

1908.

NEW ZEALAND.

INSPECTION OF MACHINERY:

ANNUAL REPORT OF THE DEPARTMENT FOR 1907-8.

Presented to both Houses of the General Assembly by Command of His Excellency.

The Hon. the MINISTER IN CHARGE OF THE INSPECTION OF MACHINERY DEPARTMENT to His Excellency
the GOVERNOR.

MY LORD,— Inspection of Machinery Department, Wellington, 24th June, 1908.
I do myself the honour to transmit herewith, for Your Excellency's information, the report
of the Inspection of Machinery Department of the Dominion for the financial year ended the 31st March,
last. I have, &c.,

His Excellency the
Right Hon. Lord Plunket, K.C.V.O.,
Governor of New Zealand.

J. A. MILLAR,
Minister in Charge of the Inspection of
Machinery Department.

The CHIEF INSPECTOR OF MACHINERY to the Hon. the MINISTER IN CHARGE OF THE INSPECTION OF
MACHINERY DEPARTMENT.

Inspection of Machinery Department,
Customhouse Buildings, Wellington, 16th April, 1908.

SIR,— I have the honour to submit herewith the annual report on the operations of the Inspection of
Machinery Department during the twelve months which ended on the 31st March, 1908.

The work of the Department steadily increases every year in nearly every branch of its work. The
increase in the number of boilers inspected is very marked this year. Flax-milling has been very pro-
sperous throughout the year, and until quite recently good prices have been maintained. Never, I
believe, in the history of New Zealand, have so many flax-mills been running. Sawmilling is also
expanding rapidly along the Main Trunk Railway, as the railway communications are made. Dairy
factories, especially in the Auckland Province, are being installed almost everywhere. Shipbuilders
have been fairly busy in the Auckland District, and engineering firms generally have been better
employed this year than they were last year. A great many of the suitable land-locked harbours have
quite a fleet of oil-engine-powered launches and motor-boats, mostly under 5 tons, engaged for pleasure
and for hire purposes. Nearly all of these have been built in the Dominion, and a great number of
the oil-engines as well, with which they are fitted.

The increase of land motor-cars driven by oil is also very noticeable. This branch of engineer-
ing has made rapid strides both for marine propulsion and for land-locomotion.

Liquid fuel, however, as a fuel for boilers at sea, has not yet been in use in New Zealand. In the
United States mercantile marine it has rapidly grown into favour. This is not unexpected, as the
oil is indigenous to that country. In the future, however, should oil be found in quantity at Taranaki
or Gisborne, it will no doubt be used largely for this purpose in the Dominion. The Admiralty in
Great Britain have decided to establish storage oil-tanks at various ports in the United Kingdom,
and they are adopting this oil fuel in several of their latest fast destroyers.

The consumption of oil as a fuel has never been so low as sanguine inventors expected. Ships
up to 14,000 tons now make very long sea-voyages with oil alone as a fuel, so that its trustworthiness
may be taken as proved.

I have been able to visit most of the District Inspectors' offices during the year, and find that in
the Taranaki and Wanganui districts a very marked increase in the work has taken place there.
These districts have now grown to such an extent that I would recommend that in the near future an
Inspector should be permanently placed at, say, Palmerston North to relieve the officer at Wanganui
of all the southern portion of his large district. He could also take in all the new work along the
North Island Trunk Railway from Marton. If such a centre were made it would not only relieve
the present congestion of work at the Wanganui office, but would be of great benefit to steam-users
having a man among them who could deal with matters promptly as they came along, thus saving
great delays.

I can bear testimony to the zeal generally displayed by all the Inspectors of Machinery, the Surveyors of Ships, and the Examiners of Engineers and Engine-drivers during the year. Their work, at no time pleasant, has been performed in a very satisfactory manner, as the accompanying details of the work as set out in this report will show.

BOILERS INSPECTED.

This work has been rigidly carried out this year, and there are very few boilers outstanding at the end of the financial year to be inspected.

The total number of boilers inspected amounts to 5,968, being 589 in excess of the number inspected last year. A great amount of ground has been covered by the Inspectors to get all this work accomplished, more especially in newly opened districts, where the communications are none too good and the boilers scattered over a wide area. This year a new factor came in to hinder inspections, and that was fire. Some journeys had to be made through country partly devastated by fire, at great risk to the Inspector.

The machinery in motion, also attached to these boilers, was all inspected to see that everything was properly guarded and in order.

GOVERNMENT BOILERS AND MACHINERY.

A total of 136 have been inspected this year—viz., ninety-one boilers, eleven lifts, nine Pelton and other water wheels, two gas-engines, fourteen oil-engines, and nine electric motors.

Repairs were effected to some of these where required, and certificates issued for them, but no fees were charged.

DEFECTS OF BOILERS AND FITTINGS.

At the annual periodical inspection of boilers this year a large number of defects were discovered. Some of the large boilers of the Lancashire type showed unmistakable signs of grooving at the furnace flanging where the furnaces were riveted to the end plating. Some of these plates had gone quite far enough to be safe, and strengthening bosom pieces had to be fitted and riveted over defective flanging. Some of the multitubular type of boilers had to have extensive repairs made to them. Some of the defects were caused by an accumulation of scale and dirt. Several defective plates had to be cut out of some of these, and parts out of others where the bulging of the plates had gone too far.

With regard to locomotive boilers, extensive repairs were made to some of these, including new fire-boxes altogether in some cases; defective parts of the plating of others were cut and part plating renewed, and a good many screwed stays renewed in other cases.

To portable boilers, including traction-engine boilers, numerous repairs were effected, including new fire-box crowns, and parts of plating renewed. In one case seventy screwed stays had to be renewed; in another eighty; one had 137 renewed; one thirty-two; one forty-three; one fifty-three; and several up to twenty screwed stays renewed.

It was found that several of the vertical class of boiler needed fairly extensive repairs. Some of the defects that were discovered were highly dangerous, and would undoubtedly have led to explosion if they had not been checked in time.

The total number of defects discovered in boilers and digesters and to boiler fittings this year was 1,760, and seventy-four of these were very dangerous.

Return No. 2 sets out these defects in detail.

NEW BOILERS.

The number of new boilers added to our books during the year total 465. The horse-power of these amounts to 6,712: 251 of these, totalling 3,002-horse power, were made in the Dominion, and 214, totalling 3,710-horse power, were imported.

The following table shows the number and horse-power of these boilers, and the districts to which they have gone:—

District.	Colonial.		Imported.		Total.	
	Number.	Horse-power.	Number.	Horse-power.	Number.	Horse-power.
Auckland	62	884	49	886	111	1,770
Auckland South	23	241	17	149	40	390
Hawke's Bay	20	295	28	262	48	557
Taranaki	35	241	10	124	45	365
Wellington	37	478	48	1,315	85	1,793
Marlborough	9	228	3	25	12	253
Nelson North	6	44	...	...	6	44
Nelson South	9	131	6	64	15	195
Westland	8	143	2	22	10	165
Canterbury	9	83	16	320	25	403
Timaru	4	16	6	53	10	69
Otago	14	80	3	32	17	112
Southland	15	138	26	458	41	596
	251	3,002	214	3,710	465	6,712

GAS- AND WATER-DRIVEN MACHINERY, LIFTS, AND MACHINERY INSPECTIONS.

The total number of inspections of this class of machinery amount to 3,880, made up as follows : Gas-engines, 1,041 ; oil-engines, 897 ; motors and hoists, 1,500 ; machinery inspections, 442.

FENCING OF MACHINERY.

A great dealing of fencing has been ordered to make machinery in motion safe during the year. Return No. 4. gives full details of what has been done in this direction.

The guarding of saws in motion has received special consideration during the year, and steps are now being taken by the Department to render them less dangerous. A number of saw accidents have been reported during the year. The fencing of machinery generally in motion is always looked to by the Inspectors when going through factories and workshops.

EXAMINATION OF ENGINE-DRIVERS.

The examination of engine-drivers has been fully maintained throughout the year at the stated times and places fixed by regulation, also at other places suitable to candidates. As far as possible, requests by all applicants to be examined have been met.

This year 906 candidates came up for examination, of whom 602 were successful, while 304 failed to pass.

The examinations held were for extra first-class engineers, first-class engine-drivers, second-class engine-drivers, winding-engine drivers, and locomotive and traction-engine drivers.

Detailed lists of the candidates who passed these examinations, together with the grades and classes of examinations, are shown in Returns Nos. 7 to 13, inclusive.

The various examinations were held in the following places : namely, Ahaura, Alexandra South, Auckland,* Blenheim, Christchurch,* Collingwood, Cromwell, Dunedin,* Foxton, Gisborne,* Greymouth,* Hamilton,* Invercargill,* Levin, Masterton,* Napier,* Nelson,* Ohakune, Ongaonga, Opotiki, Pukekohe, Reefton,* Roxburgh, Stratford, Taihape,* Tauranga, Thames, Timaru,* Totara Flat, Waitakanae, Waitapu, Wanganui,* Wellington,* Westport,* and Whitianga.

During the year eleven meetings of the Board of Examiners were held in Wellington, under "The Inspection of Machinery Act, 1902," to issue certificates to engine-drivers, and to deal with the issue of reciprocal certificates from other parts of the Empire, as well as with other matters.

I regret to have to record the death of a very valuable member of the Board of Examiners of engine-drivers during the year—Mr. Peter S. Hay, of the Public Works Department (late Engineer-in-Chief for the Dominion). He rendered valuable service to the Board while he was a member, and his opinions always carried great weight with the Board. During the year Mr. C. R. Vickerman, Inspecting Engineer of the Public Works Department, was appointed an additional member of the Board.

The correspondence alone for this one branch of our departmental work reached a total of 3,780 letters this year, and is ever on the increase.

ACCIDENTS.

No boiler explosion has taken place during the year. Every effort is made by the Inspectors to discover all weak places in the structure of the boiler on inspection-day, but sometimes they have to examine it under great difficulties in narrow and confined spaces. Sometimes, too, the boiler is not thoroughly clean, and some of the parts are hidden from view by brickwork, and often inspections are made in bad weather of portable and traction engines in open fields in the country.

I regret to have to chronicle several accidents, some of them fatal, in connection with machinery in motion. A number of these have been the result of carelessness of the employee. One case—that of a girl who lost part of her scalp through her hair being caught in shafting driving a sewing-machine—should, I think, be a warning to girls who have occasion to work near any machinery in motion without having their hair enclosed in a suitable net in some way. Employers should take the matter in hand, and not allow them to do so.

The particulars of the several reported accidents are set out fully in Returns Nos. 5 and 6.

POSTAL AND POLICE DEPARTMENTS.

The Postal Department, in the collection of fees, the issue of boiler certificates, and for advising the Department where certificates have not been taken up, has done good service, which is heartily appreciated by the Department.

The police authorities have assisted us materially in getting at the defaulters who have worked boilers and machinery without having taken up the certificates for same. This help has enabled the Department to get in a large amount of revenue, for each defaulter has to pay an extra fee over and above that first charged.

In the prosecutions which this Department had to make against machinery-owners for various offences, and against engine-drivers, the ungrudging assistance rendered by the Police Department has in many cases removed the difficulties which existed in taking the action necessary.

MARINE ENGINEERS' EXAMINATIONS.

A new book of regulations relating to the examination of marine engineers in the mercantile marine in New Zealand has been issued during the year. These regulations comprise all the recent Board of Trade additions appearing in the book last issued in Great Britain in 1906. A large number of new

* Places at which examinations have been held more than once during the year.

elementary questions have been added dealing with electricity, management of oil-engines, steering-engines for ships, and hydraulic machinery as used in steamers.

These examinations for certificates of competency this year have been held at the following places : viz., Auckland,* Napier,* Wanganui,* Wellington,* Nelson,* Christchurch,* Timaru,* Dunedin,* Invercargill,* Port Chalmers, Kohu Kohu, Tauranga,* Gisborne,* Reefton, Greymouth,* Ormondville, Whakatane, and Whitianga.

The total number of applicants who applied to be examined amounted to 273 : of this number, 216 passed these examinations successfully and fifty-seven failed. Of those who failed, there were eight first-class marine engineers, one second-class marine engineer, twelve third-class marine engineers, twenty-three river engineers, three marine engine-drivers, two first-class engineers (powered vessels other than steam), three second-class engineers (powered vessels other than steam), five restricted-limits engineers (powered vessels other than steam).

Return No. 14 gives the names of the successful candidates and the various grades for which they passed, the total number of applicants, total fees payable, and the number of candidates who failed to pass such examinations.

EXPLOSIVES.

During the year 242 written permits were issued at Wellington by this Department for the carriage of explosives on steamers.

ANNUAL SURVEYS OF STEAMSHIPS AND AUXILIARY-POWERED VESSELS.

By the end of the financial year very few steamers were overdue for survey throughout the Dominion. Like other branches of the Department's work, this important part of it is steadily increasing. Considerable additions to the steam fleets in New Zealand have been made during the year, and several fine handy steamers have been built in Auckland with hulls of wood, and fitted with machinery made locally. The Surveyors of Ships have shown commendable zeal this year in seeing that all the vessels that had to be surveyed in their various districts were inspected. No friction has occurred with the shipowners during the year. A great many necessary repairs have been effected, and all these have been supervised by the Surveyors of this Department to a finish. The periodical surveys are now carried out in a very complete manner. During the year special attention has been given to the testing of auxiliary steam-piping, and to the hulls and ballast-tanks of steamers. New books, with full instructions as to the survey of passenger-accommodation and for the survey of crew-spaces in ships, were received in 1907 from the Board of Trade of Great Britain. These are now being adopted by the Department as their guide in the future inspections of the passenger-accommodation and crew-spaces of ships.

Surprise visits were made to several steamers during the year, but very little was discovered that could be found fault with.

A great many excursion-trips have been run by passenger-steamers during the year, without any mishap or accident. All the fittings and additional equipments necessary for these trips have been supervised by the staff at all hours. Extra accommodation for passengers has been put up on several of the intercolonial boats to cope with the passenger traffic.

The total number of surveys of steamers and auxiliary-powered vessels made was 390. The fees received for these surveys amount to £1,973 15s.

Return No. 15 gives the total number of steamers and oil-engined vessels surveyed by the Surveyors of the Department during the year, and also gives their names, registered tonnage, nominal and indicated horse-power of steam-vessels, and the brake horse-power of oil-engine vessels, also the nature of machinery and propeller.

SURVEYS OF VESSELS FOR SEAWORTHINESS.

Numerous special surveys of steamers and sailing-vessels were made during the year at the request of shipowners. The necessity for the surveys will be seen from perusal of the defects as set out in the descriptive Return No. 17, which gives full details of the nature of these defects. The Surveyors of this Department have assisted the shipowners as much as possible when urgently called upon to advise in emergency breakdown cases on ships. Amongst the most important of these surveys are the following : The direct steamer "Surrey" was detained in the latter end of February last year owing to the condition of her main boiler furnaces at Port Chalmers. New furnaces to replace the defective ones were made in Great Britain, and were fitted on board at Port Chalmers on arrival. The work was inspected throughout by one of our Dunedin Surveyors, and completed in May, 1907. The boilers were afterwards subjected to a severe hydraulic test. They stood the test well, and to the satisfaction of the Surveyors of this Department.

The steamer "Bucentaur" had the misfortune to get on a coral reef when entering Suva Harbour. The vessel, though extensively damaged, was temporarily repaired at Suva, and came on to Auckland. A survey was made on arrival, and the vessel was detained for repairs and docking. Several weeks were spent over the extensive repairs that were found necessary to be done to her hull-plating. Great credit is due to the crew of this vessel in making Auckland as they did, with the ship so badly damaged.

A fire was discovered in one of the holds of the direct steamer "Turakina" some days after leaving Auckland. The master brought the ship back to Wellington. After her arrival here it was some time before the fire was got under, and not until the vessel's holds were flooded. Extensive damage was done to the structural work in the fore holds and decking overhead. A great many of the steel

* Places at which examinations were held more than once during the year.

deck-plates had to be taken out and straightened and afterwards replaced and riveted. The wooden decking was all practically renewed in the fore part of the ship. The whole of the repairs to this vessel were carried out to the satisfaction of the Department's Surveyors.

The principal defects in other cases were found to be caused by defective steering gear and rudders; defects and flaws in main and stern shafting; to fires in holds; defective stern tubes; defects in furnaces; to collisions; vessels grounding; defective main steam-pipes; and to general defects in machinery.

Altogether seventy-one of these special surveys were made. The fees for these surveys amount to £233. Return No. 17 gives full particulars of each survey in detail.

GOVERNMENT STEAMERS.

The Government steamers surveyed and inspected this year include the s.s. "Antrim,"* s.s. "Ben Lomond,"* "Countess of Ranfurly"† (sailing-vessel), s.s. "Hinemoa," s.s. "Janie Seddon," s.s. "Lady Roberts," "Mountaineer,"* s.s. "Reremoana,"† and s.s. "Tutanekai"; total, 9.

The s.s. "Tutanekai" has had a new boat-deck fitted to accommodate the two forward boats, and the s.s. "Hinemoa" is just completing a fairly extensive overhaul at Port Lyttelton. The overhaul includes the renewal of all the main boiler-tubes, two new slide-valves for the main engines, and renewal of several of the plates of the deck casing over the engines and boilers, and a complete overhaul of the deck machinery. The whole of the ship is being subjected to a thorough inspection. This vessel has done splendid service for the Government in connection with lighthouse work, and her speed to-day is perhaps better than in the early years of her advent in the Dominion. All the money that has been spent on her has tended to render her more efficient and more suitable for her special coastal lighthouse work.

ADDITIONAL STEAMERS AND VESSELS SURVEYED FOR THE FIRST TIME.

The following additions to steam-vessels and to vessels fitted with auxiliary power have been made during the year. These vessels have all been surveyed for the first time this year, and are forty-three in number. The names of these steamers and vessels are: "Advance,"† "Albatross,"† "Alert,"† "Bell Bird," "Canterbury," "Cascade,"† "Daphne," "Dawn,"† "Elsie,"† "Endeavour,"† "Ivy,"† "Jane,"† "Kaiapoi," "Kahu,"† "Kaipatiki," "Kia Ora,"† "Komata," "Magic,"† "Maidi,"† "Maori," "May,"† "Muriel," "Mystery,"† "Naomi III,"† "Nita,"† "Nora Niven," "Otara,"† "Otunui,"† "Pearl,"† "Pitoitoi," "Reremoana,"† "Sally,"† "Terawhiti," "Thistle,"† "Victoria,"† "Victory,"† "Violet," "Wave."†

Some fine steamers were added to the vessels trading along the coast and the intercolonial trade during the year. Among these notably are the s.s. "Maori," s.s. "Marama," and the s.s. "Ulimaroa." They are all fitted up in a sumptuous style for passengers, and have great speed and power. These vessels were surveyed in Great Britain before leaving, and are now running on the certificates issued by the British Board of Trade. The s.s. "Maori" is a turbine vessel fitted with three screws.

The sailing-vessels surveyed for the first time were the "Rona" (barque), "Pelotis" (barquentine), "Joseph Craig" (barque), and "Louise Craig" (barque).

SAILING-SHIPS.

This year twelve intercolonial sailing-vessels were surveyed, and various structural repairs carried out, and additions made to them. Most of these surveys were made at the Port of Auckland this year. The majority of these vessels are engaged in the timber-export and coal-import trades between Kaipara, Auckland, and Australia.

Return No. 16 gives full particulars of these. The total fees received for these surveys amount to £87.

DISTRICTS AND INSPECTORS, ETC.

Several changes have taken place with regard to districts and inspectors during the year. Two new inspectors—Mr. William J. Crawford and Mr. Andrew McKenzie—were appointed. The former has been stationed in the Auckland District, and the latter has been assisting in the Wellington District since his appointment, but goes to Christchurch shortly as one of the inspectors in the Canterbury District. Mr. A. Bethune, who has been in the Southland part of the Otago District for some years, goes to Dunedin to be permanently stationed there as senior officer. His place in Southland was filled by the transfer of Mr. P. Grant from the Auckland District. Mr. C. Suisted, who had been attached to the Head Office staff for some years, was transferred to Auckland to replace Mr. W. Douglas. The latter was promoted to take charge of the southern portion of the Auckland District, with his office at Hamilton. The work in the southern portion of the Auckland District has increased very rapidly of late years, owing to the extension of the railway and the opening of large tracts of new country. The survey of all the steamers and vessels on the Waikato River, Rotorua lakes, Taupo Lake, and at the ports of Raglan and Kawhia on the west coast, will all be included in the work to be done in this new section of the Auckland District by the Inspector stationed at Hamilton.

Mr. A. R. Stone was appointed Chief Clerk to the Department during the year. He was transferred from the Public Works Office in Auckland, where he had been employed in the same capacity for some years. His service with the Public Works Department extended over a period of twenty years. He began his new duties on the 10th January, 1908.

* Plying on Lake Wakatipu.

† Oil-engine vessels.

RETURNS.

Appended are the returns in detail, numbered from 1 to 19.

1. Number and class of boilers inspected, and fees payable on these; the machinery inspected, and the fees payable thereon; and the classes and numbers of engine-drivers' certificates issued, and the fees payable therefor.

