Half-yearly Rent.
		1MO SURVE all Grazing-1	ry District	•

	Α.	R.	Р.	s. a.	ま	, S.	α.
L25*	6,026	0	0	03	3'	7 13	8

Situated about twenty-eight miles from Mossburn Railway-station, and about eight miles from Manapouri Township. Hilly country; soil fair; vegetation, white tussock and fern; gravel formation; height above sea-level, from 600 ft. to 1,400 ft. Burdened with valuation for improvements, £142 7s. 6d., consisting of hut, £25; sheep-yards, £30; and half value of boundary-fencing, £87 7s. 6d.

Cent	RE HILL	SURVEY DISC	TRICT.
		ing-run No. 38	
IV.	).		

$\begin{array}{c}1,\ 2,\ 3,\ 4,\\7,\ 8,\ 9,\\10,\ 11,\ 13\end{array}$	} vı	(I.) <sup>2</sup>	,744	0	0	0	2	11	8	8	

Situated about five miles from Mossburn Railway station. Land poor, level, and partly swampy; vegetation principally snow-tussock; height above sea level, about 1,300 ft. Burdened with valuation for fencing,  $\pounds 267$  19s.

Small Grazing-run No. 41.

13, 14, 15† III.							
1  to  6, $1  to  7$							
8 to 12 $j^{+}$	4,905	0	0	0	2	20	8 9
1, 2 VI.							
5,6 VII.				1			

Situated about two miles from Mossburn Railway-station. Land partly level and swampy; vegetation principally snow-tussock; height above sea-level, about 1,300 ft. Burdened with valuation for fencing, £128.

\* Including some unsurveyed land, Mararoa Survey District. † And river-bank reserve adjoining.

D. BARRON.

Commissioner of Crown Lands.

Public Reserve in the Nelson Land District for Lease by Public Auction

District Lands and Survey Office, Nelson, 26th September, 1899. NOTICE is hereby given that the lease of the under-mentioned reserve will be offered for sale by auction at the District Lands and Survey Office, Nelson, on Wednes-

at the District Lands and Survey Office, Nelson, on Wednes-day, the 15th November, 1899, at 12 o'clock noon. Lease of the Inangabua Junction Accommodation-house Reserve, part Section 28, Square 134, Inangahua Survey District; area, 10 acres and 26 perches; situated at the Inangahua Junction, about twenty-one miles from the Town of Reefton, on the main road from Nelson to the West Coast. The section is cleared, and in grass, with small garden and fruit-trees. The main building, now a licensed hotel, con-tains thirteen rooms, with outbuildings and stables. Newman Brothers', coach-proprietors, stables are not included in the Brothers', coach-proprietors, stables are not included in the ea le

sale. Term of lease: Fourteen years, to date from the 1st January, 1900. Upset rental, £5 per annum; weighted with £375, value of improvements. Lessee will be required to provide proper accommodation for travellers and travelling stock, as provided in conditions of lease, which can now be obtained on application. Possession given 1st January, 1000 1900.

A deposit of a half-year's rent, £1 1s. lease-fee, and the amount of valuation of improvements, must be paid on the fall of the hammer.

Full particulars, plans, &c., may be obtained at the Dis-trict Land Offices, Nelson, Reefton, and Westport. THOMAS HUMPHRIES,

Commissioner of Crown Lands.

Ост. 19.]

# THE NEW ZEALAND GAZETTE.

1951 -

# Traffic Returns. N EW ZEALAND RAILWAYS.—Traffic Returns for the four weeks ending 16th September, 1899, and for the corresponding four weeks, 1898.

|  | 1  | Traffic  
   
   | c Retr  | ırns.  |  |  |  |  |   | KAIHU  | | | | | | | | |
  | ION  | t.  |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|--|--
--
--
--|---|--|--|--|--|--|---|--|--
--|---|--|--|--|---|---|--|---|--|--|---|--|--|---|--|--
--|--|----------------------|--|--|--
--
---|--|--
--
---|---|--|---|---|--|---|-----------|--|---|--|--------------------------------------
---|--|--|--|--|--|--|--|--|---|--|--|---|-----------|--|--|--|----------------------|--|--|--|--|---|--|--|---|--|---|--|--|---|-----------|--|--|--|--------------------------------------|--|--|-------------------------------------
--|--|--|--|--|--|--|--|--|--|---|---|--|--|---|---|--|-------------------------------------|--|---|--|--
---|--|--|--|---|--|---|---|--|--|---|--|--|-------------------------------------|--|------------------------------|--|--|--|--|--|--|--|--|---|---|--|---|---
---|---|-------------------------------------|---|---|--|---|---|--|--|--|---|--|---|---|--|---|---|--|---|-----------------------------|--|
| N EW ZEALA<br>four week<br>corresponding for   | s endi   | ng 16  
   
   | th Se   | 8.—T<br>pteml  | raffic<br>per, 1   | e Return<br>899, and   | s for the<br>for the   | PASSENGERS<br>1st Class<br>2nd Class   |   | 1899<br>S. R<br>12 9<br>93 1,20  | . Tot   
  | 04   | S.<br>23<br>171   |  | <br>14   | Tota<br>13<br>1,13   | 37  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   | WA S  | ECTI   | ION.   |  |  |  |   |  | | | | | | | | |
  |  | <u> </u>  | ·  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Deservers  | S.   | 1899<br>R  
   
   |   | otal.  | a  | 1898.<br>. R.  | Total.   | Total  |   | 1,29   | $\frac{1}{2}8$ $\frac{1}{5}$  
  | <u></u>  | 194   | 1,0'   | (4<br>   | $\frac{1,26}{}$  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,<br>1st/Class   | 13   | 19   
   
   | 2   | 25   | S<br>35  | i 12   | 47   | Season Ti  | ckets   | ••   | ••  
  | 1  |   | ••   |  | ••   | 3   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| 2nd Class  | 161  | - 144  
   
   | 4 8<br>   | 305  | 100  | 200  | 300  | PARCELS, E   | rc.,—   |  | | | | | | | | |
  | io.  |   | J  | No.  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Total  | 174  | 156  
   
   | 68  | 830  | 135  | i 212  | 347  | Parcels<br>Horses  | ••  | •••  | 1   
  | $^{01}_{2}$  |   |  | 147<br>5   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Season Tickets   |  |  
   
   |   | 0  |  |  | 0  | Carriages  | ••  |  | | | | | | | | |
  |  |   |  | •••  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PARCELS, ETC.,   |  |  
   
   | 1   | No.  |  | No   |  | Dogs   | ••  | ••   | | | | | | | | |
  | 8  |   |  | 9  |  | <u></u>   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Horses   |  | ••   
   
   |   | 37<br>   |  | 58   |  | Total  | ••  | ••   | 1   
  | 11   |   |  | 161  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Carriages<br>Dogs  |  | •••  
   
   |   | ••   |  |  |  | 0.   |   |  | | | | | | | | |
  | -  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Total  |  | ••   
   
   |   | 37   |  | 54   |  | Goods,<br>Drays  | ••  |  | | | | | | | | |
  | No.<br>• •   |   |  | No.  | •  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Goods,   |  | -  
   
   |   | No.  |  | No   | ).   | Cattle<br>Calves   | ••  | ••   | | | | | | | | |
  | <br>1  |   |  | ••   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Drays  |  | •••  
   
   |   | ••   |  | ••   |  | Sheep<br>Pigs  | ••  | ••   | | | | | | | | |
  | ••   |   |  | ••   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Cattle<br>Calves   |  | •••  
   
   |   | ••   |  | ••   |  | Ŭ  | ••  | ••   | | | | | | | | |
  | ••   |   |  | ••   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Sheep<br>Pigs  |  | ••   
   
   |   | ••   |  | 48   |  | Total  | ••  | ••   | | | | | | | | |
  | 1  |   |  | ••   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Total  |  | ••   
   
   | ··· = · ··  | <u></u>  |  | 45   |  |  |   |  | To  
  | ne   |   | т  | 0  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  | _  
   
   | <br>T   | ons.   |  | Ton  | 8.   | Chaff, Lin   | 1e, &c.   | ••   | | | | | | | | |
  | ns.<br>••  |   | Ľ  | ons.   | •  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Chaff, Lime, &<br>Wool   |  | ••   
   
   | 1   | ••   |  | ••   |  | Wool<br>Firewood   | ••  | •••  | | | | | | | | |
  | ••   |   |  | <br>18   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Firewood   |  | ••   
   
   |   | Ĝ  |  | ••   |  | Timber<br>Grain  | ••  | •• 、   | 1,4   
  | 86<br>3  |   | 1,7  | 782<br>2   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Timber<br>Grain  |  | ••   
   
   |   | 7  |  | E<br>E   |  | Merchand   | <br>ise   | ••   | 1   
  | 44   |   | • 1  | $129^{2}$  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Merchandise  |  | • •  
   
   |   | 12   |  | 119  | )  | Minerals   | ••  | ••   | | | | | | | | |
  | 4  |   | <u></u>  | ••   |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Minerais<br>Total  |  | •••  
   
   |   | 225<br>360   |  | 614<br>741   |  | Total  | ••  | ••   | 1,6   
  | 37   |   | 1,9  | <del>)</del> 31  | _  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  | Revenue,-  |   |  | £   
  | s.   | d.  | £  |  | s  | d.  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| REVENUE,<br>Passengers   |  |  
   
   | £<br>26   |  | d.<br>5  | £<br>17  | s. d.<br>17 1  | Passenger<br>Parcels, L  |   | , & Mails  | | | | | | | | |
  | $\frac{2}{14}$   | 2<br>4  |  | 95<br>12   | 7<br>16  | 10<br>3   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Parcels, Luggas<br>Goods   | ge, & 1  | 1ails  
   
   | 3<br>97   |  | $\frac{8}{7}$  | $\frac{4}{115}$  | $     \begin{array}{ccc}       14 & 6 \\       4 & 10     \end{array} $  | Goods<br>Miscellane  | ous   | ••   | 344<br>6  
  | 11<br>16   | 8<br>2  |  |  | 16<br>11   | $\frac{2}{8}$   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Miscellaneous<br>Rents and Com   |  |  
   
   |   | ••   |  | 0  | $\begin{array}{c} 0 & 7 \\ 14 & 0 \end{array}$   | Rents and  |   |  | 1   
  | 9  | ō   | -  | •••  |  | Ũ   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Rents and Com  | шіяві  | on   
   
   |   | ••   |  | 1  | 14 0   | Total  | ••  |  | £441  
  | 13   | 4   | £52  | 28   | 11   | 11  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  | -  
   
   | 04.00   |  |  | 0100   |  | 1  |   | ••   | | | | | | | | |
  | 10   | 4   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Total  |  | •••  
   
   | £126  | ; 3  | 8  | £139   | 11 0   |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| -<br>  |  |  
   
   |   |  |  | £139   | 11 0   |  | ۸U  | JCKLAN<br>189  | D SEC   
  |  |   | 189  | 2  | ·  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| -<br>-<br>-  | VHAN   | IGAR<br>1899.  
   
   | EIS   | ECTI   | ON.  | 1898.  |  | PASSENGERS   | ,— S.   | 189<br>R.  | (D SE)<br>9.<br>Total   
  |  | DN.<br>S.   | 1899<br>R.   | •  | Tota   | <b>.</b> ].   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| -<br>  |  | IGAR   
   
   | EIS<br>To   |  |  | 1898.<br>R.  | 11 0<br>Total.<br>241  | PASSENGERS<br>1st Class<br>2nd Class   | ,— S.<br>1,551  | 189<br>R.<br>1,044   | (D SE)<br>9.<br>Total   
  | OTIC<br>I.<br>95 1   | DN.<br>S.<br>1,372  | R.<br>3,48   | 38   | 4,86   | al.<br>30   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| Passengers,  | VHAN<br>S.   | IGAR<br>1899.<br>R.<br>114   
   
   | EIS<br>To   | ECTI<br>otal.<br>48  | ON.<br>S.  | 1898.<br>R.<br>130   | Total.   | 1st Class<br>2nd Class   | ,— S.<br>1,551<br>10,250  | 189<br>R.<br>1,044<br>29,740   | ID SE(<br>9.<br>Tota<br>2,59<br>39,99   
  | CTIC<br>I.<br>95 1<br>90 7   | S.<br>1,372<br>7,116  | R.<br>3,48<br>24,33  | 38<br>38 3   | 4,86<br>81,45  | al.<br>30<br>54   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGURS,  | VHAN<br>S.<br>134  | IGAR<br>1899.<br>R.<br>114<br>,258   
   
   | EIS<br>Tc   | ECTI<br>548<br>00  | ON.<br>S.<br>111   | 1898.<br>R.<br>130<br>1,116  | Total.<br>241  | 1st Class<br>2nd Class<br>Total  | $\frac{1,551}{10,250}$  | 189<br>R.<br>1,044   | (D SE(<br>9.<br>2,59<br>39,99<br>42,58  
  | CTIC<br>1.<br>95 1<br>90 7<br>35 8   | S.<br>1,372<br>7,116  | R.<br>3,48<br>24,33  | 38<br>38 3<br>   | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGURS,  | 8.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258   
   
   | EI S<br>To<br>2<br>1,9  | ECTI<br>548<br>00  | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116  | Total.<br>241<br>1,782   | lst Class<br>2nd Class<br>Total<br>Season Tie  | S.<br>1,551<br>10,250<br>11,801<br>   | 189<br>R.<br>1,044<br>29,740   | (D SEC<br>9.<br>2,59<br>39,99<br>42,58<br>80  
  | CTIC<br>1.<br>95 1<br>90 7<br>   | S.<br>1,372<br>7,116  | R.<br>3,48<br>24,33  | 38<br>38 3<br>   | 4,86<br>81,45  | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,<br>Ist Class<br>2nd Class<br>Total<br>Season Tickets<br>PABCELS, ETC.,   | S.       134       642       776   | NGAR<br>1899.<br>R.<br>114<br>1,258  
   
   | EI S<br>To<br>2<br>1,9<br>  | ECTI<br>48<br>00<br>48<br>   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br>   | Total.<br>241<br>1,782<br>   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET   | S.<br>1,551<br>10,250<br>11,801<br>   | 189<br>R.<br>1,044<br>29,740<br>30,784                                 | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>42,55<br>80  
  | CTIC<br>1.<br>35 1<br>35 7<br>-<br>35 8<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | S.<br>1,372<br>7,116  | R.<br>3,48<br>24,33<br>27,82<br><br>N  | 38<br>38<br>38<br>38<br>26<br>3<br>-<br>-<br>-   | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | VHAN<br>8.<br>134<br>642 1<br>776 1  | NGAR<br>1899.<br>R.<br>114<br>,258<br>,372   
   
   | EI S<br>To<br>2<br>1,9<br>  | ECTI<br>48<br>00<br>48<br>5<br>No.<br>90   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>No<br>106  | Total.<br>241<br>1,782<br>2,023<br>5   | lst'Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses  | S.<br>1,551<br>10,250<br>11,801<br>   | 189<br>R.<br>1,044<br>29,740<br>30,784                                 | (D SEC<br>9.<br>Tota<br>2,55<br>39,99<br>42,56<br>80<br>80<br>No<br>5,24  
  | CTIC<br><br>95 1<br>90 7<br>   | S.<br>1,372<br>7,116  | R.<br>3,48<br>24,33<br>27,82<br><br><br><br>4,3  | 38<br>38<br>38<br>3<br>-<br>26<br>3<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br><br>14  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,<br>1st Class<br>2nd Class<br>Total<br>Season Tickete<br>PARCELS, ETC.,<br>Parcels  | S.<br>134<br>642 1<br>776 1  | NGAR<br>1899.<br>R.<br>114<br>,258<br>   
   
   | EI S<br>To<br>2<br>1,9<br>  | ECTI<br>48<br>00<br>48<br>   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>No<br>106  | Total.<br>241<br>1,782<br>2,023<br>-5<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels  | - S.<br>1,551<br>10,250<br>11,801<br>   | 189<br>R.<br>1,044<br>29,740<br>30,784                                 | (D SEC<br>9.<br>Tota<br>2,55<br>39,99<br>42,56<br>80<br>80<br>No<br>5,24  
  | CTIC<br><br>95 1<br>90 7<br>35 8<br><br>90 7<br><br>95 1<br>90 7<br><br>90 7   | S.<br>1,372<br>7,116  | R.<br>3,48<br>24,33<br>27,82<br><br><br>4,3  | 38<br>38<br>38<br>3<br>26<br>3<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br><br>14  |   |  |   |  |  |   |  |  |   |  |  |  |  
   |                      |  |  |  |   
   |  |                              
   |   
   |   |  |   |   |  |   |           |  |   |  |                                      | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
  |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |         
  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   |  |  |   
   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  
         |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258   
   
   | $\begin{array}{c} \text{EI S} \\ \text{Tc} \\ 2 \\ 1,9 \\ \hline 2,1 \\ \hline \\ \end{array}$  | ECTI<br>48<br>00<br>48<br>5<br>8<br>90<br>   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>No<br>106<br>  | Total.<br>241<br>1,782<br>2,023<br>5   | 1st Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Horses<br>Carriages  | , S.<br>1,551<br>10,250<br>11,801<br>   | 189<br>B.<br>1,044<br>29,740<br>30,784                                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>No<br>5,29   
  | CTIC<br>1  | S.<br>1,372<br>7,116  | R.<br>3,48<br>24,33<br>27,82<br><br><br>4,3  | 38<br>38<br>38<br>38<br>36<br>45<br>1<br>68  | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>776 1  | NGAR<br>1899.<br>R.<br>114<br>1,258<br>  
   
   | EI S  | ECTI<br>48<br>00<br>48<br>5<br>90<br><br>5<br>95   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>No<br>106<br><br>3<br>109  | Total.<br>241<br>1,782<br>2,023<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total  | ,- S.<br>1,551<br>10,250<br>11,801<br>  | 189<br>R.<br>1,044<br>29,740<br>30,784                                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,58<br>80<br>No<br>5,29<br>5,45   
  | CTIC<br>1. 195 1<br>95 1<br>95 1<br>95 1<br>95 1<br>90 7<br>10 | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     \\     \hline     \\     4,3 \\     \hline     \\     \hline     1 \\     \hline     4,5 \\   \end{array} $   | 38 3<br>26 3<br>   | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |  |  |  
   |                      |  |  |  |   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  | | | | | | | | | | | | | | | | | | | | | | | | | |
   |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |         
  |  |  |  |   |   |  |  |   |   |  |                                     |  |   |  |  |   |   
  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   
                     |  |   |   |  |   |                             |  |
| PASSENGERS,<br>Ist Class<br>2nd Class<br>Total<br>Season Tickets<br>PARCELS, ETC.,<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays           | NHAN<br>8.<br>134<br>642 1<br>776 1  | NGAR<br>1899.<br>R.<br>114<br>1,258<br>  
   
   | EI S  | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>No.<br>1  | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays  |   | 189<br>R.<br>1,044<br>29,740<br>30,784                                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,24<br>80<br>80<br>   
  | CTIC<br>1.<br>35 1<br>35 1<br>35 8<br>   | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline                               $   | 38 3<br>38 3<br>   | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,<br>Ist Class<br>2nd Class<br>Total<br>Season Tickete<br>PARCELS, ETC.,<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle | S.<br>134<br>642 1<br>776 1  | GAR<br>1899.<br>R.<br>114<br>,258<br>,372  
   
   | EI S:<br>Tc<br>2<br>1,9<br>2,1<br>  | ECTI<br>5<br>5<br>90<br>5<br>95<br>116   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>No  | Total.<br>241<br>1,782<br>2,023<br>5   | 1st Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,—   | , S.<br>1,551<br>10,250<br>11,801<br>   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>   
  | CTIC<br>1.<br>35 1<br>35 1<br>35 8<br>   | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline                               $   | 38 3<br>38 3<br>   | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br><br>14  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>   | <b>IGAR</b><br>1899.<br>R.<br>114<br>,258<br><br>  
   
   | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | ECTI<br>48<br>00<br>5<br>No.<br>90<br>5<br>95<br>16<br>10  | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>No<br>106<br><br>3<br>109<br><br>8<br><br>9<br><br>9<br><br>49   | Total.<br>241<br>2,023<br>5  | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calvee<br>Sheep  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Tota<br>2,55<br>39,99<br>42,58<br>42,58<br>5,29<br>5,49<br>5,49<br>5,49<br>11,65<br>6<br>9,79   
  | CTIC<br>1. 195 1<br>100 7<br>100 7   | S.<br>1,372<br>7,116  | $ \begin{array}{r}     R, \\     3, 48 \\     24, 33 \\     \hline     27, 82 \\     \hline     0 \\     \hline     1 \\     4, 5 \\     \hline     1, 4 \\     9, 2 \\   \end{array} $  | 38 3<br>38 | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |  |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  | |
  |  |  |   |  |  |   |  |   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |                                       
                                       |   |  |  |   |   |  |                                     |  |   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |                              
   |  |  |  |  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>   | <b>IGAR</b><br>1899.<br>R.<br>114<br>,258<br>,372  
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1  | ECTI<br>ttal.<br>48<br>00<br>  | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>  | Total.<br>241<br>2,023<br>5  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,58<br>80<br>80<br>5,22<br>5,45<br>5,45<br>1,67<br>6<br>9,79  
  | CTIC<br>1. 195 11<br>190 7<br>190 7<br>190 7<br>190 7<br>100 7  | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     \hline                         $  | 38 3<br>38 3<br>26 3<br>26 3<br>26 3<br>26 3<br>364<br>45<br>1<br>68<br>578<br>70<br>78<br>79<br>68  | 4,86<br>81,45<br>86,31   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |  |  |   
  |                      |  |  |  |  
  |  |  |  
   
