

were sold to Western Australia, 31 were converted to a more suitable type, 1,170 were wholly painted, and 1,111 had paint-work renewed, 512 wagons were fitted with standard draw-gear. The carrying-capacity of 61 bogie wagons was increased from 14 to 16 tons each, and 21 four-wheeled wagons from 4 to 5 tons each.

Steam-cranes and Stationary Boilers.—18 steam-cranes were thoroughly overhauled, 4 had heavy repairs, and 9 light repairs.

Tarpaulins.—356 new tarpaulins were manufactured, and 4,164 were thoroughly repaired.

Additional New Stock supplied out of Loan.—24 new eight-ton coal-hoppers have been completed, and 26 others are well in hand. 29 new bogie wagons have been completed (5 sheep-trucks, 7 platform trucks, and 17 frozen-meat trucks), and 35 others are now well in hand. 16 four-wheeled wagons are also in a forward state.

Expenditure.—The expenditure per train-mile in pence has been as follows:—

Year.	Train-mileage.	Engine-mileage.	Locomotive.	Car and Wagon.	Total.
1891	2,894,776	3,818,248	14.26	5.49	19.75
1892	3,010,479	3,884,883	14.13	4.60	18.73

Workshops.—The workshops have been fully employed. Additional accommodation has been provided at Petone and Addington, and several new machines have been added at Auckland, Petone, Addington, and Hillside, but much more is still required to meet the demand caused by the increasing age of the stock.

The usual returns are forwarded.

I have, &c.,

The New Zealand Railway Commissioners,
Wellington.

T F ROTHERAM,
Locomotive Superintendent.

APPENDIX C.

GOVERNMENT RAILWAY EMPLOYÉS INSURANCE

ANALYSIS.

Title.	
1. Short Title.	14. No allowance payable to persons in pay of the colony.
2. Interpretation.	15. No contributions during half-pay.
3. Present employés.	16. Employés may accept lower offices without prejudice.
4. Insurance Fund established.	17. Allowance of refunds.
5. Purposes of fund.	18. Making of regulations.
6. Sources of fund.	19. Register of contributors.
7. Contributions compulsory by new employés.	20. Insurance Fund to be dealt with as public moneys.
8. Contributions optional with present employés.	21. Insurance Fund may be invested.
9. Permanent employés may retire at sixty-five years.	22. Deficiencies in Insurance Fund.
10. Allowances payable to permanent employés who contribute.	23. Repeal of portions of Government Railways Act.
11. Sick allowance to contributors.	24. Insurance of casual employés.
12. Sum payable at death.	Schedules.
13. Time of casual service allowed.	

A BILL INTITULED

AN ACT to establish a Railway Employés' Insurance Fund.

Title.

BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

1. The Short Title of this Act is "The Government Railway Employés' Insurance Act, 1892."

Short Title.

2. In this Act, if not inconsistent with the context,—

Interpretation.

"Railway employé" means any person employed on the New Zealand Government Railways open for traffic

"Permanent employé" means any railway employé who may have been duly appointed or engaged under any lawful authority, and who has subscribed to the terms and conditions of the Government Railway Service in such manner and form as may have been required by any proper authority, whether such railway employé be paid at a daily, weekly, monthly, or annual rate of pay, or for piece-work or contract based on a daily rate of pay