2. Return of defects found on inspection of boilers.

3. Return of notices given to repair boilers.

4. Return of notices given to fence dangerous parts of machinery.

5. Return of accidents which were not fatal.

6. Return of accidents which proved fatal.

7, 8, 9, 10, 11, 12, and 13. Names of all persons to whom land stationary, winding, locomotive and traction certificates of competency and service have been granted during the year.

14. List of persons who were examined and passed for marine engineers' certificates of competency.

15. Return of steamers and oil-engined vessels surveyed during the year.

16. Return of sailing-vessels surveyed during the year.

17. Return of vessels surveyed for seaworthiness, &c., during the year.

18. Return showing sums earned or received and amount spent during the financial year for inspection of machinery, examination of engineers and engine-drivers, and survey of steamers and sailing-vessels.

19. Return showing the names of owners of boilers which require to be in charge of certificated drivers.

I have, &c.,

ROBERT DUNCAN,

Chief Inspector of Machinery, Chief Surveyor of Ships, and Chief Examiner
of Marine Engineers and Land Engine-drivers.

The Hon. the Minister in Charge of the Inspection of Machinery Department.

RETURNS.

No. 1.

(a.) RETURN showing the NUMBER of LAND BOILERS and MACHINERY for which CERTIFICATES were issued during the Financial Year ended 31st March, 1908.

Boilers.

Class.	Not exceeding 5-horse Power.	Exceeding 5. but not exceeding 10-horse Power.	Exceeding 10-horse Power.	Total.
Stationary	1,494	920	1,669	4,083
Portable	183	1,309	393	1,885
Total	1,677	2,229	2,062	5,968

Machinery.

Class.	Number.
Hydraulic lifts	321
Gas lifts	32
Electric lifts	109
Steam lifts	28
Gas and hydraulic hoists and electric motors	700
Water-engines, water-motors, and water-wheels	85
Peltons	140
Turbines	85
Gas-engines	1,041
Oil-engines	897
Steam machinery	442
Total	3,880

Summary.

Boilers	5,968
Machinery	3,880
Total	9,848

(b.) RETURN showing the FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY, and for the issue of ENGINE-DRIVERS' CERTIFICATES during the Financial Year ended 31st March, 1908.

Fees payable—On boilers, £6,901 10s.; on machinery, £494 15s.; for engine-drivers' certificates issued, £395 15s.: total, £7,792. Government boilers and lifts inspected but not charged for, representing £219 17s. 6d. Total, £8,011 17s. 6d.

The cash actually received for boilers and machinery inspected, and paid into the Public Account, amounted to £6,926 15s. 6d. The difference is represented by unpaid fees. The cash actually received and paid into the Public Account for engine-drivers' application fees amounted to £611 10s. 6d. for the financial year ended the 31st March, 1908. This amount includes fees for certificates not yet issued.

(c.) RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to WINDING and TRACTION and LOCOMOTIVE ENGINE-DRIVERS and to STEAM STATIONARY-ENGINE DRIVERS during the Financial Year ended 31st March, 1908.

Class of Certificate.	Number of Certificates issued.	Fees received.	Total.	
			Number of Certificates issued.	Fees received.
Steam winding—		£ s. d.		£ s. d.
Service	3	0 15 0	...	...
Competency	27	13 10 0	30	14 5 0
Traction and locomotive—				
Competency	154	77 0 0	154	77 0 0
Steam stationary—				
Service—First class	14	3 10 0	...	...
Competency—				
Extra first class	4	4 0 0	...	...
First class	148	148 0 0	...	...
Second class	298	149 0 0	464	304 10 0
			648	£395 15 0

No. 2.—RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended the 31st March, 1908.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets in shell bad ... ..	...	4	4
A number of screwed stays in firebox bad	4	26	30
A number of screwed stays in firebox broken	1	...	1
All screwed stays in firebox bad	2	...	2
All screwed stays in firebox-crown bad	2	...	2
Back tube-plates bulged	1	5	6
Back tube-plate corroded (pressure reduced) ... ..	...	2	2
Badly pitted inside shell ... ..	...	2	2
Barrel of boiler much wasted (pressure reduced) ... ..	...	2	2
Boilers dirty inside	2	106	108
Bottom of combustion-chamber wasted ... ..	...	1	1
Bottom of firebox wasted ... ..	...	2	2
Bottom of shell badly pitted ... ..	...	2	2
Bottom of shell defective (pressure reduced)	1	2	3
Bottom of shell thin	1	3	4
Bottom row of tubes bad ... ..	...	1	1
Brickwork-setting defective ... ..	...	29	29
Bulged in steam space at back end ... ..	...	1	1
Bulged under bottom of shell	8	18	26
Bulged under fire-door ... ..	...	1	1
Compensating-ring round manhole-opening wasted ... ..	...	4	4
Corroded at bottom corners of firebox ... ..	...	3	3
Corroded internally ... ..	...	16	16
Coupling-pins in longitudinal stays bad ... ..	...	1	1
Cracked at bottom of furnace ... ..	...	1	1
Cracked slightly at a number of rivet-holes ... ..	...	4	4
Cracked slightly in firebox ... ..	...	7	7
Cross tubes thin ... ..	...	2	2

No. 2.—RETURN of DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Crown of boiler wasted	2	2
Crown of firebox badly bulged	3	9	12
Crown of firebox corroded	2	8	10
Crown of firebox cracked	2	2
Crown of firebox laminated	2	2
Crown of firebox slightly bulged	11	11
Crown of firebox wasted (pressure reduced)	3	3
Crown of steam-dome wasted	2	2
Crown stays defective	2	2
Crown stay-nuts defective...	1	1
Defective dogs on manhole-doors	3	3
Eight screwed stays in firebox bad	3	3
Eight tubes bad	1	1
Eighteen rivets in front tube-plate bad	1	1
Eighteen screwed stays in firebox bad	3	3
Eighteen tubes bad	1	1
Fifteen rivets in shell bad	1	1
Fifty-three screwed stays in firebox bad	1	...	1
Firebox badly bulged on sides and a number of screwed stays bad	2	...	2
Firebox general waste	3	8	11
Firebox-sides bulged	4	4
Firebox thin round bottom	1	...	1
Firebox tube-plate cracked and tubes bad	1	...	1
Five longitudinal stays bad	1	1
Five tubes bad	4	4
Flanging of boiler defective	1	1
Flue-end defective	1	1
Foundation-rings round bottom of firebox defective	10	10
Forty-four screwed stays in firebox bad	1	...	1
Forty-three screwed stays in firebox bad	1	...	1
Four mudhole-doors bad	1	1
Four screwed stays in firebox bad	5	5
Four stay-tubes bad	1	1
Four tubes bad	2	2
Four vertical stays defective	1	1
Front tube-plate wasted	6	6
Furnaces bad	5	...	5
Furnace-bottom wasted	3	3
Furnaces bulged	2	7	9
Furnace-crown wasted	6	6
Furnace grooved on top	1	1
Furnace grooved under bottom at seams	1	1
Furnace much pitted	1	1
Furnace wasted at back end	1	1
Furnace wasted round door	1	1
Furnaces weak (strengthened)	2	2
Furnaces weak (pressure reduced)	3	3
General decay, rivet-heads wasted (pressure reduced)	5	5
General deterioration (pressure reduced)	164	164
Girders on firebox-crown wasted	4	4
Girder-stays defective	1	1
Grooved at bottom of firebox	3	3
Grooved at end of furnace...	3	3
Grooved at front end of boiler	2	2
Grooved at landings	2	2
Grooved on furnace-crown	1	1
Gusset-stays defective	1	1
Handhole door-openings wasted	3	3
Header cap-bolts bad	1	1
Heads of stays in firebox wasted	4	4
Laminated plate in furnace	2	2
Leaky seams	4	4
Leaky stay-nuts at back end of boiler	1	1
Longitudinal stays wasted	8	8
Lum-leg thin (pressure reduced)	1	1
Manhole-doors bad	14	14
Manhole-doors riveting bad	5	5
Manhole-door spigots defective	3	3

No. 2.—RETURN of DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Manhole-door studs bad	4	4
Manhole-openings in shell wasted	5	5
Mudhole-doors bad	38	38
Mudhole-door studs bad	14	14
Mud-drums grooved and corroded	4	4
Nine tubes bad	1	1
One hundred and thirty-seven screwed stays in firebox bad	1	...	1
One longitudinal stay bad...	5	5
One rivet in firebox bad	2	2
One screwed stay in firebox bad	5	5
One stay-tube bad	1	1
One tube bad	11	11
Patches defective	12	12
Putting on crown of firebox	6	6
Pitting slightly	22	22
Rivets in manhole compensating-ring bad	2	2
Rivets in manhole-door bad	3	3
Rivets in tube-plate defective	2	2
Saddle-plate wasted	1	1
Screwed stays pitted slightly	2	2
Seams leaking	1	1
Seven rivets in front tube-plate bad...	2	2
Seven rivets in firebox bad	1	1
Seven screwed stays in firebox bad	1	1
Seven tubes bad	2	2
Seventy screwed stays in firebox bad	1	...	1
Several rivets in shell bad...	1	1
Shell wasted around skirting	6	6
Shell wasted at back and circumferential seams	1	1
Shell wasted at bottom inside	4	17	21
Shell wasted at circumferential seams	1	4	5
Shell wasted at crown of boiler	3	3
Shell wasted at crown round uptake	1	1
Shell wasted at foundation-ring	2	2
Shell wasted at the ends	1	1
Shell wasted at the landings	2	2
Shell wasted at manhole-openings	72	72
Shell wasted at mudhole-openings	3	3
Shell wasted at top circumferential seams	1	1
Shell wasted at water-line	2	2
Shell wasted externally	2	2
Shell wasted under stop-valve chest	3	3
Shell wasted where blow-off cocks jointed on boiler	4	4
Shell wasted where check-valve chests jointed to boiler	3	3
Shell wasted where feed-pump chest jointed to boiler	2	2
Shell wasted where safety-valve chest jointed to boiler...	4	4
Sides of firebox thin	6	6
Six rivets in shell bad	2	2
Six screwed stays in firebox bad	1	1
Six tubes bad	2	2
Sixteen screwed stays in firebox bad	1	1
Sixteen tubes bad	1	1
Sixty-five screwed stays bad in firebox	1	...	1
Stay-nuts on front tube-plate bad	1	1
Steam-domes wasted	3	3
Steam-drum wasted	1	1
Steam space-stays wasted...	2	2
Tapered mud-plugs defective	4	4
Ten tubes bad	6	6
Three rivets in manhole-door bad	1	1
Three screwed stays in firebox bad	3	3
Three tubes bad	4	4
Thirty-two screwed stays bad	1	...	1
Throat-plates thin	3	3
Top row of screwed stays at back end of firebox bad	1	1
Top row of tubes badly fitted	1	1
Top tube-plates thin	1	4	5
Tubes bad	89	89

No. 2.—RETURN OF DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Tube-ends leaking	...	12	12
Tubes pitting slightly	...	9	9
Tube-plates bad	7	12	19
Tube-plates bulged	...	1	1
Tube-plates wasted	...	31	31
Tubes wasted	...	4	4
Two longitudinal stays bad	...	5	5
Two screwed stays in firebox bad	...	5	5
Two screwed stays in firebox bad	...	4	4
Two stay-tubes bad	...	1	1
Two rivets in foundation-ring bad	...	1	1
Two rivets in furnace bad	...	1	1
Two tubes bad	...	11	11
Twelve screwed stays in firebox broken	1	...	1
Twenty-nine screwed stays in firebox bad	...	1	1
Twenty nuts on crown-stays bad	...	1	1
Twenty-one tubes bad	...	1	1
Twenty screwed stays in firebox bad	...	1	1
Twenty-six tubes bad	...	1	1
Twenty-three screwed stays in firebox bad	...	1	1
Twenty-two plain tubes and four stay-tubes bad	...	1	1
Uptake and back of furnace wasted (pressure reduced)	...	1	1
Uptakes bad	1	5	6
Uptakes wasted	...	10	10
Vertical stays leaking	...	1	1
Vertical stays wasted	...	3	3
Wasted at bottom of firebox and mudhole-openings	...	3	3
Wasted at crown of firebox where fusible plug fitted	...	5	5
Wasted at front end of boiler (pressure reduced)	...	1	1
Wasted on top tube-plate and end of tubes	...	6	6
Wasted round bottom of firebox	...	2	2
Wasted round furnace-door	...	1	1
Wasted round sides of firebox	...	5	5
Wasted round top of shell and grooved round uptake	...	2	2
Totals	63	1,169	1,232

DIGESTERS found to be defective on Inspection during Financial Year ended the 31st March, 1908.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets bad (pressure reduced)	...	7	7
All rivets bad	3	...	3
All rivets in the circumferential and longitudinal seams in the top end bad	2	...	2
Bolts in door defective	...	1	1
Bottom of digester wasted	1	...	1
Circumferential seams wasted	...	1	1
Crown plates much wasted	3	...	3
Door defective	...	1	1
Fifteen rivets in top bad	...	1	1
Four rivets bad	...	2	2
General deterioration (pressure reduced)	...	4	4
Landings wasted	...	6	6
Ninety-seven rivets bad	1	...	1
One hundred and twenty rivets bad	1	...	1
Rivets in top door bad	...	2	2
Shell corroded	...	1	1
Stay-nut on crown bad	...	1	1
Thirty rivets bad	...	1	1
Three vertical stays bad	...	1	1
Top of digester wasted	...	2	2
Top plates and rivets wasted	...	6	6
Top seams of rivets bad	...	5	5
Totals	11	42	53

DEFECTIVE FITTINGS found on Inspection of Boilers for which Notice was given to renew or repair during Financial Year ended the 31st March, 1908.

- | | |
|--|--|
| 4 Bends of feed-pipes defective : have been renewed. | 1 New cylinder for engine fitted. |
| 5 Bends of main steam-pipes bad : have been renewed. | 1 New feed-pump fitted. |
| 19 Blow-off cocks bad : have been renewed. | 1 New flange fitted to steam-pipe. |
| 2 Blow-off cocks defective : have been repaired. | 2 New pet-cocks fitted to feed-pump. |
| 2 Blow-off cocks fitted with new bolts. | 1 New steam-cock fitted to digester. |
| 1 Blow-off cock rejoined, and new studs fitted in boiler. | 1 New steering-gear bracket fitted to traction-engine to replace broken one. |
| 6 Blow-off pipes bad : have been renewed. | 1 New strap fitted to the end of engine connecting-rod. |
| 2 Brake-gear defective : has been put in order. | 3 New studs and nuts fitted to stop-valves. |
| 4 Crank-shafts of engine bent : have been straightened. | 2 New studs and nuts fitted to stop-valve glands. |
| 1 Crank-shafts of engine fractured : were renewed. | 13 Safety valves bad : have been renewed. |
| 3 Cylinders, where jointed to boiler, leaking : were rejoined. | 2 Safety-valve chests defective : have been renewed. |
| 1 Defective clutch on shaft renewed. | 13 Safety valves defective : have been repaired. |
| 1 Engine guide-bars broken : have been renewed. | 29 Safety-valve levers cut to correct length. |
| 2 Feed check-valve chest defective : was renewed. | 1 Safety-valve spindle defective : was renewed. |
| 4 Feed check-valve chests and valves bad : were renewed. | 2 Safety-valve springs bad : have been renewed. |
| 3 Feed check-valve chest rejoined to boiler. | 3 Safety-valve weights incorrect : new ones fitted. |
| 2 Feed-pipes defective : have been renewed. | 40 Steam-pressure gauges bad : have been renewed. |
| 2 Feed-pumps defective : have been repaired. | 3 Steam-pressure gauge-pipes bad : were renewed. |
| 40 Ferrules fitted under spring-balance safety-valve levers. | 2 Steam stop-valves bad : have been renewed. |
| 3 Fly-wheels of engine defective : have been repaired. | 5 Steam stop-valves refaced. |
| 1 Fly-wheel of engine cracked : was renewed. | 2 Studs in cylinder casing renewed. |
| 1 Fly-wheel of engine loose on shaft : was made secure. | 6 Syphon pipes for steam-pressure gauges bad : were renewed. |
| 1 Fulcrum of safety valve defective : was renewed. | 7 Tapered mud-plugs defective : have been renewed. |
| 26 Fusible plugs found defective : have been renewed. | 8 Tapered sight-plugs defective : have been renewed. |
| 2 Governors out of order : were overhauled. | 14 Test-cocks bad : have been renewed. |
| 4 Injectors found defective : were renewed. | 8 Test-cocks defective : have been repaired. |
| 1 Main steam-pipes bad : have been renewed. | 1 Traction-engine brake fitted with new nut and screw. |
| 1 Main steam-pipes defective : were repaired. | 8 Traction-engine steering gear defective : was put in order. |
| 3 Main steam-pipes fitted with hangers. | 1 Traction-engine steering-gear wheel defective : was repaired. |
| 14 Manhole-doors bad : have been renewed. | 1 Universal coupling repaired. |
| 4 Manhole door-studs bad : have been renewed. | 1 Water-gauge column bad : was renewed. |
| 38 Mudhole-doors bad : have been renewed. | 36 Water-gauge mountings bad : have been renewed. |
| 14 Mudhole door-studs bad : have been renewed. | 30 Water-gauge mountings defective : were repaired. |
| 4 New crown wheels for dredge fitted. | 4 Water-gauge pipes altered. |

Total ... 475

No. 3.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1908.

