

For instance, out of Wellington there is only two periods in the day, of about an hour each, where we could get a train in at all, and the same thing applies to some extent to Dunedin, Christchurch, and more particularly Auckland, both north and south. It is an exceedingly difficult thing to get a train in there at all.

*Mr. Hockly.*] It is a question of the volume of traffic?—Yes.

On the question of lighting, would it not cut both ways? There would be a saving in the evenings, but would it not cost more in the mornings?—Oh, no. I do not think so. The trains lighted in the morning at the present time are early passenger-trains lit till about 7 o'clock. The putting-forward of an hour would not make any difference. You see, it is daylight about half past 3 in the summer-time.

It is proposed to start it the first Sunday in October?—It would not affect the trains in any way.

You would have to start the trains at 6?—Yes, they would have to start at 6, but lighting would not be necessary then.

On the first Sunday in October?—No.

*Mr. Smith.*] There appears to be only one difficulty, and that is that the Auckland express would be an hour late?—Yes, on the first day. We would have to alter the crossing times of that train. It would be really running on the old schedule till it finished its journey.

There is just that one train?—Yes, there is just that one particular train only. We would have to run it an hour late from, say, midnight. It would then be at about Raurimu. We would have to run it an hour late on the clock.

That is the only train which is affected?—Yes.

---