

78. Now, with regard to the braking appliances, do you think that the magnetic brake has as much holding-power as the air brake after stopping?—No, it has no holding-power at all after stopping. Once the car ceases moving the magnetic brake is useless, and you have to apply the hand-brake.

79. Is it your opinion that the air brake is infinitely better than the magnetic brake for the general service?—For the general service in stopping a car and holding the car after it has stopped.

80. We have heard a good deal about the men being damaged in using their hand-brakes in other systems in the Dominion. Have you in your mind many cases in Wellington where the men have been damaged in handling the braking-appliances in this system?—No, I cannot say that I have in Wellington. We have the magnetic brake to pull the car up with, and then the hand-brake is applied to keep it there in position.

81. There is not the same danger of strain?—No. It would only be on a very rare occasion that a man might strain himself here.

82. *Mr. Brown.*] In regard to those doors on some of the cars which open and allow the passengers to get on the platform with the motorman, could they not be shut?—I do not think it would be convenient to make the people go in.

83. If a motorman in the employ of the Dunedin tramway service had left for no reason, and was not at fault in any way, would he be taken on by another tramway system without any examination?—No.

84. He would have to go through an examination just the same?—Yes.

85. Then, if a universal certificate were granted, would it be of any advantage to you?—It would make the examination of motormen throughout New Zealand of a higher standard than it is at the present time.

86. They would have a certificate, but would have to undergo a partial examination for any difference in the other systems?—Yes, there would be a slight difference.

87. *Mr. G. M. Thomson.*] In the combination cars can the public go on at the motorman's end?—Yes, they can.

88. *Mr. Herdman.*] What kind of brakes do they have in Dunedin?—The magnetic brake, the same as in Wellington.

89. And in Christchurch?—The air brake and the hand-brake.

90. Are the brakes satisfactory in Christchurch and Dunedin?—Yes, but they have brake-failures the same as anywhere else.

91. Do the brakes work satisfactorily here?—Yes, fairly satisfactorily.

92. And you have no complaints?—We have had complaints on one or two occasions about brake-failures.

93. But speaking generally?—Yes, speaking generally we are satisfied.

94. You said there is a difference of opinion about brakes, but you think that so far as the brakes here are concerned they are as satisfactory as any brake system can be?—I do not say as satisfactory as any system can be, but as satisfactory as any system existing at the present time.

95. However, you consider that the interests of the public are properly safeguarded in the city here?—Yes, I think they are.

96. So far as the running of the trams and the general management of the system is concerned, the interests of the public are adequately safeguarded?—I think so.

97. The system is satisfactory here?—Yes, everything works fairly satisfactorily.

98. And when you were giving evidence before did you say that the men here were content and satisfied?—The men are generally satisfied with the brakes here except that when there is a failure of a brake and the man believes it to be a failure the blame is always thrown on to the man and not on to the brake. The department always covers up the fault of the cars by punishing the men.

99. I am speaking of the relations of the employees generally with the city Corporation: are they harmonious at the present time?—Yes, they are very satisfied.

100. The men are contented with their lot?—Yes, fairly contented.

101. You have the right to appeal against any decision, have you not?—Yes.

102. If the relations between the men and the Corporation are satisfactory, if the system is a good system, and if the interests of the public are properly safeguarded under municipal management and under the existing law, can you tell me of the necessity there is for the bringing-in of this new Bill?—The appeal we have at the present time is really no appeal—it is one-sided.

103. But if the relations between the Corporation and the employees are satisfactory and if the interests of the public are safeguarded?—I said, in some things; I did not say, in everything.

104. Do you think this Bill is necessary?—It would be far better for the motormen throughout New Zealand generally, as far as we are concerned, and better for the public, as the whole of the systems in New Zealand would have to put proper equipment on their cars.

105. I gathered from your answers that you consider the system is a good system and that the public are properly protected?—I said they were fairly well satisfied.

106. In regard to the loose leaf, what do you do with that?—We do not do anything with it at all. We put our names on it, and the car is booked up with whatever the defect may be, or whether it is O.K., and next morning or next night that leaf is taken away, and we never see it again.

107. Why do they supply you with a loose leaf—is it to make a report?—We have to make a report whether or no.

108. What do you do with the loose leaf?—We do not see it afterwards.

109. Who takes it away?—The foreman.