Number.	Type.	Description of Repairs.
1	Cornish	Brickwork repaired.
2	"	Furnaces patched where wasted.
1	"	Furnace seams caulked.
1	"	Gusset-stay repaired.
1	"	Patch fitted on shell-plate above furnace.
1	"	Two rivets renewed in furnace.
1	Cornish tubular	New length of flue fitted in front end.
1	"	Patch fitted in furnace.
2	"	Retubed.
1	"	Retubed and new back tube-plate.
1	"	Strengthening-rings fitted to furnace.
1	"	Three patches renewed.
1	"	Twenty-four tubes renewed.
1	"	Twenty-two plain and four stay tubes renewed.
1	Dryback marine	Furnace-crown repaired.
1	"	Tubes expanded, and patch fitted on back end plate in steam space.
1	"	Two new tubes.
1	Lancashire	Furnaces repaired.
1	"	Patches fitted over grooving at front end of right-hand furnace and back end of left-hand furnace.
1	"	Six defective rivets renewed.
1	"	Strengthening-rings fitted round furnace.
1	"	Two new furnaces fitted.
2	Locomotive	A number of new screwed stays fitted in firebox.
1	"	Back ring of furnace repaired.
1	"	Crown stay-nuts renewed.
1	"	Five new tubes fitted.
1	"	Foundation-ring at front end riveted.
1	"	Lower part of firebox renewed, and twenty-two new screwed stays fitted.
1	"	New firebox, and all new screwed stays fitted.
1	"	New front tube-plate and new longitudinal stays fitted.
1	"	New girders fitted to crown of firebox.
1	"	New tube-plate fitted.
1	"	One new longitudinal stay fitted and one new mud-door.
1	"	Patch fitted on bottom of shell.
1	"	Patch fitted on crown of firebox, and one new longitudinal stay.
1	"	Patch fitted on each side of firebox.
3	"	Patches fitted in firebox.
1	"	Patch fitted on throat-plate.
2	"	Retubed.
1	"	Retubed, and new tube-plate.
1	"	Six new screwed stays in firebox.
1	"	Sixteen new tubes fitted.
1	"	Sixteen new tubes, one new screwed stay in firebox, and three new nuts fitted on crown-stays.
1	"	Three new screwed stays in firebox.
1	"	Three new tubes fitted.
1	"	Top row of screwed stays at back end of firebox renewed.
1	"	Twelve new screwed stays fitted in firebox, and one new mud-door.
1	"	Twenty new nuts fitted on girder-stays.
1	"	Twenty-six new tubes fitted.
1	"	Two new tubes fitted.
1	"	Two rivets renewed and patch fitted in firebox.
1	Manure-dryer	Four feet of sheathing fitted to the bottom of inside shell.
1	"	New bottom plate fitted.
1	"	Sheathing-plate fitted on bottom.
1	"	Two sheathing-plates fitted on bottom.
2	Marine ...	Retubed.
1	"	Several tubes expanded.
2	Multitubular	All tubes expanded.
1	"	Bolted patch rejoined to shell.
25	"	Brickwork repaired.
7	"	Bulge cut out of bottom of shell and a patch fitted and riveted on.
1	"	Bulge cut out of bottom of shell at back end, patch fitted and riveted on, and all tubes drawn to clean boiler.
3	"	Compensating-rings fitted round manhole-openings.
2	"	Compensating-rings fitted round mudhole-openings.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
2	Multitubular	Compensating-rings fitted round mudhole-openings and new doors fitted.
2	"	Crown-plates of steam-dome patched.
1	"	Crown-plate of steam-dome renewed.
1	"	Defective patch taken off shell and a larger one fitted.
1	"	Defective plates repaired.
1	"	Defective rivets in circumferential seams renewed.
1	"	Eight rivets in bottom of tube-plate renewed.
1	"	Fifteen new rivets put in circumferential seams.
1	"	Five new tubes fitted.
1	"	Four new stay-tubes fitted.
1	"	Large patch fitted on the bottom of front tube-plate.
1	"	Manhole and mudhole openings fitted with compensating-rings.
2	"	Manhole-door dogs repaired.
4	"	Manhole-doors repaired.
2	"	Manhole-door spigots riveted.
1	"	Manhole-opening riveted.
3	"	Mudhole-doors repaired.
1	"	New bottom-plate fitted in shell.
3	"	New manhole-doors.
1	"	New manhole-door, new mudhole-door, and compensating-ring round manhole-opening riveted.
1	"	New mud-drum fitted.
6	"	New mudhole-doors.
1	"	New studs fitted in mud-doors.
2	"	One new longitudinal stay.
2	"	One new rivet put in shell.
1	"	One new rivet put in back tube-plate.
1	"	One new stay-tube fitted.
6	"	One new tube fitted.
1	"	Part of shell renewed.
1	"	Patch fitted on back tube-plate.
2	"	Patches fitted on crown of steam-dome.
1	"	Patch fitted on front tube-plate.
1	"	Patch fitted on shell under check-valve.
1	"	Patch fitted on shell under check-valve, and patch where sling-stay goes through crown of boiler.
1	"	Patch fitted under main stop-valve chest.
1	"	Patches on bottom of shell rejoined.
1	"	Plate cut out of bottom, and new one fitted.
1	"	Plug fitted in front tube-plate for cleaning.
14	"	Retubed.
1	"	Retubed, and new mudhole-door fitted.
2	"	Several new tubes fitted.
1	"	Several new tubes, and new mudhole-door fitted.
6	"	Several tubes expanded.
3	"	Ten new tubes fitted.
1	"	Three new rivets in manhole-door.
1	"	Three new tubes fitted.
2	"	Top row of tubes expanded.
1	"	Two new manhole-doors, compensating-rings round manhole-openings, patch on crown of steam-dome, and patch on back tube-plate fitted.
1	"	Two new plates fitted in bottom of shell.
1	"	Two new tubes fitted.
12	Portable	A number of new screwed stays fitted in sides of firebox.
1	"	A number of new screwed stays fitted in sides of firebox, and a patch on crown of firebox.
1	"	A number of new screwed stays fitted in sides of firebox, and new girder-stays.
1	"	All crown-stays in firebox renewed.
1	"	Bottom of firebox repaired.
28	"	Compensating-rings fitted to mudhole-openings.
1	"	Compensating-rings fitted to mudhole-openings, and three new tubes put in.
4	"	Compensating-rings fitted to mudhole-openings, and two new studs in mud-doors.
1	"	Compensating-rings fitted to mudhole-openings, two new screwed stays in firebox, and one new longitudinal stay.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
1	Portable	... Crack in firebox-chain pinned.
1	"	... Eight new rivets put in tube-plate.
2	"	... Eight new screwed stays fitted in firebox.
1	"	... Eight new screwed stays in firebox, and compensating-rings fitted to manhole and mudhole openings.
3	"	... Eighteen new screwed stays fitted in firebox.
1	"	... Eighty new screwed stays in firebox, and compensating-ring fitted round mudhole-opening.
1	"	... Extra girder fitted on crown of firebox where bulged.
1	"	... Fifty-three new screwed stays fitted in firebox.
1	"	... Five new screwed stays fitted in firebox.
1	"	... Five new screwed stays in firebox, compensating-ring round mudhole-opening, sight-hole cut, and tapered plug fitted.
1	"	... Five new tubes fitted.
1	"	... Foundation-ring repaired, sight-hole cut, and tapered plug fitted.
1	"	... Four new longitudinal stays fitted.
1	"	... Four new rivets in manhole compensating-ring, and forty-three new screwed stays fitted in firebox.
3	"	... Four new screwed stays fitted in firebox.
1	"	... Mudhole door-opening dressed out and new door fitted.
2	"	... New crowns fitted in firebox.
1	"	... New girders fitted on crown of firebox.
1	"	... New girders fitted on crown of firebox, foundation-ring repaired, and sixty-five new screwed stays in firebox.
1	"	... New longitudinal stays fitted.
2	"	... New manhole-doors fitted.
1	"	... New manhole-door, and eighteen new screwed stays fitted in firebox.
10	"	... New mudhole-doors fitted
1	"	... New patch fitted to foundation-ring.
4	"	... New studs fitted in mud-doors.
1	"	... Nine new tubes fitted.
1	"	... One hundred and thirty-seven new screwed stays fitted in firebox.
5	"	... One new longitudinal stay fitted.
5	"	... One new screwed stay in firebox.
1	"	... One new screwed stay in firebox, and new stud in mudhole-door.
2	"	... One new tube fitted.
1	"	... One new tube and one new rivet fitted.
2	"	... Patch fitted on crown of firebox.
2	"	... Patch fitted on crown of boiler at fusible plug-hole.
6	"	... Patches fitted in firebox.
2	"	... Patches fitted on foundation-ring.
1	"	... Patch fitted on front tube-plate, and two new tubes.
1	"	... Patch fitted on shell, and eighteen new screwed stays in firebox.
3	"	... Patches fitted on smokebox tube-plate.
1	"	... Patches on each side of furnace renewed, compensating-rings fitted on mudhole-openings, and twenty new screwed stays fitted in firebox.
4	"	... Patches in firebox renewed.
16	"	... Retubed.
1	"	... Retubed, and new longitudinal stays fitted.
1	"	... Retubed, and new tube-plate fitted.
1	"	... Seven new screwed stays put in firebox.
1	"	... Seventy new screwed stays fitted in firebox.
3	"	... Sight-holes bored, and tapered plugs fitted.
2	"	... Six new rivets put in front tube-plate.
2	"	... Six new screwed stays fitted in firebox.
1	"	... Six new screwed stays fitted in throat-plate.
1	"	... Sixteen new screwed stays in firebox, and one new longitudinal stay fitted.
1	"	... Strengthening stays fitted to crown of furnace.
4	"	... Tapered mudholes in front tube-plate retapped, and new plugs fitted.
1	"	... Ten new tubes fitted.
1	"	... Thirteen new screwed stays in firebox, compensating-ring round mudhole-opening, and patch fitted in firebox.
1	"	... Thirty-four new screwed stays, and new smokebox.
1	"	... Thirty-two new screwed stays fitted in firebox.
1	"	... Three mudhole-openings fitted with compensating-rings.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
1	Portable	Three new mud-doors and mudhole-openings fitted with compensating-rings.
1	"	Three new rivets in manhole-door.
2	"	Three new studs fitted in mud-doors.
1	"	Three new screwed stays fitted in firebox.
1	"	Three new screwed stays fitted in laminated plate in firebox.
2	"	Three new tubes fitted.
4	"	Tubes expanded.
3	"	Tubes in front end beaded.
1	"	Tube-plate patched.
1	"	Two girder-stays renewed.
1	"	Two longitudinal stays and seven new screwed stays fitted.
4	"	Two new longitudinal stays fitted.
1	"	Two new mud-doors.
1	"	Two new mud-doors, and compensating-rings fitted round mudhole-openings.
1	"	Two new rivets in foundation-ring.
1	"	Two new rivets in manhole compensating-ring.
2	"	Two new screwed stays fitted in firebox.
4	"	Two new screwed stays fitted in firebox, and compensating-rings to mudhole-openings.
1	"	Two new screwed stays fitted in throat-plate.
1	"	Two new tubes fitted.
3	"	Twenty new screwed stays fitted in firebox.
1	"	Twenty-three new screwed stays fitted in firebox.
1	Rectangular	Eighteen new screwed stays fitted.
1	Semi-portable	Five new longitudinal stays fitted.
1	"	Sight-hole cut, and tapered plug fitted.
1	"	Three mudhole-openings fitted with compensating-rings.
1	Semi-tubular	New stays fitted in crown.
1	"	Patch fitted on back tube-plate.
1	"	Patch to renew, and one new patch to fit on furnace.
1	"	Seven rivets renewed in furnace.
1	"	Shell patched on bottom.
1	"	Three new tubes fitted.
1	Traction	All new screwed stays fitted in firebox.
1	"	Compensating-ring fitted to manhole-opening.
3	"	Compensating-rings fitted to mudhole-openings.
1	"	Crack in firebox-crown, chain pinned.
2	"	Eight new tubes fitted.
1	"	Eighteen new tubes fitted.
1	"	Fifteen new tubes put in.
1	"	Firebox-crown repaired.
1	"	Five new screwed stays fitted in firebox.
1	"	Four new stay-tubes fitted.
1	"	Four new tubes fitted.
1	"	Front tube-plate renewed.
1	"	Leaky bar-stays rejointed.
1	"	New firebox fitted.
1	"	New firebox, retubed, all new screwed stays in firebox, patch riveted over front outside of firebox, and patch under fire-door.
4	"	New studs fitted in manhole-doors.
1	"	Nine new screwed stays fitted in firebox.
2	"	One new screwed stay put in firebox.
1	"	Patch fitted on bottom of barrel.
1	"	Patch fitted on crown of firebox.
6	"	Patches fitted on sides of firebox.
2	"	Patches in firebox renewed.
10	"	Retubed.
2	"	Retubed and new firebox fitted.
1	"	Retubed, new firebox-crown, and new tube-plate fitted.
1	"	Retubed, three new screwed stays in firebox.
1	"	Retubed, three new stay-tubes and forty-four new screwed stays fitted in firebox.
1	"	Retubed, twenty-nine new screwed stays fitted in firebox, and seven new rivets in front tube-plate.
2	"	Seven new tubes fitted.
1	"	Ten new girder-stays fitted on crown.
5	"	Ten new tubes fitted.
4	"	Three new screwed stays put in firebox.
6	"	Tubes expanded.
1	"	Twenty-one new tubes fitted.

No. 3.—RETURN of NOTICES given to REPAIR BOILERS—*continued.*

Number.	Type.	Description of Repairs.
4	Traction ...	Two new screwed stays put in sides of firebox.
1	Vertical cross-tube	Bottom part of shell and furnace renewed, and a row of new screwed stays round furnace.
8	" ...	Compensating-rings fitted round mudhole-openings.
2	" ...	Crown of boiler patched.
1	" ...	Four new vertical stays fitted, and patch under safety-valve chest.
1	" ...	Laminated plate in furnace patched.
2	" ...	New collars fitted on crown of boiler round uptake.
1	" ...	New foundation-ring fitted.
1	" ...	New manhole-door.
1	" ...	New spigot fitted to manhole-door.
2	" ...	New uptakes fitted.
1	" ...	One new vertical stay and mudhole-opening compensated.
1	" ...	Patch fitted on bottom of firebox.
1	" ...	Patch fitted on bottom round foundation-ring.
1	" ...	Patch fitted round bottom of firebox, and mudhole-openings compensated.
1	" ...	Patch fitted under stop-valve chest, and a row of new screwed stays round firebox.
2	" ...	Rivets in top of uptake renewed.
1	" ...	Seventeen new screwed stays put in firebox.
2	" ...	Several rivets renewed in shell of boiler.
1	" ...	Three new vertical stays fitted, and a row of new screwed stays round firebox.
1	" ...	Two patches fitted to vertical landings in firebox.
1	Vertical field-tube	Bottom of shell renewed.
1	" ...	New manhole-door, and several new tubes fitted.
1	" ...	Patch fitted on bottom of firebox.
2	" ...	Patches fitted on shell under blow-off cock.
1	" ...	Retubed.
2	Vertical flue ...	Compensating-rings fitted round mudhole-openings.
1	" ...	Four compensating-rings fitted round mudhole-openings.
1	" ...	New manhole-door fitted.
3	" ...	New mudhole-doors fitted.
1	" ...	New spigot fitted to manhole-door.
4	" ...	New uptakes fitted.
1	" ...	Part of firebox renewed.
1	" ...	Patch fitted in firebox under door.
1	" ...	Patch fitted round bottom of uptake.
1	" ...	Three new vertical stays fitted.
1	" ...	Vertical stays rejoined.
1	" ...	Wasted part of uptake patched.
1	Vertical tubular ...	Centre stay renewed.
1	" ...	Compensating-rings fitted to manhole and mudhole openings.
9	" ...	Compensating-rings fitted round mudhole-openings.
2	" ...	Four new vertical stays fitted.
1	" ...	New manhole-door fitted.
1	" ...	New manhole-door, and a row of new screwed stays in firebox.
1	" ...	One new stay-tube and three new screwed stays fitted.
4	" ...	One new tube fitted.
2	" ...	One new vertical stay fitted.
1	" ...	Patch fitted in firebox.
1	" ...	Patch fitted under safety-valve chest.
16	" ...	Retubed.
1	" ...	Retubed, and compensating-rings fitted round mudhole-openings.
1	" ...	Retubed, and new top tube-plate.
1	" ...	Retubed, new top tube-plate, and patch fitted to shell of boiler.
4	" ...	Several tubes expanded.
1	" ...	Six new tubes fitted.
1	" ...	Three compensating-rings fitted to mudhole-openings.
1	" ...	Twelve net rivets put in skirting.
1	" ...	Two new tubes fitted.
2	" ...	Two patches fitted round bottom of shell.
1	Water-tube	Bottom row of tubes renewed.
2	" ...	Brickwork repaired.
2	" ...	One new tube fitted.
1	" ...	Twenty-seven bolts in caps for headers renewed.
2	" ...	Two new tubes fitted.
611	Total.	

No. 4.—RETURN of NOTICES given to FENCE OF REPAIR DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ending 31st March, 1908.

Number.	Machinery.	Particulars.
1	Biscuit-factory	Belting to guard.
1	"	Side of driving-pulley.
1	Boat-building	Belting and driving-pulley.
1	"	Fly-wheel and belting.
1	Boiling-down	Fly-wheel of engine.
1	"	Front and side of engine.
1	Boot-factory	Fly-wheel of engine.
1	"	Machinery fenced off.
1	"	Shafting protected.
1	Brass-finishing	Emery wheels.
1	Breast water-wheel	Wheel guarded.
1	Brick-works	Belting and pulley.
1	"	Machinery.
1	Briquette-works	Machinery and belting.
1	"	Platform and ladder.
1	Brewery	Machine for bottling.
1	Butchery	Engine and machinery.
1	"	Ends of shafting.
2	"	Fly-wheel.
1	Butter-factory	Churn.
1	"	Fly-wheel of engine, main pulley, and belting.
1	"	Fly-wheel and freezer.
1	"	Freezing-engine and churn.
2	Cabinetmaking	Fence fly-wheel, engine, and pulley.
1	"	Pulley and machinery.
1	Chaff-cutting	Machine, driving-belts, and pulley.
1	"	Main driving-belt.
1	"	Shafting.
1	"	Water-wheel.
2	Cheese-factory	Fly-wheel of engine.
1	"	Main driving-belt.
1	"	Machinery, beltings, and side of pulley.
1	Coach-factory	Intermediate shaft and belt-pulley.
1	"	Machinery belts.
1	"	Wheel and emery stone.
1	Coal-mining	Counter-shaft guarded.
1	"	Derrick-guys secured, and crane secured to concrete foundation.
1	Coal-screening	Belting and pulleys.
1	Cordial-factory	Belts.
1	"	Circular saw and belting.
1	"	Door closed up.
1	"	Fly-wheel.
1	"	Sides and bottom of belting.
6	Creamery	Belting and pulley.
1	"	Fly-wheel of engine.
1	"	Fly-wheel and belting.
1	Crushing oats	Fly-wheel of engine, and belting.
1	Dairy factory	Fly-wheel of engine.
1	"	Main belting and end of shaft.
1	Dayton turbine	Main driving-belt, sides and bottom.
1	Dredge	Fly-wheel and machinery.
1	"	Machinery and chains.
1	Electric hoist	Balance-weight cased in.
1	"	Floor-opening fenced all round.
1	"	Top hook closed and gin-block guarded.
2	Electric lift	Balance-weight cased in.
1	"	Doors to fit on cage.
2	"	Driving-belts protected.
1	"	Fitted with eccentric grips and 3 in. Manilla rope.
6	"	Hatchways protected.
1	"	New eccentric grips and double ropes fitted ($\frac{3}{8}$ in. diameter).
6	"	New steel-wire ropes.

No. 4.—RETURN OF NOTICES GIVEN TO FENCE OR REPAIR DANGEROUS PARTS OF MACHINERY, &c.—
continued.

Number.	Machinery.	Particulars.
1	Electric lift	New worm-wheel.
3	"	Safety grips overhauled and adjusted.
2	Electric lighting	Belting and shafting.
1	"	Gate fitted to approaches.
1	"	Platform, railing, and ladder.
1	"	Top of water-race covered.
1	"	Side of main driving-belt.
7	Electric motor	Belting.
1	"	Belting fenced in form of box.
1	"	Cased in, leaving openings for belting from driving-pulley.
1	"	Driving-pulley.
1	"	Fenced all round.
1	"	Hand-rail and step to crane secured.
1	"	Hatch railed in.
5	"	Main driving-belts.
4	"	Wheel of machine.
2	Engineer's shop	Emery wheel.
4	"	Fence round engine.
4	"	Fly-wheel of engine, and driving-belt.
1	"	Machinery and belting.
2	"	Pulley and driving-belt.
1	"	Stone, and emery wheel.
1	"	Strong railing fitted at side of engine.
1	Fellmongery	Engine and machines.
1	"	Emery wheel.
1	Firewood-cutting	Belting and side of driving-pulley.
2	"	Crosscut-saw guarded over the top by means of a sliding box.
1	"	Engine fenced in all round.
1	"	Key-head in pulley, and end of shaft, and belting.
1	"	Side of driving-pulley, and main driving-belt.
2	Flax-mill	Belting.
1	"	Belting, shafting, and pulleys.
2	"	Belting and end of shaft.
3	"	Belting and machinery.
2	"	End of shaft.
1	"	Grating in water-race made closer and wheel guarded.
1	"	Grating fitted and water-race covered.
6	"	Machines and end of shafting.
1	"	Railing at doorway, front of chaff-cutter.
1	"	Scutcher put in order.
1	"	Shafting, pulley, belting, and wheel guarded.
1	"	Shafting for scutcher and mouth of scutcher strengthened.
2	"	Strengthened mouth of scutcher and, reduced width of mouth.
1	"	Strong appliance for changing belts to twin saws.
1	"	Water-wheel and side of belt-pulley.
1	Flock-mill	Driving-wheels.
1	Fly-wheel	New key fitted and side guarded.
2	Gas-engines	Belting and machinery.
5	"	Belting fenced all round.
2	"	Counter-shaft.
2	"	Crank-shaft and fly-wheel.
5	"	Driving-pulley, and belt-pulley of collar-rollers.
7	"	End of crank-shaft.
20	"	Engine and shafting.
1	"	Engine and dynamo.
6	"	Fence in all round.
1	"	Fencing of fly-wheel renewed.
26	"	Fly-wheel of engine.
4	"	Fly-wheel and side of engine.

No. 4.—RETURN of NOTICES given to FENCE OF REPAIR DANGEROUS PARTS of MACHINERY, &c.—
continued.

Number.	Machinery.	Particulars.
2	Gas-engines	Fly-wheel and side of pulley.
19	"	Fly-wheel and belting.
1	"	Fly-wheel and end of shaft.
3	"	Fly-wheel and machinery.
1	"	Main driving-belt, and fly-wheel.
5	"	Main belting.
1	"	Railing around engine.
2	"	Side of shafting, belting, and fly-wheel.
8	"	Sleeve on end of crank-shaft.
2	Gas-lift	New brake fitted.
1	"	New thimble in shackle, with pin for wire rope.
1	"	New upright for bracket, and new cap for bracket.
2	"	New wire rope for counter-balance weight.
6	"	Safety grips overhauled and adjusted.
1	Gas-works	Head of key in pulley.
2	Garage works	Guard dynamo and main belting.
1	Gold-dredging	Elevator-shafting, screen rollers, pump-belting.
2	"	Machinery.
1	"	Machine guarded, tower defective, renewed.
1	"	Pump-belting and fly-wheel.
1	"	Pump-belt and side pulley.
1	"	Saw-belting.
1	"	Shaft in elevator covered, set screws renewed.
1	"	Tower and gantry repaired and machinery guarded.
1	"	Tower repaired.
1	"	Top tumbler fitted in shaft.
2	Hydraulic hoist	Chain annealed.
17	"	Closed overhead hooks and annealed chains.
1	"	Fly-wheel of engine and belting.
1	"	Fly-wheel and side of belt.
8	Hydraulic lift	Chains annealed.
4	"	Complete overhaul.
1	"	Controlling-rope renewed.
1	"	Controlling-spindle renewed.
1	"	Cylinder and wire rope renewed.
2	"	Fenced over top and sides.
1	"	Guide-slippers repaired.
2	"	New chain.
1	"	New spring and safety clutches.
14	"	New steel-wire rope.
1	"	Platform fitted on top floor.
16	"	Safety catches overhauled and adjusted.
2	"	Railings around floor-openings.
2	Joinery	Belting.
1	"	Belts and counter-shaft of planer.
1	"	Counter-shaft.
23	"	Emery wheel and belting.
1	Log-hauling	Fly-wheel and machinery.
4	"	Machinery.
1	Machine shop	Emery wheel.
1	"	Fenced in engine.
1	Milking-machine	Belting of engine and vacuum pump.
2	"	End of shafting.
1	"	Engine fenced all round.
18	"	Fly-wheel and belting.
2	"	Fly-wheel and vacuum pump.
14	"	Fly-wheel of engine.
1	"	Passage near vacuum pump closed up.
1	Mincing-machine	Engine and fly-wheel.
2	"	Fly-wheel and main driving-belt.
1	"	Machinery.
1	"	Side and bottom of driving-belt.
1	"	Side of sausage-machine and belt.

