

8. That since the Rakaia accident in March last the slotted blocks of the air-brakes in the same class of American engine which your petitioner drove have been condemned by the department, and new solid blocks have been submitted.

9. That before and after 11th March last the engine-drivers of Dunedin have been supplied, either directly or through the library attached to the drivers' room, with drawings and books of instructions relating to the air-brakes of the American engine driven by your petitioner on the 11th March. The drivers on the Christchurch Section had not, nor had your petitioner, such privileges.

10. That none of the statements referred to in paragraphs 6 and 7, 8 and 9 of this petition were brought out by the department before the Royal Commissioners, and your petitioner was incompetent to bring out the evidence.

11. That your petitioner is a married man, with wife and ten children, eight of whom are unable to maintain themselves, the youngest being two years old.

12. That all your petitioner's little savings have been expended in his defence at the Supreme Court and maintaining his large family since 11th March last, not having received any pay since that date. He is a ruined man of fifty years of age, having served the colony for nearly a quarter of a century; never had an accident during all that time, and never had a mark of misconduct against his name in the books of the Railway or any other department of State.

13. That in England and America drawings of every part of a brake and instructions are given to every driver before allowing him to take charge of an engine. Such is not the rule in New Zealand; and for the department making experiments on an American engine, improperly fitted with an English Westinghouse brake, your petitioner has been made a scapegoat, had to spend £160 to show he was not to blame for the accident, and dismissed through the agency of an inquiry at which he had not the opportunity of putting the true state of facts before the Commissioners.

Your petitioner therefore humbly prays that your honourable House will take the foregoing into your favourable consideration, and grant to your petitioner such relief as the merits of his case seem just. And your petitioner, as in duty bound, will ever pray.

C. H. CARTER.

EXTRACTS from MINUTES of the PROCEEDINGS before the RAILWAYS COMMITTEE in connection with the Petition of Charles Henry Carter, Engine-driver, Christchurch.

*Extract, 10th August, 1899.*

Petition No. 177, of Charles Henry Carter, was read and considered. Mr. Taylor, who presented the petition, was present in support. After discussion, on the motion of Mr. Morrison, it was resolved to refer the petition to the Government, with the recommendation that the sum of £100 be paid to Charles Henry Carter in full payment for cost of legal expenses.

*Extract, 17th August, 1899.*

Petition No. 177, Charles Henry Carter, was again brought before the Committee. The Hon. Mr. Cadman gave the following notice of motion in connection with a report of the Committee agreed upon at the last meeting:—"That the report on Carter's case be rescinded, and the whole case be reopened and reheard."

*Extract, 23rd August, 1899.*

The Hon. Mr. Cadman's notice of motion: "That the report on Carter's case be rescinded, and the whole case be reopened and reheard," having been put to the Committee, On the motion of Mr. Morrison, It was resolved in the affirmative.

The Petition No. 177, Charles Henry Carter (to which the notice of motion referred), was therefore brought before the Committee and reconsidered.

Mr. Taylor, who presented the petition, addressed the Committee, and after him the Hon. Mr. Cadman.

Mr. Carter, having been summoned before the Committee, was then asked to give his statement of the circumstances of the case. After this he was questioned by the members of the Committee individually, the whole of the evidence being taken down in shorthand.

At 1 o'clock, the examination not having been concluded, Mr. Massey moved, That the Committee adjourn, and on the motion being put it was agreed to.

Mr. Flatman then proposed, That the Committee meet again at 10 a.m. on Thursday, the 24th instant; and Mr. Massey moved, as an amendment, That the Committee meet at 10.30 a.m.

On the amendment being put, it was resolved in the affirmative.

The Committee accordingly adjourned.

*Extract, 24th August, 1899.*

The adjourned consideration of the petition of Charles Henry Carter proceeded with. The railway regulations were produced, and Mr. Taylor asked Mr. Carter questions on the regulations, and after him the Hon. Mr. Cadman asked Carter questions on his replies to Mr. Taylor.

Mr. Beattie, Locomotive Engineer, then made a statement; afterwards read certain railway rules, explaining how they bore on the case in question. He then commented generally