

444. Was your head-light burning then?—Yes.
 445. Did you continue to stand in that position until the second excursion came in sight and in?—Yes.
 446. Tell me what you know about it? What did you notice as the train approached?—I did not see anything unusual, but I thought the train was going a little bit too fast.
 447. You would call that unusual, would you not?—Well, yes.
 448. Did you hear Driver Carter whistle for his brakes?—Yes; he gave one short whistle, and then three for the brakes.
 449. Have you any idea how far off he was when he whistled for the brakes—say, from the first facing-points?—I could not say.
 450. Did you continue watching the train as she approached?—Yes; that drew my attention when the brake-whistle went.
 451. Can you say whether the brakes were on when she passed?—I think the guard's brake was on.
 452. Why? Could you see that it was on and held?—Well, I saw sparks coming from the tire, and the wheel was skidding.

VINCENT JOSEPH FITZPATRICK, sworn and examined.

453. *Mr. Pendleton.*] You were a passenger by the excursion train to Ashburton and back on the 11th March?—Yes.
 454. On the return journey did you join the second train as a passenger?—Yes.
 455. Did you get into the brake-van at Ashburton?—No; I got on about two carriages from the van.
 456. Did you subsequently go into the brake-van?—Yes.
 457. Were you requested to do so?—It was understood by the committee that they were to get into the van and distribute from there the toys amongst the children.
 458. Were they loaded in the brake-van?—Yes.
 459. And you went there to get them and distribute them in the carriages?—Yes.
 460. Did you get the toys and distribute them?—There were three of us. One was sent ahead to communicate to the assistant guard that there was a guard left behind, and the two of us tried to get into the carriages, but the oscillation was too great, and we stayed there.
 461. Did you return to the brake-van?—Yes. I stayed in the brake-van; and when nearing Rakaia I put on the brake from Burroughs's instructions.
 462. Did Burroughs instruct you what to do?—Yes, he told me to put it on. I put it on full, and held on till after the collision.
 463. Did you turn it on full?—Yes, with both hands.
 464. Do you know anything about railway whistling-signals?—No, I am not acquainted with them at all.
 465. *Dr. Giles.*] Did you hear any whistles or signals?—No.
 466. Not until after the collision occurred?—I did not hear any whistles whatever all the time.

ARTHUR GRAY WATKINS, Engine-fitter in the Running-shed, Christchurch, sworn and examined.

467. *Mr. Pendleton.*] Do the Westinghouse brakes on the engines come under your inspection?—Yes.
 468. Tell me what you know about the Westinghouse brake on this particular engine on this occasion?—It was U 284. It was in first-class working-order.
 469. When did you inspect it?—On Monday, the 12th, after the accident.
 470. Had you seen it before, recently?—No; there had been no defects called attention to to me about it.
 471. Had you any conversation with Carter as to the cause of that accident?—Yes, I had a conversation with him, and I asked him if his brake acted right, and he said that when he applied the brake he could see that it was not going or answering, and he cut the air in in the tender-brake.
 472. Did he make any further reference to the tender-brake?—No.
 473. When did this conversation take place?—A week after the accident probably.
 474. And he did not then in any way, directly or indirectly, attribute the accident to the failure of the brakes on the engine?—Not to me.
 475. If any alterations had been made in the brake on the engine since the 11th March, would you be aware of it?—Yes.
 476. Have any alterations been made?—None whatever.
 477. Is the engine now practically in exactly the same condition as it was at the time of the accident?—Yes.
 478. Has she been running to Rakaia since?—Yes.
 479. Have you had any complaints, either verbally or in writing, as to her brakes?—None whatever.

HENRY CURSON, Railway Guard, sworn and examined.

480. *Mr. Pendleton.*] How long have you been a guard?—Seven years and a half on the Midland of England, and railway guard here between seventeen and eighteen years.
 481. Were you guard on the first excursion train to Ashburton and back on the 11th March?—Yes.
 482. Have you anything to tell me about the run, either to Ashburton or back to Rakaia?—Nothing more than that the train worked in proper order right through.