

COMPARISON of FARES charged on Midland Railway and Great Northern Railway, England, and New Zealand Government Railways.

Miles.	From	To	Midland, England.				Equal Distances in New Zealand.			
			First Single.	First Return.	Third Single.	Third Return.	First Single.	First Return.	Second Single.	Second Return.
290	London ..	Carlisle ..	£ s. d. 2 0 6	£ s. d. 4 1 0	£ s. d. 1 4 2½	£ s. d. 2 8 5	£ s. d. 1 16 4	£ s. d. 3 12 8	£ s. d. 1 4 3	£ s. d. 2 8 6
127	" ..	Derby ..	0 17 0	1 14 0	0 10 7	1 1 2	0 16 0	1 12 0	0 10 8	1 1 4
96	" ..	Leicester ..	0 13 0	1 6 0	0 8 0½	0 16 1	0 12 1	1 4 2	0 8 1	0 16 2
47	" ..	Bedford ..	0 6 7	0 13 2	0 3 11½	0 7 11	0 6 0	0 12 0	0 4 0	0 8 0
123	" ..	Nottingham	0 16 4	1 12 8	0 10 3	1 0 6	0 15 6	1 11 0	0 10 4	1 0 8
90	Liverpool ..	Birmingham	0 13 0	1 6 0	0 7 6	0 15 0	0 11 4	1 2 8	0 7 7	0 15 2
118	" ..	Rugby ..	0 17 5	1 14 10	0 9 10	0 19 8	0 14 10	1 9 8	0 9 11	0 19 10
88	" ..	Derby ..	0 12 3	1 4 6	0 7 4½	0 14 9	0 11 1	1 2 2	9 7 5	0 14 10
58	Manchester	" ..	0 7 8	0 15 4	0 4 10	0 9 8	0 7 4	0 14 8	0 4 11	0 9 10
86	" ..	Leicester ..	0 11 5	1 2 10	0 7 2½	0 14 5	0 10 10	1 1 8	0 7 3	0 14 6

Miles.	From	To	Great Northern, England.				Equal Distances in New Zealand.			
			First Single.	First Return.	Third Single.	Third Return.	First Single.	First Return.	Second Single.	Second Return.
155	London ..	Doncaster ..	£ s. d. 1 3 0	£ s. d. 2 6 0	£ s. d. 0 12 11½	£ s. d. 1 5 11	£ s. d. 0 19 6	£ s. d. 1 19 0	£ s. d. 0 13 0	£ s. d. 1 6 0
188	" ..	York ..	1 7 0	2 14 0	0 15 8	1 11 4	1 3 7	2 7 2	0 15 9	1 11 6
76	" ..	Peterborough	0 11 3	1 2 6	0 6 4	0 12 8	0 9 7	0 19 2	0 6 5	0 12 10
105	" ..	Grantham ..	0 15 10	1 11 8	0 8 9	0 17 6	0 13 3	1 6 6	0 8 10	0 17 8
129	" ..	Lincoln ..	0 18 10	1 17 8	0 10 9	1 1 6	0 16 3	1 12 6	0 10 10	1 1 8
185	" ..	Leeds ..	1 5 9	2 11 6	0 15 5½	1 10 11	1 3 3	2 6 6	0 15 6	1 11 0
58	" ..	Huntingdon	0 8 9	0 17 6	0 4 10½	0 9 9	0 7 4	0 14 8	0 4 11	0 9 10
31	" ..	Hitchin ..	0 5 0	0 10 0	0 2 7½	0 5 3	0 4 0	0 8 0	0 2 8	0 5 4

The real question at issue is, "Are our return fares low enough?" The comparisons given amply prove that we have reduced to the lowest rate possible with prudent finance.

Amongst other reductions, the rates for season and sectional tickets have been reduced; cheap day return fares have been adopted between the principal centres and ports; workmen's weekly two shilling season tickets instituted under proper conditions; the issue of tourist tickets throughout the year authorised; racehorses, hunters, and polo ponies carried free on return journeys; fish empties carried free; freight on goods from centres to ports reduced; salt for dairy use reduced.

Trains for workmen reaching destination before 8 a.m. have been provided at all the principal centres.

The Government are advised that, in consequence of the great increase of business, and the altered conditions under which it is carried on, the rolling-stock is inadequate to meet the settlers' requirements, and immediate steps are being taken to largely augment the carriage and wagon stock.

Annual intercolonial conferences having been instituted for Australasian Railways, the Government have made arrangements for the New Zealand Railways to be represented, believing that discussion and an interchange of ideas will result in improved working.

In the Railways Statement for last year it was pointed out that the increased business demanded that the equipment of the lines should be added to and improved. During the recess I have gone very fully into the matter, and have consulted with the general and branch officers in meeting assembled at Wellington. I have satisfied myself that immediate steps must be taken to largely increase the rolling-stock, also to enlarge and improve the station- and yard-accommodation, including the building of head offices for the Railway Department in Wellington; also to relay the principal lines with heavier rails, and to provide more efficient brake-power and safety appliances, such as electric staff apparatus, interlocking, and increased telegraph facilities. This must now be undertaken on a comprehensive plan, and the Government therefore propose during the ensuing five years to carry on the works as set forth in the following table:—