

the brake-blocks as being on the outside of the wheels. Where I noticed the brakes going on the blocks were on the outside if I am not mistaken. I am doubtful about it.

Court: I gave evidence before the Coroner—pages 92 to 95, inclusive.

C. TYER.

Taken and sworn at Auckland, this 28th day of August, 1907, before me—CHAS. C. KETTLE, D.J.

This deponent, ALBERT AUGUSTUS RAPPARD, being sworn, saith:—

Prendergast: I am a platelayer stationed at Ngatira. I have not given evidence before. I made a statement to Constable Spellman. I have read newspaper accounts of evidence here and there. I remember the 3rd August. I live close to the railway-line at Ngatira, and heard the train rushing by that evening. I knew there was something wrong when I heard the speed. I went out and saw nothing. I heard the engines coming. Ten minutes or a quarter of an hour may have elapsed between the passing of train and arrival of engines. The engines were coming very slowly, but I could not say at what speed. I stopped the engines and got on Cooper's engine. I fancied I had heard a crash and I told the engine-driver that, and we went to scene of wreck. The engine-driver did not tell me the cause of the accident and I did not ask him. I have known him many years. I had no conversation with him about the matter before or after the wreck. At the wreck there was no discussion about the wreck. I saw the vehicles that night, but could not make much of them. I was there again at daylight next day. I did not examine wreckage. It was not my business. I heard the passengers talking about what they were doing at time of wreck. I saw some of them and they asked where they were. Two passengers who spoke to me told me they were half asleep at the time the train began to run away. Three passengers and the doctor were standing together. Dromgool was one of them.

Prendergast: The four of them were discussing that they were half asleep when the train started to go back. Dromgool told me he was half asleep, that he jumped out before the train stopped and got to the wreck. I worked with Dromgool for a week.

Court: I do not know anything nor have I been told anything which I have not disclosed which will assist the Court at arriving at the cause of the accident.

A. A. RAPPARD.

Taken and sworn at Auckland, this 28th day of August, 1907, before me—CHAS. C. KETTLE, D.J.

Inquiry adjourned until 10 a.m. on the 29th August.

THURSDAY, 29TH AUGUST, 1907.

On resumption of inquiry His Honour intimated that he had received a letter from a Mr. Symonds which those interested might peruse (Exhibit No. 22).

A subpoena was issued for the attendance of Mr. Symonds at 10 a.m. on Friday, the 30th August.

This deponent, ALBERT AUGUSTUS RAPPARD, being recalled, saith:—

Baume: At Ngatira there are two Maori pas. I have been at Ngatira not quite twelve months. On arrival of train there are any amount of Maoris about. They climb all round the trains. On the 3rd August they had to be put off the train. They climb all round the carriages and go inside, and very seldom get on to the van, but they did so on the night of accident and were put off by Guard Tyer. When at the wreck I rendered all the assistance I could.

Court: I never at any time heard of the cocks or couplings being interfered with. It would, I think, be a very likely thing that interference would take place when the Maoris and their children climb about the carriages and between the trucks. There is a danger under those circumstances of the cocks being interfered with. I have seen Guard Lowe put them off. I have no duty regarding the cocks and couplings. I cannot say if these are examined by the guard at Ngatira. I saw the engine go to the water-tank and take water, and then move on and stop for the other engine to water. There is a slight grade from the tank. I saw Tyer putting the Maoris off at the rear van.

A. A. RAPPARD.

Taken and sworn at Auckland, this 29th day of August, 1907, before me—CHAS. C. KETTLE, D.J.

This deponent, CHARLES HARRY TYER, being recalled, saith:—

Court: I heard the evidence of last witness. There might have been seven or eight Maori children got round the van-door. They were coming inside the van, and I told them to move away. That was all. I have never heard of interference by outside people with the cocks or couplings. Any evil-disposed person could easily turn a cock in the dark. I could not say whether the cocks and couplings were examined at Ngatira before the train proceeded on its journey.

Baume: I was in the van and could not see what was happening down the train. From the inside I only saw the seven or eight children. It was at the back door of the van.

C. TYER.

Taken and sworn at Auckland, this 29th day of August, 1907, before me—CHAS. C. KETTLE, D.J.

This deponent, PETER DROMGOOL, being sworn, saith:—

Prendergast: I am a casual surfaceman in employ of Railway Department. I have read the evidence in the papers and also heard portion of the evidence given at inquest at Rotorua. Apart from this I have not seen the evidence in any other shape or been told anything. I was a passenger on the 3rd August by last train to Rotorua. I got on board at Matamata. I do not know who was driving the engine. I was travelling in the passenger-carriage which had four compartments.