

254. You stated that in ninety-nine cases out of a hundred they granted a certificate to allow men to go on and in the hundredth refuse?—Yes—that is, on the mere recommendation from the trainer or teacher

255 You think that a man might be as competent as the ninety-nine, but would be out of favour with the management?—Yes, and he might happen to be out of favour with the second officer

256. Do you think the man refused ought to have the right of appeal to the Appeal Board proposed in the Bill?—I think he should, in cases like that. If he could bring evidence to prove conclusively that he was a capable man, he should not be debarred from taking up the duties.

257 You admit that you have a fairly good system of car-reporting in Auckland?—It is not entirely satisfactory to the motormen.

258. You have heard of the system at Dunedin and Wellington?—I think the Auckland system is the best of the four centres at present.

259. I think Mr M. Myers asked you a question about an independent report: say that you were put on a car that you were never on before as a motorman, and you met with an accident for which the accumulator might be responsible, do you not think it would be an advantage to you if you knew the history of that car?—Yes, that is my contention.

260. And if you knew the history of the car beforehand you would know how to handle it? Yes.

261 Would it be a disadvantage to the company?—No.

262 Would it be an advantage to the company?—Yes; they would get an accurate and truthful report.

263 If you were a motorman and had a serious accident, if you knew the history of the car beforehand, would you not set up that history as a sound defence?—You could.

264. You stated that eighteen months after the Auckland system started none of the motormen were trained in the third emergency brake?—Yes.

265 If those motormen had to go up before the Board to get a Government certificate, do you think they could have passed in the use of the third emergency brake?—I am sure they could not.

266. Do you think it would be an advantage if they could prove that they had had the necessary training?—I think it would be a great advantage to the safety of the general public.

267 I understand you object to a Supreme Court Judge being appointed as Chairman of the Appeal Board?—My contention was this that a Supreme Court Judge looked too much at the legal aspect, and not enough at justice and equity

268. Supposing you left it to the Minister for the time being, and he had to make an appointment, would you object to him appointing a Magistrate or a Judge?—I do not object to a Magistrate, but a Supreme Court Judge is the person I most object to.

269 Suppose this Bill is amended as suggested by Mr M Myers, and, instead of the matter being left in the hands of the Minister, the clause should say "the Stipendiary Magistrate of the tramway district, would that suit your union?—That question was put to me by Mr M Myers, and the answer I gave was that I would prefer to see the matter settled by an amicable arrangement. I would not like to see any particular person appointed as a permanent Chairman. I would rather leave it to the Government. If the Chairman did not give what was termed a fair hearing to both parties, but gave his decision against one party, there would be a chance at some future time given to that party to get a more suitable person as Chairman. They would not select the same Stipendiary Magistrate for each district every time.

270. Whom would you recommend?—I do not care personally to recommend anybody I should say that any fair and impartial man might be selected for a position of that description.

271 But the first duty of a Magistrate or Judge is to be fair and impartial?—That is so, but I would sooner see a Magistrate than a Judge appointed.

272 With regard to the brakes at present in Auckland, do you think some of the accidents you have known in Auckland could have been prevented if there had been an efficient system of brakes on the Auckland tramways?—There is no question about that. If there had been an efficient system of brakes I think there would have been very few accidents indeed.

273. Do you think they would have been considerably reduced?—Yes. The contention very frequently on the part of the man is that the accident was directly attributable to the state of the brakes.

274. Do you think, if the air brake was installed it would be an improvement on the present brake?—Yes, it is a very good brake, and would meet with our requirements.

275 And tend to public safety?—Yes, absolutely

276. Have you ever known of overcrowding in Auckland?—Yes

277 Is it a common occurrence?—Up to quite recently it was a very common occurrence, but the union decided once more to stop it. They decided some time ago to do so, but the City Council insisted on strap-hangers being carried.

278. Do you know the speed-limit on some of the Auckland sections?—There is only a speed-limit in Queen Street. There are no speed-regulations outside of Queen Street, to my knowledge.

279 The speed-limit is, say, fifteen miles: is that exceeded as a rule?—Yes, fifteen miles is always exceeded to maintain the time-table.

280. Can you maintain the time-table without exceeding fifteen miles?—No, there is no route in the service that could.

281 Supposing the speed was limited to twenty miles, do you think it could be done?—No.

282 Have you ever known any runaways in Auckland, except in the Kingsland accident?—Not through any fault of the motorman.