

## EXAMINATION OF CAPTAIN MAILLER.

SATURDAY, 31ST MAY, 1856.

1. *By the Chairman.*—What class of vessel would be best suited for the traffic between the Provinces?—An iron screw steamer of about 300 tons register, and 80 horse power, would be the best.
2. What would be the average speed of such a vessel?—Her speed would be about  $8\frac{1}{2}$  or 9 knots an hour over an average of voyages.
3. Are there any vessels of the above description that could be obtained in the other Colonies?—Yes; the “Lady Bird,” “Black Swan,” and “Royal Shepherdess.” These vessels were lately advertised for sale by auction, and in all probability either one or the other of them could be procured.
4. *By Mr. Fitzherbert.*—What bonus would the owners of those vessels be disposed to take?—From £5000 to £6000 a year.
5. Which of those vessels do you consider the best suited?—The “Lady Bird” would be the one I should recommend. She has an average speed of ten knots, and has not been employed for some time.
6. What number of cabin passengers would she carry?—About 50 cabin passengers.
7. Do you think there would be sufficient traffic for two steamers?—I do; I think every fortnight would increase the traffic.
8. Would there be much greater expense in having two steamers?—No; two steamers might be obtained for £8000 a year.
9. Is that on the supposition that they should belong to the same company?—Yes.
10. Supposing there were two steamers employed, how would you propose that they should run?—The best arrangement would be for the steamers to start from Wellington, one northward and the other southward.
11. What time would the trips take, supposing the vessels to start from Wellington?—The trip could be made in 14 days, provided that she could take in all her coals at Wellington.
12. Could there be any means of maintaining a regular postal communication with the neighbouring Colonies?—A regularity could be maintained with respect to postal communication in connection with the neighbouring Colonies.
13. Would the bar at the Manukau be of much hindrance to steamers of the tonnage proposed?—A vessel of the power I have described would be able to take the bar at a time when one of the size of the “Zingari” would not.