No. 4.—RETURN of NOTICES given to FENCE OR REPAIR DANGEROUS PARTS of MACHINERY, &c.—
continued.

Number.	Machinery.	Particulars.
1	Oatmeal-mill	Main shaft.
1	"	Main driving-belt.
1	"	Pulley on counter-shaft.
1	"	Side and bottom of main driving-belt.
6	Oil-engine	Belting and pulley.
8	"	Belting and fly-wheel.
2	"	Counter-shaft.
9	"	Driving-belt and side of pulley.
12	"	End of crank-shaft.
2	"	End of main shaft and fly-wheel.
1	"	Fence front part of engine.
3	"	Fence in engine and dynamo.
6	"	Fence, machinery, and belting.
48	"	Fly-wheel.
35	"	Fly-wheel and engine.
2	"	Fly-wheel and end of crank-shaft.
13	"	Fly-wheel and main driving-belt.
7	"	Fly-wheel, side of engine, and belting.
7	"	Fly-wheel, driving-belt, and pulley.
1	"	Gearing and main driving-belt.
2	"	Guard end of crank-shaft.
3	"	Key in fly-wheel.
8	"	Main driving-belt and side of pulley.
6	"	Sides of belting and pulley.
2	"	Side of engine and fly-wheel.
5	"	Sleeve on end of crank-shaft.
1	"	Strengthen fly-wheel.
4	"	To fence all round.
2	Overshot water-wheel	Race to cover.
1	"	Shafting and machinery.
1	Paper-box factory	End of engine-shaft.
1	Paper-mill	Machinery.
5	Pelton wheel	Belting.
2	"	Driving-pulleys.
2	"	End of shaft.
3	"	Guard main driving-pulley and shafting.
1	"	Shafting and machinery.
1	"	Wheel and rope.
1	"	Wheel-shaft to guard.
1	Planing-mill	All machinery.
1	"	Planer and main belting.
1	"	Pulley.
1	"	Shafting and end crank-shaft.
1	Power lift	Grips overhauled.
1	"	Safety gear overhauled and adjusted.
1	Printing	Fence pulley and end of shaft.
1	"	Fly-wheel of machine and belt of small machine.
2	"	Fly-wheel of engine.
2	"	Guard around press.
1	"	Key in end of shaft.
4	"	Machinery.
2	"	Spokes of machine-wheel.
1	"	Shafting and pulley.
2	Pumping	Fly-wheel and engine.
1	Plumbing-works	Fly-wheel and engine.
1	"	Main driving-belt and pulley.
1	Quartz battery	Belting and pulley.
1	"	Fly-wheel and side of pulley.
1	"	Water-wheel and pulley.
1	Refrigerating	Fly-wheel of engine.
1	"	Shafting, pulley-belting, and fly-wheel.
1	Saddlery	Belting and machinery.
1	"	Engine fenced all round.
1	Sash and door factory	Belting.
1	"	Belting and machinery.

No. 4.—RETURN of NOTICES given to FENCE OF REPAIR DANGEROUS PARTS of MACHINERY, &c.—
continued.

Number.	Machinery.	Particulars.
1	Sash and door factory	Sack-elevator pinion for capstan gear.
1	Sawmill	All machinery and saws.
1	"	Appliance for changing belts.
1	"	Belts.
4	"	Belts and machinery.
12	"	Belting and pulley.
2	"	Belts and shafting.
2	"	Breast bench-saw guarded with fin at back of saw, and stout wire-netting fitted.
3	"	Breast bench-saw, shafting, and pulley.
2	"	Breaking-down saw and belting.
1	"	Circular saw top guarded.
2	"	Circular saw and counter-shaft.
1	"	Counter-shaft, main belt, and circular saw.
1	"	Cranks of vertical shafting.
3	"	Driving-pulley.
2	"	Emery wheel.
1	"	End of shafting.
1	"	Engine fly-wheel, and main belting.
1	"	Engine, main shaft, and emery wheel.
1	"	Engine, machinery, and circular saw.
1	"	Engine, pulley, and fly-wheel.
1	"	Fence all round engine.
3	"	Firewood-saw and breaking-down saw.
2	"	Fly-wheel.
1	"	Fly-wheel and belting.
1	"	Grating fitted to water-race, and covered in.
1	"	Key-head and drum.
3	"	Loose pulley fitted to breaking-down saw.
1	"	Loose pulley on driving-shaft fitted.
24	"	Machinery and belting.
2	"	Main driving-belt.
1	"	Main belting, sides of vertical and planer belting.
4	"	Pins fitted at back of swing-saw.
2	"	Planer-belting.
1	"	Planer shaft and belting.
1	"	Pulleys.
1	"	Pulley, circular saw, breaking-down saw, and counter-shaft.
1	"	Railing round engine.
1	"	Pulley repaired and saw guarded.
1	"	Ripping-saw belting.
1	"	Saw, fly-wheel, and pulley.
1	"	Saw and belting.
1	"	Top saw renewed.
4	"	Saw and machinery.
1	"	Saw defective.
1	"	Shafting and belting.
1	"	Twin-saw belting and saw guarded.
2	"	Vertical saw, belting, and end of shaft
1	"	Water-race covered from grating to wheel.
1	"	Water-race fenced and wheel guarded.
2	Shearing	Belting and pulley.
1	"	Driving-pulley and emery wheel.
2	"	End of shafting.
3	"	Emery wheel.
2	"	Fence in engine.
2	"	Fly-wheel and belting.
2	"	Fly-wheel and main driving-pulley.
6	"	Fly-wheel and engine and emery wheel.
2	"	Main belting, bottom and sides.
1	"	Side of engine and driving-pulley.
1	Steam-crane	New derrick and stays.
1	"	New length of chain.
4	Steam hoist	Annealed all pins in running-gear.

No. 4.—RETURN of NOTICES given to FENCE or REPAIR DANGEROUS PARTS of MACHINERY, &c.—
continued.

Number.	Machinery.	Particulars.
2	Steam hoist	Chains annealed.
3	Stone-crushing	Belt and pulley.
2	"	Main driving-belt and end of shaft.
1	Tannery	Fly-wheel of engine and end of shaft.
4	Threshing	Belt, pulley, and fly-wheel.
1	Turbine	Race covered.
1	"	Wheel overhauled.
1	"	Wheel rekeyed and shaft protected.
1	Ventilating	Fly-wheel of engine and screen.
1	Water-engine	Fly-wheel of engine and pulley.
1	"	Engine fenced all round.
1	"	Rail in front.
6	Wood-working	All machinery.
2	"	Band-saw and belting.
2	"	Belting.
1	"	Belting and pulley.
1	"	Driving-belt of planing-machine.
1	"	Driving-pulley of band-saw.
3	"	Emery wheel.
2	"	Engine fenced in all round.
1	"	Main driving-pulley and belting.
1	"	Main belting and fly-wheel.
1	"	Main driving-belt, sides and bottom.
1	"	Planing-machine.
2	"	Sleeve on end of shaft.
2	Wool-press	Fly-wheel and end of shaft.
1	"	Machinery and shafting.
1	"	Pulley and end of shaft and belting.
1	"	Shaft of engine.
1	"	Shaft, pulley, and front of engine.
906	Total.	

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery during the Financial Year ending the 31st March, 1908.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Lower Nevis Gold-dredging Company, Alexandra South	Steam-engine ..	Niclos Rowe; 28 years	6th April, 1907 : broken bone in back of hand	Rowe was cleaning the engine whilst it was in motion. He allowed his hand to come in contact with cotter of high-pressure crank brass.
Broad, Small, and Co., Invercargill	Planing-machine	Fred. Dewe; 17 years	9th April, 1907 : loss of left hand	While planing a piece of timber Dewe allowed his hand to come in contact with the knives of the machine.
R. Hannah and Co. (Limited), Wellington	Shaving-machine	H. Morgan; 29 years	13th April, 1907 : cut on wrist	While Morgan was attempting to take the knife out of the machine to get it sharpened, and while he had the knife in his hand, it inadvertently slipped, with the sharp edge down, and in trying to get hold of it the edge cut his wrist.

. No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—continued.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
W. I. T. Murray and Co. (Limited), Invercargill	Power-press for stamping out tops of milk-cans	Donald Nelson; 17 years	22nd April, 1907: both thumbs cut off	Nelson was working at the press when a top got jammed in the machine. He endeavoured to remove this with his thumbs, and while doing so his foot slipped on the treadle, and brought the top of the machine down with great force, cutting off both of his thumbs.
Otago Brush Company, Dunedin	Shaping-machine	A. H. Crolly; 26 years	23rd April, 1907: finger of right hand crushed	While working at the machine the wood slipped, and Crolly's finger came in contact with the knives.
A. and T. Burt (Limited), Dunedin	Drilling-machine	W. Gardner; 16 years	24th April, 1907: right arm broken	Set-screw of drill-socket caught in loose sleeve of Gardner's jacket, bringing his arm round spindle and breaking it.
J. Wilkie and Co. (Limited), Dunedin	Printing-machine	Thos. Marshall; 16 years	25th April, 1907: crushed fourth finger of right hand	While working the machine Marshall allowed his finger to be caught between guard and cog-rack.
F. P. James, Stanway..	Saw-bench ..	Albert Marshall; 24 years	26th April, 1907: laceration of flesh of index finger of right hand	Marshall was clearing away the sawdust underneath bench with a piece of wood, and let his finger touch the saw while it was in motion.
Allandale Coal Company, Shag Point	Steam-boiler ..	Donald McIntosh; 38 years	1st May, 1907: severe scalds to legs, arms, and back	While McIntosh was taking off the manhole-door the steam escaped, scalding him severely.
George Mackie, Stewart Island	Sawmill ..	Henry Brown; 23 years	8th May, 1907: arm broken	After Brown had taken off the belt which drives the pump the loose belt caught his hand, and twisted it round the shaft, causing the fracture of the arm.
R. Hannah and Co. (Limited), Wellington	Sole-cutting press	J. Watts; 36 years	18th May, 1907: point of finger taken off	While Watts was putting the steel stamps under the machine-press his finger came in contact with the stamp.
Wellington Woodware Company, Wellington	Swing-saw ..	H. Mollier; 28 years	22nd May, 1907: thumb cut	Mollier was manipulating the saw preparatory to starting, when he accidentally pulled the saw towards himself, damaging the thumb of his hand that was on the bench.
Charles Sutton, Mahakipawa	Sawmill ..	Arthur S. Sutton; 14 years	24th May, 1907: shoulder dislocated	Sutton was standing close to the intermediate shaft when the belt caught his coat and pulled him round the shafting.
Gill and Jeffrey, Balfour	Flax-mill ..	W. Thirston; 17 years	11th June, 1907: arm broken	While Thirston was going under the main shaft, the belt caught his sleeve and drew his arm round the shaft, causing the fracture.
S. Danks and Son, Wellington	Corrugating-machine	George Milne; 17 years	14th June, 1907: hand crushed	When Milne was fixing rollers on machine his hand partly passed through, the machine crushing it.
C. E. Otley, Christchurch	Wood working machine	Ed. Washer; 19 years	17th June, 1907: hand severely cut	Washer was cutting tenons for sashes. The wood he was working slipped, and drew his hand on to the knives.
Drapery and General Importing Company of New Zealand, Christchurch	Electric passenger-lift	David Burn; 4 years	19th June, 1907: injury to neck, and shock	Burn's neck was caught between the floor of warehouse and the top of the lift whilst the latter was descending. The accident was caused by workmen in the machinery-room setting the gear in motion before the protecting gates were closed. Workmen were at the time attending to the repairs of lift-gear, and passengers were not allowed to use the lift. This child had got about the lift-cage unknown to the workmen engaged in the repair of the lift and its connections.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
H. T. Moss, Dunedin ..	Sawmill ..	E. Thomas ; 22 years	20th June, 1907 : fourth finger cut off	While cutting firewood Thomas accidentally allowed his finger to come in contact with the saw.
Wellington Biscuit Company (Limited), Wellington	Biscuit-cutter ..	W. A. Milford ; 17 years	26th June, 1907 : leg broken below the knee	The belt which drives the biscuit-cutter came off the pulley, one end of it falling on the table of the machine, the other end hanging over the revolving shaft overhead. Milford got on the table of the machine and attempted to put the belt on the pulley overhead. The belt being caught by the pulley, commenced to wind round the shaft ; Milford's foot getting caught in the loop of it, he was drawn up to the shafting, causing the injuries to his leg.
D. Kingsland and Son (Limited), Invercargill	Dough-brake rollers	Wm. Lyons ; 18 years	27th June, 1907 : bruised arm	Lyons was washing the rollers, when he allowed the cloth he was using to catch in the rollers. His arm was drawn in between the rollers and crushed.
Southland Frozen Meat and Produce Export Company, Wallacetown	Circular saw ..	John Patter- son ; 40 years	4th July, 1907 : cut point of finger	Whilst splitting a stave, Patter-son accidentally ran his hand in contact with the saw.
Alex. J. Rand, Wellington South	Wood - working machine	Wm. Napier ; 19½ years	5th July, 1907 : com- pound fracture of one or more bones in left foot	When pulling the fly-wheel round to start the engine, Napier accidentally put his foot on bed of engine, and the crank coming down jammed his foot.
Aulsebrook and Co., Christchurch	Grinding-mill ..	P. Lunn ; 18 years	5th July, 1907 : nail of third finger of right hand dragged off	In passing the grinding-mill Lunn saw a bit of dough sticking on the spindle. In attempting to pull it off he got his finger between the spindle and roller of the mill.
Shiels and Hitchon, Kai- tangata	Flax-mill ..	Andrew Phil- lips ; 30 years	5th July, 1907 : left arm broken below elbow	Through inadvertence, Phillips allowed his arm to be caught by the intermediate shaft, which caused the injury to his arm.
Scoullar and Co., (Li- mited), Wellington	Hydraulic lift ..	Thos. Don- nelly ; 60 years	8th July, 1907 : frac- ture of right arm between elbow, shoulder, and col- lar-bone	Donnelly failed to notice that the lift was in motion, and went underneath it. The lift descending on him, caused the injuries to his right arm and shoulder.
Martin and Matheson, Gore	Printing-machine	H. W. Tutty ; 14 years	10th July, 1907 : arm broken, bruised, and lacerated	Just as Tutty was taking papers off the machine, he stepped backwards and over-balanced himself, and fell against the revolving cylinder. His arm was drawn in between the cylinder and the upright supporting it.
Zajonskowski Bros., Marton	Counter-shaft of suction - gas plant	John Pearson ; 29 years	10th July, 1907 ; right arm broken and abrasions on right side	Pearson was fixing a gas-pipe close to the revolving shaft. His clothing caught in the set screw of collar on shafting and drew him on the shaft, completely stripping him of his clothing, and causing the injury to his body and arm.
W. Crabtree and Sons, Wellington	Punching - ma- chine	Reginald Ward ; 21 years	11th July, 1907 : top of thumb smashed	While Ward was using the punching - machine, he inadvertently neglected to remove his thumb from beneath the punch when it was descending.
Lyttelton Steam Laun- dry Company (Li- mited), Lyttelton	Wringing-machine	Beatrice New- ton ; 16 years	22nd July, 1907 : la- ceration of palm of hand	Newton was engaged feeding the machine, when she accidentally allowed her hand to be caught in the rollers.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person Injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Wilson Portland Cement Company, Warkworth	Cement - mixing machine	E. W. Thorpe; 25 years	29th July, 1907; right leg bruised	The belt had come off the pulley, and while Thorpe was trying to get it on again the shaft turned and then stopped. He got his leg jammed through the pulley moving before he was ready.
Atlas Biscuit and Confectionery Company, Christchurch	Hand jap-cutter	Mary L. R. Grenfell; 15 years	30th July, 1907: left thumb severely cut	In putting the confectionery into the machine, Grenfell accidentally allowed her finger to come in contact with the knife attached to the machine.
J. Bett and Co. (Limited), Palmerston North	Power drilling-machine	S. J. Havill; 15 years	21st August, 1907: second finger of right hand crushed; top joint had to be amputated	Havill, while feeding the machine, did not look at what he was doing, and let his hand come in contact with the cog-wheels.
H. F. Moss, Longwood	Sawmill	Thos. Guise; 28 years	22nd August, 1907: cut finger off at first joint	Guise put his finger through the connecting-rod strap when his assistant was turning the engine, when his finger was cut off.
C. and W. Hayward, Dunedin	Circular saw	Chas. McNeill; 35 years	27th August, 1907: part of thumb of left hand severed	McNeill was sawing a thin board, feeding with his left hand. He allowed his hand to slip off the board, and his thumb came in contact with the saw.
Eli Cleal, Grey Lynn	Circular saw	Fred Newell; 17 years	30th August, 1907: loss of little finger of right hand	Through Newell not putting the wood into saw squarely, it slipped and his finger came in contact with the saw.
T. M. Lane and Sons, Auckland	Oil-engine	Alfred Fenton; 17 years	10th September, 1907: laceration of wrist	When Fenton was starting the engine, he allowed his sleeve to be caught in gear which drives the governor. His wrist coming against the gear, it was severely lacerated.
Kemphorne, Prosser, and Co., Dunedin	Tablet-machine	W. E. Parker; 17 years	11th September, 1907: slight cut and bruise to forefinger of right hand	Parker got his finger into the groove of one of the cams of the machine, when it was bruised slightly.
Scoullar and Co. (Limited), Wellington	Spindle-machine	C. Cox; 32 years	18th September, 1907: splinter of wood in left eye	While Cox was working the machine, a small piece of the wood he was working chipped off and entered his eye.
The Wellington Publishing Company, Wellington	Printing-machine	W. Westbury; 40 years	26th September, 1907: flesh stripped off arm	When Westbury was coming out of the pit, immediately under the printing-machine, his coat-sleeve caught in the cogs of the machine, and his arm was drawn in.
Waitemata Sawmill Company, Auckland	Lath-mill	E. Nolan; 30 years	27th September, 1907: splinter of wood in hand	A piece of the wood that Nolan was putting through the saw flew off and lodged in his hand.
Northern Boot and Shoe Manufacturing Company, Auckland	Press in boot-factory	Samuel Hunt; 16 years	12th October, 1907: crushed little finger of left hand; had to be amputated	While Hunt was cleaning the machine while it was in motion, a piece of cotton-waste he was using caught in the revolving wheel and drew his finger into the cogs.
Neill and Frame, Dunedin	Cutting-press	R. Brown; 15 years	15th October, 1907: hand bruised	Brown carelessly put his hand under the press while working it.
Aulsebrook and Co., Christchurch	Starch-buck	W. Stewart; 17 years	17th October, 1907: nail and tip of second finger, right hand, torn off	While Stewart was pushing back some loose starch into the trough, he got his finger caught between the sprocket and chain of the tray-carrier. He should have stopped the machine before doing what he did.
W. Crabtree and Sons, Wellington	Drilling-machine	E. W. Robinson; 18 years	19th October, 1907: arm broken	The sleeve of the jacket Robinson was wearing caught in the socket-screw, which is used for keeping the drill in the socket-holder, and drew his arm round the spindle of the machine.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued*.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person Injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
J. K. Jameson, Invercargill	Steam-engine ..	E. G. Pedler ; 16 years	28th October, 1907 : crushed forefinger of right hand	Pedler had started the engine slowly, and he was reaching over the crosshead to clean a particular part, when his finger was caught by the crosshead of the engine, and crushed by it.
Waitemata Sawmill Company, Auckland	Gang-saw ..	A. Dowsing ; 23 years	31st October, 1907 : thumb crushed	Dowsing released hold of the flitch of wood, when it was immediately jerked back by the saw, and it fell on his thumb, crushing it.
P. D. Greenhough, Auckland	Sewing-machine	M a r g a r e t Wright ; 16 years	11th November, 1907 : half of scalp torn off	Wright got underneath the machine to pick up something she had dropped. Her hair was caught by the main shaft, which runs underneath the machine, while it was in motion, tearing half of her scalp off.
Empire Box-making Company (Limited), Wellington	Box-making machine	Louisa Clarke ; 17 years	13th November, 1907 : first finger of left hand crushed	Clarke inadvertently put her finger on the anvil of the machine while it was in motion.
Herbert Gaby, Wellington	Circular saw ..	Arthur Pearson ; 16 years	14th November, 1907 : top of left thumb cut off	While Pearson was sawing a piece of angle-iron, and pressing the iron against the saw, he allowed his thumb to slip under the saw.
City Corporation, Auckland	Stop-valve on main steam-pipe	Fred. Carter ; 30 years	22nd November, 1907 : scalded on legs	Carter was employed by the contractors, who had been fitting up the machinery at the destructor power-house, in Auckland, for the City Corporation. He went to turn the steam on at the main stop-valve on the destructor boiler, which is connected to another boiler, recently installed, by a range of 6 in. piping. There was evidently some water in the piping from condensation having taken place, probably from the steam left in the range of piping when used on a previous occasion, or from the stop-valve leaking a little. As soon as Carter commenced to open the steam stop-valve, the steam, coming suddenly into contact with the water in the piping, caused water-hammer action to be set up. The shock due to the vibration set up by this action was the cause of the stop-valve bursting, and injury to Carter.
James Craig and Co., Oamaru	Circular saw ..	David Craig ; 18 years	9th December, 1907 : three fingers cut	Craig, after having used the saw, lay down on the saw-bench. On getting up again he allowed his fingers to come in contact with the saw.
Packer and Jones, Christchurch	Planing-machine	Jas. Halligan ; 24 years	11th December, 1907 : three fingers of right hand cut off	While planing a piece of timber, Halligan allowed his hand to be drawn into the machine, and his fingers came in contact with the knives of the cutters in motion.
W. Ross and Son (Limited), Foxton	Tow-making machine	Helen A. B. Carroll ; 15 years	11th December, 1907 : lost right arm	Carroll was feeding the machine, when, by some mishap, her hand got under the chain of the machine. It was drawn beneath the cog-wheels, lacerating and pulp-ing the flesh, and crushing the bones right up to the elbow.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
A. and T. Burt (Limited), Dunedin	Lathe ..	B. Nicol; 15 years	15th January, 1908: bruised small finger of left hand	While working a lathe, Nicol allowed his finger to be caught in one of the pinion-wheels.
John Smith and Co., Takaka	Wood working machine	E. Coppell; 24 years	17th January, 1908: deep cut across back of hand	Coppell was tightening the nut on the saw-frame, when the spanner slipped. The back of his hand coming into contact with the band-saw while it was in motion, was cut by it.
P. Wills and Sons, Wellington	Steam-engine ..	R. Heppleston; 30 years	18th January, 1908: top of finger jammed and nail torn off	Heppleston was engaged packing the gland of the steam-engine. While he was thus engaged, it started off of its own accord, through the valve not being shut off, jamming his finger in the gland.
Topliss Bros., Addington	Circular saw ..	John Arnold; 36 years	21st January, 1908: right hand injured	Arnold inadvertently put his hand on the saw while working at the saw-bench.
W. T. Murray and Co. (Limited), Invercargill	Power-press ..	Herbert Holmes; 17 years	6th February, 1908: top of thumb taken off	While Holmes was working the press his foot slipped, and in trying to save himself he put his thumb under the press.
Blundell Bros., Wellington	Printing-machine	C. Buchanan; 22 years	6th February, 1908: one finger amputated, and second finger taken off at top joint	Buchanan allowed his hand to get too near the rollers of the machine while engaged entering the paper between the rollers.
Otago Brush Company (Limited), Dunedin	Circular saw ..	Geo. Harness; 17 years	11th February, 1908: thumb of left hand cut off	Harness, while pushing the timber he was sawing towards the saw, allowed his thumb to come in contact with the saw.
Robertson and Co. (Limited), Wellington	Radial drilling-machine	C. Monaghan; 18 years	19th February, 1908: finger taken off left hand	Monaghan fell off a box on which he was standing near the drilling-machine. In falling he permitted the finger of his left hand to get between the revolving cog-wheels of the machine. The finger was severely crushed.
Wellington Publishing Company (Limited), Wellington	Printing-machine	Thomas Broadbelt; 34 years	20th March, 1908: first three fingers of right hand badly crushed	While feeding the machine, Broadbelt allowed his fingers to be too near the revolving cylinders of the machine.
Okey and Rollo, New Plymouth	Punching and shearing machine	Cyril Peperell; 16 years	25th February, 1908: lacerated skin and flesh of right arm	Peperell was engaged oiling the machine. He passed his hand under the moving belt attached to the machine, by which it was caught and carried between two pinions.
J. W. Easson and Co., Kilbirnie	Wood working machine	Otto Peterson; 50 years	4th March, 1908; cut on forearm	When doing some repairs to the machine, Peterson allowed his arm inadvertently to come in contact with some of the revolving parts of the machine.
Southland Frozen Meat and Produce Export Company, Invercargill	Freezing-machine	M. E. Wüg; 40 years	5th March, 1908: broken arm and bruises on body	Wüg was a visitor at the works to witness the trial run of a new engine being installed; and it is presumed that he was leaning against a revolving shaft for working the valve gear, when his coat caught the head of a key attached to the shaft. He was dragged round the shaft several times.
Sargood, Son, and Ewen (Limited), Wellington	Hydraulic lift ..	W. H. Livick; 25 years	6th March, 1908: scalp wound and injury to shoulder	Livick rang the bell for the lift; while waiting, he saw an open door-panel (the glass of which was broken), and he leant through to look down the well to see where the cage of the lift was. The lift descending at the time caught him between the lift and door, injuring his head and shoulder.

