

25. Are the duties of that officer to solely look after the interests of the people of Auckland—that is, of the Corporation—in supervising the tramway and the tramway traffic?—He is the Traffic Inspector, with an assistant.

26. Then, again, has your City Engineer anything to do with the trams?—The Council, upon his advice, by measurement of space, license the cars. Our Electrical Engineer, if the Committee are in doubt at any time, and ask him to do so, will report on matters.

27. Then you have the Electrical Engineer, City Engineer, Traffic Inspector, and an assistant looking after the interests of the people of Auckland—that is, the tramway traffic—apart from the efforts of the Council itself?—Yes, quite so—the efforts of the Council are combined with those of their servants.

28. *Mr T Young* ] You have read clause 6 of the Bill, about the Appeal Board?—Yes, setting up an Appeal Board.

29. What effect do you think that would have upon the discipline of the men?—We have not given that consideration, the cars not being municipally owned.

30. The company manage their own men?—Yes.

31. You have not considered the effect it would have if the Council managed the tramways directly?—No.

32. Do the Council have any difficulty in controlling the traffic and safeguarding the interests of the public in Auckland?—No.

33. You do not require the assistance of Government officials?—No, generally not.

34. *Mr Rosser* ] Clause 2 of the Bill, with reference to motormen's licenses: You mentioned that the City Council should not part with its privilege of granting a license to a competent man? Yes.

35. What examination does the City Council institute before it grants a license to the motor-man?—Well, the tramway company are not going to put inefficient men in the position, and if the Council has any doubt a man is examined by the Electrical Engineer.

36. I may take it as a fact that you get an assurance from the company that a man is a competent man?—Not altogether.

37. Then how would Mr Wylie, municipal Electrical Engineer, have any knowledge of the experience of a man apart from what he got from the company?—Well, he has had large experience in tram matters at Home. He was manager of a tram system at Home, and has therefore had very large experience.

38. With his experience how would he know the other man's experience? Would he give him a *viva voce* examination?—Yes. The licensing of motormen is a matter of £50 a year.

39. And that outweighs the safety of the public in having capable motormen, in your opinion?—The company, for their own sakes, I think, would not license inexperienced men.

40. Should the matter of pounds, shillings, and pence outweigh the safety of the public?—The Council does not take any exception to a man having a license. In fact, the Council are agitating that plumbers should have a Dominion license—should be able to go anywhere and get employment.

41. Do you think that a good idea for the plumbers?—Yes.

42. You said in answer to Mr Myers that every Order in Council has been approved of by the City Council?—Yes.

43. Do you remember a deputation going to the Council to ask for an extension of time on the different routes, when I acted as spokesman?—I was not present at the meeting. I believe the meeting did take place.

44. And I understand that you are of opinion that the time should be lengthened for the service?—In what way?

45. We asked for two minutes on the Kingsland run because of the extra stops put in, and because the cars had to travel quicker on account of the extra stops?—That is a matter that could easily be remedied.

46. Do you consider the company has sufficient cars for the Auckland traffic?—Yes, when the eight cars which will shortly be put on are in commission.

47. At the present time do you think they have sufficient to cope with the 5-o'clock rush or with the traffic on holidays?—No system of tramways would be able to cope with the 5-o'clock rush.

48. Take the holiday traffic: is there any reserve of cars? Has not the Inspector reported that there is no reserve of cars?—Well, the Council had been working up in that direction, to have 100 cars running, and they hope to have them running shortly. When that time comes there will be sufficient.

49. Under the deed of delegation, if the Council finds there is an insufficiency of cars, sixty days' notice has to be given?—Yes.

50. Do you not think that is a cumbersome method of getting the desired object?—Well, it gets it.

51. After sixty days?—I think, since Mr Walklate has been manager he has been very ready to meet what the Committee has demanded of him.

52. Has not the company been fined for that in that connection?—Yes, they were fined £320 on one occasion and £100 on another, but not since Mr Walklate's time.

53. Did I understand you rightly to say that the Tramway Inspector is the Traffic Inspector?—Yes, and his assistant.

54. He has the licensing of private vehicles?—Yes.

55. And attends to the dog-licenses?—Yes.

56. Has he not to grant to boys their permits to sell newspapers?—Yes, but they are trivial matters.

57. With regard to the Appeal Board, you say the Council has not considered that?—No.