

No. 378.—Petition of ARCHIBALD MCKAY and 26 Others.

PRAYING that a survey be made from the present terminus of the Gore-Hedgehope Railway to some place on the Main Trunk line near Gore, and that the construction of the line be authorized as early as possible.

I am directed to report that, as a question of policy is involved, the Committee has no recommendation to make in regard to this petition.

8th October, 1913.

No. 325.—Petition of BRIDGET BRAUN.

PRAYING for compensation because of the death of her husband, alleged to have been caused by an accident to him while in the employ of the Railway Department.

I am directed to report that the Committee has no recommendation to make in regard to this petition.

8th October, 1913.

No. 304.—Petition of JOHN LEYDON.

PRAYING for compensation for injuries sustained on the Stratford Railway-station.

I am directed to report that in the opinion of the Committee this petition should be referred to the Government for favourable consideration.

8th October, 1913.

No. 111.—Petition of W. S. FISHER and 1,714 Others.

PRAYING that certain trains on the Manawatu line be run to and from Lambton Station.

I am directed to report that the Committee has no recommendation to make with regard to this petition.

16th October, 1913.

No. 179.—Petition of ARCHIBALD GRANDISON and 23 Others.

PRAYING for inquiry into the causes of the New Lynn Railway accident.

That, having heard the evidence of the petitioners, the officers of the Amalgamated Society of Railway Servants, the officers of the New Zealand Locomotive Engine-drivers, Firemen, and Cleaners' Association, the officers of the Department, and other witnesses, the Committee is of opinion—

(a.) That there was a light fog at the time of the collision.

(b.) That the fog was not of such density as to necessitate the use of fog-signals.

(c.) That Driver Corich was guilty of an error of judgment in not slowing down early enough to avoid overrunning the "Danger" signal.

(d.) That there is no blame attached to Porter Mortimer, who was in charge of New Lynn Station at the time of the collision.

(e.) That the railway facilities at New Lynn are sufficient for the safe working of the traffic.

The Committee recommends—

(i.) That Porter Mortimer be exonerated.

(ii.) That, owing to his youth and his not being of ripe experience, Driver Corich be reinstated in the service in a lower position for a time.

That the report, together with the minutes of the proceedings and a copy of the evidence taken, be laid upon the table of the House, and be printed. (*Vide* I.—6A.)

23rd October, 1913.

GOVERNMENT RAILWAYS AMENDMENT BILL.

THE Railways Committee, to which was referred the above-mentioned Bill, has the honour to report that it has carefully considered the same, and recommends that it be allowed to proceed with amendments as shown on copy of the Bill attached hereto.

5th November, 1913.

No. 369.—Petition of FRANK H. CLAXTON and 628 Others.

PRAYING that a trial survey of the Pokeno-Kopu route be taken with a view to the inclusion of this line in the next Railways Authorization Bill submitted to Parliament.

I am directed to report that, as a question of policy is involved, the Committee has no recommendation to make with regard to this petition.

19th November, 1913.

No. 286.—Petition of CHARLES WILLIAM MORGAN.

PRAYING for compassionate allowance because of injuries alleged to have been sustained by his son by an accident on the railway.

I am directed to report that in the opinion of the Committee this petition should be referred to the Government for consideration.

19th November, 1913.