

capable of taking charge of the car I think that system should apply here—that he should be certified by some competent man before being allowed to drive a car again.

53. Are you aware that fourteen days' notice has to be given before any strike comes along?—I could not say

54. In that case it would give sufficient time, and there could be no close corporation?—That is so.

55. Clause 3, inspection of tram-cars: Have you anything to say on that?—I understand that at the present time the Government pass the cars, and that, once they are in the traffic, unless in the case of a serious accident, there is no other inspection than that by the company's officials. I have known of instances where a car has been smashed—very badly smashed—and you could hardly recognize the car again when it came into the traffic—going on to the road, and as far as I know it had no further inspection by anybody except the company's officials.

56. Will you give the number of the car?—No. 49. This car was not smashed, but it was remodelled.

57. It was totally different from any other car in the service?—It was a locally constructed car, and stood alone.

58. That was Mr Carey's own idea?—Yes.

59. No. 49 had a side step?—A footboard on each side, a saloon in the centre, and two seats at either end.

60. Was the equipment effective—were the motors powerful enough?—I think the same motors are on still.

61. That was remodelled altogether?—The woodwork on the car

62. As far as you know, there was no inspection of the car?—No Government inspection.

63. Do you think it right that a car should be remodelled and put on the road without an inspection by an independent person?—No.

64. Have you anything further to say with regard to that clause?—No.

65. Who inspects the rolling-stock now—is it the City Council Inspector?—Yes, the Traffic Inspector

66. What is the Inspector's name?—Lindsay.

67. Employed by whom?—The City Council.

68. Does he inspect the cars?—Yes.

69. Is he a practical man, do you think?—No.

70. How long has he been appointed?—I think about three or four months.

71. Do you know where he was before that?—I think he was in touch with the Labour Department, or had something to do with it.

72. Are you satisfied to have your cars inspected by a man with no practical knowledge in preference to a proper Government official?—No; it is necessary to have expert knowledge.

73. Clause 5, subclause (3) I want to direct your attention to the maximum number of passengers to be allowed. Is it the City Council who now exercises that prerogative?—Yes, they license the cars, and regulate the number of passengers to be carried.

74. Do you think they use their privileges in that respect?—No, they have not.

75. Have you had any trouble about overcrowding in Auckland?—Yes, personally, and collectively as a union.

76. Do you remember the case of an Auckland City Councillor being prosecuted for refusing to leave a car that had its number on it?—Yes, the present Mayor, Mr Bagnall.

77. Were you on that car?—It was my car

78. You gave evidence in that case?—Yes. I reported the matter to both the company and the union, and the secretary of the union took proceedings as a private citizen. Mr Bagnall was fined.

79. You say you reported to the company: did the company take any action?—No. At the time—July or August, in Queen Street—when this gentleman was on the car and refused to leave, the head accountant of the company asked me to go on, as the gentleman was a City Councillor I told him that City Councillors should know the by-laws very well, and I would not move the car until he got off.

80. Therefore you take it that the company have consistently refused to prosecute?—Yes. I have another case where a commercial traveller named Sinclair consistently jumped on the car when it was in motion, and impeded us in our work, and the company refused to do anything. In another case where the union prosecuted, a man was fined £2. He was foreman in a boot-factory

81. What about the J P, Jameson?—Yes; he was fined also, and Mr Spedding likewise.

82. Is it not a fact that I had to prosecute in my own name because the company would not take action?—Yes, that is so.

83. Did the Council take proper measures after this to prevent overcrowding?—Very improper measures

84. What did they do?—They licensed cars to allow people to stand in them. Hitherto the cars had been licensed only to carry people sitting

85. Was standing on the platform allowed at that time, previous to the accident to John Rix?—When the cars were licensed to only carry people sitting standing on the platform was not allowed.

86. Do you remember the fatal accident to John Rix?—Yes.

87. What was the rider of the Coroner's jury in that case?—One recommendation was that a permanent stopping-place should be made at Porter's Avenue, where the accident occurred, and I think the other was that people should not be allowed to stand on the platform.