

109. Was the engine-driver not on duty just before he took charge of the train which met with the accident?—He was not working for fourteen hours previously.

110. Was the driver not on duty for forty-seven hours, as was stated at the inquest on the body of the man who was killed?—He may be said to have been on duty, inasmuch as he was in charge of his engine; but he was not working it for fourteen hours before the accident.

111. Are the drivers required, in addition to attending to their engines, to work in the sheds without pay during the day?—A driver has to see that his engine is kept in proper condition.

112. Do you not consider that he should be paid for that?—Yes.

113. *Mr. M. W. Green.*] Was not a notice posted up to the effect that if any man had a complaint to make he could make it before a Board, which would deal with it?—I dare say that was the case; but it has not been so in my time.

114. Was that rule ever recalled?—I do not know.

115. Did Bradley apply to be heard by a Board?—Perhaps he did.

116. What was the nature of the letter you received from me in reference to this case?—As far as I can recollect I think you asked for an inquiry into the case. There was nothing objectionable in the letter in any way.

117. Is Mr. Wilson a man of superior intelligence to the ordinary run of railway employés?—I cannot say.

118. Is it likely that the railway employés will be misled by a man like Wilson?—I think it is very likely.

119. Are you aware that Bradley was discharged for having asked Mr. Dick a question at his election meeting?—It was not so. Bradley was a respectable man, but a very careless workman. I heard by one of his subsequent employers that the man was not a good workman.

120. *Mr. Levestam.*] You have said that the men should apply to their Foreman for information. How could they do so unless they knew they were required to do so?—I say that there ought to be more information given.

121. Have not these men a right to consider that they are working under a certain scale at present?—Yes.

122. Do you not know that this scale has been cancelled?—Yes.

123. Has it been cancelled in Nelson?—The original scale was cancelled and superseded by the one issued in 1881.

124. Then they are still working under the scale of 1880?—No.

125. You say that the scale has been fairly and equitably administered?—Yes.

126. Do you think the scale has been fairly carried out?—It may not have been carried out to the very letter.

127. How long is a man supposed to remain in one class before he is promoted to another?—I cannot say, because each case has to be considered on its merits. If a man is entitled to promotion he will get it. The Locomotive Superintendent would take care that the men got notice of the change in the scale.

128. If a man were entitled to an increase, do you think a Superintendent would be right in saying, "If you do not like it you can leave it?"—No.

129. You have said that the pay of the higher officers has not been increased more than that of the inferior officers?—Yes.

130. Has not the salary of the District Manager in Nelson been increased?—Not since I took charge.

131. And the salaries of the men under him have not been increased?—Not as a rule.

132. Was there any particular reason why that District Manager's salary was increased?—I think the increase was made when he was put in charge of the two sections—Picton and Nelson.

133. A fourth class Stationmaster is entitled by scale to £150 a year?—Yes.

134. The Stationmaster in Nelson is ranked in the fourth class. What salary does he receive?—He gets about £180, I think—that is, £130 as Stationmaster and £50 as Storekeeper, or something of that sort.

135. Then, why is he put down on the Estimates as receiving £145 per annum?—That does not matter.

136. Why does the Stationmaster at Richmond, which is a smaller place than Nelson, receive a larger salary than the Stationmaster at Nelson?—That is an anomaly which I cannot explain, further than saying that he is an old postal servant, and it would not be fair to reduce him.

137. The time of some of these men has been increased and they have got no extra pay for it; do you think they are entitled to any increase?—Yes; in the cases you spoke to me about I think there should be some little change made.

138. Mr. Werry signs himself as Secretary for Railways, and I suppose he is acquainted with the rules of the service?—Yes.

139. He has told me distinctly that the guards who are not paid for overtime are entitled to ten days' leave of absence in the year?—Some men may have got it, but they are not entitled to it by rule.

140. Do you not think they all should have it?—I think there should be some rule on the subject.

141. Will you try to get some rule made on the subject?—I think that, if the Committee recommend it, the Minister will probably consider the matter.

142. If a man is found fault with or dismissed, is an inquiry held?—Not in every case. For instance, if a man got drunk and was dismissed there might be no necessity for an inquiry.

143. Was not a man named Mulligan dismissed without an inquiry?—I held an inquiry into his case myself, and on finding that he was not suitable I discharged him. He was a respectable, worthy man, I believe, but not suitable.