Return of Machinery inspected in the Westland District during the Financial Year ended the 31st March, 1886.

| Description of Machinery. |  |  |  | Steam. | $\begin{aligned} & \text { Steam } \\ & \text { and } \\ & \text { Water. } \end{aligned}$ | Water. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Breweries | $\ldots$ | $\ldots$ | .. |  | $\ldots$ | $\ldots$ | ... |
| Cranes and winches | $\ldots$ |  | ... | 9 | ... | ... | ... |
| Wood-working ... | ... | $\ldots$ | $\ldots$ | 2 | ... | ... | $\ldots$ |
| Coffee works... | $\ldots$ |  | $\ldots$ | 1 | $\ldots$ | ... | $\ldots$ |
| Saw-mill ... | $\ldots$ | $\ldots$ | $\ldots$ | 7 | $\ldots$ | $\ldots$ | $\cdots$ |
| Fire-engine ... | ... | $\ldots$ | $\ldots$ | 1 | $\ldots$ | $\cdots$ | $\ldots$ |
| Foundry and iron-works | $\ldots$ | $\ldots$ | ... | 2 | ... | ... | $\cdots$ |
| Coal-mining ... ... | ... | ... | .. | 2 | ... | ... | ... |
| Winding and sawing ... | $\ldots$ | $\ldots$ | $\ldots$ | 1 | $\ldots$ | $\ldots$ | $\ldots$ |
| Printing ... ... | $\ldots$ | $\ldots$ | $\ldots$ |  | $\ldots$ | $\ldots$ | $\ldots$ |
| Locomotives (contractors') | .. | $\ldots$ |  | 3 | $\ldots$ | $\ldots$ | $\ldots$ |
| Sluicing, \&c.... ... | . |  | .. | , | ... | ... |  |
| Air-compressing at bridge | $\ldots$ |  | ... | 1 | $\cdots$ | $\ldots$ | $\ldots$ |

Return of Machinery inspected in the Nelson South District during the Financial Year ended the 31st March, 1886.

| Description of Machinery. |  |  |  |  | Steam. | $\begin{aligned} & \text { Steam } \\ & \text { and } \\ & \text { Water. } \end{aligned}$ | Water. | $\begin{aligned} & \text { Steam } \\ & \text { and } \\ & \text { Wind. } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Saw-mill | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | 1 | $\ldots$ | $\ldots$ | .. |
| Cranes and winches | ... | ... |  |  | 3 | ... | ... | ... |
| Locomotive | ... | $\ldots$ | $\ldots$ |  | 1 | $\ldots$ | $\ldots$ | $\ldots$ |
| Coal-mining ... | $\ldots$ | $\ldots$ | $\cdots$ | $\cdots$ | 2 | $\ldots$ | $\ldots$ | ... |


#### Abstract

As I was engaged inspecting in this part of my district at the close of the financial year, and had only got a small part of it completed, the above return does not show all the machinery, but only such as $I$ found in use at Brunnerton Coal-mines, and plant of contractor in use at Cobden, in connection with Greymouth Harbour Works on north side of the river. I have since completed the district.


Return of Defects found on the Inspection of Boilers and Fittings in the Canterbury District during the Financial Year ended the 31st March, 1886.

| Description of Defects. |  |  | Dangerous. | Ordinary. | Total. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Blow-off pipes or cocks bad ... | ... | $\ldots$ | ... | 2 | 2 |
| Boilers dirty inside ... ... | ... | ... | . | 2 | 2 |
| Corrosion from leakage at mud-holes | $\ldots$ | ... | 1 | 7 | 8 |
| Corrosion in bottom from damp .. | $\ldots$ | ... | 2 | 1 | 8 |
| Cracks in furnace or fire-box | $\ldots$ | ... | . | 8 | 8 |
| Cracks in shell over fire .. | $\ldots$ | $\ldots$ | 1 | $\ldots$ | 1 |
| Cracks in neck of uptake ... ... | ... | ... | 1 | ... | 1 |
| Cracks in neck of end angle-iron ... | ... | ... | 1 | $\ldots$ | 1 |
| Collapse of furnace ... | $\ldots$ | $\ldots$ | 2 | ... | 2 |
| Crown of fire-box down . | $\ldots$ | $\ldots$ | $\ldots$ | 5 | 5 |
| Leakage in fire-box | $\cdots$ | ... | ... | 3 | 3 |
| Leakage at pipe-joints on boiler | ... | ... | ... | 1 | 1 |
| Patches in fire-boxes (portable) | $\ldots$ | ... | ... | 9 | 9 |
| Pressure-gauges bad ... | $\cdots$ | ... | $\because$ | 7 | 7 |
| Safety-valves set fast ... | ... | ... | 1 | ... | 1 |
| Screwed stays in fire-box gone | $\ldots$ | ... | 2 |  | 2 |
| Tubes wasted ... ... | ... | ... | 2 | 2 | 4 |
| Top of boiler thin from corrosion ... | $\ldots$ | ... | 1 | ... | 1 |
| Vat requiring stays renewed | $\ldots$ | ... | 1 | . | 1 |
| Vats requiring new angle-iron | $\ldots$ | ... | 2 | 1 | 3 |
| Vats requiring safety-valves | ... | ... | ... | 2 | 2 |
| Totals | $\ldots$ | ... | 17 | 50 | 67 |

