

Sirs, for nearly sixteen years I have worked faithfully for the Railway Department. I have performed most important, arduous, and sometimes dangerous duties from time to time, and, according to the Locomotive Superintendent, I have done my work faithfully and well, and I have been loyal to the department throughout, and now I am asked to accept a degradation in rank and a reduction in salary. And why? Simply because clerks who have nothing but their office-duties to attend to have so multiplied the office-work that to properly attend to it would require the greater portion of the day to be spent in the office, instead of outside attending to engines and engine-running. Instead of receiving the assistance that a man in the position that I hold had a right to expect from his department, I have been seriously hampered with constant changes of staff. I was trained as a practical engineer, not as a clerk, and, if my qualifications in the latter capacity fell short of the Railway Department's requirements, it was surely the duty of my superior officers to remedy my deficiency by giving me reliable assistance. No question of my practical ability, or the general management of the men under me, having been raised, there is no need to make any remarks on that subject.

Sirs, I consider that I have been treated in a most unjust and arbitrary manner, and no man with a grain of self-respect could remain in the service after receiving such treatment.

I have, &c.,

The Railway Commissioners, Wellington.

GEORGE ROSS.

APPENDIX J.

MEMORANDUM for Mr. G. Ross, Wellington.

Locomotive Engineer's Office, Petone, 9th October, 1891.

I HAVE to acknowledge the receipt of your letter dated 3rd instant, received here at noon on 7th instant, covering letter addressed to the Railway Commissioners *re* your resignation. This has been duly forwarded to Head Office, and I am directed to inform you that your resignation has been accepted from 23rd ultimo. If you call on the cashier you will receive the wages due to you.

A. L. BEATTIE, Locomotive Engineer.

APPENDIX K.

(Memorandum.)

Locomotive Department, 24th October, 1885.

I HAVE great pleasure in bearing testimony to the capacity and uniform good conduct of Mr. George Ross. He has been under me for nearly ten years. For seven years he has been locomotive foreman in charge of Fell engines, a post which requires more than ordinary skill and attention. He has discharged his duties with zeal and success. I have the greatest esteem for him, and wish him all success in whatever he may undertake.

GEORGE ASHCROFT, Railway Manager.

APPENDIX L.

MEMORANDUM *re* GEORGE ROSS. (Copy of Entry in Staff Register, handed in by Petitioner.)

Locomotive Running Department, 28th January, 1890.

DATE of engagement, August, 1875: Rate of pay, 8s. per day; fireman on ballast-engine, Public Works Department, Nelson. February 1, 1876: Fireman and spare driver, Locomotive Department, Nelson, 8s. 6d. per day. December 23, 1876: Fitter and second driver, 10s. per day. April 14, 1879: Foreman of incline, Wellington, 12s. per day. May 1, 1881: Pay increased to 13s. per day. April 1, 1886: Running-shed foreman, Cross's Creek, £4 10s. per week.

APPENDIX M.

Railway Department, Head Office, Wellington,
22nd September, 1892.

SIR,—

With reference to your letter of the 14th instant covering a petition from G. Ross (here-with returned), I am directed by the Railway Commissioners to report that the petitioner was paid such compensation under the Civil Service Act as appeared to be legally due—namely, one month's pay for each year of service from 1st April, 1886—the time his appointment as foreman was approved—prior to which date his service as driver was not regarded as "permanent" within the meaning of the Civil Service Act.

I have, &c.,

E. G. PILCHER, Secretary.

The Chairman, Public Petitions Committee, M to Z, House of Representatives.

APPENDIX N.

Railway Department, Head Office, Wellington,
28th September, 1892.

DEAR SIR,—

I have looked up Mr. Ross's pay-sheets of some years back. I find that Mr. Ashcroft entered him as a foreman, but that he paid him extra for overtime worked beyond the 13s.-a-day rate.

I have, &c.,

The Chairman, Public Petitions M to Z.

J. P. MAXWELL.