

wish to add that no man in existence could teach me anything about the Rimutaka Incline. I have experimented with it in every possible way that would be practicable and sensible. I spent seven years on that section from the beginning, and I am not ashamed to say it.

Mr. Joyce : Who do you say was your immediate superior, during the time you were on the other side of the hill ?

Mr. Ross : In the first instance Mr. George Ashcroft.

Mr. Joyce : And he then resided in Wellington ?

Mr. Ross : No, in Petone.

Mr. Joyce : For how many years were you in charge of your department ?

Mr. Ross : From 1879 to 1886, residing at Cross Creek.

The Chairman : You asked me yesterday to communicate with Mr. Carruthers, under whom you served ?

Mr. Ross : Yes.

The Chairman : I did so, and he sends the following telegram :—" Mr. Ross served as locomotive foreman and in no other capacity while I acted as Locomotive Engineer on Wellington Section.—W. R. CARRUTHERS." I have shown that to Mr. Maxwell.

Mr. Maxwell : That is practically what I say. Mr. Ross was doing foreman's duties, and the local officers recognised it.

APPENDICES.

APPENDIX A.

MEMORANDUM for Mr. G. Ross, Railways, Wellington.

Locomotive Engineer's Office, Petone, 22nd August, 1891.

As already verbally arranged, please hold yourself in readiness for transfer to Palmerston North, where you will take duty as driver-in-charge. The transfer will probably be made in week ending 5th September, 1891.

A. L. BEATTIE, Locomotive Engineer.

APPENDIX B.

MEMORANDUM for LOCOMOTIVE ENGINEER, Petone.

Locomotive Running, 5th September, 1891.

In reference to the above-quoted memorandum (22nd August, 1891), please let me know the salary, or pay per day, intended to be given at Palmerston North ; and, if the latter, whether for six or seven days per week.

G. Ross, Locomotive Foreman.

APPENDIX C.

MEMORANDUM for Mr. G. Ross, Locomotive Department, Wellington.

Locomotive Engineer's Office, Petone, 11th September, 1891.

As already verbally stated, the rate provided, as per scale, is 13s. per day. The question of Sunday pay has been referred to the Locomotive Superintendent, New Zealand Railways, for his consideration.

A. L. BEATTIE, Locomotive Engineer.

APPENDIX D.

SIR,—

Locomotive Running, 31st August, 1891.

Please be kind enough to let me know the amount of compensation I would be entitled to in the event of my retirement from the railway service.

I have, &c.,

The Locomotive Engineer, Petone.

GEORGE ROSS, Locomotive Foreman.

APPENDIX E.

MEMORANDUM for Mr. G. Ross, Locomotive Department, Wellington.

Locomotive Engineer's Office, Petone, 14th September, 1891.

THE Audit Department advise that the amount of compensation you would be entitled to in the event of your resigning is £55 6s. 2d. for a service of two years and 302 days as foreman, to 27th January, 1889.

A. L. BEATTIE, Locomotive Engineer, per P. D.

APPENDIX F.

SIR,—

Locomotive Running, 19th September, 1891.

I respectfully beg to apply for leave of absence from 21st September to 3rd October, inclusive, on urgent private business.

I have, &c.,

The Locomotive Engineer, Petone.

GEORGE ROSS.