

EXHIBITS.

EXHIBIT A.

John Dawson, Engine-driver, Wilson's Road, near Linwood, Christchurch.
RAILWAYS Committee, House of Representatives, require at once full particulars of amount of money received by the Carter Defence Fund, the amount paid out to date, to whom paid, and for what purpose, also the amount remaining in hand.

Reply collect.

WILLIAM W. TANNER,
Chairman, Railways Committee, H. of R.

MONEY subscribed to Carter's Relief Fund by railway employes, £261; of which £90 to Carter, £70 to lawyer, witnesses claims in full, £24; balance in hand, £76. Letter.

W. W. Tanner, M.H.R., Wellington.

JOHN DAWSON, Chairman.

EXHIBIT B.

TELEGRAM handed in by Mr. Beattie.

Re tender-brake engine two eight four: Workshop manager reports that Carter did not call his attention or report Westinghouse tender-brake unworkable to him. Foreman Evans and leading-hand B. Firth also state that the Westinghouse tender-brake was not reported unworkable to them at any time. Foreman-fitter and leading-hand further state that tender-brake was found in good working order when engine was brought into shops.

A. L. Beattie, Esq.,

CHAS. LOVEDAY.

Care of Locomotive Superintendent Railways, Wellington.

EXHIBIT C.

Has the engine used by Carter at Rakaia met with any accident since the date of the Rakaia collision, or run into and injured a stop-block at Addington, and damaged the cowcatcher?

Locomotive Superintendent, Addington.

W. W. TANNER,
Chairman, Railways Committee.

In reply Rakaia railway accident: Through the shunter's mistake in not taking stop-block off engine used by Carter ran into and damaged stop-block and cowcatcher 2nd May last. Met with no other accident here.

J. FRAME, S.M., Addington.

The Chairman, Railways Committee, Wellington.

EXHIBIT D.

LETTER handed in by Mr. Taylor, M.H.R.

DEAR HARRY,—

Timaru, Thursday, 1899.

Re telegram: You wanted a written report of Sawyer's Bay case. Leaving Palmerston on time of No. 19 R.R. goods south with two Baldwin U class engines, crossing No. 12 express at Seacliff, I may state after leaving Seacliff rain set in, and on leaving Mihiwaka tunnel I put on my tender-brake as soon as we turned the top of incline, which is a few chains from the north mouth. On getting out of the tunnel my mate said, "She's away," and looking up at the gauge she registered 90 lb., and he applied the sand. Finding this would not act I turned on the valve, and gave her more pressure. The gauge now 110, and still not acting, we tried the half-cock, but with no avail. My mate then gave three distinct whistles, repeating every few chains. Knowing we had No. 16 from Dunedin to cross at Sawyer's Bay and both booked in at the same time (1.45 p.m.), our brakes having failed we overran our distance by about thirty-four chains. Having set back to station, I must say that our brake acted very well; it went on with a jerk; pulled up quite sharp, arriving in Dunedin at 2.15 p.m., and at Dunedin the brake acted very well indeed. Harry, you have cut me short. Having a few minutes in Timaru I take this opportunity, hoping to get it away by express, so that you will get it on Friday. Hoping you are keeping well. Success Harry.

I am, yours,

A. H. ABBOTT, Fireman, Oamaru.

P.S.—Hoping this will do, if not I will give you one with ink.