

taken out the next morning, and when you book your car up you have nothing to refer to to enable you to see what any other man has booked up against that car at any other time. That is the system in Wellington, and I believe the Auckland system is the same.

18. What do you suggest in place of it?—We suggest that the book should be intact, with the leaves there permanently, and that the book should be open for inspection at any time, so that it could be referred to when an accident occurred to see when the car was booked up at any time previous to that.

19. Have you always had the one system?—No, it has only been altered within the last six or eight months.

20. Do you know why?—I am not certain of the reason why, but there was an accident some time ago in Cuba Street, and it was after that the book was altered. Whether it was done as a result of the accident or not I could not say. As far as the brakes in Auckland are concerned, it is absolutely necessary that something should be done to see that proper brakes are provided on the trams for the men to work. It is impossible for the men to work with the hand-brake and work as effectively as if they had some other brake to work upon.

21. Have you only the hand-brake here?—No, we have the magnetic brake as well as the hand-brake.

22. So that your last statement does not apply to Wellington?—No.

23. Are the brakes here satisfactory from a motorman's standpoint?—Yes, they work satisfactorily from a motorman's standpoint. You find with almost every brake throughout the country, even in motor-cars, that the brakes fail occasionally, but we are generally satisfied with them.

24. Do you have many accidents on the cars amongst the employees themselves?—No, not a great many.

25. There is no general complaint from the employees themselves here in Wellington?—No, not in Wellington.

26. *Hon. Mr. R. McKenzie.*] Did the Tramway Employees' Union consider this Bill?—We have only had it two or three days, but during that time we have been through it on several occasions.

27. Do you approve or disapprove of it?—We approve of it.

28. Do you see anything in this Bill which would be likely to hamper the Wellington, Christchurch, or Auckland tramway systems?—I do not think so. The only thing is that it would force the company to install proper brakes, so that the men could handle the cars properly, instead of killing the people as they have been doing during the last twelve months.

29. What is the nature of the examination for the motormen?—You learn the theory, tracing the currents of the car, the general equipment, controller, motors, switches, resistances, and the theory, and what they are based on.

30. Is there any examination for sight-testing?—Yes, and you have got to pass an examination in general health.

31. And it is the general desire amongst the motormen, and conductors also, that the examination should be by a Government officer?—Yes, throughout New Zealand—that is, from the Federation.

32. How long have you been connected with the Wellington tramway system?—Since the 18th September, 1904.

33. Do you remember the Tramways Management Bill introduced two years ago?—Yes, I have a copy here.

34. There was provision made in that Bill for examination?—Yes. We wanted the first eight clauses of that Bill incorporated in this Bill.

35. The number of passengers that can be carried on the Brooklyn trams is limited under license, is it not?—Yes, but nowhere else.

36. Are your cars often subject to overcrowding?—Well, at times.

37. Have you got any instructions as to the number the conductor should allow on the cars?—No, none whatever.

38. Just as many as can crowd in?—Just as many as we can put in.

39. And to stand on the platform at the ends?—No, that is against the rules, to stand on the platforms. They can take as many inside the cars or on top as can get there. On the footboard or platforms they are not supposed to stand, but of course at times they do.

40. Are the Wellington cars under complete brake control at all times?—The brakes are very effective taken all through, but at times they do fail. At the present time we have no perfect brake in any part of the world.

41. Are you satisfied that they are as effective as any other magnetic brake?—Yes, as far as I am concerned I am satisfied with it because I have not had anything to do with any other.

42. Have you ever had any runaways?—No, I have not had any.

43. *Mr. Luke.*] How do you make up your motormen now to supplement those retiring—do you draw the motormen from the conductors?—Yes, from the conductors.

44. A motorman must have been a conductor first?—Yes, for twelve months.

45. What examination does he go through?—I have described it.

46. Are there any rejects?—I am not sure, but I think there have been one or two since I have been in the service.

47. Have there not been several conductors who could not qualify as motormen?—Only one or two that I remember.

48. As a matter of fact, the examination is fairly stringent?—It is a fairly stiff examination.

49. Do you think there would be any better examination if the Government appointed an officer to conduct the examinations instead of your own officer?—It would be better for the men,