  |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  | | | | | | | | | | | | | | | | | | | | | | | | | |
   |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |   
  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   |  |  |   |  
   |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |  
                  |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>776 1  | <b>IGAR</b><br>1899.<br>R.<br>114<br>,258<br><br>  
   
   | EI S.<br>2<br>1,9<br>2,1<br><br><br>1<br>1<br>1   | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br>109<br><br>49<br><br>60   | Total.<br>241<br>1,782<br>2,023<br>5   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calvee<br>Sheep  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Total<br>2,5(<br>39,99<br>42,56<br>42,56<br>5,49<br>5,49<br>5,49<br>5,49<br>5,49<br>11,65   
  | CTIC<br>1. 195 1<br>195 1<br>190 7<br>190 7<br>190 7<br>100 7   | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\   \end{array} $  | 38 3<br>38 3<br>26 3<br>364<br>45<br>1<br>68<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>57  | 4,86   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |  |  |   
  |                      |  |  |  |  
  |  |  |  
   
  |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  | | | | | | | | | | | | | | | | | | | | | | | | | |
   |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |   
  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   |  |  |   |  
   |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |  
                  |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>776 1  | IGAR         11899.         R.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr>   
   
   | EI S.<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>Tc   | ECT)<br>tal.<br>48<br>00<br>5<br>5<br>90<br><br>5<br>95<br><br>11<br>10<br><br>27<br>pns.  | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br>No<br>2<br>2<br>9<br>9<br><br>49<br><br>60<br>Tom   | Total.<br>241<br>1,782<br>2,023<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,58<br>80<br>80<br>5,22<br>5,45<br>5,45<br>1,67<br>6<br>9,79  
  | CTIC<br>1. 195 1<br>100 7<br>100 7   | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\   \end{array} $  | 38 3<br>38 3<br>26 3<br>364<br>45<br>1<br>68<br>578<br>778<br>779<br>68<br>68<br>61<br>579<br>68<br>61<br>579  | 4,86   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |  |  |  
   |                      |  |  |  |   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  | | | | | | | | | | | | | | | | | | | | | | | | | | |
                          |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  
   |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   |  |  |   |                             
  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |       
   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>776 1  | <b>IGAR</b> 1899.         R.         114         ,258         ,372 <tr td=""> <tr tr=""> <td< td=""><td>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>Tc</td><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><td>S.<br/>111<br/>666</td><td>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/>1,246<br/><br/>3<br/>1006<br/><br/>3<br/>109<br/>9<br/>9<br/><br/>60<br/><br/>60<br/></td><td>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</td><td>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool</td><td></td><td>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/></td><td>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,55<br/>80<br/>80<br/>5,22<br/>5,45<br/><br/>1,67<br/>9,75<br/>10<br/>11,65<br/>Ton<br/>1,37</td><td>CTIC<br/>1. 35 1<br/>35 1<br/>35 2<br/>35 2<br/>47<br/>40<br/>11<br/>35 5<br/>55<br/>55<br/>55<br/>55<br/>55<br/>55<br/>55<br/>55<br/>55</td><td>S.<br/>1,372<br/>7,116</td><td><math display="block"> \begin{array}{r}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     27,82 \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \hline     Tc \\     1,3 \\   \end{array} </math></td><td>38 3<br/>38 3<br/>26 3<br/>26 3<br/>26 3<br/>364<br/>45<br/>1<br/>68<br/>578<br/>578<br/>578<br/>578<br/>578<br/>578<br/>578<br/>57</td><td>4,86</td><td>1.<br/>50<br/>54<br/></td></td<></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642<br/>1<br/>776<br/>1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S.<br/>2<br/>1,9<br/>2,1<br/><br/><br/>1<br/>1<br/>1<br/>Tc<br/>4</th><th>ECTI<br/>tal.<br/>48<br/>00<br/>5<br/>90<br/><br/>5<br/>95<br/>95<br/><br/>11<br/>16<br/><br/>27<br/><br/>36<br/>65</th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/>106<br/><br/>39<br/>109<br/><br/>49<br/><br/>60<br/>Tom<br/><br/>30<br/>949</th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,-<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber</th><th><br/><br/><br/><br/><br/><br/><br/></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,24<br/>5,24<br/>5,24<br/>5,24<br/>10<br/>5,24<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>1,95</th><th>CTIC<br/>1. 195 11<br/>195 17<br/>190 7<br/>190 7</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}             R. \\             3,48 \\             24,33 \\             27,82 \\             \\             \\           </math></th><th>38 3<br/>38 3<br/>36 3<br/>36 4<br/>36 4<br/>45<br/>1<br/>68<br/>578<br/>578<br/>578<br/>578<br/>578<br/>578<br/>578<br/>57</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAAR         1899.         R.         114         ,258   <tr td=""> <tr tr=""> <tr tr=""> <tr <="" th=""><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>5<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>10<br/><br/>27<br/><br/>36</th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/>106<br/><br/>3<br/>109<br/><br/>49<br/><br/>60<br/><br/>30</th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,24<br/>5,45<br/><br/>5,45<br/><br/>9,75<br/>10<br/>11,65<br/>Tom<br/>1,37<br/>26</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} </math></th><th>38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR           1899.           R.           114           ,258           ,372  </th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/>1,246<br/>100<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/><br/><br/></th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Figs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,22<br/>5,45<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>111,65<br/>1,95<br/>2,14</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} </math></th><th>38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Tc<br/>4<br/>4<br/>4<br/>4<br/>3<br/>5,2</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>ON.<br/>S. 111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>5,29<br/>5,49<br/>5,49<br/>1,67<br/>6<br/>9,79<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>1,99<br/>2,14<br/>2,54<br/>8,60<br/>16,92</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48</th><th>4,86</th><th></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI
S.<br/>Tc<br/>2<br/>1,9<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/><br/>36<br/>65<br/>548<br/>16<br/>49<br/>14<br/>5.<br/><br/>36<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5</th><th>ON.<br/>S.<br/>1111<br/>6666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>Ist Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>Goods,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,55<br/>80<br/>80<br/>80<br/>5,22<br/>5,42<br/>5,42<br/>5,42<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>2,14<br/>8,60<br/>16,92<br/>£</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         1899.         114         ,258         ,372   <tr td=""> <tr tr=""></tr></tr></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>2<br/>4<br/>4<br/>4<br/>1<br/>2<br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1,9<br/>2,1<br/><br/>2<br/>2,1<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/></th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>990<br/>5<br/>95<br/>10<br/><br/>5<br/>975<br/>10<br/><br/>227<br/>005<br/><br/>36<br/>65<br/>48<br/>16<br/>5<br/><br/>9<br/>13</th><th>ON.<br/>S.<br/>111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SE(<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>5,24<br/>5,46<br/>5,46<br/>1,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>2,14<br/>2,54<br/>8,60<br/>16,92<br/>2<br/>4,089<br/>456</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/></th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>10<br/>5<br/>90<br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/></th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/><br/>5.<br/><br/><b>s.</b><br/><b>s.</b><br/><b>d.</b><br/><b>8</b><br/><b>8</b><br/><b>4</b><br/><b>9</b><br/><b>2</b><br/><b>0</b><br/><b>13</b></th><th>Ist Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GOODS,—<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,—<br/>Passengers<br/>Parcels, Lug<br/>Goods</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16,</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>d.<br/>0<br/>1<br/>10<br/>6</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}</math></th><th>38     3       38     3       26     3       26     3 
     364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1</th><th>4,866<br/>11,45<br/>36,31<br/>61<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/>d.<br/>4<br/>0<br/>3<br/>5</th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/>d.<br/>10<br/>10<br/>5<br/>7</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug<br/>GoodS</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th></th></tr></tr></tr></tr></th></tr></tr> | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>Tc   | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>1,246<br><br>3<br>1006<br><br>3<br>109<br>9<br>9<br><br>60<br><br>60<br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool   |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>5,22<br>5,45<br><br>1,67<br>9,75<br>10<br>11,65<br>Ton<br>1,37  | CTIC<br>1. 35 1<br>35 1<br>35 2<br>35 2<br>47<br>40<br>11<br>35 5<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55  
   | S.<br>1,372<br>7,116  | $ \begin{array}{r}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     27,82 \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \hline     Tc \\     1,3 \\   \end{array} $                                       | 38 3<br>38 3<br>26 3<br>26 3<br>26 3<br>364<br>45<br>1<br>68<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>57  | 4,86   | 1.<br>50<br>54<br>  | PASSENGERS,   | S.<br>134<br>642<br>1<br>776<br>1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | IGAR<br>1899.<br>R.<br>114<br>,258<br>  | EI S.<br>2<br>1,9<br>2,1<br><br><br>1<br>1<br>1<br>Tc<br>4   | ECTI<br>tal.<br>48<br>00<br>5<br>90<br><br>5<br>95<br>95<br><br>11<br>16<br><br>27<br><br>36<br>65 | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>39<br>109<br><br>49<br><br>60<br>Tom<br><br>30<br>949   | Total.<br>241<br>1,782<br>2,023<br>5                       | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,-<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber         | <br><br><br><br><br><br><br>   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,24<br>5,24<br>5,24<br>10<br>5,24<br>11,65<br>6<br>9,75<br>10<br>11,65<br>1,95   | CTIC<br>1. 195 11<br>195 17<br>190 7<br>190 7 | S.<br>1,372<br>7,116 | $ \begin{array}{c}             R. \\             3,48 \\             24,33 \\             27,82 \\             \\             \\           $   | 38 3<br>38 3<br>36 3<br>36 4<br>36 4<br>45<br>1<br>68<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>57   | 4,86   | 1.<br>50<br>54<br>   
   
  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAAR         1899.         R.         114         ,258 <tr td=""> <tr tr=""> <tr tr=""> <tr <="" th=""><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>5<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>10<br/><br/>27<br/><br/>36</th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/>106<br/><br/>3<br/>109<br/><br/>49<br/><br/>60<br/><br/>30</th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,24<br/>5,45<br/><br/>5,45<br/><br/>9,75<br/>10<br/>11,65<br/>Tom<br/>1,37<br/>26</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} </math></th><th>38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR           1899.           R.           114           ,258           ,372  </th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/>1,246<br/>100<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/><br/><br/></th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Figs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/></th><th>(D
SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,22<br/>5,45<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>111,65<br/>1,95<br/>2,14</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} </math></th><th>38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Tc<br/>4<br/>4<br/>4<br/>4<br/>3<br/>5,2</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>ON.<br/>S. 111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>5,29<br/>5,49<br/>5,49<br/>1,67<br/>6<br/>9,79<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>1,99<br/>2,14<br/>2,54<br/>8,60<br/>16,92</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48</th><th>4,86</th><th></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI S.<br/>Tc<br/>2<br/>1,9<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/><br/>36<br/>65<br/>548<br/>16<br/>49<br/>14<br/>5.<br/><br/>36<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5</th><th>ON.<br/>S.<br/>1111<br/>6666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>Ist Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>Goods,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,55<br/>80<br/>80<br/>80<br/>5,22<br/>5,42<br/>5,42<br/>5,42<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>2,14<br/>8,60<br/>16,92<br/>£</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         1899.         114         ,258         ,372   <tr td=""> <tr tr=""></tr></tr></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>2<br/>4<br/>4<br/>4<br/>1<br/>2<br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1,9<br/>2,1<br/><br/>2<br/>2,1<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/></th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>990<br/>5<br/>95<br/>10<br/><br/>5<br/>975<br/>10<br/><br/>227<br/>005<br/><br/>36<br/>65<br/>48<br/>16<br/>5<br/><br/>9<br/>13</th><th>ON.<br/>S.<br/>111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SE(<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>5,24<br/>5,46<br/>5,46<br/>1,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>2,14<br/>2,54<br/>8,60<br/>16,92<br/>2<br/>4,089<br/>456</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/></th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>10<br/>5<br/>90<br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/></th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/><br/>5.<br/><br/><b>s.</b><br/><b>s.</b><br/><b>d.</b><br/><b>8</b><br/><b>8</b><br/><b>4</b><br/><b>9</b><br/><b>2</b><br/><b>0</b><br/><b>13</b></th><th>Ist Class<br/>2nd
Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GOODS,—<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,—<br/>Passengers<br/>Parcels, Lug<br/>Goods</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16,</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>d.<br/>0<br/>1<br/>10<br/>6</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1</th><th>4,866<br/>11,45<br/>36,31<br/>61<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/>d.<br/>4<br/>0<br/>3<br/>5</th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/>d.<br/>10<br/>10<br/>5<br/>7</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug<br/>GoodS</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th></th></tr></tr></tr></tr> | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1                             | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>5<br>90<br><br>5<br>95<br>95<br>11<br>16<br><br>10<br><br>27<br><br>36 | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>49<br><br>60<br><br>30 | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood  |           | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>     | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,45<br><br>5,45<br><br>9,75<br>10<br>11,65<br>Tom<br>1,37<br>26   | CTIC<br>1  | S.<br>1,372<br>7,116                 | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} $ | 38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66  | 4,86   | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | IGAR           1899.           R.           114           ,258           ,372                    | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1  | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br><br>1,246<br>100<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br><br><br> | Total.<br>241<br>2,023<br>5<br>                            | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain                                   |           | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,22<br>5,45<br>10<br>11,65<br>6<br>9,75<br>10<br>111,65<br>1,95<br>2,14  | CTIC<br>1  | S.<br>1,372<br>7,116 | $ \begin{array}{c}     R. \\     8,48 \\     24,33 \\    
\overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} $ | 38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16 | 4,86   | 1.<br>50<br>54<br>   | PASSENGERS,   | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Tc<br>4<br>4<br>4<br>4<br>3<br>5,2  | ECTI<br>tal.<br>48<br>00<br>   | ON.<br>S. 111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br> | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total   |           | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>5,29<br>5,49<br>5,49<br>1,67<br>6<br>9,79<br>10<br>11,65<br>7<br>0<br>11,65<br>1,99<br>2,14<br>2,54<br>8,60<br>16,92  | CTIC<br>1  | DN.<br>S.<br>1,372<br>7,116<br>3,488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}$          | 38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48             | 4,86                                |  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>11<br><br>36<br>65<br>548<br>16<br>49<br>14<br>5.<br><br>36<br>5<br>5<br>16<br>5<br>5<br>5<br>16<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | ON.<br>S.<br>1111<br>6666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br> | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total  
   |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                      | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>80<br>5,22<br>5,42<br>5,42<br>5,42<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>7<br>0<br>11,65<br>2,14<br>8,60<br>16,92<br>£  | CTIC<br>1  | S.<br>1,372<br>7,116  | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}$  | 38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48 | 4,86                                | 1.<br>50<br>54<br>   | PASSENGERS,   | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         1899.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr> | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>4<br>4<br>4<br>1<br>2<br>2<br>1<br>9<br>2,1<br><br>2<br>1<br>9<br>2,1<br><br>2<br>1,9<br>2,1<br><br>2<br>2,1<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>990<br>5<br>95<br>10<br><br>5<br>975<br>10<br><br>227<br>005<br><br>36<br>65<br>48<br>16<br>5<br><br>9<br>13 | ON.<br>S.<br>111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br><br><br><br><br><br><br>          | Total.<br>241<br>1,782<br>2,023<br>5<br>5<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br>5  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug          |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>                                     | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>5,24<br>5,46<br>5,46<br>1,65<br>6<br>9,75<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>2,14<br>2,54<br>8,60<br>16,92<br>2<br>4,089<br>456  | CTIC<br>1  | DN.<br>S.<br>1,372<br>7,116<br>3,488  | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6 |
4,86<br>1,45<br>36,31<br>61         | al.<br>50<br>54<br>14<br>13<br>        | PASSENGERS,                  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258<br> | EI S:<br>2<br>1,9<br>2,1<br>                                     | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>10<br>5<br>90<br>5<br>95<br>95<br>11<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27                             | CON.<br>S. 1111<br>6666<br>7777<br>  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br> | Total.<br>241<br>1,782<br>2,023<br>5<br><br>5.<br><br><b>s.</b><br><b>s.</b><br><b>d.</b><br><b>8</b><br><b>8</b><br><b>4</b><br><b>9</b><br><b>2</b><br><b>0</b><br><b>13</b> | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GOODS,—<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,—<br>Passengers<br>Parcels, Lug<br>Goods   |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br> | (D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16, | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$   | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>d.<br>0<br>1<br>10<br>6 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1 | 4,866<br>11,45<br>36,31<br>61<br>61 | al.<br>50<br>54<br>14<br>13<br>d.<br>4<br>0<br>3<br>5 | PASSENGERS,   | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258<br>                      | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27 | CON.<br>S. 1111<br>6666<br>7777<br>d.<br>10<br>10<br>5<br>7  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br> | Total.<br>241<br>1,782<br>2,023<br>5<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5 | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug<br>GoodS |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>                                     | (D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26   | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$   | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5 | 4,86<br>1,45<br>36,31<br>61 |  |
| EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>Tc  | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666   
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>1,246<br><br>3<br>1006<br><br>3<br>109<br>9<br>9<br><br>60<br><br>60<br>  | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool             |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br>   | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>5,22<br>5,45<br><br>1,67<br>9,75<br>10<br>11,65<br>Ton<br>1,37  | CTIC<br>1. 35 1<br>35 1<br>35 2<br>35 2<br>47<br>40<br>11<br>35 5<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55 | S.<br>1,372<br>7,116   | $ \begin{array}{r}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     27,82 \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \hline     Tc \\     1,3 \\   \end{array} $  
  | 38 3<br>38 3<br>26 3<br>26 3<br>26 3<br>364<br>45<br>1<br>68<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>57  | 4,86  | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642<br>1<br>776<br>1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | IGAR<br>1899.<br>R.<br>114<br>,258<br>  | EI S.<br>2<br>1,9<br>2,1<br><br><br>1<br>1<br>1<br>Tc<br>4        | ECTI<br>tal.<br>48<br>00<br>5<br>90<br><br>5<br>95<br>95<br><br>11<br>16<br><br>27<br><br>36<br>65 | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>39<br>109<br><br>49<br><br>60<br>Tom<br><br>30<br>949   | Total.<br>241<br>1,782<br>2,023<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,-<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber         | <br><br><br><br><br><br><br>   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,24<br>5,24<br>5,24<br>10<br>5,24<br>11,65<br>6<br>9,75<br>10<br>11,65<br>1,95  | CTIC<br>1. 195 11<br>195 17<br>190 7<br>190 7 | S.<br>1,372<br>7,116                                       | $ \begin{array}{c}             R. \\             3,48 \\             24,33 \\             27,82 \\             \\             \\           $   | 38 3<br>38 3<br>36 3<br>36 4<br>36 4<br>45<br>1<br>68<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>57  
  | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAAR         1899.         R.         114         ,258 <tr td=""> <tr tr=""> <tr tr=""> <tr <="" th=""><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>5<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>10<br/><br/>27<br/><br/>36</th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/>106<br/><br/>3<br/>109<br/><br/>49<br/><br/>60<br/><br/>30</th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,24<br/>5,45<br/><br/>5,45<br/><br/>9,75<br/>10<br/>11,65<br/>Tom<br/>1,37<br/>26</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} </math></th><th>38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR           1899.           R.           114           ,258           ,372  </th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/>1,246<br/>100<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/><br/><br/></th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Figs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,22<br/>5,45<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>111,65<br/>1,95<br/>2,14</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} </math></th><th>38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Tc<br/>4<br/>4<br/>4<br/>4<br/>3<br/>5,2</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>ON.<br/>S. 111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>5,29<br/>5,49<br/>5,49<br/>1,67<br/>6<br/>9,79<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>1,99<br/>2,14<br/>2,54<br/>8,60<br/>16,92</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48</th><th>4,86</th><th></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI S.<br/>Tc<br/>2<br/>1,9<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/><br/>36<br/>65<br/>548<br/>16<br/>49<br/>14<br/>5.<br/><br/>36<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5</th><th>ON.<br/>S.<br/>1111<br/>6666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>Ist Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>Goods,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,55<br/>80<br/>80<br/>80<br/>5,22<br/>5,42<br/>5,42<br/>5,42<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>2,14<br/>8,60<br/>16,92<br/>£</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         1899.         114         ,258         ,372   <tr td=""> <tr tr=""></tr></tr></th><th>EI
S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>2<br/>4<br/>4<br/>4<br/>1<br/>2<br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1,9<br/>2,1<br/><br/>2<br/>2,1<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/></th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>990<br/>5<br/>95<br/>10<br/><br/>5<br/>975<br/>10<br/><br/>227<br/>005<br/><br/>36<br/>65<br/>48<br/>16<br/>5<br/><br/>9<br/>13</th><th>ON.<br/>S.<br/>111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SE(<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>5,24<br/>5,46<br/>5,46<br/>1,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>2,14<br/>2,54<br/>8,60<br/>16,92<br/>2<br/>4,089<br/>456</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/></th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>10<br/>5<br/>90<br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/></th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/><br/>5.<br/><br/><b>s.</b><br/><b>s.</b><br/><b>d.</b><br/><b>8</b><br/><b>8</b><br/><b>4</b><br/><b>9</b><br/><b>2</b><br/><b>0</b><br/><b>13</b></th><th>Ist Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GOODS,—<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,—<br/>Passengers<br/>Parcels, Lug<br/>Goods</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16,</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>d.<br/>0<br/>1<br/>10<br/>6</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1</th><th>4,866<br/>11,45<br/>36,31<br/>61<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/>d.<br/>4<br/>0<br/>3<br/>5</th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/>d.<br/>10<br/>10<br/>5<br/>7</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug<br/>GoodS</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\
\hline \\ 400\\ 7,06\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th></th></tr></tr></tr></tr> | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1                      | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>5<br>90<br><br>5<br>95<br>95<br>11<br>16<br><br>10<br><br>27<br><br>36 | S.<br>111<br>666   
  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>49<br><br>60<br><br>30 | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>     | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,45<br><br>5,45<br><br>9,75<br>10<br>11,65<br>Tom<br>1,37<br>26   | CTIC<br>1 | S.<br>1,372<br>7,116   | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\    
\overline{10,8} \\     \overline{1,3} \\     1 \end{array} $ | 38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66  | 4,86                                 | 1.<br>50<br>54<br>  | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | IGAR           1899.           R.           114           ,258           ,372                    | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1                        | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br><br>1,246<br>100<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br><br><br> | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain                                   |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,22<br>5,45<br>10<br>11,65<br>6<br>9,75<br>10<br>111,65<br>1,95<br>2,14   | CTIC<br>1 | S.<br>1,372<br>7,116                                       | $ \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} $ | 38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16 | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Tc<br>4<br>4<br>4<br>4<br>3<br>5,2  | ECTI<br>tal.<br>48<br>00<br>   | ON.<br>S. 111<br>666<br>7777   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>  | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total   |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br><br>                                     | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>5,29<br>5,49<br>5,49<br>1,67<br>6<br>9,79<br>10<br>11,65<br>7<br>0<br>11,65<br>1,99<br>2,14<br>2,54<br>8,60<br>16,92   | CTIC<br>1 | DN.<br>S.<br>1,372<br>7,116<br>3,488                                   | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}$          | 38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48             | 4,86                                 |  | PASSENGERS,   
  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>11<br><br>36<br>65<br>548<br>16<br>49<br>14<br>5.<br><br>36<br>5<br>5<br>16<br>5<br>5<br>5<br>16<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | ON.<br>S.<br>1111<br>6666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                         | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total  |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br>   | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>80<br>5,22<br>5,42<br>5,42<br>5,42<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>7<br>0<br>11,65<br>2,14<br>8,60<br>16,92<br>£  | CTIC<br>1   | S.<br>1,372<br>7,116  | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48 | 4,86  | 1.<br>50<br>54<br>  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR         1899.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr> | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>4<br>4<br>4<br>1<br>2<br>2<br>1<br>9<br>2,1<br><br>2<br>1<br>9<br>2,1<br><br>2<br>1,9<br>2,1<br><br>2<br>2,1<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>990<br>5<br>95<br>10<br><br>5<br>975<br>10<br><br>227<br>005<br><br>36<br>65<br>48<br>16<br>5<br><br>9<br>13 | ON.<br>S.<br>111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br><br><br><br><br><br><br>  
  | Total.<br>241<br>1,782<br>2,023<br>5<br>5<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug          |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>5,24<br>5,46<br>5,46<br>1,65<br>6<br>9,75<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>2,14<br>2,54<br>8,60<br>16,92<br>2<br>4,089<br>456  | CTIC<br>1   | DN.<br>S.<br>1,372<br>7,116<br>3,488  | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6 | 4,86<br>1,45<br>36,31<br>61   | al.<br>50<br>54<br>14<br>13<br>  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br> | EI S:<br>2<br>1,9<br>2,1<br> | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>10<br>5<br>90<br>5<br>95<br>95<br>11<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27 | CON.<br>S. 1111<br>6666<br>7777<br>    | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br> | Total.<br>241<br>1,782<br>2,023<br>5<br><br>5.<br><br><b>s.</b><br><b>s.</b><br><b>d.</b><br><b>8</b><br><b>8</b><br><b>4</b><br><b>9</b><br><b>2</b><br><b>0</b><br><b>13</b> | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GOODS,—<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,—<br>Passengers<br>Parcels, Lug<br>Goods |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>  | (D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16, | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>d.<br>0<br>1<br>10<br>6 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}$  | 38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1 | 4,866<br>11,45<br>36,31<br>61<br>61                             | al.<br>50<br>54<br>14<br>13<br>d.<br>4<br>0<br>3<br>5   | PASSENGERS,   | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br>                | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27 | CON.<br>S. 1111<br>6666<br>7777<br>d.<br>10<br>10<br>5<br>7 | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                              |
Total.<br>241<br>1,782<br>2,023<br>5<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5                                  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug<br>GoodS |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26   | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5 | 4,86<br>1,45<br>36,31<br>61   |  |   |                             |  |
| EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>Tc  | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666   
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>1,246<br><br>3<br>1006<br><br>3<br>109<br>9<br>9<br><br>60<br><br>60<br>  | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool             |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br>   | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>5,22<br>5,45<br><br>1,67<br>9,75<br>10<br>11,65<br>Ton<br>1,37  | CTIC<br>1. 35 1<br>35 1<br>35 2<br>35 2<br>47<br>40<br>11<br>35 5<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55 | S.<br>1,372<br>7,116   | $ \begin{array}{r}     R. \\     3,48 \\     24,33 \\     \hline     27,82 \\     \hline     27,82 \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \hline     Tc \\     1,3 \\   \end{array} $  
  | 38 3<br>38 3<br>26 3<br>26 3<br>26 3<br>364<br>45<br>1<br>68<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>57  | 4,86  | 1.<br>50<br>54<br>   |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642<br>1<br>776<br>1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-             | IGAR<br>1899.<br>R.<br>114<br>,258<br>   
   
