

53. So that the company has behind, to look after it, first the City Council and City Council authorities, and secondly the people themselves?—Yes; and you might add all the suburban local authorities, who have also delegated authorizing orders.

54. Your Council has twice taken action against the company?—Yes—that is to say, legal action: we have given notices at other times.

55. And those notices were always acted upon?—Yes.

56. I suppose the company discusses the matters with you?—The general manager comes to the committee and discusses the matters; in addition to which there is the correspondence that passes.

57. And on two occasions, when the discussion did not result satisfactorily, you took legal proceedings?—Yes.

58. And I think, in each case settlement was arrived at satisfactorily to the City Council?—That is so.

59. *Mr Rosser* ] Mr Wilson, in your opening statement to Mr A. Myers you said that the Council possessed sufficient powers in every respect to protect the public?—Yes.

60. May I ask whether it is part of the function of the Auckland City Council to deal with the time-tables of the company?—Yes.

61. To approve of the time for each journey?—Yes.

62. Do you recollect a deputation of motormen at the beginning of this year going to the open Council to ask for an extension of time on certain runs in the service?—They came to the Tramways Committee, and, as far as I understood their request, it was to have certain stops in Symonds Street amended, in order that they might keep the time-table running.

63. Can you call to your remembrance whether I did not, for one, as a mouthpiece, ask for the time-table to be extended above the time for running the trip?—If the stops were not amended, that was the request.

64. It was either to amend the stops or give a longer time for the journey—is that not so?—Yes.

65. Were the stops amended?—They have been amended four or five times since that request was made.

66. Stops have been deleted?—Yes, and then came a public demand for a restoration of a stop, to be placed a little below the former position in substitution, and that has been granted.

67. Then there was a stop deleted and another put in?—Yes.

68. The same number of stops then obtained?—The same number now exists.

69. Did the Council accede to the request to lengthen the time-table?—No.

70. Did they consider that sufficient time was allowed for the journey?—Up to the present time the time-table has been kept.

71. Does not your Inspector of Traffic report so many trips missed?—Not on account of the stops.

72. He has reported that there have been those trips missed?—Yes, on account of disabled cars.

73. Do you get the despatcher's report at the time the cars leave the terminus?—The old Traffic Inspector used to see regularly to that.

74. Is it not a fact that they are rarely up to time in rush times?—No, I cannot say that. I checked it once or twice myself, and I found any delays that occurred took place in the afternoon, not at lunch-time or tea-time.

75. Then, in the afternoon the cars are not always able to run to their time-table?—No, they are two or three minutes out sometimes. That applies to all lines.

76. The speed in Queen Street, you say, is decided by an arrangement between the company and the Council?—Yes.

77. What is the speed?—If I remember rightly, eight miles an hour.

78. Is there any limit to speed in other portions of the city?—No limit beyond that controlled by the Order in Council.

79. Mr O'Shea asked you a question whether, in the event of Government certificates being granted, you would not be afraid that in case of a strike a close union would be established and the service hung up?—That is what I said in reply.

80. Are you aware that under the law a close union cannot be set up—that it must be open?—This is making a law.

81. In what way does it make a law that a close union shall be brought into existence?—Because no one can act without getting a certificate, and if there is a strike the men will prevent cars from running.

82. Has the effect of the Machinery Act been to make a close union?—That is confined to certificated men only. We are positive that this means ultimately the licensing of the men also.

83. That is an inference—the Bill does not state that?—We have to look ahead.

84. Do you think that in the event of a strike the public safety should be imperilled by the employment of inefficient motormen?—No, not inefficient motormen.

85. A certificated motorman would mean an efficient motorman?—From one point of view it would.

86. Do you think, even in the event of a strike, that the public safety should be imperilled by the employment of an inefficient man without a certificate?—No. The way I look at it is this: that there will be a number of men called efficient who have retired from the tramway service, and who might be called upon in cases of emergency. They would not hold certificates, but they would be quite efficient.

87. Do you think a man can pick up his trade where he left it off years before, and be efficient? I do in this case.