

Any such radical departure from established methods should not be undertaken without the fullest information as to the probable result, and proof (of which there is a total absence in the evidence of the petitioner) that the earning-power of our railways should not be imperilled.

I have, &c.,

T. RONAYNE,

General Manager.

The Chairman, Railways Committee, House of Representatives.

Showing Increase between 1885 and 1901.

—	Passengers.	Season Tickets.	Parc ls, &c.	Goods.	Revenue.	Expenses.
1885 ...	3,232,886	8,999	348,218	Tons. 1,778,140	£ 1,045,712	£ 690,026
1901 ...	6,243,593	82,921	677,185	3,461,330	1,727,236	1,127,847
Increase ...	3,010,707	73,922	328,967	1,683,190	681,524	437,821

Showing Passenger Traffic increased by Three-fourths, and Goods Traffic doubled by Reduction of Passenger Fares and Goods Rates, as proposed by Mr. Vaile.

—	Passeng. rs.	Season Ticket.	Parcels, &c.	Goods.	Revenue.	Expenses.
1901 ...	6,243,593	82,921	677,185	Tons. 3,461,330	£ 1,727,236	£ 1,127,847
Three-fourths additional passenger traffic and double goods traffic	4,682,694	82,921	677,185	3,461,330	...	816,112
Total ...	10,926,287	165,842	1,354,370	6,922,660	1,727,236	1,943,959

Loss ... £216,723.

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