   | EI S.<br>2<br>1,9<br>2,1<br><br><br>1<br>1<br>1<br>Tc<br>4  | ECTI<br>tal.<br>48<br>00<br>5<br>90<br><br>5<br>95<br>95<br><br>11<br>16<br><br>27<br><br>36<br>65   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>39<br>109<br><br>49<br><br>60<br>Tom<br><br>30<br>949   | Total.<br>241<br>1,782<br>2,023<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,-<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber  | <br><br><br><br><br><br><br>  | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,24<br>5,24<br>5,24<br>10<br>5,24<br>11,65<br>6<br>9,75<br>10<br>11,65<br>1,95  
  | CTIC<br>1. 195 11<br>195 17<br>190 7<br>190 7   | S.<br>1,372<br>7,116  | $ \begin{array}{c}             R. \\             3,48 \\             24,33 \\             27,82 \\             \\             \\           $   | 38 3<br>38 3<br>36 3<br>36 4<br>36 4<br>45<br>1<br>68<br>578<br>578<br>578<br>578<br>578<br>578<br>578<br>57   | 4,86   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |  |  |   
  |                      |  |  |  |  
  |  |  |  
   
  |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  | | | | | | | | | | | | | | | | | | | | | | | | | |
                                   |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |   
  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   |  |  |   |                    
   |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |  
|   |  |   |   |  |   |                             |  |
| PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAAR         1899.         R.         114         ,258 <tr td=""> <tr tr=""> <tr tr=""> <tr <="" th=""><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>5<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>10<br/><br/>27<br/><br/>36</th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/>106<br/><br/>3<br/>109<br/><br/>49<br/><br/>60<br/><br/>30</th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,24<br/>5,45<br/><br/>5,45<br/><br/>9,75<br/>10<br/>11,65<br/>Tom<br/>1,37<br/>26</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} </math></th><th>38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR           1899.           R.           114           ,258           ,372  </th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Te<br/>44<br/>1</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>S.<br/>111<br/>666</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/>1,246<br/>100<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/>No<br/><br/><br/>3<br/><br/><br/><br/></th><th>Total.<br/>241<br/>2,023<br/>5<br/></th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Figs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>80<br/>5,22<br/>5,45<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>111,65<br/>1,95<br/>2,14</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block"> \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} </math></th><th>38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>S.<br/>134<br/>642 1<br/>776 1<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>Tc<br/>4<br/>4<br/>4<br/>4<br/>3<br/>5,2</th><th>ECTI<br/>tal.<br/>48<br/>00<br/></th><th>ON.<br/>S. 111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>5,29<br/>5,49<br/>5,49<br/>1,67<br/>6<br/>9,79<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>1,99<br/>2,14<br/>2,54<br/>8,60<br/>16,92</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48</th><th>4,86</th><th></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         11899.         R.         114         ,258   <tr td=""> <tr tr="">        .</tr></tr></th><th>EI S.<br/>Tc<br/>2<br/>1,9<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>11<br/><br/>36<br/>65<br/>548<br/>16<br/>49<br/>14<br/>5.<br/><br/>36<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>16<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5<br/>5</th><th>ON.<br/>S.<br/>1111<br/>6666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.</th><th>Ist Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>Goods,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total</th><th></th><th>189<br/>B.<br/>1,044<br/>29,740<br/>30,784<br/></th><th>(D SEC<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,55<br/>80<br/>80<br/>80<br/>5,22<br/>5,42<br/>5,42<br/>5,42<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>7<br/>0<br/>11,65<br/>2,14<br/>8,60<br/>16,92<br/>£</th><th>CTIC<br/>1</th><th>S.<br/>1,372<br/>7,116</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48</th><th>4,86</th><th>1.<br/>50<br/>54<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR         1899.         114         ,258         ,372   <tr td=""> <tr tr=""></tr></tr></th><th>EI
S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>2<br/>4<br/>4<br/>4<br/>1<br/>2<br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1<br/>9<br/>2,1<br/><br/>2<br/>1,9<br/>2,1<br/><br/>2<br/>2,1<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/>2,1<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/>2<br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/><br/></th><th>ECTI<br/>tal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>990<br/>5<br/>95<br/>10<br/><br/>5<br/>975<br/>10<br/><br/>227<br/>005<br/><br/>36<br/>65<br/>48<br/>16<br/>5<br/><br/>9<br/>13</th><th>ON.<br/>S.<br/>111<br/>666<br/>7777</th><th>1898.<br/>R.<br/>130<br/>1,116<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/><br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>Parcels, ET<br/>Parcels<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDs,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SE(<br/>9.<br/>Total<br/>2,55<br/>39,99<br/>42,56<br/>80<br/>80<br/>5,24<br/>5,46<br/>5,46<br/>1,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>6<br/>9,75<br/>10<br/>11,65<br/>2,14<br/>2,54<br/>8,60<br/>16,92<br/>2<br/>4,089<br/>456</th><th>CTIC<br/>1</th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/></th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/></th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>10<br/>5<br/>90<br/>5<br/>95<br/>95<br/>11<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/></th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/><br/>5.<br/><br/><b>s.</b><br/><b>s.</b><br/><b>d.</b><br/><b>8</b><br/><b>8</b><br/><b>4</b><br/><b>9</b><br/><b>2</b><br/><b>0</b><br/><b>13</b></th><th>Ist Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GOODS,—<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chaff, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,—<br/>Passengers<br/>Parcels, Lug<br/>Goods</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16,</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>d.<br/>0<br/>1<br/>10<br/>6</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1</th><th>4,866<br/>11,45<br/>36,31<br/>61<br/>61</th><th>al.<br/>50<br/>54<br/>14<br/>13<br/>d.<br/>4<br/>0<br/>3<br/>5</th></tr><tr><th>PASSENGERS,</th><th>VHAN<br/>S.<br/>134<br/>642 1<br/>776 1</th><th>IGAR<br/>1899.<br/>R.<br/>114<br/>,258<br/></th><th>EI S:<br/>2<br/>1,9<br/>2,1<br/><br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1<br/>1</th><th>ECTI<br/>ttal.<br/>48<br/>00<br/>48<br/>5<br/>No.<br/>90<br/><br/>5<br/>95<br/>95<br/>16<br/><br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27<br/>27</th><th>CON.<br/>S. 1111<br/>6666<br/>7777<br/>d.<br/>10<br/>10<br/>5<br/>7</th><th>1898.<br/>R.<br/>130<br/>1,116<br/>1,246<br/><br/><br/><br/><br/><br/><br/></th><th>Total.<br/>241<br/>1,782<br/>2,023<br/>5<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5.<br/>5</th><th>lst Class<br/>2nd Class<br/>Total<br/>Season Tid<br/>PARCELS, ET<br/>Parceis<br/>Horses<br/>Carriages<br/>Dogs<br/>Total<br/>GooDS,<br/>Drays<br/>Cattle<br/>Calves<br/>Sheep<br/>Pigs<br/>Total<br/>Chafi, Lim<br/>Wool<br/>Firewood<br/>Timber<br/>Grain<br/>Merchandi<br/>Minerals<br/>Total<br/>REVENUE,<br/>Passengers<br/>Parcels, Lug<br/>GoodS</th><th></th><th>189 B.<br/>1,044<br/>29,740<br/>30,784<br/><br/><br/><br/><br/><br/><br/></th><th>(D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26</th><th><math display="block">\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1</math></th><th>DN.<br/>S.<br/>1,372<br/>7,116<br/>3,488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488<br/>488</th><th><math display="block">\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\
\hline \\ 400\\ 7,06\\ \hline \end{array}</math></th><th>38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5</th><th>4,86<br/>1,45<br/>36,31<br/>61</th><th></th></tr></tr></tr></tr>  | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>5<br>90<br><br>5<br>95<br>95<br>11<br>16<br><br>10<br><br>27<br><br>36   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>49<br><br>60<br><br>30  | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood   |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>     | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,45<br><br>5,45<br><br>9,75<br>10<br>11,65<br>Tom<br>1,37<br>26 
  | CTIC<br>1  | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} $  | 38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66  | 4,86   | 1.<br>50<br>54<br>  | PASSENGERS,   | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-       | IGAR           1899.           R.           114           ,258           ,372 | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1  | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br><br>1,246<br>100<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br><br><br> | Total.<br>241<br>2,023<br>5<br>                            | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain |   
  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,22<br>5,45<br>10<br>11,65<br>6<br>9,75<br>10<br>111,65<br>1,95<br>2,14  | CTIC<br>1  | S.<br>1,372<br>7,116 | $ \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} $ | 38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16 | 4,86   | 1.<br>50<br>54<br>  
   
   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                   | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr>  
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Tc<br>4<br>4<br>4<br>4<br>3<br>5,2        | ECTI<br>tal.<br>48<br>00<br>   | ON.<br>S. 111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                              | Total.<br>241<br>1,782<br>2,023<br>5<br>5.                             | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |           | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>5,29<br>5,49<br>5,49<br>1,67<br>6<br>9,79<br>10<br>11,65<br>7<br>0<br>11,65<br>1,99<br>2,14<br>2,54<br>8,60<br>16,92   | CTIC<br>1  | DN.<br>S.<br>1,372<br>7,116<br>3,488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}$           | 38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48 | 4,86   |  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>11<br><br>36<br>65<br>548<br>16<br>49<br>14<br>5.<br><br>36<br>5<br>5<br>16<br>5<br>5<br>5<br>16<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | ON.<br>S.<br>1111<br>6666<br>7777   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.                 | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |           | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>80<br>5,22<br>5,42<br>5,42<br>5,42<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>7<br>0<br>11,65<br>2,14<br>8,60<br>16,92<br>£  | CTIC<br>1  | S.<br>1,372<br>7,116 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48                             | 4,86   | 1.<br>50<br>54<br>   | PASSENGERS,   | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         1899.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr>         | EI
S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>4<br>4<br>4<br>1<br>2<br>2<br>1<br>9<br>2,1<br><br>2<br>1<br>9<br>2,1<br><br>2<br>1,9<br>2,1<br><br>2<br>2,1<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>990<br>5<br>95<br>10<br><br>5<br>975<br>10<br><br>227<br>005<br><br>36<br>65<br>48<br>16<br>5<br><br>9<br>13 | ON.<br>S.<br>111<br>666<br>7777   | 1898.<br>R.<br>130<br>1,116<br><br><br><br><br><br><br>          | Total.<br>241<br>1,782<br>2,023<br>5<br>5<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br>5 | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug |           | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>        | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>5,24<br>5,46<br>5,46<br>1,65<br>6<br>9,75<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>2,14<br>2,54<br>8,60<br>16,92<br>2<br>4,089<br>456  | CTIC<br>1  | DN.<br>S.<br>1,372<br>7,116<br>3,488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6 | 4,86<br>1,45<br>36,31<br>61         | al.<br>50<br>54<br>14<br>13<br>  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br>   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>10<br>5<br>90<br>5<br>95<br>95<br>11<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27   | CON.<br>S. 1111<br>6666<br>7777<br>  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br> | Total.<br>241<br>1,782<br>2,023<br>5<br><br>5.<br><br><b>s.</b><br><b>s.</b><br><b>d.</b><br><b>8</b><br><b>8</b><br><b>4</b><br><b>9</b><br><b>2</b><br><b>0</b><br><b>13</b> | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GOODS,—<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,—<br>Passengers<br>Parcels, Lug<br>Goods   |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br> | (D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16, | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$  |
DN.<br>S.<br>1,372<br>7,116<br>3,488<br>d.<br>0<br>1<br>10<br>6 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1                    | 4,866<br>11,45<br>36,31<br>61<br>61 | al.<br>50<br>54<br>14<br>13<br>d.<br>4<br>0<br>3<br>5                                    | PASSENGERS,   | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27               | CON.<br>S. 1111<br>6666<br>7777<br>d.<br>10<br>10<br>5<br>7  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br> | Total.<br>241<br>1,782<br>2,023<br>5<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5 | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug<br>GoodS |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>                                     | (D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26   | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$  | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5            | 4,86<br>1,45<br>36,31<br>61         |  |                              |  |  |  |  |  |  |  |   
  |   |   |  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1  | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>5<br>90<br><br>5<br>95<br>95<br>11<br>16<br><br>10<br><br>27<br><br>36 | S.<br>111<br>666   
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>49<br><br>60<br><br>30   | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,45<br><br>5,45<br><br>9,75<br>10<br>11,65<br>Tom<br>1,37<br>26  | CTIC<br>1   | S.<br>1,372<br>7,116   | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} $   
  | 38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66  | 4,86  | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-       | IGAR           1899.           R.           114           ,258           ,372 | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1 | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br><br>1,246<br>100<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br><br><br> | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,22<br>5,45<br>10<br>11,65<br>6<br>9,75<br>10<br>111,65<br>1,95<br>2,14   | CTIC<br>1  | S.<br>1,372<br>7,116                 
                     | $ \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} $ | 38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16   | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr>  
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Tc<br>4<br>4<br>4<br>4<br>3<br>5,2 | ECTI<br>tal.<br>48<br>00<br>   | ON.<br>S. 111<br>666<br>7777  
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                              | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>5,29<br>5,49<br>5,49<br>1,67<br>6<br>9,79<br>10<br>11,65<br>7<br>0<br>11,65<br>1,99<br>2,14<br>2,54<br>8,60<br>16,92   | CTIC<br>1 | DN.<br>S.<br>1,372<br>7,116<br>3,488                                   | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}$           | 38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48 | 4,86                                 |   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>11<br><br>36<br>65<br>548<br>16<br>49<br>14<br>5.<br><br>36<br>5<br>5<br>16<br>5<br>5<br>5<br>16<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | ON.<br>S.<br>1111<br>6666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>80<br>5,22<br>5,42<br>5,42<br>5,42<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>7<br>0<br>11,65<br>2,14<br>8,60<br>16,92<br>£   | CTIC<br>1 | S.<br>1,372<br>7,116                                       | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48                             | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         1899.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr>         | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>4<br>4<br>4<br>1<br>2<br>2<br>1<br>9<br>2,1<br><br>2<br>1<br>9<br>2,1<br><br>2<br>1,9<br>2,1<br><br>2<br>2,1<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>990<br>5<br>95<br>10<br><br>5<br>975<br>10<br><br>227<br>005<br><br>36<br>65<br>48<br>16<br>5<br><br>9<br>13 | ON.<br>S.<br>111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff,
Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>  | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>5,24<br>5,46<br>5,46<br>1,65<br>6<br>9,75<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>2,14<br>2,54<br>8,60<br>16,92<br>2<br>4,089<br>456   | CTIC<br>1 | DN.<br>S.<br>1,372<br>7,116<br>3,488                                   | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6 | 4,86<br>1,45<br>36,31<br>61          | al.<br>50<br>54<br>14<br>13<br>  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br>   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>10<br>5<br>90<br>5<br>95<br>95<br>11<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27   | CON.<br>S. 1111<br>6666<br>7777<br>  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                         | Total.<br>241<br>1,782<br>2,023<br>5<br><br>5.<br><br><b>s.</b><br><b>s.</b><br><b>d.</b><br><b>8</b><br><b>8</b><br><b>4</b><br><b>9</b><br><b>2</b><br><b>0</b><br><b>13</b>   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GOODS,—<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,—<br>Passengers<br>Parcels, Lug<br>Goods |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>  | (D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16, | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>d.<br>0<br>1<br>10<br>6 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}$  | 38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1                    | 4,866<br>11,45<br>36,31<br>61<br>61                             | al.<br>50<br>54<br>14<br>13<br>d.<br>4<br>0<br>3<br>5   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1   
   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27               | CON.<br>S. 1111<br>6666<br>7777<br>d.<br>10<br>10<br>5<br>7                              | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>  | Total.<br>241<br>1,782<br>2,023<br>5<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug<br>GoodS |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26   | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5            | 4,86<br>1,45<br>36,31<br>61   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1  | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>5<br>90<br><br>5<br>95<br>95<br>11<br>16<br><br>10<br><br>27<br><br>36 | S.<br>111<br>666   
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>49<br><br>60<br><br>30   | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,45<br><br>5,45<br><br>9,75<br>10<br>11,65<br>Tom<br>1,37<br>26  | CTIC<br>1   | S.<br>1,372<br>7,116   | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} $   
  | 38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66  | 4,86  | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-       | IGAR           1899.           R.           114           ,258           ,372 | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1 | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br><br>1,246<br>100<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br><br><br> | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,22<br>5,45<br>10<br>11,65<br>6<br>9,75<br>10<br>111,65<br>1,95<br>2,14   | CTIC<br>1  | S.<br>1,372<br>7,116                 
                     | $ \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} $ | 38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16   | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr>  
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Tc<br>4<br>4<br>4<br>4<br>3<br>5,2 | ECTI<br>tal.<br>48<br>00<br>   | ON.<br>S. 111<br>666<br>7777  
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                              | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>5,29<br>5,49<br>5,49<br>1,67<br>6<br>9,79<br>10<br>11,65<br>7<br>0<br>11,65<br>1,99<br>2,14<br>2,54<br>8,60<br>16,92   | CTIC<br>1 | DN.<br>S.<br>1,372<br>7,116<br>3,488                                   | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}$           | 38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48 | 4,86                                 |   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>11<br><br>36<br>65<br>548<br>16<br>49<br>14<br>5.<br><br>36<br>5<br>5<br>16<br>5<br>5<br>5<br>16<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | ON.<br>S.<br>1111<br>6666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>80<br>5,22<br>5,42<br>5,42<br>5,42<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>7<br>0<br>11,65<br>2,14<br>8,60<br>16,92<br>£   | CTIC<br>1 | S.<br>1,372<br>7,116                                       | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48                             | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         1899.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr>         | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>4<br>4<br>4<br>1<br>2<br>2<br>1<br>9<br>2,1<br><br>2<br>1<br>9<br>2,1<br><br>2<br>1,9<br>2,1<br><br>2<br>2,1<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>990<br>5<br>95<br>10<br><br>5<br>975<br>10<br><br>227<br>005<br><br>36<br>65<br>48<br>16<br>5<br><br>9<br>13 | ON.<br>S.<br>111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff,
Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>  | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>5,24<br>5,46<br>5,46<br>1,65<br>6<br>9,75<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>2,14<br>2,54<br>8,60<br>16,92<br>2<br>4,089<br>456   | CTIC<br>1 | DN.<br>S.<br>1,372<br>7,116<br>3,488                                   | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6 | 4,86<br>1,45<br>36,31<br>61          | al.<br>50<br>54<br>14<br>13<br>  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br>   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>10<br>5<br>90<br>5<br>95<br>95<br>11<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27   | CON.<br>S. 1111<br>6666<br>7777<br>  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                         | Total.<br>241<br>1,782<br>2,023<br>5<br><br>5.<br><br><b>s.</b><br><b>s.</b><br><b>d.</b><br><b>8</b><br><b>8</b><br><b>4</b><br><b>9</b><br><b>2</b><br><b>0</b><br><b>13</b>   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GOODS,—<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,—<br>Passengers<br>Parcels, Lug<br>Goods |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>  | (D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16, | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>d.<br>0<br>1<br>10<br>6 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}$  | 38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1                    | 4,866<br>11,45<br>36,31<br>61<br>61                             | al.<br>50<br>54<br>14<br>13<br>d.<br>4<br>0<br>3<br>5   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1   
   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27               | CON.<br>S. 1111<br>6666<br>7777<br>d.<br>10<br>10<br>5<br>7                              | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>  | Total.<br>241<br>1,782<br>2,023<br>5<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug<br>GoodS |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26   | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5            | 4,86<br>1,45<br>36,31<br>61   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1  | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>5<br>90<br><br>5<br>95<br>95<br>11<br>16<br><br>10<br><br>27<br><br>36 | S.<br>111<br>666   
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>49<br><br>60<br><br>30   | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,45<br><br>5,45<br><br>9,75<br>10<br>11,65<br>Tom<br>1,37<br>26  | CTIC<br>1   | S.<br>1,372<br>7,116   | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} $   
  | 38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66  | 4,86  | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-       | IGAR           1899.           R.           114           ,258           ,372 | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1 | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666  | 1898.<br>R.<br>130<br>1,116<br><br>1,246<br>100<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br><br><br> | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,22<br>5,45<br>10<br>11,65<br>6<br>9,75<br>10<br>111,65<br>1,95<br>2,14   | CTIC<br>1  | S.<br>1,372<br>7,116                 
                     | $ \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} $ | 38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16   | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr>  
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Tc<br>4<br>4<br>4<br>4<br>3<br>5,2 | ECTI<br>tal.<br>48<br>00<br>   | ON.<br>S. 111<br>666<br>7777  
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                              | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>5,29<br>5,49<br>5,49<br>1,67<br>6<br>9,79<br>10<br>11,65<br>7<br>0<br>11,65<br>1,99<br>2,14<br>2,54<br>8,60<br>16,92   | CTIC<br>1 | DN.<br>S.<br>1,372<br>7,116<br>3,488                                   | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}$           | 38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48 | 4,86                                 |   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr> | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>11<br><br>36<br>65<br>548<br>16<br>49<br>14<br>5.<br><br>36<br>5<br>5<br>16<br>5<br>5<br>5<br>16<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | ON.<br>S.<br>1111<br>6666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                 | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>80<br>5,22<br>5,42<br>5,42<br>5,42<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>7<br>0<br>11,65<br>2,14<br>8,60<br>16,92<br>£   | CTIC<br>1 | S.<br>1,372<br>7,116                                       | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48                             | 4,86                 | 1.<br>50<br>54<br>   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         1899.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr>         | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>4<br>4<br>4<br>1<br>2<br>2<br>1<br>9<br>2,1<br><br>2<br>1<br>9<br>2,1<br><br>2<br>1,9<br>2,1<br><br>2<br>2,1<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>990<br>5<br>95<br>10<br><br>5<br>975<br>10<br><br>227<br>005<br><br>36<br>65<br>48<br>16<br>5<br><br>9<br>13 | ON.<br>S.<br>111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff,
Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>  | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>5,24<br>5,46<br>5,46<br>1,65<br>6<br>9,75<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>2,14<br>2,54<br>8,60<br>16,92<br>2<br>4,089<br>456   | CTIC<br>1 | DN.<br>S.<br>1,372<br>7,116<br>3,488                                   | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6 | 4,86<br>1,45<br>36,31<br>61          | al.<br>50<br>54<br>14<br>13<br>  | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br>   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>10<br>5<br>90<br>5<br>95<br>95<br>11<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27   | CON.<br>S. 1111<br>6666<br>7777<br>  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>                         | Total.<br>241<br>1,782<br>2,023<br>5<br><br>5.<br><br><b>s.</b><br><b>s.</b><br><b>d.</b><br><b>8</b><br><b>8</b><br><b>4</b><br><b>9</b><br><b>2</b><br><b>0</b><br><b>13</b>   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GOODS,—<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,—<br>Passengers<br>Parcels, Lug<br>Goods |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>  | (D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) - 16, | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>d.<br>0<br>1<br>10<br>6 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}$  | 38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1                    | 4,866<br>11,45<br>36,31<br>61<br>61                             | al.<br>50<br>54<br>14<br>13<br>d.<br>4<br>0<br>3<br>5   | PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1 | IGAR<br>1899.<br>R.<br>114<br>,258<br>   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1   
   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27               | CON.<br>S. 1111<br>6666<br>7777<br>d.<br>10<br>10<br>5<br>7                              | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>  | Total.<br>241<br>1,782<br>2,023<br>5<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug<br>GoodS |  | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26   | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$ | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5            | 4,86<br>1,45<br>36,31<br>61   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1  | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>5<br>90<br><br>5<br>95<br>95<br>11<br>16<br><br>10<br><br>27<br><br>36 | S.<br>111<br>666   
   
