

1998. How frequently?—As frequently as they can get round. They are always travelling. They have to inspect the stores, see what stores the Storekeeper has got on his books, and what stores there are on hand.

*Mr. Dodd.*

21st Sept., 1877.

1999. *Mr. Macandrew.*] The only security against being defrauded, either in passengers or goods traffic, rests with the Travelling Inspectors?—No one could discover embezzlement or fraud unless on the spot; but the Audit can discover irregularities, and thus lead to the detection of fraud. If the outstandings got out of proportion to the traffic, we would call the attention of the Inspector to the fact, and send him down to the station to see that the goods were there. He goes through the shed and sees that the goods are there.

2000. *The Acting-Chairman.*] What is the remuneration of these Travelling Inspectors?—I think £250 a year and 10s. a day expenses.

2001. Are they likely to be increased in number?—Not for the railway. There is hardly enough for them to do now, and, unless there is a very large increase of traffic and stations, there will be no necessity to increase their number.

*Mr. Dobson.*

24th Sept., 1877.

MONDAY, 24TH SEPTEMBER, 1877.

Mr. EDWARD DOBSON examined.

2002. *The Acting Chairman.*] You are a civil engineer and a member of the Institute?—Yes, I have been a life associate of the Institute since 1842.

2003. Will you state generally your experience in railway management?—I have been engaged on railways for many years, but have had very little experience in management till I came to the colonies. I had the management of the Christchurch line for some time, and subsequently managed the Hobson's Bay Company's lines in Victoria for nearly two years, during the absence of the engineer in Europe on sick leave.

2004. Can you give the Committee an opinion upon this subject—the manner in which, in your opinion, the best arrangements can be made in New Zealand as regards the safer management for the work to be done. Briefly, whether it would be better to have the lines in charge of an Engineer-in-Chief or in that of separate general managers, either in the two Islands or in different railway centres, responsible to the Minister for Public Works?—It is rather a large question. I think the Engineer-in-Chief should have a general control over the whole, but I do not think he should have anything to do with the actual working. I do not see how he can give it proper attention.

2005. In whose hands should rest the responsibility for the maintenance of the permanent way?—I think there should be a managing engineer.

2006. In which railway centre?—In each railway centre.

2007. Whom do you think he should be made responsible to?—I should prefer the system in New South Wales—a permanent Commissioner.

2008. Responsible to the Commissioner of Public Works?—Yes.

2009. One Commissioner?—Yes.

2010. Have you formed an opinion as to the desirability of having more than one Commissioner?—Yes; I think it objectionable. One permanent Commissioner seems to work better than a Board.

2011. What powers do you think he should have—I mean as to the scope of his duty?—To superintend the entire management. I do not think it necessary that he should be a professional engineer. He should be, however, thoroughly conversant with the subject of traffic management, and with the duties of the several officers required for working a railway.

2012. Should he have anything to do with the permanent way?—He should have no detail work at all. He should check the whole management.

2013. With engineers under him?—With engineers under him.

2014. You have had special experience in traffic management in Australia, I think. Will you state the method—the system of audit?—I know nothing about the Government system. My experience was with the Hobson's Bay Company's lines. I can tell you as to their system. The accounts were audited by the Company's auditors.

2015. Had they any system of audit carried on in their own department?—Yes, in the accountant's department.

2016. Can you give details?—No; I am not personally familiar with the details of that department.

2017. Would you state your opinion as to the relative advantages of weekly or monthly accounts—that is to say, for those who are responsible in the different localities?—I think all accounts should be rendered weekly.

2018. Would you make any distinction between the passenger and goods traffic?—None whatever.

2019. You are favourable generally to weekly returns?—Exactly. I have always adopted that principle, and have never found any difficulty. I refer to locomotive as well as other returns.

2020. For New Zealand traffic as it is now, and as you may consider it for some time to come, what do you consider would be a proper rate per mile?—I cannot tell without going carefully into the circumstances of the traffic.

2021. For a constructed railway with a fair traffic (I do not mean so vigorous a traffic as that of the Hobson's Bay line) what would be a fair rate?—I cannot tell without seeing what the traffic was actually costing, and what it would cost by ordinary means. It appears to me an entirely open question, which you can only close by knowing the circumstances of the case.

2022. Do you consider that the traffic in the Middle Island, with which you are most familiar, is likely to require additional facilities?—Certainly; I do not think it possible to carry the traffic with the present arrangements.

2023. To what do you attribute that inadequacy?—To the fact that you have only a single line, worked at a low speed.