

1899.
NEW ZEALAND.

PUBLIC PETITIONS A TO L COMMITTEE.

REPORT ON THE PETITIONS, Nos. 144, OF HENRY LANE AND 54 OTHERS; 233, E. PORTER AND CO. AND 15 OTHERS; 234, A. B. DONALD AND 8 OTHERS; 280, T. AND S. MORRIN AND 70 OTHERS; AND 331, G. A. CAMPBELL AND 80 OTHERS.

Brought up on 10th October and ordered to be printed.

REPORT.

Nos. 144, Petitions of H. LANE and Others, Opua; 233, E. PORTER and Others, Auckland; 234, A. B. DONALD and Others, Auckland; 280, T. and S. MORRIN (Limited), Auckland; 331, G. A. CAMPBELL and Others, Wanganui (all similar).

PETITIONERS pray—(1) That all oil-engines (marine) under twenty-brake horse-power be allowed to run absolutely without restriction; (2) that all oil-engines of a larger power be run by men who have passed a sufficient examination on the working of oil-engines alone, irrespective of steam-power; (3) that a competent Examiner be forthwith appointed to conduct such examinations; (4) that all persons who can satisfy such Examiner that they have successfully worked and operated marine oil-engines prior to 1st June, 1899, be granted certificates of service available for use both within restricted limits and also at sea, but only for engines used as an auxiliary power in vessels fully equipped as sailing ships.

I am directed to report: That the Committee is of opinion that the evidence taken in connection with these petitions should be printed, but, as a Bill dealing with the subject-matter involved is now before the House, the Committee has no recommendation to make.

To the Hon. the Speaker and Members of the House of Representatives in
Committee.

THE PETITION of the under-signed shipbuilders, shipowners, and other persons interested in the use of oil-engines for marine purposes in and about the Colony of New Zealand humbly sheweth:

1. That the introduction of oil-engines for marine purposes has had a very beneficial effect in this colony, causing vessels to be built here to do work that otherwise would be done by steamers built in Scotland or in other shipbuilding yards outside this colony.

2. That the introduction of oil-engines as an auxiliary power to sailing vessels has been of such benefit to shipowners that it is now being adopted in almost every case where practicable.

3. That as a consequence the rates of freight have been reduced, and increased facilities afforded for both goods- and passenger-traffic, thereby encouraging settlement.

4. That the use of oil-engines in launches has lately been adopted to a great extent, and has been found to be of great benefit and service both for purposes of pleasure and for shipping business.

5. That the free use of such engines in launches would lighten the labour and decrease the cost of boating traffic, at the same time adding to both the safety and pleasure of boating generally.