   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br>106<br><br>3<br>109<br><br>49<br><br>60<br><br>30   | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood |  | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>   | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,24<br>5,45<br><br>5,45<br><br>9,75<br>10<br>11,65<br>Tom<br>1,37<br>26  | CTIC<br>1   | S.<br>1,372<br>7,116   | $ \begin{array}{c}     R. \\     3,48 \\     24,33 \\     \overline{27,82} \\     \hline     17 \\     4,3 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,2 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{1,3} \\     1 \end{array} $   
  | 38     3       38     3       26     3       26     3       45     1       68     1       578     7       78     7       78     7       68     66       23     66       23     66  | 4,86  | 1.<br>50<br>54<br>   |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                   | IGAR           1899.           R.           114           ,258           ,372  
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Te<br>44<br>1   | ECTI<br>tal.<br>48<br>00<br>   | S.<br>111<br>666   | 1898.<br>R.<br>130<br>1,116<br><br>1,246<br>100<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br>No<br><br><br>3<br><br><br><br> | Total.<br>241<br>2,023<br>5<br>  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Figs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br>             | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>80<br>5,22<br>5,45<br>10<br>11,65<br>6<br>9,75<br>10<br>111,65<br>1,95<br>2,14   
  | CTIC<br>1  | S.<br>1,372<br>7,116  | $ \begin{array}{c}     R. \\     8,48 \\     24,33 \\     \overline{27,82} \\     \hline     1 \\     4,5 \\     \hline     1 \\     4,5 \\     \hline     1,4 \\     9,22 \\     \hline     10,8 \\     \overline{10,8} \\     \overline{13} \\     1,5 \\     1,4 \\     1,5 \\     1,4 \\   \end{array} $       | 38     3       38     3       36     3       26     3       364     45       1     1       68     1       578     7       78     7       78     78       78     68       61     578       578     78       78     78       68     66       62     23       16     16   | 4,86   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | S.<br>134<br>642 1<br>776 1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                   | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr>   
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>Tc<br>4<br>4<br>4<br>4<br>3<br>5,2  | ECTI<br>tal.<br>48<br>00<br>   | ON.<br>S. 111<br>666<br>7777   | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br><br> | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>5,29<br>5,49<br>5,49<br>1,67<br>6<br>9,79<br>10<br>11,65<br>7<br>0<br>11,65<br>1,99<br>2,14<br>2,54<br>8,60<br>16,92   
  | CTIC<br>1  | DN.<br>S.<br>1,372<br>7,116<br>3,488  | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 1,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \end{array}$  | 38     3       38     3       26     3       364     45       1     1       68     66       378     78       779     68       661     978       968     161       9774     8       866     23       166     75       48     48   | 4,86   |   |   |  |   |  |  |   |  |  |   |  |  |   
  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         11899.         R.         114         ,258 <tr td=""> <tr tr="">        .</tr></tr>   
   
   | EI S.<br>Tc<br>2<br>1,9<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>11<br><br>36<br>65<br>548<br>16<br>49<br>14<br>5.<br><br>36<br>5<br>5<br>16<br>5<br>5<br>5<br>16<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | ON.<br>S.<br>1111<br>6666<br>7777  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.   | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>Goods,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total  |   | 189<br>B.<br>1,044<br>29,740<br>30,784<br>                             | (D SEC<br>9.<br>Total<br>2,55<br>39,99<br>42,55<br>80<br>80<br>80<br>5,22<br>5,42<br>5,42<br>5,42<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>7<br>0<br>11,65<br>2,14<br>8,60<br>16,92<br>£   
  | CTIC<br>1  | S.<br>1,372<br>7,116  | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,82\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,5\\ 1,4\\ 3,0\\ 10,0\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       68     66       678     78       78     78       68     66       61     578       561     574       8     86       66     216       75     48   | 4,86   | 1.<br>50<br>54<br>  |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR         1899.         114         ,258         ,372 <tr td=""> <tr tr=""></tr></tr>   
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>4<br>4<br>4<br>1<br>2<br>2<br>1<br>9<br>2,1<br><br>2<br>1<br>9<br>2,1<br><br>2<br>1,9<br>2,1<br><br>2<br>2,1<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br>2,1<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> | ECTI<br>tal.<br>48<br>00<br>48<br>5<br>No.<br>990<br>5<br>95<br>10<br><br>5<br>975<br>10<br><br>227<br>005<br><br>36<br>65<br>48<br>16<br>5<br><br>9<br>13   | ON.<br>S.<br>111<br>666<br>7777  | 1898.<br>R.<br>130<br>1,116<br><br><br><br><br><br><br>  | Total.<br>241<br>1,782<br>2,023<br>5<br>5<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br><br>5.<br>5   | lst Class<br>2nd Class<br>Total<br>Season Tid<br>Parcels, ET<br>Parcels<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDs,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug            |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>        | (D SE(<br>9.<br>Total<br>2,55<br>39,99<br>42,56<br>80<br>80<br>5,24<br>5,46<br>5,46<br>1,65<br>6<br>9,75<br>10<br>11,65<br>6<br>9,75<br>10<br>11,65<br>2,14<br>2,54<br>8,60<br>16,92<br>2<br>4,089<br>456   
  | CTIC<br>1  | DN.<br>S.<br>1,372<br>7,116<br>3,488  | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,44\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 3,00\\ \hline \\ 10,0\\ \hline \\ 17,6\\ \hline \\ 3,511\\ 40\\ \hline \end{array}$   | 38     3       38     3       26     3       26     3       364     45       1     1       578     6       779     78       768     66       2078     16       779     779       86     666       23     16       75     48       66     6   | 4,86<br>1,45<br>36,31<br>61  | al.<br>50<br>54<br>14<br>13<br>   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
|  |  |  
   
   |   |  |  |  |  |  |   |  | | | | | | | | |
  |  |   |  |  |  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258<br>   
   
   | EI S:<br>2<br>1,9<br>2,1<br>  | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>10<br>5<br>90<br>5<br>95<br>95<br>11<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27   | CON.<br>S. 1111<br>6666<br>7777<br>  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br><br>5.<br><br><b>s.</b><br><b>s.</b><br><b>d.</b><br><b>8</b><br><b>8</b><br><b>4</b><br><b>9</b><br><b>2</b><br><b>0</b><br><b>13</b> | Ist Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GOODS,—<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chaff, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,—<br>Passengers<br>Parcels, Lug<br>Goods |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>        | (D SEC) 9. Total 2,55(39,99) - 42,55(39,99) - 42,55(39,99) - 42,55(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,79) - 42,54(39,60) - 16,92) - 16,92) -
16,92) - 16,92) - 16,92) - 16,92) - 16,92) - 16,92) - 16,92) - 16, | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$  | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>d.<br>0<br>1<br>10<br>6                                     | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 1,4\\ \hline \\ 4,5\\ \hline \\ 1,4\\ 9,2\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 10,8\\ \hline \\ 11,5\\ 1,4\\ 3,00\\ \hline \\ 17,6\\ \hline \\ 23,511\\ 400\\ 7,06^{6}\\ \hline \\ 3,511\\ 400\\ 7,06^{6}\\ 3 \end{array}$  | 38     3       38     3       26     3       26     3       364     45       1     1       66     78       778     78       778     79       68     66       775     48       66     67       66     67       0     1  | 4,866<br>11,45<br>36,31<br>61<br>61  | al.<br>50<br>54<br>14<br>13<br>d.<br>4<br>0<br>3<br>5                         |   |  |   |  |  |   |  |  |   |  |                                     
                      |  |  |                      |  |  |  |  
   
  |  |  |  
   
  |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |  
  |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |  
  |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |  
   |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |
| PASSENGERS,  | VHAN<br>S.<br>134<br>642 1<br>776 1  | IGAR<br>1899.<br>R.<br>114<br>,258<br>   
   
   | EI S:<br>2<br>1,9<br>2,1<br><br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1   | ECTI<br>ttal.<br>48<br>00<br>48<br>5<br>No.<br>90<br><br>5<br>95<br>95<br>16<br><br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27<br>27   | CON.<br>S. 1111<br>6666<br>7777<br>d.<br>10<br>10<br>5<br>7  | 1898.<br>R.<br>130<br>1,116<br>1,246<br><br><br><br><br><br><br>   | Total.<br>241<br>1,782<br>2,023<br>5<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5.<br>5  | lst Class<br>2nd Class<br>Total<br>Season Tid<br>PARCELS, ET<br>Parceis<br>Horses<br>Carriages<br>Dogs<br>Total<br>GooDS,<br>Drays<br>Cattle<br>Calves<br>Sheep<br>Pigs<br>Total<br>Chafi, Lim<br>Wool<br>Firewood<br>Timber<br>Grain<br>Merchandi<br>Minerals<br>Total<br>REVENUE,<br>Passengers<br>Parcels, Lug<br>GoodS   |   | 189 B.<br>1,044<br>29,740<br>30,784<br><br><br><br><br><br><br>        | (D SEC) 9. Total 2,55 39,99 42,56 5,26 5,26 5,26 5,26 5,26 5,26 5,26  
  | $\begin{array}{c} \text{CTIC} \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1. \\ 1$  | DN.<br>S.<br>1,372<br>7,116<br>3,488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488<br>488 | $\begin{array}{c} R.\\ 3,48\\ 24,33\\ \hline 27,82\\ \hline 27,82\\ \hline \\ 27,82\\ \hline \\ 27,82\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 1,42\\ \hline \\ 9,22\\ \hline \\ 10,8\\ \hline \\ 1,4\\ 9,22\\ \hline \\ 10,8\\ \hline \\ 10,0\\ \hline \\ 17,66\\ \hline \\ 400\\ 7,06\\ \hline \end{array}$ | 38     3       38     3       26     3       26     3       364     45       1     1       68     6       378     7       78     7       79     779       68     66       75     48       66     6       70     1       5     5  | 4,86<br>1,45<br>36,31<br>61  |   |   |  |   |  |  |   |  |  |   |  |                                      
                     |  |  |                      |  |  |  |   
   
   |  |  |   
   
   |   |  |   |   |  |   |           |  |   |  |                                      |   |  |  |  |  |  |  |  |  |   |  |  |   |           |  |  |  |                      |  |  |  |  |   |  |  |   |  |   
   |  |  |   |           |  |  |  |                                      |  |  |                                     |  |  |  |  |  |  |  |  |  |  |   |   |  |  |   |   |  |                                     |  |   
   |  |  |   |  |  |  |   |  |   |   |  |  |   |  |  |                                     |  |                              |  |  |  |  |  |  |  |  |   |   |   
  |   |   |   |   |                                     |   |   |  |   |   |  |  |  |   |  |   |   |  |   |   |  |   |                             |  |

