

106. But that is only fixed by negotiation?—No, that is fixed by the Order in Council.

107. You do not charge the maximum fare now, do you?—Yes, except that we issue reduced bulk tickets.

108. Then, on the ordinary single ticket you charge the maximum fare?—Yes, in most instances.

109. But there is a reduction on the season tickets?—On bulk tickets in books.

110. And at holiday times can you not carry any more strap-hangers than at other times?—No.

111. In your opinion, if it is desirable to get more control, do you think that it could be exercised by the corporate body under contract and in extension of the contract equally as well as by the Government?—So far as my company is concerned, I think we should consider it immaterial who exercised the power, provided we did not clash between the two.

112. You only want one control?—Yes.

113. *Hon. Mr. R. McKenzie.*] I have here a list of the tramway accidents in the four large centres during the last six years, and this list shows that during that period your company had 186 accidents, of which 30 were fatal, as against 8 fatal accidents in Dunedin out of 53 accidents altogether. How do you account for the large number in Auckland?—To give me a fair opportunity of answering that question I should have data upon which the figures are based.

114. You are aware that you have to report to me as Minister of Public Works every accident that occurs in connection with your tramway system?—Yes. I have had a great deal of experience in the reporting of accidents, and I have found that some companies report as an accident what another company would not. I do not suggest that is the case here, but without data I am afraid I cannot make any satisfactory answer.

115. During that period you had thirty fatal accidents?—Yes: we had one serious accident before I arrived here in the Dominion, which I think was responsible for six or eight.

116. You had 12 in 1903, 3 in 1904, 3 in 1905, 3 in 1906, 4 in 1907, and 4 in 1908; and during the same period there were only 8 fatal accidents in Dunedin and 8 in Wellington?—Excepting that we carry a larger number of passengers, I do not know how else it could be accounted for.

117. Is it not a fact that a great many of the accidents that occur in connection with your trams occur to people who are walking about the streets?—Some of them do.

118. Many of them?—No; I think quite the minority of them.

119. Do you think the system of brakes used in Auckland, as compared with the system of brakes used in Christchurch or Wellington, has anything to do with the large number of accidents?—I do not think so.

120. During the period I have mentioned you had 84 more accidents in Auckland than the whole of the accidents on the trams in the rest of the colony—you had 186 out of 270?—Yes.

121. You do not admit that the brakes have anything to do with that?—No, I would not admit that, because I do not think they have.

122. Supposing one of your motormen were giving evidence here, and he put it on record that an accident would not have occurred if he had had a more powerful brake, what would you say?—In an individual accident it might be quite right.

123. You would not dispute the accuracy of a statement like that?—Unless I had details that enabled me to dispute it I should not. It might be quite correct.

124. *Mr. Herdman.*] Was any complaint ever made to you about the inadequacy of the brakes by any man such as the *Hon. Mr. McKenzie* has described?—In connection with an accident?

125. Yes?—No, no complaint at all.

126. Have complaints been made at all by any motorman in connection with the inefficiency of the brakes?—In connection with the tramway system, the system of reporting brakes necessitates that a man shall report when his brakes are out of order. That is the usual procedure. He either reports that they are O.K.—in order—or that something is wrong.

127. And I suppose they are immediately attended to then?—The reports are kept filed, and on the report the details of the repairs executed are entered by the man who does the work.

128. Has the fact ever been brought to your notice that in connection with the Auckland system there seems to be a larger proportion of accidents than in the other cities?—No. I was aware some figures were being got out, but I have not had a copy of them.

129. I suppose it is a fact that your mileage under your system is, at any rate, much greater than the mileage under the Dunedin system?—Yes, I think so.

130. And greater than under the Christchurch system?—I am afraid I am not conversant with the mileage in Christchurch.

131. Do you know what the mileage of the total track is in Auckland?—We have thirty-seven miles of single track.

132. Is it the case in Auckland that you carry more people on your cars in one year than in any other part of the colony?—I think so. We carry the whole population of Auckland in one day—100,000 passengers.

133. Your company is a private corporation, is it not?—Yes.

134. And the Order in Council was granted to the City Council for leave to have this tramway system?—That is so.

135. And have you obtained the concession from the Auckland City Council?—You are taking me into back history that *Mr. Myers* is more conversant with than I am.

136. In regard to inspection, is your system inspected by anybody outside of your employees?—When an extension is made to the system and new cars are constructed, then the Public Works Department inspects.