

1355. *Mr. Stevens.*] Do you consider it would be advisable to have more than one contractor supplying stores—viz., in Dunedin? Should you be in favour of the present schedule being divided?—I think it would be better.

Mr. Grant.
1st Sept., 1877.

1356. *The Chairman.*] If an error occurred in the accounts of a Stationmaster in the Dunedin District, where would that error be discovered—in Wellington or Dunedin?—If it was an error in the goods department it would be discovered in Dunedin; if in the passenger traffic, in Wellington, as the passenger returns are sent up without being touched or altered. The returns of the goods traffic are sent to Dunedin and audited there, and the results of the returns are forwarded to Wellington.

1357. *The Chairman.*] If there were an error in the Dunedin audit, would it be discovered when the papers were sent up to Wellington? Has such a thing occurred?—No; if it occurred, it would be discovered in Wellington.

1358. *Mr. Macandrew.*] Supposing a Stationmaster delivered goods without being paid, or, if he was paid, pocketed the money, where would that occurrence be found out?—Dunedin.

1359. *The Chairman.*] I have been requested by a member of the House to ask you this question: Whether the recent contract entered into in Dunedin for the cartage of goods is any more advantageous to the public than those proposed in other tenders?—I did not see the tenders.

1360. *Mr. Macandrew.*] The work is not being carried on now by the same individual who carried it on before?—No.

Mr. Henderson.
4th Sept., 1877.

TUESDAY, 4TH SEPTEMBER, 1877.

Mr. HENDERSON examined.

1361. *The Chairman.*] Will you first give the Committee your name, so that the shorthand reporter may take it down?—John Henderson.

1362. And your profession?—A civil engineer.

1363. You have been connected with the Messrs. Brogden?—I have been connected with the Messrs. Brogden more or less since 1853. Since that time I have been in different parts of the world. It was in 1853 that I was first connected with them.

1364. Have you had any considerable experience not only in the construction but in the management of railways?—No. I have managed them in Brazil for nine months during the time of construction, and have seen a good deal of management in various parts of the world.

1365. Will you state whether it is the rule or not throughout the world in the management of railways that men of general business habits and commercial knowledge are employed in the management of railways to the exclusion of engineers?—You will find they are specially trained to be general managers, not, as a rule, engineers. I do not know of any large lines where engineers are employed at all as general managers. On the London and North-Western Mr. Cawkwell is not an engineer; Mr. Allport, of the Midland line, is not an engineer; Mr. Underdown, of the Sheffield line, is a specially-trained man; and it is the same with the Great Western. These are four of the principal lines in England, on each of which a specially trained-man is employed. Of course, if a man had a special aptitude, and was an engineer besides, so much the better. It requires a man specially adapted to it, besides being an engineer.

1366. Is there any advantage, taking a case where a professional man is appointed to manage the railways without any special knowledge in the matter, as against a man who has a knowledge and had some experience?—I should think that a man specially trained is a great deal the better man of the two. It is not necessary for him to be an engineer to manage the railways, because they have what are called resident engineers to look after the maintenance of the lines. I think they have the same in Australia, with the exception of Adelaide. The work is done by a Commissioner appointed by the Governor. The general manager appoints every person below the traffic manager.

1367. Taking the condition of New Zealand into consideration, according to our circumstances at present, do you think that it would be any advantage to the public, and also to the Government, if a business manager were appointed in each Island to look after the railways, who would be responsible direct to the Minister?—If he had a speciality, and was a competent person, it would be much better to do so than to have a civil engineer, who would have enough to do to look after the works without managing the railways. At the same time, I think it would be advisable for the Government to take his advice upon the management of the lines upon matters that he knew anything about.

1368. Supposing a general manager were what we will call a mechanical engineer and at the same time a man of experience, would there be any objection to employing him as general manager?—Not if he were competent.

1369. *Mr. Macandrew.*] A man may be trained to manage a railway and know nothing of practical engineering?—Yes.

1370. *The Chairman.*] But where the two are combined so much the better?—Yes. As a rule on the large lines in England the engineer is independent of the general manager.

1371. He is under the general manager?—Not as a rule. On the London and North-Western line, the locomotive engineer is responsible to the Board alone.

1372. About the importation of railway material, do you think that the railway material can be constructed as cheaply as it can be imported?—I should hardly think it could, on account of the labour.

1373. As to accounts, what is the system in England? Have they weekly accounts?—They have daily returns and monthly returns.

1374. Do you know whether it is the custom in other portions of the world to lease railways?—Yes, both in England and elsewhere.

1375. Is it possible, or is it impossible, for sufficient provision to be made in the leasing of railways to keep up the rolling-stock and maintenance of way to its proper efficiency?—It is possible, simply by a valuation when the line is leased, and another valuation when it is returned.

1376. You believe it is possible and done frequently?—Yes.