No. 5.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
J. Hopkirk, Hawera ..	Drilling-machine	R. S. Maunder ; 17 years	10th March, 1908 : flesh taken off point of finger	In altering part of the gear of the drilling-machine, Maunder allowed his finger to get between the gear-wheels.
Aulsebrook and Co., Christchurch	Power-press ..	Edward Horne ; 23 years	16th March, 1908 : nail of first finger of right hand and end of finger cut off	Horne accidentally put his foot on the trigger which starts the press, thus bringing the die down whilst he was placing a sheet of tin under the die. Part of his hand got under the press with the sheet of tin.
A. and T. Burt (Limited), Dunedin	Lathe ..	J. Turnbull ; 16 years	18th March, 1908 : thumb slightly injured	While working the lathe the rest slipped, and Turnbull's thumb was caught between it and the chuck of the lathe.
Kelton, Frostrick, and Co., Christchurch	Lift cutting-press	Osman Morgan ; 25 years	18th March, 1908 : little finger crushed	The knife canted, and the head of the press when descending crushed Morgan's finger, which was underneath it.
W. Cable and Co., Wellington	Circular saw ..	L. McDonald ; 17 years	23rd March, 1908 : compound dislocation of one finger, and severe cut on the other	McDonald was assisting to cut some wood with the saw, and inadvertently allowed his hand to come in contact with the saw.
J. W. Easson and Co., Kilbirnie	Sash and door factory	F. Milford ; 17 years	23rd March, 1908 : flesh wound on end of finger	Milford was planing a piece of wood, and accidentally allowed his finger to come in contact with the knives of the planer.
Aulsebrook and Co., Christchurch	Biscuit - dough mixer	Jas. Gent ; 57 years	25th March, 1908 : deep cut on right arm from elbow to wrist	When taking dough out of the mixer whilst it was running, Gent allowed his arm to be dragged into the machine. He did this against orders, and in face of a printed warning against interfering with machine while it was in motion.
Broad, Small, and Co., Invercargill	Circular saw ..	John Wohlers ; 30 years	25th March, 1908 : the two middle fingers of left hand cut off	Wohlers was cutting a piece of wood, 3 in. by 1½ in., up the centre, and when nearing the end of the cut the piece of wood jumped, causing his fingers to come into contact with the saw, causing the injury.

No. 6.—RETURN of ACCIDENTS which proved Fatal in connection with Machinery during the Financial Year ending the 31st March, 1908.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
W. E. Hutchison, Auckland	Rip saw	W. L. McGregor ; 19 years	31st August, 1907 : injury to abdomen	While McGregor was going to remove the piece of timber he had sawn from the saw it came in contact with saw, and flew back, end on, striking him so severely in the abdomen as to cause his death.
Pikett and Wilkie, New Plymouth	Stone - crushing machine	A. A. Pikett ; 37 years	10th September, 1907 ; two compound fractures of skull and injuries to face	As the chain-belt driving the crusher was not working well, Pikett went to examine it while it was running slowly. The chain caught him and jammed his head between the revolving screen and the spokes of the fly-wheel. Before the plant could be stopped he had received fatal injuries.

No. 6.—RETURN of ACCIDENTS which proved Fatal in connection with Machinery during the Financial Year ending the 31st March, 1908—*continued.*

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date and Nature of Accident.	Cause of Accident, and Remarks.
Joseph Morrison, Hawera	Water-wheel and milking-machine	Hector Morrison ; 8 years	29th November, 1907 : broken leg and arm, and injuries to head	Morrison, with his brother, were amusing themselves starting and stopping the water-wheel, when his clothes got caught by the intermediate shaft. He was wound round the shaft, and received the injuries which caused his death.
Ward Bros., Evans Flat	Scutching - machine	E. W. Burnside ; 27 years	11th December, 1907 : left arm broken in two or three places, gash on head, and body bruised and mangled	Burnside got hold of an extra long hank of fibre, and in stepping back momentarily to give it the required twist in feeding it into the machine, the fibre was caught and drawn into the mouth of the scutcher, and with it his hand and arm.

No. 7.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from the 1st April, 1907, to the 31st March, 1908.

Name of Person.	Class of Certificate.	Date of Issue.	No.
James Archer ...	Winding, service	1907. July	8 62
Stephen Fletcher ...	" "	August	13 63
Abraham Thomas George ...	" "	1908. February	10 64

No. 8.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1907, to the 31st March, 1908.

Name of Person.	Class of Certificate.	Date of Issue.	No.
Philip Phelan ...	Winding, competency	1907. May	8 355
John Leishman ...	" "	"	8 356
Jacob Walton ...	" "	"	8 357
William George ...	" "	"	8 358
Evan G. Jenkins...	" "	"	8 359
John Henry Rose ...	" "	"	8 360
Samuel Charles Snell ...	" "	"	8 361
James Joseph Mohan ...	" "	August	13 362
Herbert Francis O'Donnell ...	" "	"	13 363
Thomas John Smith ...	" "	"	13 364
Alexander Oscar Langley ...	" "	November	13 365
Alfred Turton ...	" "	"	13 366
Henry John Trethowen ...	" "	"	13 367
William Wall ...	" "	"	13 368
Herbert Henry Hart ...	" "	1908. February	10 369
Benjamin Sheard ...	" "	"	10 370
William Keyston Clark ...	" "	"	10 371
Alexander Penaluna ...	" "	"	10 372
Nathaniel Edgar Hocking ...	" "	"	10 374
James Howie ...	" "	"	10 375
Robert McAllister ...	" "	"	10 376
Albert Charles Hanlen ...	" "	"	10 377
Thomas John McIntyre ...	" "	March	11 378
Peter Dafforn ...	" "	"	11 379
William Jones ...	" "	"	11 380
Thomas Richards ...	" "	"	11 381
Samuel Davies ...	" "	"	27 382

No. 9.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1907, to the 31st March, 1908.

Name of Person.	Class of Certificate.	Date of Issue.	No.
William Gilbert Mouat	Locomotive and traction, competency	1907. May	8 1708
Joseph Butler	Ditto	"	8 1709
Leslie Herbert Langford	"	"	8 1710
William Craig	"	"	8 1711
James Wilkie Orbell	"	"	8 1712
James Alexander	"	"	8 1713
James Bell	"	"	8 1714
Daniel Lynch, jun.	"	"	8 1715
Ernest George Preddy	"	"	8 1716
John William Win	"	"	8 1717
Eli Broomhall	"	"	8 1718
Charles Alexander Kirkwood	"	"	8 1719
Robert McAllister	"	"	8 1720
Francis Richard Bennison	"	"	8 1721
George Henry Bennison	"	"	8 1722
Hans Henry William Busch	"	"	8 1723
Edward Dunstan	"	"	8 1724
John Claude Harney	"	"	8 1725
Stephen Hassett	"	"	8 1726
Henry Meaclem	"	"	8 1727
Frederick John Moore	"	"	8 1728
Robert Moore	"	"	8 1729
Frederick William Rickerby	"	"	8 1730
Samuel James Rossiter	"	"	8 1731
Arnold Shepherd	"	"	8 1732
George Albert Watson	"	"	8 1733
William Henry Walker	"	"	8 1734
Nicolas Amrein	"	"	8 1735
James William Hamilton	"	"	8 1736
Benjamin Leonard Knight	"	"	8 1737
Arthur Thomas Healy	"	"	8 1738
John Hyndman	"	"	8 1739
William Parkes	"	"	8 1740
Frederick George Stone, jun.	"	July	8 1741
Norman Hedley Langford	"	"	8 1742
Alexander Fraser Jameson	"	"	8 1743
James Hilton	"	"	8 1744
William Hodge	"	"	8 1745
Henry John Anthony	"	"	8 1746
Henry George Williams	"	"	8 1747
Henry Charles Simms	"	August	13 1748
David Greig	"	"	13 1749
Arthur John McElroy	"	"	13 1750
Harry Hopwood	"	"	13 1751
William Robert McConnell	"	"	13 1752
James Gilbert Nicholl	"	"	13 1753
William Park	"	"	13 1754
Robert Alexander Patterson	"	"	13 1755
Leonard Wesley Peryman	"	"	13 1756
Ernest John Sheasby	"	"	13 1757
Albert Charles Codd	"	"	13 1758
Harry Hamilton Powdrell	"	"	13 1759
John Campbell	"	"	13 1760
Samuel Jones	"	"	13 1761
John Kellahan	"	"	13 1762
Henry John Tozer	"	"	13 1763
Thomas Glover	"	"	13 1764
Percy Wilford Snowden	"	"	13 1765
Arthur Wiblin	"	"	13 1766
Andrew Brooks	"	"	13 1767
Andrew Gibson	"	"	13 1768
William Martin	"	"	13 1769
Alexander Murray	"	"	13 1770
William Henry Needs	"	"	13 1771

No. 9.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.		No.
		1907.		
George Hill	Locomotive and traction, competency	August	13	1772
Charles Alexander Allan	Ditto	"	13	1773
Walter William Tasman Dawson	"	"	13	1774
James Menzies Marshall	"	"	13	1775
David Brunton	"	"	13	1776
William John Cahill	"	"	13	1777
Charles Albert Cook	"	"	13	1778
Richard Henry Coulston	"	"	13	1779
Alfred Doidge	"	"	13	1780
Frederick William Kirby	"	"	13	1781
Napoleon Lavery	"	"	13	1782
Charles White	"	"	13	1783
Francis Roberts	"	"	13	1784
John Chapman	"	"	13	1785
John McLachlan	"	"	13	1786
Edward Orbell	"	"	13	1787
Joseph Donaldson	"	"	13	1788
David Patrick Stuart	"	"	13	1789
Garnet Charles Perry	"	"	13	1790
William Calder	"	"	13	1791
Frank Drake	"	"	13	1792
Robert McCulloch	"	"	13	1793
Ernest David Ferry	"	"	13	1794
John Michael Keane	"	"	13	1795
Thomas Hall	"	"	13	1796
William Kirk	"	"	13	1797
Alexander Guthrie McDonald	"	"	13	1798
Arthur Wright	"	"	13	1799
Samuel Dick	"	"	13	1800
David Fitzgerald	"	"	13	1801
David James Fitzgerald	"	"	13	1802
Thomas Allan Freebury	"	"	13	1803
John Adam Hood	"	"	13	1804
James Booth Macauley	"	"	13	1805
David McCrenor	"	"	13	1806
Augustine Joseph McEvedy	"	November	13	1807
Charles Edward Rogers	"	"	13	1808
Leonard Shepherd	"	"	13	1809
James Henry Stewart	"	"	13	1810
Alfred Couchman	"	"	13	1811
James Elliott	"	"	13	1812
Albert William Halliday	"	"	13	1813
Donald McPhee	"	"	13	1814
James Alexander Pankhurst	"	"	13	1815
Alexander Patterson	"	"	13	1816
Robert James Patterson	"	"	13	1817
George Pickering	"	"	13	1818
David Scott	"	"	13	1819
Gatland Gilberd	"	"	13	1820
George William Wright	"	"	13	1821
Thomas Booth	"	"	13	1822
Thomas Ross Sampson	"	"	13	1823
Archibald James Smith	"	"	13	1824
John Richard Arthur Worm	"	"	13	1825
James Carruthers, jun.	"	"	13	1826
		1908.		
John Turner	"	February	10	1827
Hugh Heathwood	"	"	10	1828
George Ephraim Abraham Hubbard	"	"	10	1829
Charles Hugh Roxburgh	"	"	10	1830
Charles Edward Skelton	"	"	10	1831
Frederick Hales	"	"	10	1832
John Mays	"	"	10	1833
Robert Phillips	"	"	10	1834
Martin Johnson	"	"	10	1835
Robert Henry Jones	"	"	10	1836
William Linklater Flett	"	"	10	1837

No. 9.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
Alfred Saunders	Locomotive and traction, competency	1908. February 10	1838
Charles William Saunders	Ditto	" 10	1839
William Anderson	"	" 10	1840
Tom Satterthwaite	"	" 10	1841
Edward Ham	"	" 10	1842
Herbert Henry Sutton	"	" 10	1843
John Henry Brown	"	" 10	1844
John MacKenzie	"	" 10	1845
James Robb	"	" 10	1846
Cecil Stephen Brooker	"	" 10	1847
Edwin Walter Dann	"	" 10	1848
James Keltie	"	" 10	1849
Leonard Joseph Humm	"	" 10	1850
Henry Neil Roche	"	" 10	1851
Harold Charles Binns	"	" 10	1852
John Eaves	"	" 10	1853
Frederick Spyve	"	" 10	1854
Theophilus Lessey Smith	"	" 10	1855
John Mackay	"	" 10	1856
Henry Lowther Williams	"	" 10	1857
Samuel James Sanger	"	" 10	1858
James Walker	"	March 11	1859
Alexander Mackie	"	" 27	1860
George McLaughlin	"	" 27	1861

No. 10.—RETURN of ENGINEERS to whom EXTRA FIRST-CLASS CERTIFICATES of COMPETENCY have been granted from the 1st April, 1907, to the 31st March, 1908.

Name of Person.	Class of Certificate.	Date of Issue.	No.
John Dunstan	Extra first-class stationary, competency	1907. August 13	44
Edric Cameron Alexander	"	1908. February 10	45
William Thomas Webb	Ditto	" 10	46
Andrew Hedley	"	March 27	47

No. 11.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from the 1st April, 1907, to the 31st March, 1908.

Name of Person.	Class of Certificate.	Date of Issue.	No.
William Alfred Ragg	First-class stationary, service	1907. May 8	1654
Edward Hodgson	"	" 8	1655
Rutland William Hunt	"	" 8	1656
Leonard Elisley Hilton	"	" 8	1657
George Thomas	"	" 8	1658
Henry White	"	" 8	1659
Robert Sloane	"	" 8	1660
Antonio Perez	"	" 8	1661
James Archer	"	" 8	1662
John Wray	"	" 8	1663
Arthur John Ayers	"	November 13	1664
Thomas Joseph Cain	"	" 13	1665
Hugh Brown	"	1908. February 10	1666
William Henry Saunders	"	March 11	1667

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1907, to the 31st March, 1908.

