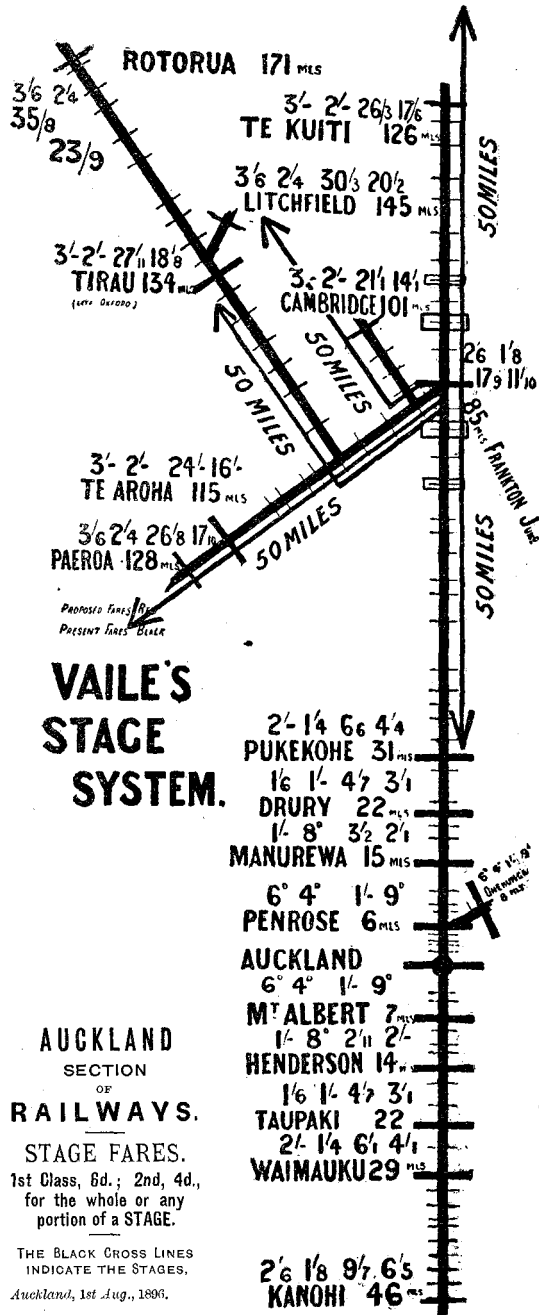


NOTE IN EXPLANATION OF DIAGRAM OF STAGE SYSTEM.—This is a photo-engraving of a large-scale diagram, on which the proposed fares were printed in red, and the present fares in black. It will, however, be understood by remembering that the stage fares are in every instance the lowest prices.



This diagram not only shows the direction and length of every journey that can be taken on the Auckland lines, but also all the fares that can be charged. The time-table could easily be published on the opposite page. To give the same information on the present system takes nine pages of Bradshaw.

This shows that under the stage system Frankton would command five different points, to and from which a resident there could travel fifty miles for 4d. or 6d., and the goods traffic would be regulated on the same system. There are many towns on the other lines, and more especially on the Hurunui-Bluff Section, similarly situated. These towns, on account of the facilities they would offer to commercial and professional men, must attract population. They would, I think, grow rapidly. They must become receiving and distributing centres. I think, also, that owing to the facilities for receiving material, and the cheap transit of labour, they would become manufacturing centres; and, if so, not only would they form local markets for the surrounding farmers, but they must greatly increase the railway trade and revenue. Suppose, for instance, twenty thousand people were taken out of Auckland and located round Frankton, would they not be of greatly more value to the railway than if they remained in Auckland?

I do not think it possible to obtain these results from the system I am supposing you favour, but it is quite impossible to argue out such a question in a letter of reasonable length. I know your officials will tell you they can get better results than the stage system will give; but I say they have never given any evidence that they have really studied the question, while results prove that I have.

The late Sir Harry Atkinson, at my first interview with him, gave me over four hours of close attention, and at its close promised to see me again. He next gave me two interviews of two hours each, another of nearly three hours, and then numerous talks during the inquiry during 1886. He is the only Minister who has ever really gone into the matter with me. If you could give me a very small portion of the time he did, I feel sure that I could convince you, as I did him, that my theory is sound and right, and that its application would give the best results.