

174. Before these oil-engines were put into these sailing-vessels, were you visited by steamers or only by sailing-vessels?—There were some little steamers. I suppose the "Clansman" has been trading up there for the last fifteen or twenty years.

175. Is she still running?—Yes.

176. Have you had vessels running for you all the time?—Only for about three years, when the oil-engines were introduced.

177. Since the oil-engines have been used in sailing-vessels, trade has increased to what extent?—There is considerably more trade, and freights have been reduced from £1 per ton to 10s.

178. How many vessels go there a week or a month?—There are three oil-vessels which trade to the harbour, and I think they make fortnightly trips. They come in once a week.

179. There are three vessels making a trip each every fortnight?—Yes.

180. Before the advent of the oil-engines, did these vessels visit your place?—The "Medora" did occasionally—about once a month. In addition to the advantages we get in the way of trade we get an occasional mail.

181. The exports from your place consist of timber?—Timber and gum principally.

182. Have you increased the population of the land in your district by means of the increased trade?—Yes; settlers are coming in from other parts, and further north there are more. We had a steamer before, and were not so badly off as others.

183. I suppose you have roads from your place extending far away?—We have tracks.

184. And the produce is brought to your place?—Yes; gum is packed on horses.

185. By means of the vessels coming so regularly the produce is taken away?—Yes, it is an advantage to the settlers.

186. Of course, owing to your interest in so many vessels, you know that the advantage is considerable when vessels can go straight from the sea and up a river without much time being taken up in doing so?—It is of as much advantage to the settlers, because the goods are better handled and the freights are reduced.

187. Do you think a driver should have some knowledge of tools and instruction in the management of an oil-engine before he is allowed to be put in charge and go away to sea?—I think, if he had a knowledge of tools, it would be an advantage to him; but, so far as my experience goes, there is nothing breakable in an oil-engine unless it is that a small spring might occasionally snap. These things are kept in duplicate, and no matter how skilled a man might be in tools he could not make these things himself on board.

188. Do you drive a launch?—Yes.

189. You have heard the evidence given by Captain Subritzky?—Yes.

190. As to admitting certain parts of air and oil, and so on?—Yes. There are different kinds of engines.

191. Is the engine in your launch more modern?—It is more modern. The oil and air are in the same chamber, and they are mixed in a perfect manner before being taken into the cylinder.

192. So that a boy of fifteen with very little experience would be able to drive your engine?—Yes. If you have a boy large enough to give a wheel a turn it cannot help making its own gas, and the cylinders must go.

193. What size is the wheel?—On a four-horse-power engine it is about 16 in. in diameter.

194. And would not require much strength to revolve it?—No.

195. *Mr. Crowther.*] You say you have been driving launches?—I have been driving my own.

196. I understand that you drove the Premier and the Governor when they were up there?—Yes.

197. *The Chairman.*] Were you driving at the time?—No, my son was driving; I was steering.

198. Without a permit?—Yes. He had no permit.

199. *Mr. Crowther.*] And there were two or three other launches there?—Yes.

200. How many passengers had you that day?—About eighty in the four boats.

201. And none of the drivers had permits?—No.

202. *Mr. Crowther.*] And did the Premier and the Governor express themselves highly pleased with the trip?—The Governor expressed himself very highly pleased indeed.

203. *The Chairman.*] What of—the engine or of the driver?—The engine, as to how it worked.

205. *Mr. Crowther.*] The Governor took special interest in the engine?—Yes, and so did the Premier.

206. They expressed their satisfaction?—Yes.

207. *The Chairman.*] Were they at all nervous?—Not at all. They enjoyed it immensely.

208. *Mr. Lawry.*] You are quite satisfied that when the engine was driven by a non-certificated engineer, it worked with the greatest satisfaction?—I have never had one moment's trouble or difficulty since I had my engine in my boat. It has never refused duty, and has been as perfect as a steam-engine.

209. You had no trouble when it was driven by what the department would call an amateur?—None whatever.

210. And the trouble commenced when you got a professional?—Exactly.

211. Are you prepared to say that the engineer should have had no marine experience?—I would prefer a man who had not had experience of steam, because he is more likely to make a mistake through not having studied the mechanism of an oil-engine, whereas another man would make a study of it.

212. In other words, you would prefer practical knowledge to the technical knowledge possessed by a marine engineer?—I am hardly able to answer that question. A marine engineer