Name of Person.	Class of Certificate.	Date of Issue.	No.
James Robert Lowe	First-class stationary, com- petency	1907. May	8 1054
Alexander Stevenson Sinclair	Ditto	"	8 1055
Charles Rogers	"	"	8 1056
Jacob Walton	"	"	8 1057
Samuel Joseph Hodge	"	"	8 1058
Arthur Frederick Priddey	"	"	8 1059
James McPherson	"	"	8 1060
Gavin Curry McVie	"	"	8 1061
Harry O'Neill	"	"	8 1062
John Nelson Michael	"	"	8 1063
Peter Nixon	"	"	8 1064
Edward Crichton Reid	"	"	8 1065
Henry Louis Reeves	"	"	8 1066
William Sloane	"	"	8 1067
Frederick Charles Curry	"	"	8 1068
Archibald Ellis	"	"	8 1069
Clayton Dudley Hall	"	"	8 1070
John Charles Heal	"	"	8 1071
Horace David Newton	"	"	8 1072
Howell Preston Young	"	"	8 1073
Walter Leonard Rockstrow	"	"	8 1074
John Russel Burr	"	"	8 1075
John Edward Douglas	"	"	8 1076
Ivo Roydon Gilmour	"	"	8 1077
Albert Charles Hanlen	"	"	8 1078
Norman Ashley Hunter	"	"	8 1079
Charles Albert Kunst	"	"	8 1080
John Edward Martin	"	"	8 1081
James Stanley Miller	"	"	8 1082
Neil McCallum	"	"	8 1083
Robert Alexander Nelson	"	"	8 1084
Walter John Hampton Reynolds	"	"	8 1085
William Reynolds	"	"	8 1086
John Waugh	"	"	8 1087
Edric Cameron Alexander	"	July	8 1088
Charles Henry Williams	"	"	8 1089
George Pete Steele	"	"	8 1090
Stanley Edward Williams	"	"	8 1091
Daniel Anthurst Davis	"	"	8 1092
Charles Frederick Bell	"	"	8 1093
Alexander Clark	"	"	8 1094
John New	"	"	8 1095
William Orr Smellie	"	"	8 1096
John William Murphy	"	August	13 1097
Charles Hewitson Mitchell	"	"	13 1098
Alexander Scott	"	"	13 1099
Frederick Hurnell	"	"	13 1100
Frederick William Henry Ashman	"	"	13 1101
Arthur Coombes	"	"	13 1102
George Hill	"	"	13 1103
Charles Thomas Hart Nicholls	"	"	13 1104
Andrew Ruthven Buchanan	"	"	13 1105
Richard Gustaf Edward Blome	"	"	13 1106
John Peter Burns	"	"	13 1107
James McKessar	"	"	13 1108
Alfred Turton	"	"	13 1109
James Railton Withell	"	"	13 1110
James William Wheatley	"	"	13 1111
Robert Sidney Latta	"	"	13 1112
William McAuslin	"	"	13 1113
Alfred Couchman	"	"	13 1114
Peter Cussen	"	"	13 1115
John Robert Gray	"	"	13 1116
Thomas Guise	"	"	13 1117

No. 12.—RETURN OF FIRST-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
William Herrick	First-class stationary, com- petency	1907. August 13	1118
Alexander Fraser Jameson	Ditto	" 13	1119
Arthur Lister	"	" 13	1120
Malcolm Kenneth MacDonald	"	" 13	1121
Martin O'Brien	"	" 13	1122
Victor Hugh Robinson	"	" 13	1123
John William Jameson	"	" 13	1124
Henry Bowen	"	" 13	1125
George William Coates	"	" 13	1126
George Troutte Kofoed	"	" 13	1127
Thomas Evan Looney	"	" 13	1128
Alexander Bilsland	"	" 13	1129
Robert Bryant	"	" 13	1130
Stephen Foley	"	" 13	1131
Francis Nelson Hesketh	"	" 13	1132
David Strickett	"	" 13	1133
Alfred Tattersall	"	" 13	1134
Henry Dimond	"	" 13	1135
Alexander Reid Jack	"	" 13	1136
Kenneth McClennan	"	September 13	1137
David Henry Drysdale	"	" 18	1138
David McLachlan	"	" 18	1139
Peter Bland Bartholomew	"	October 10	1140
Charles Wallace Massey	"	November 13	1141
James Hugh Ormond	"	" 13	1142
Benjamin Shardlow	"	" 13	1143
Frederick James Wyeth	"	" 13	1144
Thomas Moore Murray	"	" 13	1145
David Henry Renton	"	" 13	1146
Albert Edward Olsen	"	" 13	1147
John Adamson	"	" 13	1148
Hans Albertson	"	" 13	1149
Albert James Kelman	"	" 13	1150
William Pope	"	" 13	1151
John William Cunningham Steele	"	" 13	1152
Alexander Young	"	" 13	1153
James Buglass	"	" 13	1154
Harold Robins	"	" 13	1155
Richard Stott	"	" 13	1156
Sydney Bone	"	" 13	1157
Walter Alfred Bigwood	"	" 13	1158
George Edward Bowmar	"	" 13	1159
Thomas Burke	"	" 13	1160
George Urban Lindley	"	" 13	1161
Robert McLeod	"	" 13	1162
Alexander Campbell	"	" 13	1163
Francis Percival Hewitt	"	" 13	1164
Charles Henry Irwin	"	" 13	1165
David Joseph Reardon	"	" 13	1166
Henry Godwin Smith	"	" 13	1167
John Charles Sherley	"	" 13	1168
Percy John Bagwell	"	" 13	1169
Thomas Magill	"	1908. February 10	1170
Arthur Selwyn Crosbie	"	" 10	1171
Lauchlan Gualter Maclean	"	" 10	1172
Leonard Metcalfe Lane	"	" 10	1173
Herbert Rand Frith	"	" 10	1174
Robert Arthur Purdie	"	" 10	1175
Alexander Penaluna	"	" 10	1176
Charles Frederick West	"	" 10	1177
William Wilson	"	" 10	1178
William Walker	"	" 10	1179
James Berry	"	" 10	1180
James Fowler	"	" 10	1181

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
Archibald Rennie Blackwood	First-class stationary, com- petency.	1908. February 10	1182
Arthur Richard Theodore Brunsten	Ditto	" 10	1183
Archibald Charles Callaway	"	" 10	1184
Kelynge Everest England	"	" 10	1185
Wilfrid Lawson Gray	"	" 10	1186
Douglas Addington McGilp	"	" 10	1187
John Joseph Wall	"	" 10	1188
Daniel Crawford	"	" 10	1189
Milton Alexander Cromwell	"	" 10	1190
Charles Edward Hampton	"	" 10	1191
John Jackson Massicks	"	" 10	1192
Dawson Robert Milne	"	" 10	1193
Charles Palmer Horne	"	March 11	1194
George Brook	"	" 11	1195
Edward Hancock	"	" 11	1196
Henry James Stratford Johnson	"	" 27	1197
Frank Stevens	"	" 27	1198
John Baptist Berti.. ..	"	" 27	1199
Frederick Lucas	"	" 27	1200
Andrew Munro	"	" 27	1201

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1907, to the 31st March, 1908.

Name of Person.	Class of Certificate.	Date of Issue.	No.
John Dempster	Second - class stationary, competency	1907. May 8	2550
Henry Kitto	Ditto	" 8	2551
Francis James Barnard Laloli	"	" 8	2552
Alfred John May	"	" 8	2553
John Hugh Henderson	"	" 8	2554
William Meagher	"	" 8	2555
Edward Yates Bolton	"	" 8	2556
Alexander Peat	"	" 8	2557
Andrew Thompson	"	" 8	2558
James William Watson	"	" 8	2559
George Yardley	"	" 8	2560
Donald Macgregor	"	" 8	2561
John Finlay Weitzel	"	" 8	2562
James Adamson	"	" 8	2563
John Blackford	"	" 8	2564
Robert Brickley	"	" 8	2565
Walter Wadsworth.. ..	"	" 8	2566
Mark Parkinson	"	" 8	2567
John Bidelph	"	" 8	2568
Thomas Harry Goodwin	"	" 8	2569
Arthur Sydney Hounsell	"	" 8	2570
Raymond Charles Edwards	"	" 8	2571
John Cairney	"	" 8	2572
Frederick Carson	"	" 8	2573
Wilfred Curphey	"	" 8	2574
Robert Foulkes, jun.	"	" 8	2575
John Edwin Coomer	"	" 8	2576
James Roy Cruickshank	"	" 8	2577
Andrew Dickson	"	" 8	2578
Francis Excell	"	" 8	2579
Joseph Frederick Hill	"	" 8	2580
Andrew Johnston	"	" 8	2581
John Joseph Middleton	"	" 8	2582

No. 13.—RETURN OF SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
James William Milne	Second - class competency stationary,	1907. May 8	2583
Sylvester John O'Sullivan	Ditto	" 8	2584
Alexander Gavin Sutherland	"	" 8	2585
Thomas Porterfield	"	" 8	2586
William Balloch	"	" 8	2587
William Brown	"	" 8	2588
George Reid Dawson	"	" 8	2589
Frederick Hossack	"	" 8	2590
Herman Edward Krutz	"	" 8	2591
Charles McMillan	"	" 8	2592
William Saxon Fairfield Snow	"	" 8	2593
Norman Harry Tooke	"	" 8	2594
Edward Pankhurst Wood	"	" 8	2595
Frederick Blomquist	"	" 8	2596
Michael Joseph Stanton	"	" 8	2597
George Vesey Stewart	"	" 8	2598
William Brown	"	" 8	2599
John George Logan Dick	"	" 8	2600
James Andrew Fleming	"	" 8	2601
Clement Lodge	"	" 8	2602
John Moore	"	" 8	2603
James Elijah Webster	"	" 8	2604
Charles Wallace Murdoch	"	" 8	2605
Frederick Andrew Sneider	"	" 8	2606
Thomas Miller	"	" 8	2607
Tom Taylor	"	July 8	2608
Thomas Pearce	"	" 8	2609
Arthur Stephen Hyde	"	" 8	2610
Alfred William Barber	"	" 8	2611
Frederick Harris Pert	"	" 19	2612
Robert Hull	"	" 19	2613
Alexander Thomas Leebody	"	" 19	2614
Ellery William Toogood	"	" 19	2615
Henry James Bentley	"	" 19	2616
Vernon Nossiter	"	August 13	2617
Leonard Reginald Barber	"	" 13	2618
Selwyn Edwards	"	" 13	2619
Alexander MacAlpine	"	" 13	2620
Harry Fletcher Burt	"	" 13	2621
William Robert Cousins	"	" 13	2622
Joseph Moore	"	" 13	2623
George Runels Fulyerd	"	" 13	2624
George Hill	"	" 13	2625
George John Sellars, jun.	"	" 13	2626
Henry Edmund Innes	"	" 13	2627
James Herbert Rice	"	" 13	2628
Harry Reginald Dodson	"	" 13	2629
George Brown	"	" 13	2630
Herbert James Hicks	"	" 13	2631
Arthur Hislop	"	" 13	2632
John Jackson	"	" 13	2633
Claude Harold Johnson	"	" 13	2634
Harry Kirk	"	" 13	2635
Frederick James Lake	"	" 13	2636
Thomas Latta	"	" 13	2637
Francis Edwin Wackeldine	"	" 13	2638
Henry Frederick Ernest Mackesy	"	" 13	2639
Arthur Henderson Birss	"	" 13	2640
Robert Mee Chang	"	" 13	2641
Albert Cloughley	"	" 13	2642
Albert Cole	"	" 13	2643
Robert Collett	"	" 13	2644
Richard Michael Fitzgerald	"	" 13	2645
Arthur Vernon Hope	"	" 13	2646
Walter Hunt	"	" 13	2647
James McKercher McDonald	"	" 13	2648
Samuel Nicholson	"	" 13	2649

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
William John Tweedie	Second - class stationary, competency	1907. August 13	2650
James Williamson	Ditto	" 13	2651
John Morrison McLauchlan	"	" 13	2652
John Thomas Bowler	"	" 13	2653
Angus Cameron	"	" 13	2654
Henry Louis Carter	"	" 13	2655
Charlie Dickie	"	" 13	2656
Edwin Arthur Elliott	"	" 13	2657
Andrew Lees	"	" 13	2658
Edward Du Vivier Gilbert	"	" 13	2659
John William Crook	"	" 13	2660
Herbert Pearson	"	" 13	2661
Alfred James Garry	"	" 13	2662
Charles James Roberts	"	" 13	2663
George Albert Williams	"	" 13	2664
Peter Binns	"	" 13	2665
Harry McGregor Crewther	"	" 13	2666
Joseph Henry Paulger	"	" 13	2667
Robert Henderson	"	" 13	2668
William Beatty	"	" 13	2669
Alexander McKenzie	"	" 13	2670
John Foley	"	" 13	2671
Charles Crawford Neal	"	" 13	2672
David Fausett	"	" 13	2673
Norman Hugh McDonald	"	" 13	2674
George Bailey Craven	"	" 13	2675
Frank Nuttall	"	" 13	2676
Hans Christian Hansen	"	" 13	2677
Rouse Mableson	"	" 13	2678
James McSweeney	"	" 13	2679
George Witchell Clarke	"	" 13	2680
Robert Speir	"	" 13	2681
Edward Clarence Wyness	"	September 18	2682
James Watson Affleck	"	" 18	2683
Thomas Eustace Baigent	"	" 18	2684
Edward O'Connor	"	October 10	2685
Richard Clark Stilwell	"	" 10	2686
Harold Morley Thomson	"	November 13	2687
August Herman Odin	"	" 13	2688
Sydney Millard Corbett	"	" 13	2689
Stephen Thomas Plummer	"	" 13	2690
Richard William Raithby	"	" 13	2691
Walter Zealand Walker	"	" 13	2692
William Wearne	"	" 13	2693
Henry Haines	"	" 13	2694
Thomas Kennedy	"	" 13	2695
William Carlyle	"	" 13	2696
Alfred Ralston	"	" 13	2697
Patrick James Power	"	" 13	2698
John Crawford MacIntosh	"	" 13	2699
Robert Whiley	"	" 13	2700
Alexander McIntyre	"	" 13	2701
Lawrence Hugh Clapham	"	" 13	2702
Sidney Courtney Jones	"	" 13	2703
Samuel McMullein	"	" 13	2704
John Oxenham	"	" 13	2705
William Ritchie Robson	"	" 13	2706
Archibald Abernethy	"	" 13	2707
William Anderson, jun.	"	" 13	2708
Kenneth Baird	"	" 13	2709
George Rankin Brooks	"	" 13	2710
Alexander Campbell	"	" 13	2711
Richard James Dunlop Davis	"	" 13	2712
David William Dennison	"	" 13	2713
David Kerr Drummond	"	" 13	2714
James Alexander Gordon	"	" 13	2715

No. 13.—RETURN OF SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
John McCullough	Second - class stationary, competency	1907. November 13	2716
Robert McIntosh	Ditto	" 13	2717
John David Cameron Sutherland	"	" 13	2718
John Donaldson Tully	"	" 13	2719
Robert Dunning	"	" 13	2720
Robert Thomson	"	" 13	2721
John Bell	"	" 13	2722
William John Birch	"	" 13	2723
Herbert Joy Harris	"	" 13	2724
Joseph Patrick Harvey	"	" 13	2725
Ambrose Parli	"	" 13	2726
Charles George Eade	"	" 13	2727
William Efford, sen.	"	" 13	2728
William Wynn Evans	"	" 13	2729
Henry Hucks	"	" 13	2730
Charles William Martin	"	" 13	2731
Horace Hugh Collins	"	" 13	2732
Andrew David Gillies	"	" 13	2733
John William Ebbitt Kennedy	"	" 13	2734
Angus Patterson	"	" 13	2735
Alexander Munro Shanks	"	" 13	2736
Thomas Isbister Spence	"	" 13	2737
John Walsh	"	" 13	2738
Leslie Arthur Breese	"	" 13	2739
Grgo Sulenta	"	" 13	2740
George Walters	"	" 13	2741
Francis Henry Bush	"	" 13	2742
Henry Broomfield	"	" 13	2743
Thomas Francis Dowd	"	" 13	2744
William Saer Evans	"	" 13	2745
James Arthur Fielding	"	" 13	2746
John William Henley	"	" 13	2747
Frank Leabourn	"	" 13	2748
Arthur William Dawson Moray	"	" 13	2749
Edmund McKee	"	" 13	2750
William Donald MacLean	"	" 13	2751
Montague Ernest Nolan	"	" 13	2752
Joseph James Nugent	"	" 13	2753
Malcolm Phillips	"	" 13	2754
Hugh Robert Sherlock	"	" 13	2755
Harry Shortt	"	" 13	2756
William Smith	"	" 13	2757
George Edward Wilson	"	" 13	2758
William James Byrne	"	" 13	2759
Sinclair Shearer	"	" 13	2760
William Francis McIsaac	"	" 13	2761
Herbert Sidney Wells	"	" 13	2762
Charles Herbert Gentil	"	" 13	2763
Donald McMillan	"	" 13	2764
Ernest Nicolson	"	1908. February 10	2765
John Richmond Gordon Paul	"	" 10	2766
James Pike	"	" 10	2767
Paul Otto Curt Henry Schultze	"	" 10	2768
George William Alexander Meharry	"	" 10	2769
Joseph Martin	"	" 10	2770
Richard Sidney Austin	"	" 10	2771
Fritz Kleemann	"	" 10	2772
Carl Albert Gillstrom	"	" 10	2773
Sydney James Neighbours	"	" 10	2774
Herman Reich	"	" 10	2775
David Cleary	"	" 10	2776
Clarence Cecil Hopkins	"	" 10	2777
George Clifford	"	" 10	2778
Joseph Connor Butler	"	" 10	2779
Philip Stevenson	"	" 10	2780
Allan Lamb Donaldson	"	" 10	2781

No. 13.—RETURN OF SECOND-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
Charlie Henry Lawson	Second - class stationary, competency	1908. February 10	2782
George Nicholls Millett	Ditto	" 10	2783
John George Coster	"	" 10	2784
Alfred Doel	"	" 10	2785
James McNamara Falconer	"	" 10	2786
Edward John Mulholland	"	" 10	2787
Albert Beswick	"	" 10	2788
Robert McAnergney	"	" 10	2789
Francis Augustus Crawford	"	" 10	2790
Charles Jackson Tuck	"	" 10	2791
John Gillow Elliott	"	" 10	2792
William Stuart	"	" 10	2793
Edwin Allardyce	"	" 10	2794
William John Fisher	"	" 10	2795
Charles Hunt	"	" 10	2796
Vincent Holmes Lynch	"	" 10	2797
Ralph Mathews	"	" 10	2798
Edward Bourchier Aitken	"	" 10	2799
Albert Vernon Lane	"	" 10	2800
Frank Lawrence	"	" 10	2801
Reginald James Martin	"	" 10	2802
Ernest Arthur Price	"	" 10	2803
Stephen Seymour Allwill	"	" 10	2804
William Russell Pirrit	"	" 10	2805
Harry Williams	"	" 10	2806
John Peter Grace	"	" 10	2807
Noble Johnston	"	" 10	2808
Herbert Francis Cook	"	" 10	2809
Charles Metcalfe Alves	"	" 10	2810
Christopher Farley	"	" 10	2811
Jacob Goessi	"	" 10	2812
George Edgar Smith	"	" 10	2813
James Alexander Johnston	"	March 11	2814
Edward Roper	"	" 11	2815
Francis Dinning	"	" 11	2816
Charles Edward Stevens	"	" 11	2817
Anthony Horn	"	" 11	2818
Ernest Gordon Bellion	"	" 11	2819
Launcelot Bernard Pitt Nind	"	" 11	2820
Alladean Maru	"	" 11	2821
James Earnest Jones	"	" 11	2822
Gilbert Martin Bennett	"	" 11	2823
Axel Fredsberg	"	" 11	2824
Hans Rudolf Jorgensen	"	" 27	2825
George Arnold	"	" 27	2826
Charles Henry Perkins	"	" 27	2827
Robert William Holmes	"	" 27	2828
Felix McFelin	"	" 27	2829
George Smith	"	" 27	2830
Alfred John Tippet	"	" 27	2831
William John Williams	"	" 27	2832
John Mackay Nicoll	"	" 27	2833
William King	"	" 27	2834
Alfred Faithful	"	" 27	2835
John Handel Timmings	"	" 27	2836
Richard Francis Kitto	"	" 27	2837
John William Thomas Hawley	"	" 27	2838
George Asquith	"	" 27	2839
James Tohill	"	" 27	2840
Archibald McKellar	"	" 27	2841
William Albert Jackson	"	" 27	2842
William Thomas Campbell	"	" 27	2843
Henry Alfred Reid	"	" 27	2844
James Walker	"	" 27	2845
Archibald Smith	"	" 27	2846
Isaac Larson	"	" 27	2847

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY during the Year ended the 31st March, 1908.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Walter Harold Hislop	First-class engineer	Foreign trade	15, 16, 17 Aug., 1907.
James Lisle	"	"	2, 5, 6 Sept., "
Frederick James Ritson	"	"	1, 2, 3 Oct., "
William Robert Waters	"	"	26 Oct., 1 Nov., "
James Hutton	"	"	4, 5, 6 Nov., "
Donald Fergus McIntyre	"	"	4, 5, 6, 7 Feb., 1908.
William Naismith	"	"	2, 3, 4 March, "
Cameron Abercrombie Pearson	Second-class engineer	"	11 July, 1907.
William Edwin Hodgson	"	"	5, 6 August, "
George Cunningham	"	"	16 August, "
Donald Dudley Potts	"	"	1, 2 October, "
Charles James McLean	"	"	2, 3, 4 Dec., "
Thomas Wilford Fletcher Garlick	"	"	13, 14 Dec., "
Richard George MacKay	"	"	3, 4, 6 Jan., 1908
George Robert Falla	"	"	17, 18 Feb., "
Alexander Smith	Third-class engineer	"	2 April, 1907
William Alexander Kennedy	"	"	2 April, "
Edward Fletcher Roberts	"	"	2 April, "
Wilson Thomas Strachan	"	"	2 April, "
Hercules Dillon	"	"	3 April, "
John Lawrence Smail	"	"	13 April, "
Edward Brown	"	"	18 April, "
Reginald Hamilton Ward	"	"	18 April, "
George Louis Ensor	"	"	18 April, "
William Latham Cutten	"	"	20 April, "
Sidney Melville Letts	"	"	1 May, "
George Pete Steele	"	"	1 May, "
Percy Edward Barber	"	"	1, 2 May, "
William James Russell Ross	"	"	1, 2 May, "
Robert Laurie	"	"	1, 2 May, "
Edric Cameron Alexander	"	"	1, 2 May, "
Stanley Edward Williams	"	"	1, 2 May, "
Francis Nelson Hesketh	"	"	1, 6 May, "
Alexander Henry Schaw	"	"	3 May, "
Thomas Aquinance Murphy	"	"	3 May, "
John Henry Gillies	"	"	16 May, "
Alexander Scott	"	"	4 June, "
Ernest Bradlaugh Dawson	"	"	5 June, "
Alfred James Craddock	"	"	6 June, "
Albert Henry Wilton	"	"	7 June, "
Maurice William Gilbert	"	"	7 June, "
James Nelson	"	"	7 June, "
Sydney James Munn	"	"	19 June, "
John Thomas Vincent Stewart	"	"	1 July, "
Allan Steward Cambridge	"	"	1 July, "
Edward James Pope	"	"	1 July, "
Francis Oakley Shacklock	"	"	2 July, "
Albert Frederick Long	"	"	15 July, "
George Henry Hingston	"	"	15 July, "
Lionel Stanhope Dawson	"	"	17 July, "
William Young	"	"	29 July, "
Andrew Ruthven Buchanan	"	"	1 August, "
James William Wheatley	"	"	2 August, "
Walter Ray Dunning	"	"	2 August, "
Roger Parr	"	"	2 August, "
William Patrick Kiely	"	"	3 August, "
Charles Thomas Stewart	"	"	5 August, "
Alston Hadfield McLean	"	"	5 August, "
Robert Wallace Thompson	"	"	5 August, "
Abraham Shearer	"	"	15 August, "
Ernest Edwin Pellew	"	"	28 August, "
William Don Hogarth	"	"	31 August, "
Harold Boyd	"	"	4 September, "
Michael Edward Fouhy	"	"	4 September, "
John George Whyte	"	"	4 September, "