# 1952

[No. 86

WELLINGT	'ON-N.	APIER-	NEW P	LYMOU		OTION.	GR	EYMOU			R SEC		
PASSENGERS.	- 8.	1899. R.	Total.	s.	1898. R.	Total.	PASSENGERS,-	- 8.	1899 R.	Total.	s.	1898. R.	Total.
1st Class	2,563	15,360	17.923	2.517	14.376	16.893	1st Class		290	353	85	320	405
2nd Class	12,889	57,280	70,169	12,378	53,338	65,716	2nd Class	766	4,442	5,208	876	4,076	4,952
Total 1	15,452	72,640	88,092	14,895	67,714	82,609	Total	829	4,732	5,561	961	4,396	5,357
Season Tic	kets	<u> </u>	1,214			1,127	Season Tick			16		· ·	. 23
· _							PARCELS, ETC			No.		No.	
PARCELS, ET Parcels			No.		No.		Parcels	••	••	655		616	
Horses	••	••	13,382 235		12,084 197		Horses	••	••	4		4	
Carriages	•••	•••	26		14		Carriages	••	••				
Dogs	••	••	656		566		Dogs	••	•••	16		21	
Total	••	••	14,299		12,861		Total	••	••	675		641	
Case							Goods,			No		No	·.
Goods,— Drays	••	••	No. 25		No. 10	-	Drays	••	••	••		1	
Cattle	••	••	1,586		1,435		Cattle Calves	••	••	21		22 1	
Calves	••	••	39		20		Sheep	••	••	185		59	
Sheep Pigs	••	••	32,548		29,988		Pigs			24		3	
LIRP	••	••	325		571				-				
Total	••	••	84,523		32,024	:	Total	••		230		86	
			Tone		Them					Tons		Ton	8.
Chaff, Lim	A. &A	••	1,242		Tons 1,086		Chaff, Lime	Β, άζο.	••	54		120	
Wool	••	••	163		143		Wool	••	••				
Firewood		••	3,914		2,816		Firewood Timber	••	••	70 0.974		686	
Timber	••	••	11,400		8,500	)	Grain	••	••	$2,374 \\ 268$		2,010 226	
Grain	••	••	4,394		2,865	i	Merchandis		••	352		400	
Merchandi Minerals	8ê	••	6,981		6,993		Minerals	••		14,588		10,269	
	••	••	5,352		3,784		Total	••	-	17,706		13,711	
Total	<b>.</b> ••	••	33,446		26,187		Revenue,		-		s. d.	£	s. d.
Revenue,			£	s. d.	£	s. d.	Passengers	••	••		5 7	166	
Passengers Parcels, Lu		 A Maila		1 6		$   \begin{array}{ccc}     13 & 9 \\     16 & 7   \end{array} $	Parcels, Lu			18		18	
	iggage,		1,521 14,758	178 173	$1,531 \\ 12,600$	16 7 16 16 2	Goods	••	••		24		17 4
Miscellane		••		1 5	273	10 2 19 4	Miscellaneo		••	150		115	2 9
Rents and		ssion		13 5	247	7 1	Rents and C	Jommissi	ion	1	14 0	1	14 0
<b>m</b> ( )							Total	••	£	2,450	17 2	£1,936	11 9
Total	••	*	26,787	11 3	£24,035	12 11							
τ.	TIGHT		יס תרתדד				GRI	EYMOU	тн-н(	) KITIK	A SEC	FION.	
I	HURU		UFF SI	ECTION			GRI	EYMOU'	1899	Э.		FION. 1898.	
		NUI-BI 189 R.		ECTION S.	N. 1898. R.	Totai	PASSENGERS,-	– s.	1899 R.	). Total.	s.	1898. R.	Total.
PASSENGERS, 1st Class	S. 3,879	189 R. 26,798	9. Total. 30,677	S. 3,862	1898. R. 23,040	Totai 26,902	PASSENGERS,- 1st Class	– S. 33	1899 R. 486	). Total. 519	S. 33	1898. R. 368	401
PASSENGERS,	S. 3,879	189 R. 26,798	9. Total. 30,677	S. 3,862	1898. R. 23,040	26,902	PASSENGERS,-	– s.	1899 R. 486	). Total.	S. 33	1898. R.	
Passengers, 1st Class 2nd Class	— S. 3,879 20,352	189 R. 26,798 105,634	99. Total. 30,677 125,986	S. 3,862 18,569	1898. R. 23,040 92,322	26,902 110,891	PASSENGERS,- 1st Class	– S. 33	1899 R. 486 2,628	). Total. 519	S. 33 521	1898. R. 368	401 2,857
PASSENGERS, 1st Class 2nd Class Total	S. 3,879 20,352 24,231	189 R. 26,798 105,634	99. Total. 30,677 125,986 156,663	S. 3,862 18,569	1898. R. 23,040 92,322	26,902 110,891 137,793	PASSENGERS,- 1st Class 2nd Class Total	- S. 33 573 606	1899 R. 486 2,628 3,114	9. Total. 519 3,201 3,720	S. 33 521 554	1898. R. 368 2,336 <u>2,704</u>	401 2,857
Passengers, 1st Class 2nd Class	S. 3,879 20,352 24,231	189 R. 26,798 105,634	99. Total. 30,677 125,986	S. 3,862 18,569	1898. R. 23,040 92,322	26,902 110,891	PASSENGERS,- 1st Class 2nd Class Total Season Tick	- S. 33 573 606 kets	1899 R. 486 2,628	$ \begin{array}{c} \text{Total.} \\ 519 \\ 3,201 \\ \hline 3,720 \\ \hline  & . & 7 \end{array} $	S. 33 521 554	1898. R. 368 2,336 <u>2,704</u>	$     \frac{401}{2,857} \\     \frac{3,258}{2}     $
PASSENGERS, 1st Class 2nd Class Total Season Tic	S. 3,879 20,352 24,231 24,231	189 R. 26,798 105,634 132,432	99. Total. 30,677 125,986 156,663 2,236	S. 3,862 18,569	1898. R. 23,040 92,322 115,362	26,902 110,891 137,793	PASSENGERS,- lst Class 2nd Class Total Season Tick PARCELS, ETC	- S. 33 573 606 xets 2.,	1899 R. 486 2,628 3,114	9. Total. 519 3,201 	S. 33 521 554	1898. R. 368 2,336 2,704	$     \frac{401}{2,857} \\     \frac{3,258}{2} \\     . 2 $
PASSENGERS, 1st Class 2nd Class Total	S. 3,879 20,352 24,231 24,231 kets	189 R. 26,798 105,634 132,432	99. Total. 30,677 125,986 156,663 2,236 No.	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362  No.	26,902 110,891 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels	- S. 33 573 606 xets	1899 R. 486 2,628 3,114	). Total. 519 3,201 3,720 7 No. 236	S. 33 521 554	1898. R. 368 2,336 2,704 No 216	401 2,857 <u>3,258</u> . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET	S. 3,879 20,352 24,231 24,231	189 R. 26,798 105,634 132,432	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 445	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362	26,902 110,891 137,793 1,764	PASSENGERS,- lst Class 2nd Class Total Season Tick PARCELS, ETC	- S. 33 573 606 xets 2.,	1899 R. 486 2,628 3,114	9. Total. 519 3,201 	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 <u>3,258</u> 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages	- S. 3,879 20,352 24,231 kets 0.,-	189 R. 26,798 105,634 <u>132,432</u> 	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 445 41	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362  No. 22,170 291 38	26,902 110,891 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses	- S. 33 573 606 xets 	1899 R. 486 2,628 3,114 	9. Total. 519 3,201 3,720 7 No. 236 3	S. 38 521 554	1898. R. 368 2,336 <u>2,704</u> No 216 4	$     \frac{401}{2,857} \\     \frac{3,258}{2} \\     \frac{3}{2}   $
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses	- S. 3,879 20,352 24,231  	189 R. 26,798 105,634 <u>132,432</u> 	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 445	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362  No. 22,170 291	26,902 110,891 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs	- S. 33 573 606 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 	S. 33 521 554	1898. R. 368 2,336 2,704 2,704 No 216 4	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages		189 R. 26,798 105,634 132,432 	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 445 41	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362  No. 22,170 291 38	26,902 110,891 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total	- S. 33 573 606 kets 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 246	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total	- S. 3,879 20,352 24,231   	189 R. 26,798 105,634 132,432  	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 41 848 25,562	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  22,170 291 36 686 23,187	26,902 110,891 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC PARCELS, ETC PARCES HORSES Carriages Dogs Total GOODS,-	- S. 33 573 606 	1899 B. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 246 No	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total Goods,—	- S. 3,879 20,352 24,231 .kets c.,   	189 R. 26,798 105,634 132,432 	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 445 411 848 25,562 No.	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 291 38 688 23,187 No	26,902 110,891 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays	- S. 33 573 606 	1899 B. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 246 No 2	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total Goods, Drays		189 R. 26,798 105,634 132,432    	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 415 445 445 445 445 445 445 445 445 445	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362  No. 22,170 201 36 686 23,187 No 37 No	26,902 110,891 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle	- S. 33 573 606 xets 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 246 No	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle	- S. 3,879 20,352 24,231 24,231   	189 R. 26,798 105,634 132,432     	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 415 415 848 25,562 No. 47 2,014	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362  No. 22,170 201 36 686 23,187 No. 30 1,992	26,902 110,891 137,793 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle Calves	- S. 33 573 606 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 233 7 246 7 No. 246 	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle Calves Sheep		189 R. 26,798 105,634 132,432    	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 415 415 25,562 No. 47 2,014 34 94,531	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 291 38 688 23,187 No 8 1,991 38 85,766	26,902 110,891 137,793 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle	- S. 33 573 606 xets 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 246 No 2	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic Parcels, ET Parcels Carriages Dogs Total Goods, Drays Cattle Calves		189 R. 26,798 105,634 132,432    	99. Total. 30,677 125,986 156,663 2,236 No. 24,225 412 845 25,565 No. 47 2,013 No.	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 291 36 686 23,187 No 30 1,992 36	26,902 110,891 137,793 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle Calves Sheep Pigs	- S. 33 573 606 xets 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3  7 7 246 No 246  173 	S. 333 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle Calves Sheep	- S. 3,879 20,352 24,231 	189 R. 26,798 105,634 132,432    	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 415 415 25,562 No. 47 2,014 34 94,531	S. 3,862 18,569 22,431	1898. R. 23,040 92,322 115,362  No. 22,170 291 38 688 23,187 No 8 3 (1,99) 38 85,766	26,902 110,891 137,793 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC PARCELS, ETC PARCELS, ETC Carriages Dogs Total Goods,- Drays Cattle Calves Sheep	- S. 33 573 606 xets 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 7 246 No 2  173	S. 333 521 554	1898. R. 368 2,336 2,704  No 216 4  12  232  No 60	401 2,857 3,258 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle Calves Sheep Pigs		189 R. 26,798 105,634 132,432      	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 411 848 25,562 No. 47 2,014 34 94,531 1,458 98,082	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 291 38 688 23,187 No 3(1,99) 38 85,766 1,073 88,905	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GOODS,- Drays Cattle Calves Sheep Pigs Total	- S. 33 573 606 xets 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 246 No 2 173  175 Tor	S. 33 521 554 	1898. R. 368 2,336 2,704 2,704 No 216 4	401 2,857 3,258 2 3 3 3 3 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total Goods, Drays Cattle Calves Sheep Pigs Total		189 R. 26,798 105,634 132,432      	99. Total. 30,677 125,986 2,236 No. 24,228 415 415 415 25,562 No. 47 2,014 35 94,553 98,082 Tons.	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,177 291 38 688 23,187 No 30 1,992 36 85,766 1,073 88,902 Tons	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime	- S. 33 573 606 xets 	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3  7 246 No 246 No 246  173  175	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GooDs, Drays Cattle Calves Sheep Pigs Total Chaff, Lim		189 R. 26,798 105,634 132,432        	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 415 415 425,562 No. 457 2,014 34,533 1,455 98,082 Tons. 3,890	S. 3,862 18,569 22,431 22,431	1898. R. 23,040 92,322 115,362  No. 22,177 291 38 6688 23,167 No 30 1,999 36 85,766 1,077 88,902 Tonse 4,140	26,902 110,891 137,793 137,793 1,764	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GOODS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime	- S. 33 573 606         	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 246 No 246  173  175 Tor	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic Parcels, ET Parcels Carriages Dogs Total GooDs, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool		189 R. 26,798 105,634 132,432         	99. Total. 30,677 125,986 156,663 2,236 No. 24,225 411 845 25,565 No. 47 2,011 845 94,533 1,455 98,082 Tons. 3,899 1,961	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 23,187  No. 23,187  85,766 1,073  88,900  Tons 4,144 1,203	26,902 110,891 137,798 137,798 1,764 ) , , , , , , , , , , , , ,	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood	- S. 33 573 606        e, &c.	1899 R. 486 2,628 3,114      	). Total. 519 3,201 3,720 7 No. 236 7 246 No 246 No 246  173  175 Tor 42	S. 33 521 554 	1898. R. 368 2,336 2,704	401 2,857 3,258 2 3 3 3 3 5 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GooDs, Drays Cattle Calves Sheep Pigs Total Chaff, Lim		189 R. 26,798 105,634 132,432        	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 415 415 425,562 No. 457 2,014 34,533 1,455 98,082 Tons. 3,890	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,177 291 38 6688 23,167 No 30 1,999 36 85,766 1,077 88,902 Tonse 4,140	26,902 110,891 137,793 137,793 1,764 1,	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GooDS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain	- S. 333 573 606 xets       	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 33  77 2466 No. 22  175 Tor.  42 501	S. 33 521 554	1898. R. 368 2,336 2,704	401 2,857 3,258 2 2 3 3 3 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GooDs, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain		189 R. 26,798 105,634 132,432        	99. Total. 30,677 125,986 2,236 No. 24,228 445 25,562 No. 45,986 2,236 No. 24,228 445 98,082 705. 3,890 1,961 2,352 9,968 45,038 45,038 45,038 45,038 1,058 1,	S. 3,862 18,569 22,431 22,431	1898. R. 23,040 92,322 115,362  No. 22,177 291 36 688 23,187  No. 30 1,999 36 85,766 1,073 88,902  Tonse 4,144 1,200 2,428 9,999 18,680	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GOODS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis	- S. 333 573 606 xets       	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 246  173  175 Tor  42 501	S. 33 521 554 	1898. R. 368 2,336 2,704  No 212      	401 2,857 3,258 2 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic Parcels, ET Parcels, ET Parce		189 R. 26,798 105,634 132,432        	99. Total. 30,677 125,986 156,663 2,236 No. 24,225 441 845 25,562 No. 47 2,014 98,082 Tons. 3,899 1,961 2,355 9,985 45,038	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 23,187  No. 23,187 No 36 686 23,187 No 36 85,766 1,073 88,900  Tons 4,144 1,203 2,422 9,993 18,668 21,633	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GooDS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain	- S. 333 573 606 xets       	1899 R. 486 2,628 3,114	). Total. 519 3,201 3,720 7 No. 236 33  77 2466 No. 22  175 Tor.  42 501	S. 33 521 554 	1898. R. 368 2,336 2,704	401 2,857 3,258 2 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GooDS, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain		189 R. 26,798 105,634 132,432           	99. Total. 30,677 125,986 2,236 No. 24,228 445 25,562 No. 45,986 2,236 No. 24,228 445 98,082 705. 3,890 1,961 2,352 9,968 45,038 45,038 45,038 45,038 1,058 1,	S. 3,862 18,569 22;431	1898. R. 23,040 92,322 115,362  No. 22,177 291 36 688 23,187  No. 30 1,999 36 85,766 1,073 88,902  Tonse 4,144 1,200 2,428 9,999 18,680	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GOODS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis	- S. 33 573 606 xets       	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 246  173  175 Tor  42 501	S. 33 521 554	1898. R. 368 2,336 2,704  No 212      	401 2,857 3,258 2 2
PASSENGERS, 1st Class 2nd Class Total Season Tic Parcels, ET Parcels, ET Parce		189 R. 26,798 105,634 132,432            	99. Total. 30,677 125,986 156,663 2,236 No. 24,225 441 845 25,562 No. 47 2,014 98,082 Tons. 3,899 1,961 2,355 9,985 45,038	S. 3,862 18,569 22;431 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 23,187  No. 23,187 No 36 686 23,187 No 36 85,766 1,073 88,900  Tons 4,144 1,203 2,422 9,993 18,668 21,633	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GOODS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis Minerals	- S. 333 573 606 xets         	1899 R. 486 2,628 3,114   	). Total. 519 3,201 3,720 7 No. 236 3  7 246 No 246 No 2 246  175 7 7 7 7 7 7 No. 236 7 7 77 	S. 33 521 554	1898. R. 368 2,336 2,704 	401 2,857 3,258 2 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain Minerals		189 R. 26,798 105,634 132,432           	99. Total. 30,677 125,986 2,236 No. 24,228 411 842 25,562 No. 47 2,014 34,533 1,455 98,062 Tons. 3,890 1,961 2,985 9,985 45,032 26,013 31,765 26,015	S. 3,862 18,569 22;431 22;431	1898. R. 23,040 92,322 115,362  No. 22,170 29,170 23,187 No. 23,187 No 38 685 700 88,900 700 88,900 2,424 9,999 18,664 21,634 33,064 91,137 £	26,902 110,891 137,793 137,793 1,764 ) 1,764 1,764 ) 1,764 ] 1,76	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis Minerals Total	- S. 33 573 606 xets       	1899 R. 486 2,628 3,114   	). Total. 519 3,201 3,720 7 No. 236 3  7 246 No 246 No 2 246 No 2 246 No 2 246 Sol 3  7 246 Sol 3 7 7 246 Sol 3 7 7 7 7 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 3 77 No. 236 Sol 236 Sol 246 Sol 255 Sol 3 77 No. 236 Sol 246 Sol 255 Sol 246 Sol 255 Sol 246 Sol 255 Sol 275 Sol 236 Sol 246 Sol 255 Sol 255 Sol 246 Sol 255 Sol 246 Sol 255 Sol 265 Sol 255 Sol 275 Sol 246 Sol 255 Sol 275 Sol 246 Sol 255 Sol 25 Sol 3 Sol 3 Sol 25 Sol 25 Sol 3 S Sol 25 Sol 25 Sol 25 Sol	S. 33 521 554 	1898. R. 368 2,336 2,704 	401 2,857 3,258 2 2
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain Minerals Total REVENUE, Passenger		189 R. 26,798 105,634 132,432            	99. Total. 30,677 125,986 2,236 No. 24,228 415 415 25,562 No. 47 25,562 No. 47 25,562 No. 47 2,014 31,458 98,082 Tons. 3,890 1,961 2,986 120,998 45,038 26,018 31,765 120,998 45,038 26,018 31,765 120,998 45,038 26,018 31,765 120,998 45,038 26,018 31,765 120,998 45,038 26,018 31,765 120,998 45,038 26,018 31,765	S. 3,862 18,569 22;431 22;431 3 3 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1898. R. 23,040 92,322 115,362  No. 22,170 291 38 688 23,187 No 38 1,992 385,766 1,073 88,905 Tons 4,144 1,203 18,686 21,684 23,066 91,137 £ 14,261	26,902 110,891 137,793 1,764 1,76	PASSENGERS,- 1st Class 2nd Class Total Season Tick Parcels, ETC Parcels Horses Carriages Dogs Total GooDS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis Minerals Total	- S. 333 5773 6066 xets       	1899 R. 486 2,628 3,114       	). Total. 519 3,201 3,720 7 No. 236 3 7 246 No 2 175 175 	S. 33 521 554 	1898. R. 368 2,336 2,704	401 2,857 3,258 2 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain Minerals Total REVENUE, Passengeri Parcels, Li		189 R. 26,798 105,634 132,432            	99. Total. 30,677 125,986 2,236 No. 24,228 415 415 416 25,562 No. 477 2,014 31,458 98,082 Tons. 3,899 1,265 98,082 1,265 98,082 1,265 98,082 1,265 98,082 1,265 1,20	S. 3,862 18,569 22;431 22;431 2 2;532 2 2;532 2;53	1898. R. 23,040 92,322 115,362  No. 22,177 291 38 688 23,187 No 30 1,999 36 85,764 1,073 88,909 Tons 4,144 1,203 2,424 9,999 18,684 21,634 33,064 91,137 £ 14,261 2,557	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GooDS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis Minerals Total	- S. 333 5773 6066 xets       	1899 R. 486 2,628 3,114       	). Total. 519 3,201 3,720 7 No. 236 33  7 246 No. 22  173  175 Tor.  422 636 2,001 £ 264 24	S. 33 521 554 	1898. R. 368 2,336 2,704	401 2,857 3,258 . 2 . 2
PASSENGERS, 1st Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total GooDs, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain Merchandi Minerals Total		189 R. 26,798 105,634 132,432            	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 411 848 25,563 94,533 1,455 98,082 Tons. 3,899 1,961 2,355 9,985 45,031 120,999 120,	S. 3,862 18,569 22;431 22;431 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1898. R. 23,040 92,322 115,362  No. 22,170 23,187  No. 23,187  No. 23,187  85,766 1,997  88,900       	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GOODS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis Minerals Total REVENUE,- Pascels, Lu	- S. 33 573 606 xets       	1899 R. 486 2,628 3,114            	). Total. 519 3,201 3,720 7 No. 236 7 7 No. 246 7  175  175   42 501 7 7 No. 246 	S. 33 521 554 	1898. R. 368 2,336 2,704 	401 2,857 3,258 2 2 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic PARCELS, ET Parcels Horses Carriages Dogs Total GOODS, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain Merchand: Minerals Total		189 R. 26,798 105,634 132,432            	99. Total. 30,677 125,986 125,986 2,236 No. 24,228 411 848 25,562 No. 47 2,014 34 94,533 1,455 	S. 3,862 18,569 22;431 22;431 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1898. R. 23,040 92,322 115,362  No. 22,170 23,187  No. 23,187  88,900    No. 23,187         	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick Parcels, ETC Parcels Horses Carriages Dogs Total Goods,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis Minerals Total REVENCE,- Passengers Parcels, Lime Goods,- Parcels, Lime	- S. 33 573 606 xets       	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 	S. 33 521 554	1898. R. 368 2,336 2,704 	401 2,857 3,258 2 2 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
PASSENGERS, 1st Class 2nd Class Total Season Tic Parcels, ET Parcels Horses Carriages Dogs Total GooDs, Drays Cattle Calves Sheep Pigs Total Chaff, Lim Wool Firewood Timber Grain Merchandi Minerals Total		189 R. 26,798 105,634 132,432            	99. Total. 30,677 125,986 156,663 2,236 No. 24,228 411 848 25,563 94,533 1,455 98,082 Tons. 3,899 1,961 2,355 9,985 45,031 120,999 120,	S. 3,862 18,569 22;431 22;431 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1898. R. 23,040 92,322 115,362  No. 22,170 23,187  No. 23,187  No. 23,187  85,766 1,997  88,900       	26,902 110,891  137,793 1,764       	PASSENGERS,- 1st Class 2nd Class Total Season Tick PARCELS, ETC Parcels Horses Carriages Dogs Total GOODS,- Drays Cattle Calves Sheep Pigs Total Chaff, Lime Wool Firewood Timber Grain Merchandis Minerals Total REVENUE,- Pascels, Lu	- S. 33 573 606 xets       	1899 R. 486 2,628 3,114 	). Total. 519 3,201 3,720 7 No. 236 3 7 	S. 33 521 554 	1898. R. 368 2,336 2,704 	401 2,857 3,258 2 2 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5

Ост. 19.]

