

to adopt the recommendation of the Parliamentary Committee of 1886, which reported that a trial should be given to the system they had examined. I now repeat my request, and ask you to be good enough to send a reply by return post.

For and on behalf of the League,

I have, &c.,

WILLIAM C. DALDY,  
Chairman, General Committee, Railway Reform League.

## No. 12.

The RAILWAY COMMISSIONERS to the RAILWAY REFORM LEAGUE, Auckland.

SIR,—

Wellington, 3rd April, 1890.

In reply to your letter of the 24th ultimo, I am directed by the Railway Commissioners to point out that your reference to the parliamentary report is incomplete, and that, by omitting the greater part of the expression of the Committee's opinion, a false impression is liable to be conveyed. The Committee expressed its opinion, with reference to a trial of Vaile's system, that the local bodies should be rated to recoup any loss of revenue which the trial might entail.

The Railway Commissioners have previously informed you fully of what they are prepared to do, and have nothing further to add.

I have, &c.,

E. G. PILCHER, Secretary.

## APPENDICES.

### APPENDIX A.

COPY of the CIRCULAR of the RAILWAY REFORM LEAGUE, Auckland, forwarded to the RAILWAY COMMISSIONERS, Wellington.

SIR,—

Railway Reform League Office, Auckland, 1889.

I have the honour to notify you of the formation of a Railway Reform League in this city, and I am directed by the general committee to invite the active co-operation of your—

There is no subject of greater importance to the colony than that of its railways, though, unfortunately, the vast moment of the subject has not, so far, secured for it that measure of efficient control and rational management which it requires, and which the country is entitled to demand. The cost of these railways constitutes a burden under which the whole colony is weighed down and depressed. It will continue to languish from this cause until measures are devised for working the railways on such a system as will lend effectual aid to the task of developing, to the utmost attainable extent, the products and industries of the country. The railways exist: they must be so utilised as to convert them from a burden into an active co-operative power in the extension of production and promotion of settlement, *i.e.*, the development of our resources and the increase of our national wealth.

"This is the object of the League, and, in its endeavour to obtain such a rectification of the "system of management as will more effectually knit the country producing districts with the "centres of industry and population, and both with the outlets of trade, the following are the "principal points which it has, as yet, adopted as its platform, *viz.* :—

- "1. The total abolition of differential rating.
- "2. The abolition of mileage rating, and the substitution of a stage system.
- "3. The stage system adopted must be of such a nature as to give special facilities to districts "and settlers far removed from a market.
- "4. A reduction in the charges for the conveyance of passengers and goods.
- "5. A simplification in the classification of goods.
- "6. A simplification and amalgamation of terminal, weighing, cramage, and other charges."

The general committee trusts that a local league will be formed in your , to co-operate with the central League in Auckland.

Funds will be required to carry on the work of the League, and it is suggested that these could be more economically and efficiently administered by the general committee of the central League.. The amount of entrance subscription fixed for the Auckland League is not less than five shillings (5s.); it is, however, not intended to limit subscriptions to this amount, and several members have subscribed £5 5s. each to our funds. The committee will be happy to receive subscriptions from all who are interested in its objects, even from such as may not desire to enrol themselves as members.

The committee would impress on you the special importance of its efforts in respect of country districts, the chief object of the League being to minimize the disadvantages of distance so far as regards the cost of transit, and so practically to bring the chief markets and outlying country districts into close relations.

Any member of the branch committee will be entitled to attend the meetings of the central committee, and chairmen of branch leagues will be *ex officio* members of the general committee.

The general committee trusts that you will be good enough to bring this matter forward at the next meeting of your , and that you will favour the committee with any suggestions that you may be pleased to make.

The favour of an early acknowledgment of the receipt of this circular is requested.

I have, &c.,

Secretary.