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY—*continued.*

Name of Person.	Rank.	Class for which examined.	Date of Examination.
James Stanley Miller	Third-class engineer	Foreign trade	4 September, 1907.
Horace Alexander Bower	"	"	4 th September, "
Frederick Charles Webb	"	"	4 th September, "
Neil McCallum	"	"	4 th September, "
William Reynolds	"	"	5 September, "
George Edward Nalder	"	"	13 September, "
George Murdoch Wilson	"	"	28 September, "
Nigel Alexander McLean	"	"	2 October, "
William Charles Norris	"	"	3 October, "
Charles Wallace Massey	"	"	21 October, "
Eugene O'Sullivan	"	"	29 October, "
Ridley William Moody	"	"	1, 5 November, "
Charles William Clark	"	"	4 November, "
George Noel Gibbs	"	"	22 November, "
Jonathan Livick	"	"	26 November, "
Arthur Ballington Daniel	"	"	28 November, "
George Menpes Angus	"	"	2 December, "
Alexander Stuart Ewan	"	"	2 December, "
William John Webb	"	"	13 December, "
Robert Arthur Purdie	"	"	3, 4 January, 1908.
William Thomas Webb	"	"	3 January, "
William Templeton Gilmour	"	"	3, 4 January, "
Herbert Rand Frith	"	"	3 January, "
David McCaig Malloch	"	"	31 January, "
Lauchlan Gualter McLean	"	"	31 January, "
Kelynge Everest England	"	"	1 February, "
Archibald Charles Callaway	"	"	3 February, "
Allan Patrick McGrath	"	"	3 February, "
Cyril Andrew Sinclair	"	"	3 February, "
Charles Herbert Kulsh	"	"	3 February, "
Sydney Herbert Haddrell	"	"	24 February, "
William Henry Gordon Watson	"	"	2 March, "
Reginald George Corson Marshall	"	"	2 March, "
Hugh Christmas	"	"	2 March, "
Geoffrey Gerald Potts	"	"	3 March, "
William Thomson Gray	"	"	7 March, "
Henry James Stratford Johnson	"	"	11 March, "
Arthur John Smith	"	"	18 March, "
Walter Malcolm Foot	"	"	28 March, "
Alexander Davidson Dark	River engineer	River trade ..	1, 3 May, 1907.
Edward Foster	"	"	1, 3 May, "
Frederick William Savory	"	"	1, 3 May, "
John Madden	"	"	1, 3 May, "
Alexander Aiton	"	"	1, 3 May, "
John Snell Vereoe	"	"	1, 3 May, "
Robert McKay	"	"	1, 3 May, "
Johan Henrick Henricksen	"	"	1, 3 May, "
Christopher Anderson Saunders	"	"	1, 3 May, "
Tom Taylor	"	"	1, 3 May, "
Percy Charles Collins	"	"	1, 4 May, "
Charles Henry Williams	"	"	1, 4 May, "
Harry Holcroft Rawlinson	"	"	1, 4 May, "
David Caldwell	"	"	2, 4 May, "
James William Hamilton	"	"	3 May, "
James Frederick Hughes	"	"	6 May, "
Halsted Kennett	"	"	1 June, "
George Gill	"	"	5 June, "
James Perry	"	"	17 June, "
Alexander Reid Jack	"	"	24 June, "
George William Ericson	"	"	2 August, "
William Parkes	"	"	3 September, "
Joseph Dunn	"	"	3 September, "
Arthur Ameal Lundberg	"	"	3 September, "
John Greenwood	"	"	3 September, "

No. 14.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY—*continued.*

Name of Person.	Rank.	Class for which examined.	Date of Examination.
John Thomas Lewis	River engineer ..	River trade ..	3 September, 1907.
Thomas Taylor	" ..	" ..	20 September, "
Charles Henry King	" ..	" ..	1 October, "
John Henry Stewart	" ..	" ..	5 October, "
John Charles Sherley	" ..	" ..	1, 2 November, "
Frederick Thomas Shearsby	" ..	" ..	16 November, "
Robert Hamilton Gerrand	" ..	" ..	7 December, "
James McCoy	" ..	" ..	11 December, "
Robert Lewis	" ..	" ..	13 December, "
Joseph O'Connell	" ..	" ..	21 December, "
David Leach	" ..	" ..	3, 4 January, 1908.
John Gottfried Dudeck	" ..	" ..	3, 6 January, "
James Connolly Lindsay	" ..	" ..	3, 4 January, "
Wallace Gardner	" ..	" ..	6 January, "
George Samuel Arkle	" ..	" ..	6 January, "
Frederick Ross	" ..	" ..	6 January, "
Charles Robert Hyde	" ..	" ..	3 February, "
Patrick Morris	" ..	" ..	3 February, "
Henry Turner	" ..	" ..	7 February, "
James Dudson	Marine engine-driver	" ..	29 April, 1907.
Lawrence Henry Lane	" ..	" ..	3 May, "
Robert James Boyd	" ..	" ..	4 June, "
Arthur Stephen Hyde	" ..	" ..	26 June, "
William Holman Claris	" ..	" ..	1 October, "
Angus John Stewart Matheson	" ..	" ..	13 December, "
John Sedgeley Keay	" ..	" ..	7 January, 1908.
Rudolph Rasmussen	" ..	" ..	7 January, "
Donald Stuart D'Arcy Harris	First - class engineer (powered vessels other than steam)	Sea-going ..	2 May, 1907.
William Innes	Ditto	" ..	6 June, "
Gilbert Stuart Mitchell	"	" ..	9 July, "
Herbert Rand Frith	"	" ..	3 September, "
Arthur Guyon Purchas Brookfield	"	" ..	3 September, "
Alexander Gray Stewart	"	" ..	13 December, "
Norman John Kelly	"	" ..	3, 4 January, 1908.
Edward George McDougall	"	" ..	5, 6, 7 Feb., "
William Shirras	"	" ..	3, 4 March, "
Arthur Marychurch	"	" ..	27 March, "
William Gibson Young	Second-class engineer (powered vessels other than steam)	" ..	4 May, 1907.
Walter Henry Charles Langdon	Ditto	" ..	2, 4 May, "
Peter George Kelly	"	" ..	2, 4 May, "
Arthur Cecil Bowman	"	" ..	2, 4 May, "
Harry Shortt	"	" ..	2, 4 May, "
Albert Edward Martin	"	" ..	9 April, "
Norman William Sharp	"	" ..	3 September, "
Henry John Gabb	"	" ..	3 September, "
Wilbert Stanley Clark	"	" ..	3, 4 October, "
Samuel Stevens	"	" ..	22 October, "
Charles Robert Hyde	"	" ..	1 November, "
James Leach	"	" ..	4 November, "
John McAllan Eadie	"	" ..	2 December, "
David Leach	"	" ..	3, 4 January, 1908
Leonard Metcalfe Lane	"	" ..	3, 4 January, "
George Andrews	"	" ..	3, 6 January, "
James Joseph Mohan	"	" ..	3, 7 January, "
John Bate	"	" ..	3, 7 January, "
Henry Brennan Kerr	"	" ..	7 January, "
George Vesey Stewart	"	" ..	28 February, "
Willie Hodge	"	" ..	16 March, "
Archibald Arrol Stewart	"	" ..	28 March, "

No. 14. — RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY—*continued.*

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Henry Collins	Engineer (powered vessels other than steam)	River trade ..	6 April, 1907.
Fredrick Kasper	Ditto .. .. .	.. .. .	2, 4 May, ..
William Featherstone Smith	2, 6 May, ..
Lawrence Henry Lane	3 May, ..
William Callinan	4 May, ..
George Fryer	9 May, ..
Wilbert Stanley Clark	31 August, ..
Joseph Higgerson Emtage	2 September, ..
Maurice Stephen Brown	2 September, ..
Julian William Roope	2 September, ..
Arthur Stephen Lane	2 September, ..
Alfred Henry Hun	2 September, ..
Henry Macnab	3 September, ..
Frederick Reynolds	3 September, ..
Lawrence Gordon Grace	16 September, ..
Frederick Alfred Brock	30 September, ..
Samuel Smith	4 November, ..
Major William Solloway Lane	6 January, 1908.
Alfred Chadwick	6 January, ..
Reginald Stein	6 January, ..
James Gordon Marshall	6 January, ..
Arthur Leslie Whitley	6 January, ..
William Alfred Oldam	6 January, ..
Alexander Macmaster	7 January, ..
Frederick Charles Rouse	4 February, ..
Riini Hetaraka	22 February, ..
Percy Isaac	26 February, ..
Herbert Garnet Luke	5 March, ..

Total number of applicants, 273. Amount of fees, £244.

Failures to pass examination: 8 first-class engineers, 1 second-class engineer, 12 third-class engineers, 23 river engineers, 3 marine engine-drivers, 2 first-class engineers (powered vessels other than steam), 3 second-class engineers (powered vessels other than steam), 5 restricted-limits engineers (powered vessels other than steam): total, 57.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED during the Financial Year ended 31st March, 1908, with PARTICULARS of TONNAGE, &c.

Name of Vessel.	Tons Measure- ment.		Nominal Horse-power of all Steamships and Brake Horses Power of Ships other than Steam.	Indicated Horse- power of Home- trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Admiral	121	82	28	..	Compound S. condensing	Single..	..
Advance (Auckland) ..	18	12	8	..	High pressure .. ..	" ..	..
Advance (Kaipara) ..	47.6	36	30 B.H.P.	..	Oil-engine .. ..	" ..	..
Akaroa	76	43	28	49.2	Compound S. condensing	" ..	..
Albany .. .. .	..	..	8	..	High pressure .. ..	" ..	..
Albatross (Auckland) ..	217.8	111	37	..	Compound S. condensing	Single at each end	..
Albatross (Auckland) ..	50.2	42.5	25 B.H.P.	..	Oil-engine	Single..	..
Alert .. .. .	..	5	15 B.H.P.	..	" .. ..	" ..	..
Alexander	377	184	72	298	Compound S. condensing	Twin ..	..
Antelope	18.8	14	2½ B.H.P.	..	Oil-engine	Single..	..
Antrim	60	35	30	68	Compound S. condensing	" ..	Paddle.
Aorere	72	49	16½	65	"	Single..	..
Aotea	263	157	33	..	" .. ..	" ..	..
Apanui	243	134	27½	196.7	Triple-ex. S. condensing	" ..	..
Arahura	1,596	771.2	145	1,771	"	Twin ..	..
Ariel	17.2	12.9	2½ B.H.P.	..	Oil-engine "	Single..	..
Atua	3,443	1,894.7	329	2,817	Triple-ex. S. condensing	Twin ..	..
Aupouri	463	220	55	407	" .. ..	" ..	..
Awaroa	344	210	62	450	"	Single..	..
Baden Powell	194	92	30	150	Compound S. condensing	" ..	..
Baroona	136	78.7	24	..	" .. ..	" ..	..
Beatrice	20	8	10	..	" .. ..	" ..	..
Bell Bird	88	52	14	..	Triple-ex. S. condensing	" ..	..
Ben Lomond	46	33	15	..	Compound S. condensing	" ..	..
Blenheim (2)	150	85	28	232	" .. ..	" ..	..
Bravo	15	13	5 B.H.P.	..	Oil-engine " .. ..	" ..	..
Britannia (Bluff)	23.4	17.5	2½ B.H.P.	..	" .. ..	" ..	..
Britannia (Auckland) ..	196.5	108.4	40	..	High pressure	" ..	Paddle.
Canopus	1,063	834	250	1,122	Triple-ex. S. condensing	Single..	..
Canterbury (Lyttelton) ..	..	..	24	..	High pressure	Twin ..	..
Canterbury (Lyttelton) ..	292	88	133	1,000	Compound S. condensing	" ..	..
Cascade	15.7	10.7	70 B.H.P.	..	Oil-engine .. ..	" ..	..
Chelmsford	122	79	24	66	Compound S. condensing	Single..	..
Clansman	634	379	90	546	" .. ..	" ..	..
Claymore	219	98	54	347	Triple ex. S. condensing	" ..	..
Clyde (2)	130	..	40	..	Compound S. condensing	" ..	Paddle.
Cobar	158.8	57.8	35	294	"	Single..	..
Colleen	19.6	14.7	2½ B.H.P.	..	Oil-engine " .. ..	" ..	..
Condor	174	122	24	..	Compound S. condensing	Single at each end	..
Corinna	1,279	820	141	1,058	"	Single..	..
Coromandel	99	67	25	..	" .. ..	" ..	..
Countess	189	84	28	..	" .. ..	" ..	..
Countess of Ranfurly ..	198	152	90 B.H.P.	..	Oil-engine .. ..	" ..	..
Cygnat	124	66	43	179	Compound S. condensing	" ..	..
Daphne (Hokitika) .. ..	..	..	½	..	High pressure .. ..	" ..	..
Daphne (Auckland)	192	112.6	40	..	Compound S. condensing	" ..	..
Dawn	19	14	16 B.H.P.	..	Oil-engine .. ..	" ..	..
Defender	189	117	36	107	Compound S. condensing	" ..	..
Despatch	35	24	20	..	" .. ..	" ..	..
Dolly Varden	31.4	19	30 B.H.P.	..	Oil-engine " .. ..	" ..	..
Doto	28.5	19.4	30	..	Compound S. condensing	" ..	..
Dredge No. 350	941	488	92.8	526	Triple-ex. S. condensing	Twin ..	..
Dredge No. 222	1,225	500	120	583	Compound S. condensing	" ..	..
Dredge No. 121 (2)	657.	394	100	..	" .. ..	" ..	..
Duchess	308	95	81	350	Triple-ex. S. condensing	Single..	..
Duco (2)	130	26	60	..	" .. ..	" ..	..
Durham	99	53	24	..	Compound S. condensing	" ..	..
Eagle	219	138	70	265	"	" ..	Paddle.
Echo	125	98	60 B.H.P.	..	Oil-engine	Twin ..	..
Edina .. .. .	..	4½	6	..	High pressure	Single..	..
Eliza .. .. .	..	..	3	..	" .. ..	" ..	..
Elsie	27	20½	30 B.H.P.	..	Oil-engine	Twin ..	..
Elsie Evans	7.8	5.8	20 B.H.P.	..	"	Single..	..
Endeavour	76	54.4	30 B.H.P.	..	" .. ..	" ..	..
Endon .. .. .	..	..	5	..	Compound S. condensing	" ..	..
Ennerdale	1,147	516	98	582.6	Triple-ex. S. condensing	" ..	..
Enterprise (Bluff)	18.4	13.8	2½ B.H.P.	..	Oil-engine .. ..	" ..	..
Enterprise (Auckland) ..	12.6	9	10 B.H.P.	..	" .. ..	" ..	..
Erin	5.4	4.1	4	..	Compound S. condensing	" ..	..
Erskine	126	98	35	..	" .. ..	" ..	..
Eveline .. .. .	..	..	8	..	High pressure .. ..	" ..	..
Excelsior	48.7	29.2	24 B.H.P.	..	Oil-engine	Twin ..	..
Express	53	36	25	92	Compound S. condensing	Single..	..
Fairburn	91.8	68.5	40 B.H.P.	..	Oil-engine	Twin ..	..
Fairy	45	32	10½	..	Compound S. condensing	Single..	..
Falcon .. .. .	..	..	6	..	High pressure .. ..	" ..	..
Fanny	90	55	30	143	Compound S. condensing	" ..	..
Ferro	13.9	10.4	20 B.H.P.	..	Oil-engine .. ..	" ..	..
Fingal	33	22	9½	48	Compound S. condensing	" ..	..
Firefloat .. .. .	..	..	6	..	High pressure .. ..	" ..	..

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &c.—continued.

Name of Vessel.	Tons Measurement.		Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Freetrader	132	94	50	..	High pressure .. ..	..	Stern wheel.
Gael .. ..	..	55	20	..	Compound S. condensing	Single..	..
Gannet (Blenheim) ..	15	10	12	..	..	..	..
Gannet Bluff) ..	23.6	17.7	5 B.H.P.	..	Oil engine " .. ..	" ..	..
Gertie	269	118	59	328	Triple-ex. S. condensing	Twin ..	..
Glenelg	288	156	75	248	Compound S. condensing	Single..	..
Gordon .. ..	..	..	12	..	..	..	..
Gosford	83	56	30	..	" ..	" ..	..
Greyhound	107	83	50 B.H.P.	..	Oil-engine " .. ..	" ..	..
Haupiri	700	452	88	447	Compound S. condensing	" ..	..
Hauroto	1,988	1,276	253	1,241	" ..	" ..	..
Hawea	1,757	1,114	104	936	Triple-ex. S. condensing	" ..	..
Heathcote	167	94	35	..	Compound S. condensing	" ..	..
Himitangi	323	149	45	236	Triple-ex. S. condensing	" ..	..
Hirere	48	32	16	..	Compound S. condensing	Twin ..	..
Hobsonville	32.5	22.8	15 B.H.P.	..	Oil-engine	Single..	..
Huia (Wellington) ..	133	69	23	121	Compound S. condensing	" ..	..
Huia (Wellington) ..	..	..	2	..	High pressure .. ..	" ..	..
Huia (Auckland) ..	224	200	60 B.H.P.	..	Oil-engine .. ..	" ..	..
Ida	18	12	10	..	High pressure .. ..	" ..	..
Invercargill	223	123	41	224	Compound S. condensing	" ..	..
Ithaca	17.7	13.2	9	..	" ..	" ..	..
Ivy	11.4	8.5	10 B.H.P.	..	Oil-engine " .. ..	" ..	..
Jane	27	20.3	20 B.H.P.	..	" ..	" ..	..
Jane Douglas	95	74	22	70	Compound S. condensing	" ..	..
J.D.O.	129	88	28	168	" ..	" ..	..
John Anderson	52	36	20	..	" ..	" ..	..
John Towley .. ..	..	85	39	..	" ..	Twin ..	..
Kaao	184	147	60 B.H.P.	..	Oil-engine .. ..	" ..	..
Kahu (Napier)	175	99	40	236	Compound S. condensing	Single..	..
Kahu (Auckland) ..	54	26.5	24 B.H.P.	..	Oil-engine	Twin ..	..
Kaipoi	2,003	1,246	201	981	Triple-ex. S. condensing	Single..	..
Kaipatiki	53	19.8	9½	..	" ..	" ..	..
Kaituna (Auckland) ..	8	6	10 B.H.P.	..	Oil-engine " .. ..	" ..	..
Kaituna (Dunedin) ..	1,976	1,246	200	1,044	Triple-ex. S. condensing	" ..	..
Kamona	1,425	903	117	748	" ..	" ..	..
Kanieri	202	115	20	145	Compound S. condensing	" ..	..
Kapanui (2)	109	63	32	..	" ..	" ..	..
Kapiti	242	113	35	208	" ..	" ..	..
Karoro	76	51	17	..	" ..	" ..	..
Kate .. ..	..	..	5	..	High pressure .. ..	" ..	..
Katikati	36.4	26.2	9	..	" ..	" ..	..
Kawau (2) (Auckland) ..	99	52.7	20	..	Compound S. condensing	" ..	..
Kawau (Kaipara) ..	47	37	14	..	" ..	" ..	..
Kawatiri .. ..	..	..	2½	..	High pressure .. ..	" ..	..
Kennedy	183	131	38.9	210	Compound S. condensing	Twin ..	..
Kekeno (2)	37	18	6 B.H.P.	..	Oil-engine	Single..	..
Kereru	127.7	96.2	55 B.H.P.	..	" ..	Twin ..	..
Kestrel	342	203	43	..	Compound S. condensing	Single at each end	..
Kia Ora (Auckland) ..	..	..	24	..	High pressure	Single..	..
Kia Ora (Auckland) ..	306	156	65	413	Triple-ex. S. condensing	Twin ..	..
Kia Ora (Tauranga) ..	7.79	5.7	5 B.H.P.	..	Oil-engine	Single..	..
Kilmory .. ..	..	..	1½	..	High pressure .. ..	" ..	..
Kina	10	7.8	25 B.H.P.	..	Oil-engine .. ..	" ..	..
Kini	1,122	702	130	691	Triple-ex. S. condensing	" ..	..
Kiripaka	105	75	24	100	Compound S. condensing	" ..	..
Kittawa	1,246	707	120	715	Triple-ex. S. condensing	" ..	..
Kiwi .. ..	..	..	3	..	High pressure .. ..	" ..	..
Koi	123	53	32	249.6	Compound S. condensing	Twin ..	..
Komata	1,993.8	1,194.5	260	1,173	Triple-ex. S. condensing	Single..	..
Koonya	1,090	662	115	711	" ..	" ..	..
Kopu .. ..	..	18	13	..	High pressure	" ..	Paddle.
Kopura	40	27.6	20	..	Compound S. condensing	Single..	..
Koputai	153	5	120	489	" ..	" ..	..
Kororo	76	51.6	17	..	" ..	" ..	..
Kotare	141	79	20	142	" ..	" ..	..
Kotiti	58	42	14	..	" ..	" ..	..
Kotuku	1,053	662	112	707	Triple-ex. S. condensing	" ..	..
Kuaka	45	33	90 B.H.P.	..	Oil-engine .. ..	" ..	..
Lady Barkly	55	39	20	87	Compound S. condensing	" ..	..
Lena .. ..	..	..	5	..	High pressure .. ..	" ..	..
Lily	34.2	23.2	12	..	Compound S. condensing	Twin ..	..
Little Jack .. ..	..	..	1½	..	High pressure	Single..	..
Lomen .. ..	..	..	6	..	Compound S. condensing	" ..	..
Loyalty	100.6	68.4	35	108	" ..	" ..	..
Lyttelton (tug)	190	39	80	191	" ..	" ..	Paddle.
Magic	93	53.3	60 B.H.P.	..	Oil-engine	Twin ..	..
Maheno (Dunedin) ..	35	24	90 B.H.P.	..	" ..	" ..	..
Maheno (Dunedin) ..	5,282	3,276	600	6,000	Turbine	Triple..	..
Mahutu	29	13	10½	..	Compound S. condensing	Single..	..
Maidi	16	12	16 B.H.P.	..	Oil-engine .. ..	" ..	..
Mana (Wellington) ..	99	77	25	125	Compound S. condensing	" ..	..