# THE NEW ZEALAND GAZETTE.

	WES	TPOR	T SECT	ION.			NE	LSON	SECI	TION-c	ontinue	d.		
<b>D</b>	~	1899.		~	1898.					1899.		1898		
PASSENGERS,	S. 1	R. 56	Total. 57	S. 5	R. 68	Total. 73				Tons.		Tons		
2nd Class	432	3,084	3,516	624	3,034	3,658	Chaff, Lime, & Wool		••	$\frac{42}{2}$		48 1		
							Firewood		••	270		156		
Total	433	3,140	3,573	629	3,102	3,731	Timber		••	368		302		
Season Ticket			9			18	Grain		••	201		152		
PARCELS, ETC.,-		••	9 No.	•	No.		Merchandise Minerals		••	$127 \\ 84$		87 282		
Parcels			257		260		Minerais							
Horses		••	••		••		Total		••	1,094		1,028		
Carriages		••	••		•••									
Dogs		••	6		6		REVENCE, Passengers				s. d. 27	£ 229	s. 18	d. 3
Total			263		266		Parcels, Lugge	ze. &	 Mails		<b>4</b> 5	25	19	4
_							Goods	- ·	••		5 3	370	6	2
Goods,-			No.		No	•	Miscellaneous		•••		58 40	$^{49}_{5}$	$15 \\ 1$	5 0
Drays Cattle		••	1		••		Rents and Con	umissi	011	9	4 0		1	
Calves		••					Total		••	£783	1 11	<b>£6</b> 81	0	2
Sheep		••	••		••									
Pigs		••	••		••				~					
Total			1					PIC		SECTIO	DN.			
2004							Desamagene	0	1899.		0	1898.	Tota	- 1
			Tons.		Tons	s.	PASSENGERS,— 1st Class	S. 86	R. 688	Total. 774	S. 84	R. 362		46
Chaff, Lime, d Wool	zc.	••	12		18		2nd Class	455	1,790		484	1,776	2,26	
Firewood		••	348		234		<b>_</b> .							
Timber		•••	244		311		Total	541	2,478	3,019	568	2,138	2,70	)6
Grain		••	89		7		Season Tickets	 B		1				0
Merchandise Minerals		• • • •	$210 \\ 32,125$		262 26,647		PARCELS, ETC.,-			No.		No		
Millerate +.							Parcels		••	66		66		
Total			33,028		27,479		Horses		•••	3		1		
Destruction		-	£		£	s. d.	Carriages Dogs		••	$\frac{1}{15}$		 13		
REVENUE,				s.d. 123	227	s. d. 14 7	Dogs		••	10				
Parcels, Lugg	gage, &	Mails	15	7 1	24	7 3	Total		••	84		. 80	1	
Goods		••		17 0	$^{3,611}$	0 10	Gaana					N		
Miscellaneous Rents and Cor		••	134 7 1	74 190	136 6	$     \begin{array}{ccc}       2 & 11 \\       14 & 0     \end{array} $	Goods, Drays		••	No.		No 1		
Tionts and Co							Cattle		••					
Total		£	4,574	28	£4,005	19 7	Calves		••			1		
							Sheep Pigs		••	$\begin{array}{c} 173 \\ 22 \end{array}$		••		
	NE		SECTI	ON.										
PASSENGERS,	S.	1899. R.	Total.	s.	1898. R.	Total.	Total		••	195		2		
1st Class	39	156	195	24	- <b>1</b> . 96	120			-	Tons		Ton		_
2nd Class	701	2,946	3,647	671	2,510	3,181	Chaff, Lime, d	zc.	••	204	•	354		
The test	740	9 100	3,842	695	0.606	3.301	Wool		••	2		6		
Total		3,102	0,042	095	2,606	3,301	Firewood Timber		••	474		528		
Season Ticket	ts		53			32	Grain		••	$\frac{1}{252}$		$\frac{1}{426}$		
PARCELS, ETC.,-			No.		No.		Merchandise			186		124		
Parcels	•		261		241		Minerals		••	465		268		
Horses		••	•;				Total			1,584		1,707		
Carriages Dogs		••	$1 \\ 21$		1 12		TOTAL		•••	1,004				
2000		•·· 					REVENUE,-			£	s. d.	£	s.	d.
Total		••	283		254		Passengers		 N		9 7	172	10	6
Goope			No.		No		Goods	age, å	wails		.611 47	$10\\346$	18 1	$\frac{5}{1}$
Goods,— Drays			.No. 2				Miscellaneous		••		3 6	18		l0
Cattle		••	••				Rents and Con		on		66			6
Calves		••	2				Total			£564	1 1	£540		-
Sheep Pigs		••	$\frac{1}{22}$		25		Total		••	£564	1 1		15	4
- 60	•	••			••			Δ	acount	A. C tant, Ne	. FIFE, w Zeala		W A.VS	
Total .		••	26		25		Railway Depar					Lu Lvail		
							 		.,		,			

1954

# THE NEW ZEALAND GAZETTE.

No. 86

## N.Z.R.-FINANCIAL YEAR 1899-1900.

RAILWAY WORKING ACCOUNT. showing the Revenue and Expenditure to the Termination of the Four-weekly Period ending 16th September, 1899.

	Miles open		R	EVI	CNUL .			H	XPI	en i	DITUBE.				Ťwel eriod		MOI VEB	THLY	0
Section.	for Traffic.	Four-we	ekl	y.	Tota to Dat			Four-w	eekl	у.	Tota to Da		2	Per Cent. • of Revenue.	Revo pe Mil Rail	er e of		Expe tur per Mi Railv	re ile of
Nobth Island,		£	s.	d.	£	s.	d.	£	s.	d.	£	8.	a.	_	£	8.	d.	£	s. d.
Kawakawa	8	126	3	8	708	9	10	187	3	3	915	9		129.21	191				18 9
Whangarei	21	920	17	2	5,639	. 9	0	658	8	0			1		581				10 10
Kaihu	17	441	13	4	2,832	7				6			7		360				3 7
Auckland	327	11,719	5	3	70,224	4	11	8,505	1	8	49,779	11	8	70.89	465	6	0	329	16 8
Wellington-Napier- New Plymouth	451	26,787	11	3	165,404	16	0	20,131	10	0	127,849	4	7	<b>77</b> ·29	794	12	7	614	4 1
Total	824	39,995	10	8	244,809	7	7	29,843	10	5	184,466	9	1	75.35					
MIDDLE ISLAND,					400 500	0		49. 200	10		047 050	10	c	61.25	752	10	3	460	17 10
Hurunui-Bluff	1,173	60,086		$\frac{3}{2}$	403,709					$\frac{4}{6}$	247,259 5,538		7			1		1,500	0 7
Greymouth-Brunner		2,450 803		7	$13,443 \\ 4,788$					6			4			6	7		15 6
Greymouth-Hokitika	. 24 31	4.574		8	26,891					3			4				10		8 11
Westport	23	4,514		11	5.048		1			5			1	125.98			1		2 6
Nelson Picton	25	564		1	4,913		-			10							_		$\frac{1}{2}$ 10
Picton																			
Total	1,280	69,262	10	8	458,794	7	11	49,267	11	10	276,996	11	8	60.37					
Grand total	2,104	109,258	1	4	703,603	15	6	79,111	2	3	461,463	0	9	65.29					

CORRESPONDING PERIOD LAST YEAR.

NOBTH ISLAND,-		£	8.		£	8.	d.	£		d.		8.			£		d. 5	£ 388	8. 10	
Kawakawa	8	139		0	933		3	220		10				153.65	252					
Whangarei	18	1,096			6,007		6	438		10			4		723			416	0	_
Kaihu	17	528					1	308							553			274		
Auckland	312	11,155	11	4	66,602	3	1	8,257	12	<b>2</b>	48,265	2	11	72.47	462	10	4	335	3	6
Wellingtor-Napier-							i													
New Plymouth	451	<b>24,0</b> 35	12	11	157,345	15	5	20,157	0	11	119,999	) 19	8	76.27	755	18	2	576	9	11
Total	806	36,956	5	8	235,234	14	4	29,381	8	2	175,309	17	5	74.53			1			:
1000.00																				
MIDDLE ISLAND,-													[							
Hurunui-Bluff	1,142	51,063	1	3	352,294	19	8	36,862	0	5	231,327	7	8							9
Greymouth-Brunner		1,936		9	10,095	7	6	840	17	11	6,432	2 15	3	63.72	2,734			1,742		
Greymouth-Hokitika	24	710			4,490	15	- 9	507	12	3	3,094	10	1	68.91			-	279		4
Westport	31	4,005		7	25,275	2	10	1,979	1	8	9,861	12	<b>2</b>	39.02	1,766	10	10			-
Nelson	23	681		2	4,761		0			5				140.95	448	10	9			
Picton	21	549		4	3,731		3			8	4,281	L 0	<b>2</b>	114.74	384	19	3	441	13	10
Total	1,249	58,947	1	8	400,648	17	0	41,879	2	4	261,70	3 12	5	65.32						
Grand total	2,055	95,903	7	4	635,883	11	4	71,260	10	6	437,01	39	10	<b>68</b> .73						

Railway Department, 17th October, 1899.

A. C. FIFE, Accountant, New Zealand Railways.

# Ост. 19.]

# THE NEW ZEALAND GAZETTE.

1955

COMPARATIVE STATEMENT of TRAFFIC on ALL SECTIONS from 1st April, 1899, to 16th September, 1899.

All Sections.			Passe	ngers		-		Season Tiokets.			Nu	mbe	۲.				,		Num	ber.			
Alls	Firs	t Class.	Sec	ond Cl	888.		Total.	Total		Parcels.	Horses.	Car- riages.	Dogs.	Total		Draya, &o.	Cattle.	Calves.	Sheep.		Pigs.	1	Total.
1899 1898		R. 5 304,740 4 279,798		901,41						1								4 .			1 1		
Inc.	87	1 24,942	2 16,8	59 11	0,71	0 1	153,382	3,55	1 2	1,228	466	43	1,393	23,	130	116	4,790	)	164	,024	2,379	17	0,567
Dec.	••				••			••		••		••	••	•	•	••	••	742	• •	•			••
	.11											Ton	S.										
	iions.	Chaff, I &c		V	Vool.		Fire	wood.		Tim	ıber.		Grain		М	erch	andise	. М	ineral	<b>8.</b> .	T	otal	,
1899		Tons 39,076	c. qr. 0 0	Ton 15,09				c. q 0 (	r. ) 18	Tons 54,843	c. qr 12 0	. T 402	ons c ,092 1	. qr. 6 0	Т 231	ons ,220	c. qr 4 (	. To 600,9	ns c. 52 10	qr. O	Ton 1,490,	s 023	c. qr. 18 0
1898	••	49,628	0.0	14,8	55 16		1								- i -						1,246,		
Increa	ase	••		16	67 0	0	728	0 (	)	6,414	7 0	169	,810	8 0	19	,316	0 0	57,1	63 7	0	243,	047	2 0
Decre	ase	10,552	0 0		•••			••	- -	•	•	-	•••		-	• •	•		••		- -	•••	

ESTIMATED COST of CONSTRUCTION, ALL LINES, to 31st March, 1899, as furnished by Public Works Department, including Public Works Loan Expenditure on Harbour-works forming Part of the Railway System.

			Section	<b>1.</b>				Cost of Opened Li		•	Cost of Unopened 1		es.
				<u> </u>				£	s.	d.	£	s.	à.
<b>Xawaka</b> wa	••	••	••	••	••	••	•• ;	91,688	0	0	••		
Whangarei	••	••	••	••	••	••	••	162,058	0	0	• •		
Kaihu	••	••	••	••	••	••	••	70,644	0	0			
Auckland	••	••	••	• •	••	••	••	2,370,235	0	0	143,216	0	0
Wellington-N				••	••			3,867,281	0	0	171,079	Õ	ŏ
Wellington-F	oxton (pr	ivate li	ne)		••	••	••	•••			42,116	Ō	ŏ
Surveys, Nort	th Island	•	•••	••	••	••	••			-	21,611	Ō	ŏ
liscellaneou	s	••	••								5,169	ō	ŏ
<b>Hurunui–</b> Blu	fi	••	••	••			••	8,832,421	0	0	77,660	ŏ	ŏ
Freymouth-F	Brunner	••	••		••	••		196,972	0	0	15,959	Õ	ŏ
reymouth H	Iarbour W	<b>Jorks</b>	••	••							127,234	ŏ	ŏ
Freymouth-H	Iokitika	· • •						· 195,549	0	0	,===	č	v
Westport	••	•••	••					220,773	Õ	0			
Vestoort Hai	rbour Woi	.ke	••						-	-	14,111	0	0
Nelson	••	• •	••					165,225	0	0	12,537	ŏ	ŏ
Pictor		• •	••					206,230	Õ	õ	63,568	ŏ	ŏ
stock, Perma	nent-way	•••							-		33,262	ŏ	ŏ
Stock, A.O.L.		•••	••								17,988	ŏ	ő
urveys, Mide				•••		••					36,213	ŏ	ő
Iiscellaneou				••						1	5,168	ŏ	ő
stock in susp	ense	••	••	•••		••		25,000	0	0	•,100	5	Ū
		Total	••	••	••	••	••	16,404,076	0	0	786,891	0	0

Railway Department, 17th October, 1899.

A. C. FIFE, Accountant, New Zealand Railways.

# THE NEW ZEALAND GAZETTE.

Rainfall for September, 1899.

Stati		i	Observer.		Total Fall, in Inches.	Days of Rain.	Maximum Fall, and Date (for Previous Twenty-four Hours
		) )) (	NORTH ISLAN				
arengarenga	(A	) NORI	H-EAST ASPECT-NORTH ( A. R. Crane	JAPE	TO EAST C	APE.	
Pakaraka			Hon. H. Williams, M.L.C	s	••		••
Parua Bay Waihi (Thames)	••	••	D. Davidson H. B. Devereux	•• ]		••• ]	••
Auckland	••		Government Observer		 1·31	i0	0.38 on 26th
luvier Island	••	••	Lightkeeper	••	1.27	6 13	0.65 on 26th
lauranga Athenree (Tauran	iga)	••	R. O. Stewart Captain Stewart		2·63 2·23	15	1·20 on 1st 0·49 on 30th
Rotorua	••		Dr. Kenny	••	2·71	8	0.78 on 26th
Rotorua (State F			J. E. Barrett Aspect—Cape Maria VA	•••   ••• Di	2·19	12	0.55 on 26th Egmont.
(1 Kaitaia	S.J NORI	H-WEST	W. G. Puckey		2.06	10	0.49 on 26th
Paihia (Russell)	••	•••	Captain Burleigh		••		••
lwakino Fe Kopua (Waika	 ato)	•••	N. A. Robison Rev. H. Young	••	3·74 2·27	16 16	1·49 on 18th 0·49 on 26th
Ragian	••	••	H. V. Rutherfurd		3.16	10	0.72 on 24th
New Plymouth	••	••	G. W. Palmer	••	2.84	22	1.30 on 19th
Jpper Mangorei Jangorei-Korito	Road		Mrs. Monro Mrs. J. Brown		6·41 8·58	20 17	2·23 on 19th 2·84 on 19th
nglewood	••		Miss N. Trimble		6.24	15	2.51 on 9th
Igatimaru	••		R. Drummond	••	5.29	9	2.09 on 19th
A			EST ASPECT-CAPE EGMO	NT TO	O CAPE TE		TI.
Iangaraka (Wai Jpper Waitotara		••	D. Wilkie E. F. Liffiton	::	2·96	 12	0.81 on 19th
)mata Valley	••		C. Forde		1.90	10	0.82 on 19th
stratford Opunake	•••	•••	Miss Bobin A. H. Moore		2·94 1·86	10 9	1·15 on 19th 0·85 on 19th
lanaia	••		P. T. Peacock		$1.60 \\ 1.42$	7	0.50 on 20th
Iawera )ruametue (Pete	•••	••	J. Livingston		 1·19	 15	0.53 on 28th
)ruamatua (Pate Kapara	ва <i>)</i> • •	••	A. S. Birch F. R. Field		3.63	15 16	1.35 on 19th
Kaponga	••	••	C. Maclean	•••	••		••
iramoho (Wangs Wanganui	anui)	•••	J. T. Stewart H. F. Seager		1·94 1· <b>76</b>	15 4	0·52 on 11th 0·55 on 19th
Kaitoke	••		A. Wychodil		1.91	9	0.48 on 19th
No. 2 Line (Wan Raetihi (Wangar		••	H. I. Jones G. T. Murray	••	$1.77 \\ 3.95$	8 22	0·55 on 19th 0·98 on 19th
Campbelltown	•••	••	G. T. Murray H. Sanson		1.23	5	0.50 on 19th
Feilding Fe Kumu	••	••	Miss E. M. Goodbehere		1.82	13	0.50 on 19th
Hunterville	••	••	G. S. Fulton G. L. Cook		1.78	 15	0.46 on 19th
Erehwon	••	••	Mrs. Caccia-Birch	••	••	::	••
Ruanui* West Waitapu	••	••	J. F. Studholme J. Gurflee		1·44 1·76	14 16	0.40 on 29th 0.64 on 19th
Asbhurst			H. Barnes		3.13	10	0 65 on 19th
Bull's Raumai	••	••	E. J. Keiller		1.46	9	0.44 on 11th
Palmerston Nort	 h	••	T. K. Grieve C. J. Monro		 1·83	13	0.58 on 19th
State Farm (Lev	'in)	••	P. W. Goldsmith	••	2.19	13	0.71 on 26th
Otaki Kereru	••	•••	M. H. Ayre C. A. Muggleton		2·13	6	0.81 on 19th
Pukerua			W. Bell		3.68	5	1.80 on 19th
Pahautanui	••	•••	J. Pearce	•••	3.18	8	
Waipiro	• •	,	I-EAST ASPECT—EAST CAR J. S. Dodgshun		CAPE PAL 2.65	liser   10	0.80 on 29th
Matahiia†	••	••	K. S. Williams		2.05	11	0.64 on 1st
Tolago Bay	••	••	A. Reeves	••	2.97	11	1.35 on 28th
Gisborne Patutahi	••	••	Rev. H. W. Williams H. N. Watson	•••	1·64 1·36	13	0.44 on 29th 0.41 on 21st
Maraetaha	••	••	J. Woodbine Johnson	•••	1.05	11	0.46 on 29th
Ciniroto Waikaremoana	••	••	W. J. Jamieson Fenton Lambert	••	11·10 	13	4·32 on 14th
Futira Lake	••	••	H. Guthrie-Smith				
Hangaroa‡	••	••	H. W. Guthrie-Smith	•••	2.27	9	0.93 on 21st
Rakamoana Fe Kowhai	••	••	J. Moore J. H. Absolom		2·68	13	1.14 on 28th
Petane	••	••	W. H. Smith	•••			••
Napier Hastings	••	••	E. Lyndon J. N. Williams	•••	1·14 0·89	4	0.56 on 28th 0.23 on 28th
Waimarama§	••	••	Thomas R. Moore		1.39	7	0.54 on 27th
Mangakuri Fe Aute	••	••	G. C. Williams S. B. Ludbrook	••	$1.58 \\ 1.63$	8	0.49 on 28th 0.34 on 28th
re Aute Maraekakaho	••	••	A. Lockie		1.93	10	0.34 on 28th
Jwavas	••	••	J. Nicoll	••	1.56	12	0.46 on 28th
Mount Vernon Ormondville	••	••	J. W. Harding J. C. Westall	•••	$2.07 \\ 1.92$	7	0.50 on 27th 0.71 on 11th
Woodville	••	••	J. Leithead	•••	2.90	9	0.91 on 11th
Pahiatua Fane	••	••	W. Tosswill H. A. Lambert	••	1.96	ii	0.65 on 11th
Eketahuna	••	••	T. Lewis	•••	1·96 2·30	8	0.70 on 27th
Otahuao	••	••	Miss E. A. D. Bennett	••	1.35	7	0.58 on 27th
	••	••	J. Payton H. Braithwaite	••	1·60 1·56	8	0.72 on 27th 0.56 on 27th
-	••	••	G. G. Wellsted	•••	2.45	5	0.65 on 10th
Carterton Featherston			M. Cronin	••	4.33	11	1.08 on 27th
Carterton Featherston Summit	••	••		••	2.63	8	0.52 on 19th
Carterton Featherston Summit Upper Hutt	••	••	J. Hanning T. Mason		3.53	9	1.25 on 27th
Masterton Carterton Featherston Summit Upper Hutt Taita Wainuiomata	••		T. Mason J. Quaintance	••	3·53 4·47	8	1.25 on 27th 1.21 on 27th
Carterton Featherston Summit Upper Hutt Taita Wainuiomata	••	••	T. Mason				
Carterton Featherston Summit Upper Hutt Taita Wainuiomata Lower Hutt Late returns—	••	••	T. Mason J. Quaintance	••	4·47 3·55	89	1.21 on 27th 1.15 on 19th
Carterton Featherston Summit Upper Hutt Paita Wainuiomata Lower Hutt Late returns	••• •• ••	•••	T. Mason J. Quaintance Miss Heaton		4·47 3·55 1·48	8 9 12	1.21 on 27th 1.15 on 19th 0.60 on 27th
Carterton Featherston Summit Upper Hutt Taita Wainuiomata Lower Hutt Late returns—	••	•••	T. Mason J. Quaintance Miss Heaton		4·47 3·55	89	1.21 on 27th 1.15 on 19th

.

# THE NEW ZEALAND GAZETTE.

Rainfall for September, 1899-continued.

