

had the McGhennier brake there. They had trailers to New Brighton, Sumner, &c. I never had any complaints to make about the air brake—none whatever. When the air brake was installed on No. 75 and No. 48, I worked those cars for about five months in traffic, and I have trained a couple of men on them. I consider, in my opinion, the National Air Brake compares very favourably with the McGhennier Air Brake. It has better compression, and is not so noisy. I found I could make just as quick stops. We had sand gear on the Christchurch cars. There was no track brake, but there were trailers to make up for it. I think the air brake, in conjunction with the track brake, is the best you can get. I have only worked the magnetic brake for a short run. It was on the sly. I was getting initiated. I was on board a car when it failed to operate. It was in the King Street route in Sydney. I have no knowledge of the Wellington system, as I was only there two days. There is a danger of skidding the wheels with any brake, but you can release and bring it together again. The release is mostly instantaneous.

*Mr. Rosser.*—The only evidence I have to call now is corroborative evidence as to the condition of the sand gear and the track brake, and that has already been established by the witnesses. We are prepared to admit that the sand gear is better than it was, and is in very good condition, while there is still room for improvement; and the track brakes are much better adjusted than prior to two years ago. I would like to say I have written to the Tramways Unions in other centres, and I shall be prepared to call evidence there. I have been appointed by the union to accompany the Commission to other centres. In Wellington I have evidence that I can bring forward, and also in Christchurch and Dunedin. With reference to Wellington, I have not got the names, and the witnesses would have to be subpoenaed. Our witnesses here were prepared to come forward, and the company and the union are practically on the same road, although we have arrived on that road by different routes, and it is by mutual arrangement that the witnesses have come here to-day. In Wellington there would be no arrangement, and I should have to subpoena the men there. There have been several accidents there—in Cuba Street, for instance. There was an appeal in that case, and evidence was given by the men before that inquiry, and I should like to avail myself of that—in fact, I understand the report could be obtained by this Commission before this case is completed. These men I would subpoena, seeing that their evidence is against the magnetic brake. I therefore have to protect them under subpoena. In Christchurch they would be acting against their superior officers. If the Commissioners could let me know where they propose to sit, I could arrange to get evidence accordingly.

*The Chairman.*—The Commission proposes to sit in Wellington and Christchurch only.

*Mr. Myers.*—I apprehend the evidence will be in favour of the air-brake system, so far as the suitability of brakes is concerned. The only question you have to answer is as to the brake appliances for Auckland. I say at once I have no desire to call evidence in any other centre for the purpose of condemning any particular brake in that centre or elsewhere. I am going to confine myself as far as I can to the question of the most suitable brake for Auckland, without offering any comment or evidence as to the brake system in other places.

*The Chairman.*—It is the most advisable manner of treating the thing, I think. The question may be opened as to braking on all the New Zealand systems. We are asked to recommend legislation if necessary, and that legislation will, of course, be general—that is a portion of the commission. You have no more evidence to call, Mr. Rosser, then?

*Mr. Rosser.*—I was only going to call a witness to show that since the recommendation of that previous Commission the brake appliances have received proper attention. With regard to the sand gear, the track brake, and the hand-brake, these are also in a better condition, but we consider the hand-brake is obsolete, though it is certainly better looked after.

*The Chairman.*—I think it would be better to call one or two witnesses to establish these facts.

WALTER McDONALD duly sworn.

Examined by Mr. Rosser: My name is Walter McDonald. I am a motorman in the employ of the Auckland Electric Tramways Company. I gave evidence before the previous Commission. I think the track brake and the sand gear have been improved since the Commission gave its report. I drive Car No. 77. There is a good track brake on that car. I remember showing you how I stopped the car with the track brake alone, and I did it again this morning. It was on the Kingsland route, where the car ran back and caused a fatal accident. My opinion is altered since I gave evidence before the Commission two years ago. The track brake and sand gear are now in good condition. Mine has the horizontal wheel. I prefer the sand-hopper. The sand runs all right, but it is sometimes hard to work. It runs all the time; it is a continuous flow.

By the Chairman: I consider the track brake as we have it now is efficient. I should not be prepared to bring a loaded car down any of the grades with the track brake alone in greasy weather; it is bound to slip, but with the sand gear it would be all right. I have not driven on the Parnell Rise circuit much. I consider the brakes are in good condition now.

By Mr. Myers: If coming down a hill and the air brake failed, we could still work the hand-brake.

PATRICK CODY BUCKLEY duly sworn.

Examined by Mr. Rosser: My name is Patrick Cody Buckley. I am a motorman in the employ of the Auckland Electric Tramways Company. I gave evidence before the last Commission. I consider things have been bettered since that Commission—considerably so. I am using the vertical-wheel track brake now. It has vertical cogs. I am running Car No. 73. It is an exceptionally good track brake on that car. The brakes are better adjusted. I think it is a better brake than the one I complained of before. I consider I should be quite satisfied with that brake in addition to the air brake. I have not driven an air-brake car. As a motorman I often pass Nos. 75 and 48.