

to the effect that the man went into the hospital suffering from acute lumbago, and was cured of that after two or three days' treatment, and then it was found he was suffering from a long-standing hernia.

198. Not owing to any accident received on the car?—No.

199. Have you had any runaways lately?—No, I cannot call to mind a runaway. There were some suggestions made, as I said before, at the Brakes Commission, as to runaway cars; but I do not think that in any case could we find they had been reported by the men.

200. Do you remember a case that came before the Police Court in which a young fellow was proceeded against for furious driving in Pitt Street?—Yes, a man named Lowe. He ran into a vehicle of some sort.

201. I think there were some sixteen motormen subpoenaed on that occasion to give evidence in regard to the defective brakes?—That was at the time the brakes trouble was very much in evidence, prior to the Commission.

202. And it was said that their report-book was taken away or sealed down on that occasion, so that they could not refer back to past booking?—No, but the report-book has been done away with for two reasons: one is that in a book that is lying open to be used by a lot of men the leaves all get turned up, and our shedmen could not follow out the complaints and deal with them; and the other reason was that a motorman came in with, say, car No. 61, and he just looked back to see what another motorman had reported about it, and then put down the same thing, and, of course, we did not get any satisfaction. The Brakes Commission commented on that in their report; and now sheets are put there, a sheet for each day, so that a motorman cannot see what has been put down previously. He has to put down what he thinks of that car himself, and that sheet is put away and recorded. That system is now done away with, and each man has a form himself.

203. It has been commonly said that a brass plate was put on that book?—Yes, to keep them from looking back and tearing the sheets out. We found sheets had been torn out, and we had to do that in order to have a record.

204. The car in question had a bad record according to the men. This has not come from the men, but I happened to be in the Police Court the day the proceedings came on?—I cannot say that the car had a bad record.

205. That the brake-rods were defective and had been reported against, and yet the car was in commission?—I cannot admit that at all. The trouble was in that case that the man skidded his wheels, without doubt. He was going at a good speed, and could not stop the car.

206. With reference to the Kingsland runaway or backaway, that was before your time?—Yes.

207. Is it not your opinion that that runaway was due to the incompetence of the motorman?—I do not think I should say that, because I was not here, and I cannot say. I should say it was due to the motorman getting confused.

208. A motorman of about a fortnight's experience had charge of that double-deck car that ran away?—I could not tell you. I was not aware he was a new man like that.

209. You say you have had very few complaints from the men regarding the cars. Do the complaints go direct to you, or are they lodged with other officials?—The complaints as regards the state of the cars are written down. Each man has a form for each day's work, which he fills up if there is anything wrong with the car, and the form has to go in with the complaints on or marked "O.K.," so that there is a complete record on each form for each car each day.

210. Do you believe this Bill originated as a result of the delay in complying with the findings of the Commission, or is it your opinion that it is the result of a later agitation?—No; I think the Bill, or probably something like it, was suggested two years ago.

211. There was a Bill then?—And I think the provisions of this Bill are similar to that.

212. Would you be surprised to hear that the men are unanimously in favour of the adoption of the air brake?—No. I have seen it reported that a statement of that kind was made when a deputation came down to interview the Minister.

213. Would you be prepared to state to the Committee now that, with the consent of the Public Works Department, you will be prepared to install the air brake, given a fair measure of time to do so?—That is, as a solution of the brake difficulty?

214. Yes?—Certainly we are.

215. And you believe that would give general satisfaction to the employees and the general public?—I think so.

216. Have you any doubt about the loyalty of the men in the service?—No. I feel quite satisfied that they are working quite loyally.

217. Well, I wish to state that that is the expressed opinion of the men—they have stated that they are absolutely loyal to the company.

218. *Mr. Glover.*] How many years have you been in Auckland?—I arrived in May, 1907.

219. You have been there two years last May?—Yes.

220. And how many years is it since the electric trams started in Auckland?—About eight years.

221. Are you conscious of the fact that there has been some difference at periodical times between the Corporation and the tramway company so far as carrying out the orders of the deed of delegation are concerned?—I do not understand the question.

222. So far as your own time-tables are concerned?—There has been a difference between the Corporation and the company, is that what you mean?

223. Yes?—Well, I do not quite understand now. There has been a question of what was a suitable time-table from time to time raised by the Corporation; but their views have been complied with, and we are now running what I understand is a satisfactory time-table on the Auckland trams.