Station	۱.	Ob <b>server.</b>		Total Fall, in Inches.	Days of Rain.	Date (for Previou
(1	)) Souther	NORTH ISLANI ST ASPECT-EAST CAPE			conti	nued
Petone .	/	Sir J. Hector		3.45	6	
Vellington .		Government Observer	••	3.62	10	1.40 on 19th
arori .		W. Edmonds		3.17	10	1.32 on 19th.
· •		SOUTH ISL	AND.			
	(A.) Noi	TH ASPECT-CAPE FAI		TO KAIROU	JRA.	
ielson* .	• ••	Dr. Hudson	••	2.74	11	1·39 on 18th
Vaimea (Nelson) .		W. E. Hayne				0.05 1144
tephens Island .		Lightkeeper	••	1.99	* 4	0.65 on 11th
he Brothers† . vondale Station (1	Slenheim)	Lightkeeper C. de V. Teschemaker	••	2.30	 5	0.90 on 19th
lanaroa (Pelorus		M. C. Masefield	••	4·69	9	1.93 on 19th
lenheim .	• • •	N. T. Prichard		1.58	5	0.75 on 19th
ape Campbell .		Lightkeeper		1.12	4	0.52 on 20th
	• • • •	W. Tatchell	••	2.02	9	0.65 on 18th
ekerangu	• ••	W. J. White	••	1.47	8	0.50 on 18th
lount Fyffe (Kaik aikoura		J. Davidson Dr. J. St. C. Gunn	••	 1·84	ii	0.36 on 19th
<b>D1</b>	· ··	Miss Taylor	••	2.65	5	0.70 on 11th
ummer prump .		, ,	,	1		
	(B.) WEST	ASPECT-CAPE FABEWI	BLL TO			
arewell Spit .		Lightkeeper	••	1.48	19	0.55 on 27th 0.75 on 18th
akawau . Testport .		T. C. V. Field H. S. Ewan	••	2·94 3·87	13 19	0.75 on 18th 1.00 on 19th
estport . enniston .		A. B. Lindop				
gahere .		J. Scott		6.38	17	1.62 on 17th
reymouth .		J. Conner		5.31	20	1·45 on 18th
okitika .	• ••	A. D. Macfarlane	••	6.76	19	1.21 on 18th
usky Sound .		R. Henry	••	••	••	••
uysegur Point‡ .	• ••	Lightkeeper	••	••	••	••
• .	(C.)	EAST ASPECT-KAIKOU	BA TO C			
neviot .	• ••	Dr. Campbell-Wilkins	on	2.00	12	0.34 on 19th
'aiau lackmount (the V	· · ·	F. S. Northcote	••	1.68	11	0 37 on 11th
karoa		Mrs. J. J. McKenzie Miss Jacobson	••	4.06		2.24 on 27th
ort Hills (Christe	· · · · · · · · · · · · · · · · · · ·	Miss M. L. Higgins		1.42 •	9	0.41 on $27$ th
h mi nh - 1,	• • •	A. L. Taylor		1.99	10	0.70 on 27th
inwood .	• ••	J. A. Bilteliff		1.20	9	0-39 on 19th
incoln .		F. W. Hilgendrof	••	2.11	7	0.50 on 27th
outhbridge . ororata .		D. McMillan	Ma	$1.63 \\ 2.11$	9 9	0.61 on 27th
a mana a tilai		Hon. Sir J. Hall, K.C. Hon. W. Rolleston		1.82	5 7	0.52 on 27th 0.84 on 27th
apunatiki . rari .		G. A. M. Macdonald	•••	1.77	9	0.77 on 27th
ealey .	-	C. White		1.27	7	0.35 on 26th
t. Peel		Mrs. O. Scott Thomps	on	2.75	7	0 76 on 27th
eel Forest		W. E. Barker	•• ]	3.26	8	0.89 on 25th
ethven 'inchmore (Ashbu	••••••••••••••••••••••••••••••••••••••	H. G. Baker A. E. Hart	••	3·64 2·02	$\frac{7}{5}$	0.92 on 27th 0.85 on 27th
indermere .		Miss F. J. M. Wright	••			0 00 01 2761
imaru .	• •	C. H. Tripp		1.98	9	0.70 on 27th
airlie .		D. H. Gillingham	•••	1.79	8	0.58 on 27th
aimate .	<b></b>		••	2.84	8	0.95 on 27th
eraldine	• 、 • •	G.F. Temple	••	2.42	7	0.96 on 27th
oodbury (Geraldi Vindsor Park (Oan	ne)	B. E. H. Tripp E. Menlove	••	3·13 2·28	7   9	1·25 on 27th 1·18 on 26th
amaru .		E. Menlove G. Anderson	•••	1.98	6	0.87 on 27th
aheno .		C. de S. Teschemaker		1.89	-	0.87 on 27th
•				ł		
tekaike (North Of	(D.) SOUTH	ASPECT-CAPE SAUND John Tait		PUYSEGUR 2.02	POINT 8	r. 0.62 on 27th
acetown	÷ /	A. C. W. Porter		2·02 5·83	8	1.52 on 25th
ueenstown		L. Hotop		4·15	6	0.97 on 18th
. Bathan's		J. Ewing				••
adbrook Station		F. R. Jeffreys	••	2.14	8	0.65 on 26th
oxburgh .		Dr. W. J. Mullin	••	2·19	11	0.90 on 10th
okonga .		R. W. Glendinning	••	2.59	10	0.90 on 27th
unedin . 		Government Observer G. M. Burlinson	••	$2.20 \\ 1.21$	$\begin{array}{c}10\\5\end{array}$	0.50 on 26th 0.48 on 27th
weburn		A. W. Roberts		2.72	7	0.71 on 27th
panui		J. Gleeson		2.29	14	0.40 on 10th
aitangata .		W. M. Shore	••	1.25	7	0·40 on 25th
lclutha .		C. C. Halliday	••	1.36	9	0.39 on 9th
aseby .	• ••	G. L. Stewart	••		•••	0.60 or 0041
exandra South . yde		D. C. Rose L. D. Macgeorge	••	$1.74 \\ 1.82$	5 5	0.69 on 26th 0.83 on 26th
yae . yndham .		W. H. Rodney	••	1.92		V 00 VH 201H
pton .		R. D. MacLachian		2.27	ii	0.48 on 18th
itanui .		J. Fraser		2.73	10	0 65 on 11th
vercargill .		J. L. Bush	••	1.54	11	0.25 on 18th
autau	i	N. A. McLaren	••	3.44	10	0.69 on 10th
ightcaps hatham Islands	í	J. Ritchie	••	2.27	10 11	0.45 on 18th
ewart Island	••	A. Shand W. Traill	••	0·62 4·74		0.20 on 11th 0.77 on 5th
	• • • · ·	W. Iraill	<u>••</u>	× 13 '	40	
ate returns-				1.57		0.59 0- 1-+
* August † August	••	•• ••	••	1·57 2·78		0.58 on 1st 1.20 on 26th
July	••	•• ••		2:78		5.39 on 28th
August		•••••••		9.98		2.39 on 1st
§ August	••	•• ••		1.17.	8	0.29 on 24th
August	••	•• ••		1.25	18	0.25 on 26th

Meteorological Office, Museum, Wellington, New Zealand.

E

J. HECTOR, Director.

# 1958

# THE NEW ZEALAND GAZETTE.

# [No. 86

đ

## Natibe Land Court Notices.

### " The Native Land Court Act, 1894."

Native Land Court Office, Auckland, 9th October, 1899. N OTICE is hereby given that the several matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Paeroa on the 24th day of October, 1899, or as soon thereafter as the business of the Court will allow. JAS. W. BROWNE, Registrar. Court will allow. [Auckland, 99-60.]

SCHEDULE.

### APPLICATION FOR LETTERS OF ADMINISTRATION WITHOUT A WILL.

No.	•••	Name of Ap	plicant.	2 * 2 			Name o	f Deceased.
414	Rahera Tanui (1/146)		••	••	••	••	Peneamene Tanui.	······

### APPLICATIONS FOR REMOVAL OF RESTRICTIONS.

		l
No.	Name of Applicant.	Name of Land.
415 416	Wiremu Taurua Keremeneta Takaanini (as trustee for Wharara Meneta, Haora Tareranui, and Poata Makuini Moananui)	Umuhau. Te Arawhakapekapeka.
417	Emerina Hirama	Te Arawhakapekapeka.

. .

.. ... • •

	Application	S FOR	SURVEY CHARGING OF	DERS.						
No.	Name of Surveyor.		Name of La	Ar	Am	aount.				
418 419 420 421 422 423 424 425 426 427 428 429 490	George Henry Purchas (1240-1, 4/138) George Henry Purchas (1168-4, 4/139) George Henry Purchas (1168-5, 4/139) George Henry Purchas (1168-6, 4/139) George Henry Purchas (1168-7, 4/139) George Henry Purchas (1168-7, 4/139) George Henry Purchas (1168-9, 4/140) George Henry Purchas (1168-11, 4/140) George Henry Purchas (1168-11, 4/140) George Henry Purchas (1168-11, 4/140) George Henry Purchas (1160-2, 4/141) George Henry Purchas (1160-2, 4/141) George Henry Purchas (938-7, 4/142) George Henry Purchas (938-8, 4/142)	··· ·· ·· ·· ·· ·· ·· ·· ··	Kaiwhenua No. 7 Kaiwhenua No. 8		· · · · · · · · · · · · · · · · · · · ·	A. 3 4 3 25 25 21 15 6 252 14	E.         P.           2         12           0         0           0         0           0         24           3         18           1         6           3         0           2         20	0 0 4 2 3 2 1	8 12 9 0 11 8 11 0 19 1 1	7 7 10 0 0 2

APPLICATIONS FOR CONFIRMATION OF ALIENATIONS.

No.	Nature of Alienation.		Date.		Name of Land.	Names of Parties.
431 432	Transfer (C.A. 99–113) Transfer (C.A. 99–123)	••	29th July, 1899 22nd August, 1899	•	Te Komata North No. 1A No. 4 Part of Te Komata North No. 1B No. 7 South	

APPLICATION UNDER SECTION 39 OF "THE NATIVE LAND COURT ACT, 1894."

No.	Name of Applicant.	Name of Land.	Nature of Application.
433	Henareta Paraone (410–10, 1/106)	Adjourned Applicat Taurarahi	Application to include his name, and those of Marara Hikori and Wati Paraone, in the order for the said land.

"The Native Land Court Act, 1894," Division II., Part II.-Mangatu No. 3 Block.

Native Land Court Office, Gisborne, 12th October, 1899. T is hereby notified that the Natives whose names are set out in the second column of the Schedule hereunder written have been proposed for nomination to act as members of a committee in respect of Mangatu No. 3 Block, the nomination of such committee having been ordered by an order of the Native Land Court, dated the 25th September, 1899, to be held at Gisborne, on the 25th October, 1899.

SCHEDULE.												
By w	hom p	roposed.			Names proposed for Nomination.							
Rawinia te Whiwhi Mere Peka Kaimako	•••	•••			Timi Paita, Taare Wherehi, Mahaki Paraone. Hetekia te Kani Pere, Taare Wherehi, Panapa Waihopi, Himiona							
Te Hira Parekowhai	••		•••	••	Katipa, Mahaki Paraone, Karaitiana Ruru, Timi Morete. Mahaki Paraone, Taare Wherehi, Karaitiana Ruru, Panapa Waihopi.							

# THE NEW ZEALAND GAZETTE.

### "The Native Land Court Act, 1894," Division II., Part II.-Mangatu No. 4 Block.

Native Land Court Office, Gisborne, 12th October, 1899. T is hereby notified that the Natives whose names are set out in the second column of the Schedule hereunder written have been proposed for nomination to act as members of a committee in respect of Mangatu No. 4 Block, the nomination of such committee having been ordered by an order of the Native Land Court, dated the 25th September, 1899, to be held at Gisborne, on the 25th October, 1899.

## JOHN BROOKING, Registrar.

<b>W</b>		-		SCHEDULE.
By w	hom pr	oposed.		Names proposed for Nomination.
Rawinia te Whiwhi Te Hira Parekowhai Hohepa Waikore	•••	• • • • • •	•••	 Timi Paita, Taare Wherehi, Mahaki Paraone. Mahaki Paraone, Taare Wherehi, Karaitiana Ruru, Panapa Waihopi. Himiona Katipa, Hetekia te Kani, Mahaki Paraone, Karaitiana Ruru, Timi Morete, Panapa Waihopi, Taare Wherehi.

### "The Native Land Court Act, 1894."

Native Land Court Office, Wellington, 17th October, 1899. NOTICE is hereby given that the Native Appellate Court will sit at New Plymouth on the 15th day of November, 1899, to hear and determine the appeals from the decisions of the Native Land Court set forth in the Schedule hereto. All persons interested in the said applications are hereby notified to attend at the time and place aforesaid. [Wellington, 99-66.] R. C. SIM, Registrar.

### SCHEDULE.

No.	Name of Appellant.	Name of Land.	Decision appealed against.
1	Ruakere Moeahu	Cape Survey District, Block IV., Sections 21 and 28; and Block V., Section 9	
2	Ruka Puano	Umutahi	Decision, dated 24th October, 1898, appointing suc- cessors to Puamahutu, deceased.
3	Hana Pae	Ngatikabumate	Decision, dated 27th October, 1898, appointing successors to Matanui, deceased.
4	Tini Jane Clements and Rawea Henrietta Hughes	Ngatirahiri Nos. 6 and 14	Decision, dated 30th September, 1898, appointing successors to Pitama Haruru, deceased.
5	Sarah Marsh	Ngatirahiri Nos. 4 and 12	Decision, dated 5th April, 1899, appointing successors to Tauira Pohewa, deceased.
6	Turahui	Omuturangi	Decision, dated 20th April, 1899, appointing successors to Takinga, deceased.
7	Tini Ihimera and Ngarongoa	Punehu, Block XIII., Sec- tions 25 and 26	Decision, dated 17th April, 1899, appointing successors to Hine te Uru, deceased.
8	William Humphries (by his soli- citors, Richmond and Hutchen)	Omata, part of Section 5	Decision, dated 15th June, 1899, refusing confirma- tion of a mortgage from Hamua to William Humphries.
9	Mereana Matuarei	Opunake, Block I., Sec- tion 102	Decision, dated 26th September, 1899, appointing successors to Hamuera Rangiuru, deceased.

APPLICATION under Section 39 of "The Native Land Court Act, 1894," authorised by Order in Council dated the 25th day of November, 1898, to be heard as an Appeal under Section 62 of "The Native Land Laws Amendment Act, 1895."

No.	Name of Appellant.	Block affected.	Nature of Appeal.
10	Raniera Karena	Waitara West, Section 78	Appeal from the decision of the Native Land Court, dated 27th October, 1896, appointing successors to Mata Hurakuao, deceased.

## "The Native Land Court Act, 1894."-Notice under Rule 133.

Begistrar's Office, Wellington, 17th October, 1899. Negative is hereby given that applications have been made to a Judge of the Court for certificates under section 55 of "The Native Land Court Act, 1894," confirming the alienations hereunder specified. All objections to the granting of such certificates must be lodged with me within fourteen days from the publication of this notice in the New Zealand Gazette. R. C. SIM, Registrar. [Sec. 55, 99-24.]

TO.	
)	) ТО.

No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
1	Conveyance (99-220)	4th September, 1899	Raleigh West, Block 52. Lot 6	Ariwia Matiaha to Anna Sophia Peter- son.
2	Transfer (99–221)	13th September, 1899		Te Rangimairihau to Flora McDonald.

# "THE WEST COAST SETTLEMENT RESERVES ACT, 1892."

NOTICE to NATIVE OWNER<sup>4</sup> and LESSEE of a MEETING to be held at the COUNTHOUSE, HAWERA, at 11 o'clock a.m. on Wednesday, the 15th November, 1899, to fix the Rent for a NEW LEASE to ALICE RIDDIFORD of part of the Whareros Reserve, in the Provincial District of TARANARI, containing 174 acres 1 rood (more or less), being portion of Jand comprised in confirmed Lease No. 28.

confirmed Lease No. 28.
To Tikapa Tamachungia, Tarings, Tuaiwa, Rahiri, Kunako, Te Ratoia, Wairaka, Te Nzaiwa, Rahiri, Kunako, Te Ratoia, Wairaka, Te Nzaiwa, Te Kau Hauaranga, Karoro, Rangitupoki, Wherorangi, Taumai Kiroa, Patutu, Mowhaturi, Taitawaira, Tamaha, Te Maka Takirau, Marokopa, Ke ei, Whaipakanga, Marae Tamaki (trustee, Te Piki Tamaohungia), Te Oiroatrustee, Te Piki Tamaohungia), Te Oiroatrustee, Te Piki Tamaohungia, Te Waka Taparuru, Tikapa, Te Hokio, Kawanau, Papaka Ngahauporoaki, Racoia, Te Awaru, Tamaka, Te Kokiri, Peara te Hirata, Hiromona te Uamairangi, Haipene Iharaira, Pita Heremaia, Puketche Heremaia, Te Rangitotitu, Fama Ringarau, Te Kangi whetuk, Te Hikaka, Rongo, te Rawhiti (trustee, Ta Raita, Rongo, te Rawhiti (trustee, Ta Nawatu, Marane, Tamashiri, Turiakina, Moutoka, Te uamoeawa, Paeneg, Tunu, Mininiki, Haweturi, Marae, Haweturi), Teitakina, Moutoka, Te Jange, Kuasa, Te Nawatu, Tookara, Te Motuni, Tamashiri, Turiakina, Moutoka, Haipene, Laringa (trustee, Haweturi), Teitakina, Moutoka, Te Kau Hauraranga, Waka, Whanauapunga, Erusea Rotoia, Te Mutu, Te Oro, Rangihina, Karoa, Te Karangi, Te Rangihiramai, Muroa, Te Karangi, Te Raukuna, Papata, Waka, Whanauapunga, Erusea Rotoia, Te Mutu, Te Oro, Rangihina, Karoa, Te Karangi, Raukura, Papata, Wakawa, Kanauapunga, Kawatau, Matauranga, Te Kawaho, Te Kowhai, Te Firihi, Te Kangi aniwka, Tekenui, Furatak, Puaka, Whanauapunga, Kuangi aniwka, Tekenui, Furatak, Puakawa, Konako, Kimirougo, Awarua, Te Autohu, Yastaura, Yanga, Tuarea, Waarama, Yanga, Tuamaka, Tuana, Tukaka, Takauta, Puinga, Tuarea, Kawatau, Marata, Tawata, Kawatau, Te Ao, Kamata, Tanga, Tuana, Kawatau, Marata, Tamaka, Tuanaka, Tuanak

being part of the Alice Riddiford, of Hawera, assignee.
 Whereas the above named Alice Riddiford has given notice to me, under the provisions of section 8 of "The West Coast Settlement Re erves Act, 1892," that she desires to obtain under that section a new lease of the land above described; and I consider her appli ation ought to be given effect to: Now, therefore, I do hereby appoint a meeting to take place between the said Alice Riddiford and all the Native owners of the above described is to be paid for the said land for the for the said land for the first twenty-one years of the new lease; and I fax the Courthouse, Hawera, as the place where, and Wednesday, the 15th day of November, at 11 o'clock in the forencon, as the time when, such meeting shalt take place.
 Dated this 17th day of October, 1899.

day of October, .... J. J. M. HAMILTON, Deputy Public Trustee. [5893

# "THE WEST COAST SETTLEMENT RESERVES ACT, 1892."

No. 148.1

RETURN of IMMIGRATION to and EMIGRATION from the COLONY of NEW ZEALAND during the MONTH of SEPTEMBER, 1899, showing the Places from which Persons arrived and to which they departed, and the Ports of Arrival and Departure. .

ARRIVALS AND DEPARTURES FROM AND TO DIFFERENT PLACES.	ARRIVALS A	AND	DEPARTURES	FROM	AND	то	DIFFERENT	PLACES.
---	------------	-----	------------	------	-----	----	-----------	---------

				ARRIVALS	S.	•	DEPARTURES.					
Countries.	Adu	Adults. Children.		lren.	Total	Adults.		Children.		Total		
	М.	M. F. M.	м.	F	Persons.	М.	F.	М.	F.	Persons.		
Queensland		90  152 431	53 1 107 251	$     12 \\     \\     9 \\     50   $	15  10 83	$170 \\ 1 \\ 278 \\ 765$	35  75 465	16  43 233	6  6 38	2  11 39	59  135 775	
Western Australia South Australia Tasmania	· · · · · · · · · · · · · · · · · · ·	451  21 13	201   10 10	$\begin{array}{c} 0.0\\\\\\ 1\\ 2\end{array}$	  2 3	  .34 28	  12 4	··· ·· 6 2	·· ·· ·3	  	27 6	
Other British possessions Pacific Islands	··· ··	28 12	 10 3	 3 	 	 46* 15‡	11 13	 4 3	••	•••	 15† 16§	
Totals, September,	1899	747	445	77	68	1,837	615	307	53	58	1,033	
Totals, September, 1	1898	856	361	71	60	1,348	553	325	46	40	964	

: From United States of America,

ARRIVALS AT AND DEPARTURES FROM DIFFERENT NEW ZEALAND PORTS.\*

				1	ARRIVALS			DEPARTURES.					
Port		Adults.	Children.	Males.	Females.	Total Persons.	Adults.	Children.	Males.	Females.	Total Persons.		
Kaipara Auckland Wellington Lyttelton Invercargill	  	  	$2 \\ 372 \\ 527 \\ 1 \\ 290$	$\begin{array}{c} \ddots \\ 51 \\ 72 \\ \ddots \\ 22 \end{array}$	$     \begin{array}{c}       266 \\       374 \\       1 \\       183     \end{array} $	$     \begin{array}{c}       2 \\       157 \\       225 \\       . \\       129     \end{array} $	$2 \\ 423 \\ 599 \\ 1 \\ 312$	3 297 435  187		1 218 312 137	6 110 165  84	$7 \\ 328 \\ 477 \\ \\ 221$	
Totals, Se	 ptember,	1899	1,192	145	824	513	1,337	922	111	668	365	1,038	
Totals, Se	ptember,	1898	1,217	131	927	421	1,348	878	86	599	365	964	

CHINESE.—Arrival at -Auckland, 1. Departures from-Auckland, 2; Wellington, 31. \* It is important to mention that, in the returns from which this table is made up, immigrants to the colony are all counted at the first port of arrival, and emigrants at the final port of departure.

Registrar-General's Office, Wellington, 18th October, 1899.

Bankruptey Rotices.

In Bankruptcy .- In the Supreme Court. holden at Auckland.

NOTICE is hereby given that THOMAS NAUGHTON, of Kanohi, Storekeeper, was this day adjudged bank-rupt; and I hereby summon a meeting of creditors, to be holden at my office, on Monday, the 16th day of October, 1899, at 2.30 o'clock.

J. LAWSON. Official Assignee.

### Auckland, 7th October, 1899.

In Bankruptcy.

DIVIDENDS in the under-mentioned estates are now pavable at my office Gladaters De

JOHN COLEMAN, Deputy Official Assignee.

Gisborne, 14th October, 1899.

In Bankruptcy.-In the Supreme Court, holden at Napier.

NOTICE is hereby given that MICHAEL KIRBY, of Hastings, Butcher, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at the Courthouse at Hastings, on Wednesday, the 26th day of October, 1899, at 3 o'clock p.m. M. W. P. LASCELLES, Deputy Official Assistant

# Deputy Official Assignee.

Napier, 14th October, 1899.

In Bankruptcy .- In the District Court, holden at Wanganui.

E. J. VON DADELSZEN

Registrar General.

