

32. You have read this Bill, have you not?—Yes.

33. And you fully understand its provisions?—Yes, I think so.

34. Well, having read the Bill fully and understood its provisions, do you think that the extra powers which the Government propose to take are necessary in the way for the more efficient management of the service or protection of the public?—No, I do not.

35. You mean, of course, so far as the City of Wellington tramway system is concerned?—Yes.

36. Can you tell me whether there is any system of inspection by the Public Works Department at the present time?—Only for new cars.

37. And new roadway?—Yes, new roadway.

38. After you have started there is no inspection?—Well, we have had inspections after accidents, or inquiries.

39. Then, I understand the Public Works Department at the present time has some power of inspection?—Yes. There was an inquiry after the Brooklyn accident, and also an inquiry by the Government after the accident in Cuba Street, where a car ran away, and I asked Mr. Holmes and Mr. Buckley if they would look into the matter and see if there was anything wrong with the brakes.

40. Or in the management of the service?—Not the management of the service. It was the management of the brakes in this particular accident.

41. Did they express any particular dissatisfaction with the management of the service by the Corporation?—No.

42. *Mr. Lang.*] Do you think the present law is sufficient to safeguard the interests of the public?—Yes, I think the law is sufficient.

43. And do you think this proposed law would hamper or embarrass the working of the trams?—I do not see that it is necessary in any way at all.

44. Do you think it would interfere with the working?—It might interfere with the working.

45. *Mr. Colvin.*] Do you think the present law is sufficient for the City of Wellington trams, which you manage?—Yes.

46. You do not know how it would affect such places as Auckland and Dunedin?—I can hardly answer for that.

47. It may be necessary to pass a law like this to affect the Dominion where tramways are necessary or wherever the Corporations may elect to have trams running?—I do not think it is necessary. I do not know of the Dunedin Tramways, but I have seen the Christchurch Tramways, and I do not think there is much fault with the Christchurch trams.

48. Take the cities of Auckland and Dunedin?—I have not been in Dunedin.

49. And Wanganui?—I have not been in Wanganui.

50. At the present time whatever power the Public Works Department have they use in a very moderate and judicious way?—Yes.

51. During the time that you have been running the tramway system you have never found the Public Works Department harass you in any way or the Corporation?—I have always found the Public Works Department most courteous and obliging.

52. And, naturally, what they have done in the past you may expect them to do in the future?—I trust so.

53. And therefore it is not necessary for the Corporation to object to the Public Works Department having power which they do not use unnecessarily?—I do not say that.

54. *Mr. Poole.*] Were you on the Auckland Brake Commission?—Yes.

55. Do you consider the Auckland Tramway system an improvement on the Wellington system? That is rather a wide question.

56. I should like you to answer this question if you can: Are the Auckland cars equal to the Wellington cars?—They are bigger cars.

57. In mechanical appliances?—No, I do not think they are.

58. As one of the Commissioners there you were responsible for the recommendation respecting the introduction of the new brake and the attachment of the glass fronts?—Yes.

59. What induced you to join in making those recommendations?—The glass fronts are undoubtedly a good thing for the motormen, because a motorman should at all times be perfectly ready for any emergency. In the case of Wellington and also in Auckland we get heavy rain-storms and heavy dust-storms, and the motorman who is behind the glass shield is not hampered by having the rain beating in his face or the dust blowing in his eyes. He can see better and work better behind the shield than without it. With regard to the brakes in Auckland, at the time I was up there the brakes were not kept in good repair. The whole upkeep of the cars was not very good, and there were several different kinds of controllers on the cars, and it might be a hard thing for the motorman in the case of emergency to instinctively use the right brake. The track brake that they had in use up there was a brake which was to be applied at the top of the hill. After it was applied not to its full extent the car would be moved on by power and the track brake then applied as fully as required for the purpose of steadying the car going down-hill, and any other adjustment of the speed of the car would be made on the hand-brake. The track brake is a brake which could not be well used if the car got away down the hill: it takes a long time to apply, and, once the car got a fair speed on, before the track brake could be applied the car would be in some cases going at a dangerous speed.

60. From the impressions that you received at that time, do you consider that some sort of special supervision is necessary regarding the Auckland tramway system?—Undoubtedly the brakes should have been better looked after in Auckland.

61. Do you consider that the recommendations of the Commission have been properly respected, seeing that some sixteen months have gone by since the recommendations were made in regard to the alterations?—Something should have been done before this, but I understand that