

in twelve months to enable us to say one way or another whether it will be satisfactory. It is not a full test, but it is sufficiently satisfactory in ninety-nine cases out of a hundred. Some paints show such deterioration in six months that we condemn them at once.

1. *To Mr. Hornsby.*] In many cases the makers of paints bring them under my personal notice or under the notice of officers who have to use them. As far as Jackson's productions are concerned, he has never, so far as I know, brought his paints under the observation of the Maintenance Branch. Whether he has brought them under the notice of the Stores Branch I do not know. As far as hæmatite is concerned, our general experience is that the quality is not now what it was, say, twenty or thirty years ago. We use large quantities of hæmatite. Nelson and Thames hæmatite were used at one time. If Jackson and Co. submit some of their paints to us we will try them. I have never refused a man a test of his paint if he can produce sufficient evidence that his paint is worth a trial. As far as we are concerned, our attitude is that if we can get a satisfactory article at a satisfactory price we prefer the local article. If we cannot get it here we get it as near as possible—in Australia. We take British goods in preference to any foreign article. There is no feeling among Government officials against local industries. If we can get a satisfactory article it is better for us to get it locally than to have to send away for it.

2. *To Mr. Hudson.*] I cannot say what is the cause in the falling-off in the quality of the hæmatite. I think it is a more earthy quality than it was. When I had more to do personally with these matters I was inclined to prefer the Nelson hæmatite to the Thames. It had a slightly richer colour.

T. W. HARGREAVES, Foreman Painter, Petone Railway Workshops, examined. (No. 25.)

As far as I know, the hæmatite we use in our Department comes from the Thames, but I would not be sure as to that. I do not know of any Australian being used. The hæmatite now used is not so good as it used to be; it does not seem to be ground so fine. I have not tested Jackson's hæmatite. Pullman-car colour is used on carriages, and with varnish. It is quite satisfactory. I have not tested any of the local productions.

1. *To Mr. Veitch.*] The branch of the Department I am engaged in does not consume such a large quantity of paint as the Maintenance Branch.

2. *To Mr. Craigie.*] We are using English-made varnish just now. If we were supplied with Nelson hæmatite of the quality supplied many years ago there would be no complaints about it.

3. *To Mr. Hudson.*] I have never tested locally made varnish nor paint. I think the falling-off in the quality of hæmatite is owing to the difference in the grinding of the hæmatite. There seems to be a certain amount of grit in it. I think it would improve it if it were ground finer. The Nelson hæmatite is better than the Thames hæmatite. It is about eighteen years since we used Nelson hæmatite; since then we have been using Thames hæmatite. They use Thames hæmatite at the workshops at Dunedin.

J. S. WILEY, Foreman Painter, Railway Workshops, Kaiwara, examined. (No. 26.)

We have not used Jackson's paints. Several samples of paints have been sent to me to be tested during the last eleven years. I think one sample was made at Wanganui, called Bellona. There was another sample sent from the Wellington Gas Company, called tar-paint. I have also made trials of Restar paint. I reported as follows in regard to the trial of Restar paint: "21/5/18.—Restar paint: This paint covers well, works well, but it takes about four days to dry." I also tested Steelite paint on two occasions, and reported as follows: "2/8/11.—Steelite paint: As compared with oxide, the only difference I have found so far is that it is ground finer. As compared with hæmatite, I consider it is better all round, as it is finer-ground, better body, and dries harder." The other report is: "11/1/17.—Steelite painted on iron appears to last equal to red-lead and red oxide, but I consider that Steelite painted on steel is lasting much better than red-lead or red oxide." I am not certain that Steelite is manufactured in New Zealand, but I believe it is manufactured in Dunedin.

1. *To Mr. Hornsby.*] I had no intimation from headquarters that I was to go on using the paint I reported favourably upon.

2. *To Mr. Sidey.*] I can recommend that a certain material be supplied, but I did not do so in that case. I have had no instructions about locally produced articles being given preference.

3. *To Mr. Hornsby.*] I used some New Zealand hæmatite some twelve months ago. I think it was Nelson hæmatite. We have about half a ton in stock now. I do not know who the manufacturers are, but I understand it comes from Nelson. I have used what I understand to be Thames hæmatite; it is a different colour. I have been using hæmatite on and off for the last thirty years, I suppose—ever since I have been in New Zealand. I had occasion some seventeen or eighteen years ago at New Plymouth to use it; and by grinding it and using it in proper form I found that the hæmatite was a real good thing. Within the last twelve or eighteen months I tried the same material, by grinding and suchlike, but the quality is not there. I have not made any tests of Jackson's hæmatite.

4. *To Mr. Luke.*] I have no prejudice against it. If a locally made article is good I would recommend its adoption.

5. *To Mr. Hornsby.*] The Railway Department used to use hæmatite more than they do now; but it has deteriorated during the last few years.

6. *To Mr. Hudson.*] I cannot tell the reason why hæmatite has fallen off in quality. I have been in the service over twenty years. We used to use hæmatite very considerably on goods and engine sheds and on tanks. I think it was Nelson hæmatite. If the quality now used were as