

SESS. II.—1891.
NEW ZEALAND.

TRANSFER OF EMPLOYÉS ON NEW ZEALAND RAILWAYS

(RETURN OF) BETWEEN THE 1ST JANUARY, 1889, AND THE 31ST JANUARY, 1891.

Laid on the Table by the Hon. R. J. Seddon, by leave of the House.

House of Representatives Order Paper (No. 3), 30th January, 1891.

No. 2. Mr. TAYLOR to ask the Government, Whether they will ask the Railway Commissioners to furnish this House with a return in reference to the transfer or removal of railway employés, from the 1st day of January, 1889, up to date, showing (1) number of removals, distinguishing the different departments of the service; (2) cost of such removals; (3) reasons for such removals; (4) saving or otherwise effected by such removals?

RETURN showing NUMBER of REMOVALS on the NEW ZEALAND RAILWAYS between the 1st January, 1889, and the 31st January, 1891 (two years and one month).

QUERIES Nos. 1 AND 3.

Department.	To fill Vacancies caused by Deaths, Resignations, Dismissals, Extension of new Lines and Stations, new Train Services, &c.	For other Departmental Exigencies.	Moved to other Branches.	At own Request.	Totals.
	No.	No.	No.	No.	No.
Traffic	529	126	2	30	687
Locomotive	301	20	...	4	325
Maintenance	376	26	5	28	435
Totals	1,206	172	7	62	1,447

QUERY No. 2.

No record is kept apart from other staff expenses, and this item cannot be stated.

QUERY No. 4—"Saving or otherwise effected by such removals."

The question of saving is not the primary object in removals. Removals are made, in the first place, to enable the public services to be carried on. At the same time the rights of employés to promotion have to be considered, as provided in the regulations; and when vacancies arise through any of the numerous causes operating, those persons who are entitled to promotion first are dealt with; and one promotion generally causes more than one other removal or transfer. The compliance with the request of the employés to reduce the hours of working, and to do away with overtime in the locomotive departments—see Parliamentary Paper, D.-4, 1890—has required more than the usual number of removals during the last year. As the bulk of the railway traffic grows, many additional services are required, and the staff removals entailed thereby, while profitable and necessary for the public service, do not effect savings. This query is not properly relevant, and is not susceptible of any correct answer.

Railway Commissioners' Office, Wellington, 23rd June, 1891.

Approximate Cost of Paper.—Preparation, nil; printing, (1,200 copies), £1.