N OTICE is hereby given that statements of accounts and balance-sheets in respect of the under-mentioned estates, together with the report of the Audit Office thereon. have been duly filed in the above Court; and I hereby fur-ther give notice that at the sitting of the said Court to be holden on Monday, the 6th day of November, 1899, 1 intend to apply for an order releasing me from the adminis-tration of the said estates.

Dated this 12th day of October, 1899.

Dated this 12th day of October, 1899.
Kitchen, D., jun., Saddler, Wanganui (supplementary account).
Robinson, A. C., Builder, Wanganui.
Riggs, A. F., Sawmiller, Ohingaiti.
Lambert, J. A., Labourer, Utiku.
Caselberg and Stephens, Storekeepers, Mangaweka.
Manser, G. and W., Cabinetmakers, Mangaweka.
Disher, R., Labourer, Mangaweka.
Beard, H., Labourer, Mangaweka.
Hillier, C., late Hotelkeeper, Wangaehu.
Jones, F. W., Compositor, Wanganui.
Kendrick and Hussey, Milk-dealers, Wanganui.
Tuffin, G., jun., Tobacconist, Wanganui.
Cole, Morish, Labourer, Taihape.
Sandbrock, J. S., Labourer, Turakina.
Desjardins, W., Farmer, Wanganui.
Gordon, R., Contractor, Wanganui.
Hackett, E., Carpenter, Wanganui.
JOHN NOTMAN.

JOHN NOTMAN.

Deputy Official Assignee.

1962

NOTICE is hereby given that WILLIAM HENRY PERRIN, Labourer, of Fordell, was this day adjudged bank-rupt; and I hereby summon a meeting of creditors, to be holden at my office, Wanganui, on Friday, the 20th day of October, 1899, at 11.30 a.m. JOHN NOTMAN, Deputy Official Assignee. Wanganui, 12th October, 1899.

In Bankruptcy.- In the Supreme Court, holden at Wellington.

VOTICE is hereby given that JOHN HENRY COPP, of Wellington Journan P Wellington, Journeyman Baker, was this day adjudged bankrupt; and I hereby summon a meeting of oreditors, to be holden at my office, on Monday, the 23rd day of October, 1899, at 11 o'clock.

JAMES ASHCROFT, Official Assignee.

Wellington, 17th October, 1899.

In Bankruptcy .- In the Supreme Court, holden at Christchurch.

NOTICE is hereby given that ISAIAH DAVID DAVIS, of Christchurch, out of business, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 20th day of October, 1899, at 11 o'clock.

G. L. GREENWOOD, 13th October, 1899. Official Assignee.

In Bankruptcy.-In the Supreme Court, holden at Christ-church.

N OTICE is hereby given that HARRY FLEMING, of Christchurch, late Hotelkeeper, but now out of occupation, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 23rd day of October, 1899, at 11 o'clock. G. L. GREENWOOD,

Official Assignee. 16th October, 1899.

In Bankruptcy.-In the Supreme Court, holden at Dunedin.

NOTICE is hereby given that ROBERT MCASLAN LAING, of Dunedin, Electroplater, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Thursday, the 19th day of October, 1899, at 2.30 o'clock.

C. C. GRAHAM, Official Assignee.

709

Dunedin, 12th October, 1899.

In Bankruptcy. — In the District Court, Otago Goldfields District, holden at Naseby.

NOTICE is hereby given that JOHN McGREGOR the younger, of St. Bathan's, Bootmaker, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Friday, the 27th day of October, 1899, at 2.30 o'clock. N. P. HJORRING, Doputy Officiel Assignee

Deputy Official Assignee. Naseby, 13th October, 1899.

Mining Notices.

### THE BARRYTOWN FLAT GOLD-MINING COMPANY (LIMITED).

NOTICE is hereby given that a General Meeting of the above company will be held at the office of Mr. David Thomas, West Street, Ashburton, on Fri-day, the 22nd day of December, 1899, at 3 o'clock p.m., for the purpose of having an account made up by the Liquidators, showing the manner in which the wind-ing-up of the company has been conducted and the property of the company disposed of, laid before them, and hearing any explanation that may be given by the Liquidators. Liquidators. Dated at Ashburton, the 12th day of October, 1899.

D. THOMAS,

### DAVID ZANDER, Liquidators.

C. W PURNELL, Solicitor, Ashburton.

In Bankruptcy.—In the District Court, holden at Wanganui. | THE NEW MOANATAIRI GOLD-MINING COMPANY (LIMITED).

"THE FOREIGN COMPANIES ACT. 1884."

N OTICE is hereby given that the Office of the New Moanatairi Gold-mining Company (Limited) is at the office of the Anglo-Continental Gold Syndicate (Limited), situate in the Bank of New Zealand Buildings, Queen Street, Auckland.

Dated this 3rd day of October, 1899. HENRY A. GORDON,

Attorney for the said Company.

JACKSON AND RUSSELL. Shortland Street, Auckland Solicitors for the said Company.

NOTICE is hereby given that the Office of the Boat-man's Creek Sluicing Company (Limited) is situate in Bridge Street, Reefton, and that Mr. HENRY COOPER has been appointed Manager. Reefton, 28th September, 1899. THOS. BELL, 705 E. LACKINGTON, Directors.

### Land Transfer Act Potices.

NOTICE is hereby given that the several parcels of land hereinafter described will be brought under the pro-visions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same within one month from the date

of the Gazette containing the same within one month from the date of the Gazette containing this notice. 3563. JOHN BLAKE.—Lot 5 of Allotment 68, Suburban Section 1 of the Parish of Pukekohe, containing 1 rood 1 perch. Occupied by Applicant. 3597. THOMAS KERE.—Northern half of Allotment 3, Section 10 Ville of Orchunge containing 2 words. Occupied

Section 19, Village of Onehunga, containing 2 roods. Occupied by Applicant.

Diagrams may be inspected at this office. Dated this 14th day of October, 1899, at the Lands Registry Office, Auckland. EDWIN BAMFORD,

District Land Registrar.

N OTICE is hereby given that the several parcels of land hereinafter described will be brought under the provi-sions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same within one month from the date of the *Gazette* containing this notice. 791. IGNATZ KLENNER. — Parts of Sections 31 and 37, Huirangi District, 33 acres 37 perches. Occupied by Applicant

Applicant. Diagrams may be inspected at this office (Plan 1343). Dated this 14th day of October, 1899, at the Lands Registry Office, New Plymouth. R. L. STANFORD,

	TA.	14.	DIAMIOND,	
7			District Land Registrar.	

NOTICE is hereby given that the parcel of land hereinafter described will be brought under the pro-visions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same within one month from the date of the Gazette containing this notice. 790, JOHN GRAY DAWBER.—Part of Section 37, Huirangi District, 18 acres 3 roods 24 perches. Occupied by Applicant.

Applicant. Diagram may be inspected at this office (Plan 1341). Dated this 14th day of October, 1899, at the Lands Registry Office, New Plymouth.

R. L. STANFORD, District Land Registrar. 708

A PPLICATION having been made to me for the issue of a provisional certificate of title, in the name of ROBERT HARCOURT. of London, Merchant, being Lots 1, 2, 3, 10, 11, 12, 13, 14, 15, 23, 24, 25, 34, 35, of Sections 87 and 88, deposited Plan No. 6; also part of Section No. 88, Township of Foxton, and the land comprised in certificate of title, Vol. xlvii., folio 136, and evidence being lodged of the loss or destruction of the original certificate as requested unless caveat be lodged forbidding the same on or before the 3rd day of November, 1899. Dated at the Lands Registry Office, Wellington, this 18th day of October, 1899.

day of October, 1899.

WM. STUART. District Land Registrar.

14

695

706 711

NOTICE is hereby given that the several parcels of land N hereinafter described will be brought under the pro-visions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same on or before the 20th day of

lodged forbidding the same on or before the 20th day of November, 1899.
2738. ROBERT DICKIE and DAVID TAYLOR.—
31 perches, being part of Section 143, Town of Waverley.
Occupied as a church-site.
2926. ISABELLA WHITE.—1 acre and 14 perches, being Sections 86, 87, 88, and 89, Block XXIX., Campbell-town. Occupied by Applicant.
2931. THOMAS CROSBY PEERS.—1 rood 24 perches, being part Section 8, Wellington Town District. Occupied by Applicant.

by Applicant. Diagrams may be inspected at this office. Dated this 18th day of October, 1899, at the Lands Registry Office, Wellington.

710

WM. STUART, District Land Registrar.

NOTICE is hereby given that the several parcels of land hereinafter described will be brought under the pro-visions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same within one month from the date of the Gazette containing this notice. 8640. JOHN THOMAS PEACOCK.-2 acres and 103

berches, part of Rural Section 66, Borough of Sydenham. Unoccupied. 8653. PHILIP HALL HARDCASTLE. - 1 rood 11 perches, part of Rural Section 101, Borough of Woolston. Occupied by Mrs. Townson.

Stephen By Mrs. Fownson.
Stephen Barker. -2 acres 1 rood
10 perches, part of Rural Section 76, Block XIV., Christ-church Survey District. Unoccupied.
Stephenes, parts of Rural Section 7538, Block I., Teviotdale, and Blocks XIV. to XVIII., Waikari, Survey Districts. In use as public roads.

8659. SAMUEL BURROWS.-20 acres, Rural Section 3179, Block II., Halswell Survey District. Occupied by

3179, Block 11., Halswell Survey District. Georgica 2, Applicant. 8662. THOMAS FARMER DILLON and DENIS SHEA.—1 rood 391 perches, Lots 1, 2, and 3, Plan 1478, part of Rural Section 26, Borough of Linwood. Occupied respectively by — Preston, W. Mably, and F. Short. Diagrams may be inspected at this office. Dated this 17th day of October, 1899, at the Lands Registry

Office, Christchurch.

712

G. G. BRIDGES, District Land Registrar.

### Pribate Abbertisement.

PUHOI ROAD DISTRICT, COUNTY OF RODNEY.

NOTICE OF INTENTION TO TAKE LAND FOR ROAD.

Notice of INTENTION TO TAKE DAND FOR ROAD. NOTICE is hereby given that it is proposed by the Puboi Road Board, under the provisions of "The Public Works Act, 1894," to execute certain public works, to wit, the construction of a road in the Puhoi Road Dis-trict, and for the purpose of such public works the land described in the Schedule hereto is required to be taken; and notice is further given that copies of the plans of the said road, and of the land so required to be taken, are depo-sited at the Puhoi Road Board Office, Puhoi, and are there open for inspection. All persons affected by the execution of the said public works or by the taking of the said land shall, if they have any well-grounded objection to the execu-tion of the said public works 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 Chairman of the Puhoi Road Board, Puhoi.

SCHEDULE.

Approximate Area of the Parcel of Land required to be taken.	Being Portion of Section No.	Shown on Plan marked	Coloured on Plan	Survey District of	
A. R. P. 0 0 26.7	Part of Puhoi Block	А	Red	Block III., Waiwera Sur- vey District.	
Ву	order of Puho	$\rm JOH$	IN SCHO	DLLUM, Boad Board.	

Dated this 15th day of September, 1899. 704

### NEW ZEALAND GOVERNMENT PUBLICATIONS.

THE following Works, published under the authority of L the Government, are now on sale at the Stationery Department, Wellington, and will be transmitted post-free at the published price to any address in the colony, or to any place within a British possession :--

- FOREST FLORA OF NEW ZEALAND. By T. KIRK, F.L.S. Numerous plates. Imp. folio, half morocco, 20s.; fcp. folio, cloth, 12s. 6d.
- INTRODUCTORY CLASS-BOOK OF BOTANY FOR USE IN NEW ZEALAND SCHOOLS. By G. M. THOMPSON, F.R.S. Demy 8vo., cloth, 2s. 6d.; paper, 1s. 6d.
- PHYLLOXERA AND OTHER DISEASES OF THE GRAPE-VINE. Correspondence and Extracts reprinted for public information. Demy 8vo. 1s.
- THERMAL SPRINGS DISTRICT OF NEW ZEA-LAND. By A. GINDERS, M.D. Demy 8vo. 6d.
- TREATY OF WAITANGI, Authentic History of the Signing of the. By W. COLENSO. Demy 8vo. 1s.
- PHOTO-LITHOGRAPHED FAC-SIMILES OF THE DECLARATION OF INDEPENDENCE AND TREATY OF WAITANGI. Together with explanatory remarks. By H. H. TURTON. Fcp. folio. 5s.
- MINING AND ENGINEERING AND MINERS' GUIDE. By H. A. GORDON, M.I.C.E., Inspecting Engineer. Copiously illustrated. Royal 8vo. Cloth, 10s
- MINING ACT, 1898. Together with Regulations made thereunder. Demy 4to. 5s.
- REPORTS ON THE MINING INDUSTRIES OF NEW ZEALAND, 1890, 1891, and 1892. With Fcp. folio, cloth, 3s. 6d. each. 1893. drawings. cloth boards, 6s. 1894 (433 pp.), stitched, 4s. 6d.; ¿ cloth, 5s.; cloth boards, 6s. 1895, stitched, 4s. 6d.; ‡ cloth, 5s. 6d.; cloth boards, 6s. 6d. 1896, stitched, 4s. 6d.; ‡ cloth, 5s. 6d.; cloth boards, 6s. 6d. 1897, stitched, 4s. 6d.; cloth boards, 6s. 6d. 1898, stitched, 4s. 6d.; ‡ cloth, 5s. 6d.; cloth boards, 6s. 6d.
- GEOLOGICAL SURVEY OF NEW ZEALAND. Reports for 1879-80, 1881, 1882, 1883-84, 1887-88 1888-89, 1889-90, and 1892-93. Royal 8vo., 2s. 6d. each. Later years contained in Mining Reports each year.
- EDUCATION ACTS OF NEW ZEALAND. With Regulations made thereunder. Revised edition, 1s.
- MANUAL OF GRASSES AND FORAGE PLANTS USEFUL TO NEW ZEALAND. Part I. By THOMAS MACKAY. Numerous Plates. 5s.
- TROUT IN NEW ZEALAND: Where to go, and how to catch them. By W. H. SPACKMAN, Esq., B.A. Cloth boards, 2s. 6d.
- THE GOLD-MINERS' GUIDE: A Handy Book of Mining Law. Compiled by VINCENT PYKE, Esq. In paper cover, 1s. 6d.
- AORANGI; OR, THE HEART OF THE SOUTHERN ALPS, NEW ZEALAND. By MALCOLM Ross, Vice-President, N.Z. Alpine Club. 1s.
- HANDY BOOK ON "THE LAND TRANSFER ACT. 1885," AND AMENDMENTS. 28.6d
- THE CONSTITUTION AND GOVERNMENT OF NEW ZEALAND: Being a Compilation of Acts and Instruments relating to the General Assembly and the Office of Governor of the Colony. Demy 8vo Cloth, 2s.; 1/2 calf, 3s.
- THE NEW ZEALAND OFFICIAL YEAR BOOK, 1899. Demy 8vo. Paper cover, 1s.; cloth boards, 2s,
- THE LAND ACTS OF NEW ZEALAND. Demy 4to. Limp cloth, 3s. 6d.

JOHN MACKAY, Government Printer.

### TO JUSTICES OF THE PEACE AND MEMBERS OF THE LEGAL PROFESSION.

## Now ready, royal 8vo, 386 pages.

THE NEW ZEALAND JUSTICE OF THE PEACE. Founded upon the Third Edition of the late Mr. Justice Johnston's work.

By W. R. HASELDEN, S.M., Barrister-at-Law.

### CONTENTS

CONTENTS. Office, Jurisdiction, and Duties of Justices; Law of Evi-dence; Conservation of the Peace; Summary Jurisdiction of Justices by Convictions and Orders, and respecting Indict-able Offences; Appeals, &c.; Indictable Offences; Liabilities and Protection of Justices; Duties of Visiting Justices; Office, Powers, and Duties of Coroners; Police; Civil Juris-diction; and Miscellaneous. Also an Appendix containing a digest of selected cases relating to Justices' duties that have been decided in New Zealand. been decided in New Zealand.

Price, cloth boards, 10s.; half calf, 12s. 6d.; full calf, 15s.

Orders may be given to any bookseller or to the undersigned, who will send copies post-free. JOHN MACKAY,

Government Printer.

### TO SOLICITORS, NATIVE AGENTS, ETC.

THE following Rules can be obtained from the Govern-ment Stationery Office, Wellington, on application to the undersigned :-

- RULES OF THE NATIVE LAND COURT. In English, price 1s.; in Maori, 1s.
- ADDITIONAL RULES OF THE NATIVE LAND COURT, 19th March, 1896. In English, 6d.; in Maori, 6d.
- RULES OF THE NATIVE LAND COURT RE NA-TIVE LAND ADMINISTRATION, under Division II., Part II. of "The Native Land Court Act, 1894." In English, price 6d.; in Maori, price 6d.
- REGULATIONS UNDER "THE NATIVE TOWN-SHIPS ACT, 1896." In English, 6d.; in Maori, 6d. JOHN MACKAY.

Government Printer.

### THE NEW ZEALAND OFFICIAL YEAR-BOOK, 1899.

Containing latest information, Historical, Political, Official, Statistical, Industrial, Commercial, &c.; Digest of Landlaws and Description of Land Districts.

### DIAGRAMS AND ILLUSTRATIONS.

Prices: Paper cover, 1s.; cloth boards, 2s. Copies will be sent post-free to England or any British possession on receipt of order, with remittance, addressed to the Government Printer, Wellington.

MAY BE OBTAINED OF ANY BOOKSELLER.

### SCHOOL FOR DEAF-MUTES, SUMNER, NEAR CHRISTCHURCH.

Under the control and supervision of the Education Department.

Director: Mr. G. VAN ASCH. FOR Deaf Children of sound intellect. The pupils are taught to use and understand ordinary speech. The

Leader to use and understand ordinary speech. The best age for entrance is between six and seven. The full charge for board and education is £40 a year, but less is accepted from parents who cannot afford to pay this amount. In case of necessity admission is free. Parents having dumb children between the ages of four and seven, and other persons desiring information with

and seven, and other persons desiring information with regard to the school, are invited to apply to

THE SECRETARY FOR EDUCATION, Wellington,

### NOW READY.

URNIN'S INDEX TO THE LAWS OF NEW ZEALAND.

PRICE, 10s. 6D. POST-FREE.

Send order to Government Printer.

### THE NEW ZEALAND GAZETTE

S UBSCRIPTIONS. - The subscription is at the rate of 30s. per annum. PAYABLE IN ADVISOR

three months cannot be subscribed for. Single copies of the *Gasette*, 6d. each. Advertisements are charged at the rate of 6d. per line for the first insertion and 3d. per line for the second and any subscripted in the second and any subsequent insertion.

Statements under the Mining Act are uniformly charged 238

All advertisements should be written on one side of the paper, and signatures, &c., should be written in a legible hand.

The number of insertions required must be written across the face of the advertisement.

The New Zealand Gazette is published on Thursday even-ing in each week, and notices for insertion must be received by the Government Printer before three o'clock of the day preceding publication.

preceding publication. Communications should be addressed to the Government Printer, Wellington, to whom post-office money-orders should be made payable. Cheques should be crossed "Pub-lic a/c," and exchange added. Postage- or duty-stamps cannot be received in payment from any place at which postal notes or post-office orders are issued

oenee.

Prepayment may be demanded in any case. In order to prevent delay in publication a sufficient remittance should accompany every advertisement. Any surplus will be returned with receipted account.

	CONTER	VTS.		PAGE
APPOINTMEN'S		••	••	1937, 1943
BANKRUPTCY NOTICES	••		••	1961
OROWN LANDS NOTICE	6	••	••	1944
LAND				
Cancelling Procla	mation tak	ing Land	for Ro	ads 1928
Excepting from C Native Land Co	peration o	I Section	117 01	. 1928
Native Land Co	Anotion	094	••	1935
For Sale by Publi Notices of the La	e Auction	Donda	••	1940
Rural, open for S	ying-on or	tion	••	1935
Set apart for Leas	ale or Sele	a Gottlan		. 1925
Set apart for Lea	se as villag	all Grazi	nd_rnng	
Taken for Roads			ug-1 uns	1927
	••		••	1932
Temporarily researed Vesting Plantatio	rveu	in Count	 v Coun	
Vesting Flantado	Graniel Go	ttlement		1927
Withdrawn from	-	releinen o	••	
LAND TRANSFER ACT	Noticre	••	••	1962
MINING NOTICE			••	1962
MISCRILLANEOUS-	••			
Bank Returns for	Sontombo	r Anartar		1940
Bonuses	Sehrenne	r guartor	•••	1943
Branch of Friend	Ur Society	rogistere	a	1943
Commercial Rela	tions with	Germany	u	1939
Conferring Jurisd	liction on P	Jative La	nd Com	
Examination for	Mine mana	ders' &c.	Certif	icates 1943
Fixing Date for	the Collect	ion of B	eturns	nder
"The Agricultu	ral and P	astoral S	tatistics	Act.
1895 "			•••	1929
Immigration and				1961
Letters of Natura				1938
<ul> <li>Notice under "T</li> </ul>	he Public'	Trust Offi	ce Cons	
tion Act, 1894"				1943
Postage-due Stan		••	•••	1932
Powers delegated	ips	The Pul	nlie Do	mains
Act, 1881"		Inc I a		. 1930
Proposed Loans	••	••	••	1938
Railway Traffic I			••	1951
Rainfall for Sept			••	1956
Regulations for T	rout_fishin	 g	•••	1929
Special Orders	1040-1181111	g	••	1939
Te Makarini Sch	larshine	••	••	1948
NATIVE LAND COURT ]	-	••	••	1958
		••	••	
PRIVATE ADVERTISEME	NTS	••	••	
Volunteers	••	••	••	1938
				Vallington

By Authority: JOHN MACKAY, Government Printer, Wellington.