

157 Apart from that, do you think it advisable that a book should be kept which would enable the motorman for any day to look back to see what has happened day after day for a month before making his report for the particular day?—That was the difficulty we used to have with the form of report-book we used to use. That difficulty has ceased with the present system.

158. You used to use a report-book for the whole of the cars?—Yes.

159. And you find that with your loose-leaf system you get more reliable, more independent, and presumably more honest reports?—We get quite satisfactory reports; and, furthermore, the reports are put up in a handy form, and are much more useful if there is any inquiry.

160. Then do you think there is any need for clause 9?—I do not. The wording of clause 9 is rather peculiar. In subclause (3) I notice that it says it shall be the duty of every motorman to enter any report he thinks fit, which is rather ambiguous. What we want, if such a provision goes in, is that the motorman must enter any defect. There are other difficulties and objections to it, but it is very trivial detail. One is what the men themselves would experience. That is, when they come in towards the finish of the day's work and are ready to go away, they will be called upon to enter their reports. We used to have complaints that they could not get at the book. That is to say, a number of men wanted to get there at the same time. The great difficulty about separate books is that they will have to be moved about with the car from depot to depot, and in the course of time would be more or less destroyed.

161 Your chief reason is that you get a more reliable report under the present system?—We get a more satisfactory report under the present system.

162 Will you go on to clause 10. I suppose you have no objection to that?—No.

163. If you substitute "license" instead of "certificate"—"certificate," you say, relates back to clause 2?—That is so.

164. In other words, you do not object to the Minister having power to suspend a motorman if he is satisfied that the accident is attributable to his conduct?—I have no objection to the clause as it stands with regard to holding an inquiry, or the subsequent part of it.

165. We come now to clause 12, which takes away from the Corporation the right and power of licensing cars. What do you say about that? Under your deed of delegation you are bound to obtain licenses, are you not?—That is so.

166. So that, in fairness to your company, would it not be necessary if the Bill passes to have some provision cancelling that obligation in the deed of delegation?—Not only in clause 12, but under clause 5, relating to "convenience." We should be in the same position under both those clauses. We should be under the obligation put upon us by the deeds of delegation, and at the same time be under the obligations of the regulation provided for in these two clauses.

167 So that, unless your obligations under your deeds of delegation are expressly negatived by the Bill, you would have a dual control between the Minister and the local authority, and consequent conflict?—Yes, and I think we should be subject to penalties both ways unless our obligations were negatived.

168. As to clause 13, have you anything to say?—Paragraph (a) does not affect us, or (b), (c), and (d). There is no objection to the clause at all.

169 *Mr O'Shea.*] You have considered clause 2 pretty carefully, have you not?—The certificates, yes.

170. You have had some strikes in Auckland, have you not?—We have.

171 Would that increase the power of the men to hold up the system if that clause were passed?—Yes. It depends largely upon the application of it. Presumably it would.

172 Take Wellington. Supposing there was a strike in Wellington, you know that there are certain officers trained to drive, and most of the conductors have been trained to drive, while there are men in the sheds who have been trained?—Yes.

173. With these men you could carry on some sort of service, could you not?—Yes.

174. And they would not be licensed under this Bill, I suppose?—Presumably not.

175. How long would it take the men to get a license if you had not men with a certificate?—That is a question I could not answer.

176. Do you think it could be done in a hurry?—It is not clear at all.

177 It would take some time, would it not?—Undoubtedly.

178. There has been some talk about a tramway engineer. You said you considered it would be a good thing to get a first-class man?—Yes.

179 Do you think there is any man who could take up the position to advise the Minister in respect to the various systems?—I think a man who had considerable experience in tramways could be got who would be quite capable of doing that.

180 Do you think he can walk into Auckland and meet the reasonable requirements of the traffic?—I think so, if he were a man of sufficient experience.

181. Supposing he differed from you, who do you think would be right?—I suppose I should think I was right, but I should have to bow the knee.

182 The four centres are different in every way?—Yes.

183 Supposing you could get a man to advise you, and Mr Richardson, Mr Scott, and Mr Symington, and the various other officers, what salary do you think he would require?—A man like that would require something between £1,000 and £1,500 a year. I do not suppose a really suitable man could be got under that.

184. *Mr Rosser.*] With reference to clause 2. I take it that you oppose that altogether, Mr Walklate? That has reference to the certificate?—I cannot say that I oppose it. I should have no objection to a man having a Government certificate.

185 You oppose the provision that no tram-driver shall drive a tram unless he is possessed of a Government certificate—is that so?—Yes; I can foresee difficulties.

186 That is the meaning of the clause, is it not?—Yes.