

detail of the complicated machinery necessary for the efficient management of an extensive railway system has been the subject of investigation, and we may say that the report we have now the honor to present but inadequately represents the fulness of our inquiry. Considering, however, that that inquiry has been conducted by those gentlemen who have been personally engaged in working different systems, and whose duty it will probably be to conduct one uniform system of management, we are satisfied that the settlement of a great variety of points which it would have been difficult to incorporate into our Report, and the common understanding, both as to principles and details, which have resulted from their mutual intercourse, will be felt in the whole management of the New Zealand Railways, and will tend, not only to secure their financial success, but at the same time afford to the public the full benefit which it is entitled to expect from an institution which the colony has wisely made such great exertions to establish.

We have the honor to be, Sir,

Your very obedient servants,

JOHN CARRUTHERS, Engineer-in-Chief.

FRANK B. PASSMORE, Superintending Engineer of Northern Railways.

J. P. MAXWELL, District Engineer.

J. LAWSON, Traffic Manager of Canterbury Railways.

J. G. WARNER, Railway Engineer, Canterbury Railways.

WM. CONYERS, General Manager of Otago Railways.

EDWARD GORTON, Inspector of Stores.

JAMES EDWARD FITZGERALD, Commissioner of Audit.

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