

the time he is able to say whether he is to use the seventh notch the collision is over, and perhaps so far as he is concerned all matters of time are over too.

With regard to the air brake, there is not the shock to the passengers or motormen that there is with the magnetic brake. I do not wish to attack the equipment in other centres, and we are quite prepared to acquiesce in the retention by Wellington of its beloved magnetic brake. Dunedin, too, is on the same plane. We have no wish to attack it as applied to Dunedin, but our sole object in opposing it is to secure that, at any rate for Auckland, we shall have a brake that has been tested on the Auckland grades and found to be efficient.

I have been twitted that it is a strange thing that it is the first time the men and the company are in complete accord on any one subject. Every decade that we leave behind brings us nearer to the millennium, and it may be taken as one of the signs of the millennium coming. The prophecy of Isaiah is being fulfilled before our eyes, "The lion shall lie down with the lamb"; and there is no reason to find any fault, because such a blessed state has come about.

I think I have covered all the ground that I intended to cover after hearing Mr. O'Shea's address in reply. We ask for a brake that is simple in its application, that is quickly applied to the cars, that is quickly installed on the cars—and I would like to point out that that is the main factor in Auckland: the air brake could be installed by February next; the magnetic brake could not be installed under three years, and in the meantime our men are working the hand-brake. I pointed out in the opening that we have had no less than five cases operated on in hospital, and two cured without an operation, and our men are anxious that some amelioration in their condition shall be brought about, and so are asking for the air brake because of its quickness in being installed. It is the simplest, and lends itself to the safety and comfort of the travelling public. If it were a question of cost, that should not weigh with the Commission; but it is the general safety, the safety of human lives, that should weigh with the Commission, and not the question of cost. And when we find both those elements combined in the case of the air brake, then I submit most respectfully that the Commission should decide in favour of the air-brake system for the Auckland cars.

*Mr. Mackenzie*, counsel for the Auckland Tramway Company, said,—I recognise that the Commission has already been addressed on behalf of the Auckland Tramway Company, and the general case has already been put before it. I do not propose to refer even to the evidence since at Christchurch, and I should not refer at all to the Dunedin evidence were it not for some references to Mr. Goodman's evidence and some slight attempt to discredit it in certain particulars. Now, the chief point on which Mr. Goodman's evidence was criticized was in these instructions regarding the fifteen-mile limit. Well, what does it amount to? It amounted to this: Some years ago—1905, I think—instructions were issued which were embodied in a book of rules. These instructions are not exactly in conformity with the practice adopted by Mr. Goodman and explained in his evidence to the Commission. Well, the explanation seems to me very simple. The modification is very slight, and has no doubt been the result of greater practical experience by the expert who gave evidence before you. The remainder of the Dunedin evidence was confined entirely to the experience of men with the magnetic brake as used in Dunedin and under conditions that prevail in Dunedin. I did not ask all the witnesses the same question, but with any I did ask it was quite clear that their experience entirely referred to Dunedin, and in all cases their reference to the magnetic brake, even as used here, was to a certain extent qualified by the reference to the necessity for proper application. I think there were two witnesses who had had some experience elsewhere, both of them several years ago; and as far as the Glasgow rules were concerned, there was nothing whatever to show that any modification has been proposed or suggested—nothing was said except that some years ago—I think, 1903—the rules were as stated by the witness who had had experience there—I think Mr. Macdonald. All the others referred entirely to the conditions prevailing in Dunedin, which, as we all know, are different from those with which the Auckland Tramway Company has to contend; and I submit, sir, there was nothing in the evidence here that throws the slightest doubt on the accuracy of Mr. Goodman's evidence. I could quote a great deal of it, but, as it has all been before the Commission, I refrain from doing so.

*Mr. Breen*, secretary of the Dunedin Tramways Industrial Union of Workers, said,—I will say what I stated yesterday: The object of the union being represented was to protect the motormen from any suggestion or charge that the failure of the brakes to act was attributable to any negligence or incompetence on the part of the motormen. I feel convinced that all the evidence that has been given at this inquiry has demonstrated the fact that the failure of the brakes cannot be charged to any negligence on the part of the motormen. I do not know whether it is within the scope of the Commission to do so, but I should like some special reference made to that fact. There is another matter I should like to refer to, and that is with regard to the sand-pipes. The evidence of one witness in particular, Mr. Henderson, was that in his opinion the pipes should be attached to both sides of the car, so as to sand both rails, instead of one only, as at present. I should like the Commission, for the protection of the motormen, if they could, to recommend that such should be carried out on the Dunedin cars.

*Mr. C. F. Alexander*.—I do not think it necessary to address the Commission on the Dunedin evidence, but on behalf of the City Corporation I wish respectfully to thank you for acceding to the request to hold a sitting in Dunedin.

*The Chairman* intimated that that concluded the sitting of the Commission for the purpose of taking evidence.

*Approximate cost of paper.*—Preparation, not given; printing (1,500 copies, including diagrams), 254 15s.

By Authority: JOHN MACKAY, Government Printer, Wellington.—1910.

Price 1s. 9d.]