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &c.—continued.

Name of Vessel.	Tons Measurement.		Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Mana (Westport) ..	196	50	90	464	Compound S. condensing	..	Paddle.
Manapouri ..	2,060	1,288	220	1,600	Quadruple-ex. S. conden.	Single..	..
Manaroa ..	122	77	24	163	Compound S. condensing	" ..	..
Manchester ..	882	366	160	..	Triple-ex. S. condensing	Twin at each end	..
Mangaiti ..	..	..	6	..	High pressure ..	Single..	..
Mangapapa ..	146	87	28	228	Compound S. condensing	" ..	..
Manuka ..	4,505	2,783	357	4,312	Triple-ex. S. condensing	Twin ..	..
Manukau ..	65	45	20	..	Compound S. condensing	Single..	..
Manuwai ..	107	75	5½	..	High pressure ..	" ..	Stern wheel.
Maori ..	25	17	8	..	" ..	Single..	..
Mapourika ..	1,202	718	130	1,063	Triple-ex. S. condensing	" ..	..
Mararoa ..	2,598	1,380	530	3,720	" ..	" ..	..
Mascotte (Wanganui) ..	..	..	12	..	High pressure ..	" ..	..
Mascotte (Auckland) ..	..	..	5	..	" ..	" ..	..
Matara ..	21	13	4	..	" ..	" ..	..
Matarere ..	..	..	1.7	..	Compound S. condensing	" ..	..
Matuku ..	..	..	4	..	High pressure ..	" ..	..
Maurill ..	50.2	37.6	16.6	116.4	Compound S. condensing	" ..	..
Mavis ..	..	..	4½	..	High pressure ..	" ..	..
May (Maketu) ..	..	..	3	..	" ..	" ..	..
May (Wanganui) ..	..	2½	4 B.H.P.	..	Oil-engine ..	" ..	..
May Howard ..	64	55	45 B.H.P.	..	" ..	" ..	..
Mere Mere ..	..	..	3	..	High pressure ..	" ..	..
Moa (2) ..	188.5	95	33	180.5	Compound S. condensing	" ..	..
Moana ..	7.8	5.8	7	..	High pressure ..	" ..	..
Moeraki ..	4,392	2,714	357	3,938	Triple-ex. S. condensing	Twin ..	..
Moerangi ..	24	15	27½ B.H.P.	..	Oil-engine ..	Single..	..
Mokoia ..	3,502	2,153	255	3,291	Triple-ex. S. condensing	" ..	..
Monowai ..	3,433	2,136	290	2,796	" ..	" ..	..
Moturoa ..	..	..	10	..	Compound S. condensing	" ..	..
Mountaineer ..	109	66	50	200	" ..	" ..	Paddle.
Moura ..	2,026	1,247	275	1,889	Triple-ex. S. condensing	Twin ..	..
Mullogh ..	69	46	15	..	High pressure ..	Single..	..
Muribiku ..	558	368	70	553	Triple-ex. S. condensing	Twin ..	..
Muritai ..	224	133	45	220	Compound S. condensing	Single..	..
Mystery ..	9.4	7.1	6 B.H.P.	..	Oil-engine ..	" ..	..
Naomi III ..	13.4	9.1	25 B.H.P.	..	" ..	" ..	..
Napier ..	70	48	30	83	Compound S. condensing	" ..	..
Natone (2) ..	72	49	24	..	" ..	" ..	..
Naumai ..	47	28.6	12	..	" ..	" ..	..
Nautilus ..	41	29	18	..	" ..	" ..	..
Navua ..	2,929	1,812	221	2,255	Triple-ex. S. condensing	Twin ..	..
Never Despair ..	..	..	1½	..	High pressure ..	Single..	..
Ngapuhi ..	691	299	160	709	Triple-ex. S. condensing	Twin ..	..
Ngatiawa ..	451	220	55	437	" ..	" ..	..
Ngunguru ..	105	68	25	100	Compound S. condensing	Single..	..
Nile ..	43.5	21.2	20	32	" ..	" ..	..
Niobe ..	..	..	3½	..	High pressure ..	" ..	..
Nina ..	..	..	4	..	Compound S. condensing	" ..	..
Nita ..	7.5	5.6	15 B.H.P.	..	Oil-engine ..	" ..	..
Nora Niven ..	116	56.6	40	..	Triple-ex. S. condensing ..	" ..	..
Norval ..	56½	50	20 B.H.P.	..	Oil-engine ..	" ..	..
Ohinemuri ..	114	73	26	120	Compound S. condensing	" ..	..
Ohuru ..	..	20	14	..	Quadruple S. condensing	Twin ..	..
Ongarue ..	..	10	35 B.H.P.	..	Oil-engine ..	Single..	..
Onslow ..	23	16	14	..	Compound S. condensing	Twin ..	..
Opawa ..	110	64	18	60	" ..	Single..	..
Opoutia ..	..	..	5	..	High pressure ..	" ..	..
Oreti ..	219	117	50	209	Compound S. condensing	" ..	..
Orewa ..	59	37	17	..	" ..	" ..	..
Osprey ..	219	138	70	..	" ..	" ..	Paddle.
Otara ..	9.2	6.9	12 B.H.P.	..	Oil-engine ..	Single..	..
Otunui ..	15.3	11.5	35 B.H.P.	..	" ..	" ..	..
Paeroa ..	91	46	15	64	Compound S. condensing	" ..	..
Pania ..	40	27	11	..	" ..	" ..	..
Parera ..	..	..	4	..	High pressure ..	" ..	..
Parora ..	650	355	71	437	Triple-ex. S. condensing ..	" ..	..
Pateena ..	1,212	550	250	1,882	Compound S. condensing	" ..	..
Pearl (Auckland) ..	..	5.6	5 B.H.P.	..	Oil-engine ..	Twin ..	..
Pearl (Kaipara) ..	14	9	6	..	High pressure ..	Single..	..
Pelican (2) ..	161	1	57	288	Triple-ex. S. condensing	Twin ..	..
Pelorus ..	24	18	40 B.H.P.	..	Oil-engine ..	Single..	..
Penguin ..	836	517	180	881	Compound S. condensing	" ..	..
Petone ..	708	388	82	541	Triple-ex. S. condensing	" ..	..
Phantom ..	44	18	11	..	Compound S. condensing	" ..	..
Phoenix ..	8	6	6	..	High pressure ..	" ..	..
Pilot (Auckland) ..	30	10	13	..	Compound S. condensing	" ..	..
Pilot (Wellington) ..	39	26	15	..	Triple-ex. S. condensing	" ..	..
Pitoitoti (Auckland) ..	72½	19	13½	..	Compound S. condensing	" ..	..
Pitoitoti (Auckland) ..	81.1	27.6	13½	..	" ..	" ..	..
Planet ..	23	13	8	..	Compound jet condensing	" ..	..
Plucky ..	81	29	40	238	Compound S. condensing	" ..	..

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &c.—*continued.*

Name of Vessel.	Tons Measurement.		Nominal Horse-power of all Steamships and Brake Horse-power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Poherua	1,174	749	128	702	Triple-ex. S. condensing	Single..	..
Presto .. ..	..	..	3	..	Compound S. condensing	" ..	..
Progress	244	112	45	144	" ..	" ..	..
Pukaki	1,444	917	110	586	Quadruple-ex. S. conden.	" ..	..
Purau	51	38	18	..	Compound S. condensing	Twin ..	..
Putiki	408	157	60	319	" ..	Single..	..
Queen of Beauty ..	20·7	9·4	35 B.H.P.	..	Oil-engine .. ..	" ..	..
Queen of the South ..	197	121	40	200	Compound S. condensing	" ..	..
Rakanoa	2,246	1,393	200	878	Triple-ex. S. condensing	" ..	..
Rakiura (Dunedin) ..	127	80	25	141	Compound S. condensing	" ..	..
Rakiura (Stewart Isl'd)	17·8	13·4	10 B.H.P.	..	Oil-engine .. ..	" ..	..
Rarawa	1,071	460	140	1,237	Triple-ex. S. condensing	Twin ..	..
Reremoana	19·2	14·4	50 B.H.P.	..	Oil-engine	Single..	..
Result	28	18	10	..	Compound S. condensing	" ..	..
Rimu	358	144	95	433	Triple-ex. S. condensing	Twin ..	..
Ripple	412	187	60	269	" ..	Single..	..
Rita	40	17	11	..	Compound S. condensing	" ..	..
Riwaka (2)	31	19	10½	..	" ..	" ..	..
Rob Roy	95	34	19	126·7	" ..	" ..	..
Rosamond	721	462	90	441	" ..	" ..	..
Rosetta	12·8	9·6	5 B.H.P.	..	Oil-engine .. ..	" ..	..
Rothesay	18·5	8	4½	..	Compound S. condensing	" ..	..
Rotoiti (Auckland) ..	..	..	2½	..	Triple-ex. S. condensing	" ..	..
Rotoiti (2) (Dunedin) ..	1,158	629	104	1,133	" ..	Twin ..	..
Rotokohu	14·6	11	8	..	Compound S. condensing	Single..	..
Rotomahana (Auckland)	183	139	50	280	" ..	" ..	..
Rotomahana (Dunedin)	1,763	915	450	2,588	" ..	" ..	..
Ruahine	16·4	12·3	2½ B.H.P.	..	Oil-engine .. ..	" ..	..
Rubi Seddon	528	348	108	521	Triple-ex. S. condensing	Twin ..	..
Ruru (Napier)	166	57	28	227	Compound S. condensing	Single..	..
Ruru (Auckland)	31	11	10	..	" ..	" ..	..
Ruruhau	21·4	16	2½ B.H.P.	..	Oil-engine .. ..	" ..	..
Sally	28·6	14·3	30 B.H.P.	..	" ..	" ..	..
Savaii	55	31	16	..	Compound S. condensing	" ..	..
Scout	14	10	10 B.H.P.	..	Oil-engine .. ..	" ..	..
Settler	16·6	8·3	7	..	Ordinary condensing ..	" ..	..
Shamrock	109	60	120 B.H.P.	..	Oil-engine	Twin ..	..
Sir William Wallace ..	44	30	20	..	Compound S. condensing	Single..	..
Sonoma .. ..	..	..	13	..	High pressure .. ..	" ..	..
Southern Cross (2) ..	682	403	117	548	Triple-ex. S. condensing	" ..	..
Speedwell	42	30	3½	..	High pressure	" ..	Stern wheel.
Squall	368	133	60	285	Compound S. condensing	Single..	..
Standard	12	9	10 B.H.P.	..	Oil-engine .. ..	" ..	..
Stella	268	157	90	245	Compound S. condensing	" ..	..
Stirling	96	26	39	197	" ..	" ..	..
Storm	405	185	70	279·9	" ..	" ..	..
Stormbird	217	129	40	205	" ..	" ..	..
Sumner	167	94	35	..	" ..	" ..	..
Sunbeam	9·4	7·5	5 B.H.P.	..	Oil-engine .. ..	" ..	..
Swan	5	3·8	1½	..	High pressure .. ..	" ..	..
Sylph .. ..	..	..	8	..	" ..	" ..	..
Taieri	1,668	1,071	155	729	Triple-ex. S. condensing	" ..	..
Tainui	128	59	24	144	Compound S. condensing	" ..	..
Takapuna (Dunedin) ..	980	472	265	1,481	" ..	" ..	..
Takapuna (Auckland)	77	57	25	..	High pressure	" ..	Paddle.
Talune	2,000	1,370	255	1,975	Triple-ex. S. condensing	Single..	..
Tangaroa	189	109	70	..	Compound S. condensing	Twin ..	..
Tangihua	31	20	15	..	Ordinary condensing ..	Single..	..
Taniwha (Timaru) .. ..	..	16	16	..	" ..	" ..	..
Taniwha (Auckland) ..	263	191	40	..	Compound S. condensing	Twin ..	..
Tarakihi .. ..	..	..	4	..	High pressure	Single..	..
Tarawera (2)	2,003	1,268	250	1,563	Compound S. condensing	" ..	..
Tasman (2)	178·5	87	38	223	" ..	Twin ..	..
Taviuni	1,465	910	135	1,050	Quadruple-ex. S. conden.	Single..	..
Tawera (Auckland) ..	..	..	8	..	High pressure .. ..	" ..	..
Tawera (Gisborne) ..	52	44	40 B.H.P.	..	Oil-engine .. ..	" ..	..
Te Anau	1,652	1,028	250	1,247	Compound S. condensing	" ..	..
Terawhiti	259·8	46·8	90	846	Triple-ex. S. condensing	" ..	..
Terewai	22	11	11	..	Compound S. condensing	" ..	..
Theresa Ward	194	9	95	447	Triple-ex. S. condensing	" ..	..
Thistle (Wanganui) ..	96	77	90 B.H.P.	..	Oil-engine	Twin ..	..
Thistle Helensville) ..	12·8	9·6	10 B.H.P.	..	" ..	Single..	..
Thomas King	98	70	16	..	High pressure .. ..	" ..	..
Timaru	479	211	78	276	Compound S. condensing	Twin ..	..
Torgauten	266	197	20	108	" ..	Single..	..
Togo .. ..	..	..	14	..	" ..	Twin ..	..
Toroa	388	174	91	459	Triple-ex. S. condensing	Single..	..
Tuatea	112	58	28	242	Compound S. condensing	" ..	..
Tu Atu	40	30	48 B.H.P.	..	Oil-engine	Twin ..	..
Tuhara	97	33	60 B.H.P.	..	" ..	" ..	..
Tui .. ..	..	20	6½	..	High pressure	Single..	..
Tuna (Gisborne) .. ..	..	..	14	..	Compound S. condensing	Twin ..	..

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 15.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &c.—continued.

Name of Vessel.	Tons Measurement.		Nominal Horse-power of all Steamships and Brake Horse-Power of Ships other than Steam.	Indicated Horse-power of Home-trade Steamers and of Foreign Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Tuna (Kaipara)	..	..	3½	..	High pressure ..	Single..	..
T. Waipounamu	26.6	19.9	2½ B.H.P.	..	Oil-engine ..	" ..	..
Uira	..	..	3½	..	High pressure ..	" ..	..
Uta	30.9	23.2	50 B.H.P.	..	Oil-engine ..	" ..	..
Variance	25.1	18.8	2½ B.H.P.	..	" ..	" ..	..
Vesper	..	36	16 B.H.P.	..	" ..	Twin ..	..
Victoria (Auckland)	147	92	40	..	High pressure ..	" ..	Paddle.
Victoria (Auckland)	12	9	8 B.H.P.	..	Oil-engine ..	Single..	..
Victory	26.3	15.7	16 B.H.P.	..	" ..	Twin ..	..
Violet	11	8.2	6 B.H.P.	..	" ..	Single..	..
Vivid	21	6	13	..	Compound S. condensing	" ..	..
Waiapu	67	57	15 B.H.P.	..	Oil-engine ..	" ..	..
Waihi	97	66	20	172	Compound S. condensing	" ..	..
Waikato	..	..	4	..	High pressure ..	" ..	..
Waimarie (Auckland)	245	159	48	..	Compound S. condensing	Twin ..	..
Waimarie (Wanganui)	76	57	5½	..	High pressure ..	" ..	Paddle.
Wainui	661	411	95	581	Compound S. condensing	Single..	..
Waione	57	43	21	..	Triple-ex. S. condensing	Twin ..	..
Waiora	..	..	5	..	Compound S. condensing	Single..	..
Waiotahi	278	167	56	292	" ..	Twin ..	..
Waipori	1,918	1,229	180	966	Triple-ex. S. condensing	Single..	..
Wairere	..	27	5½	..	High pressure ..	" ..	Paddle.
Wairoa (Nelson)	69.8	47.5	20	53.6	Compound S. condensing	Single..	..
Wairoa (Auckland)	99	63	24	143	" ..	" ..	..
Wairuna	3,947	2,529	396	2,136	Triple-ex. S. condensing	" ..	..
Wairua	..	..	5	..	Compound S. condensing	" ..	..
Waitangi (Auckland)	171	34	62	314	" ..	Twin ..	..
Waitangi (Matakohe)	45	30	15	..	" ..	Single..	..
Waitara	21	16	3½	..	High pressure ..	" ..	..
Waitohi	24	18	10	..	Compound S. condensing	" ..	..
Waiwera (Henly)	..	..	16 B.H.P.	..	Oil-engine ..	" ..	..
Waiwera (Auckland)	..	..	6	..	Compound S. condensing	" ..	..
Waiwiri	..	..	7½	..	" ..	" ..	..
Wakapai	..	..	10	..	" ..	" ..	..
Wakatere	441	157	140	..	" ..	" ..	Paddle.
Wakatu	157	95	23	142	" ..	Single..	..
Wanaka	2,421	1,572	280	1,181	Triple-ex. S. condensing	" ..	..
Warkworth	24	23	10 B.H.P.	..	Oil-engine ..	" ..	..
Warrimoo	3,529	2,076	490	3,716	Triple-ex. S. condensing	" ..	..
Wave (2)	39.8	28.8	18 B.H.P.	..	Oil-engine ..	" ..	..
Waverley	156	93	25	104	Compound S. condensing	Twin ..	..
Weka (Auckland)	127	86	27	..	" ..	" ..	..
Weka (Napier)	89	52	20	106	" ..	Single..	..
Westland	152	8.4	86	420	" ..	" ..	..
Whakarire	819	449	120	639.9	" ..	Twin ..	..
Whangape	2,931	1,900	280	908	Triple-ex. S. condensing	Single..	..
Wooton	151	89.6	33	157	Compound S. condensing	" ..	..
Young Bungaree	69	47	35	177	" ..	" ..	..

NOTE.—The figure (2) after the name of a vessel shows vessel to have been twice surveyed.

No. 16.—RETURN of SAILING-VESSELS SURVEYED during the Financial Year ended the 31st March, 1908, with Particulars of Tonnage, &c.

Name of Vessel.	Tons Measurement.		Description.	Times surveyed.
	Gross.	Register.		
Alexander Craig	552	520	Barque ..	1
Defiance	208.4	199	Brigantine ..	1
Empreza	249.7	235.7	Barque ..	1
Ganymede	583.5	568.6	Barquentine ..	1
James Craig	670.9	646	Barque ..	1
Jessie Nicol	92.5	92.5	Schooner ..	1
Joseph Craig	751	694	Barque ..	1
Louisa Craig	710	682	" ..	1
Pelotis	233	250.5	Barquentine ..	1
Pandle Hill	234	222	" ..	1
Rona	678.17	617.6	Barque ..	1
Zsabel	148.5	148.5	Schooner ..	1
Total	..	..	..	12

The "Joseph Craig," "Louisa Craig," "Pelotis," and "Rona" have been surveyed for the first time.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1907, to the 31st March, 1908.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. April 2 ..	S.s. Tarawera ..	Wellington ..	Whilst on the voyage from Lyttelton to Wellington, on the 1st April, it was found that this steamer's steering-gear was not in good working-order, and on arrival at Wellington the rudder was inspected and the gear overhauled. It was found that the rudder-shank was twisted at the neck, preventing the rudder from going over sufficiently on the starboard side. The twisting was presumably due to the rudder having touched the wharf whilst the vessel was berthing at Lyttelton on the 29th March. There being no signs of fracture, the tiller was taken off and a new key-seat sunk to bring it in line again, after which the rudder was tested and the vessel found seaworthy. This repair was considered good enough as a temporary repair.
April 6 ..	,, Ayrshire ..	Port Chalmers ..	On a voyage from Dunedin to the Bluff, and whilst proceeding down the harbour at 3.37 p.m. on the 28th March, this vessel took the ground off Ravensbourne. She was floated off at 3.30 a.m. on the 29th March, and continued her voyage to the Bluff. On the vessel's return to Port Chalmers from the Bluff on the 6th April, she was surveyed, and found perfectly seaworthy.
April 9 ..	,, Koonya ..	Wellington ..	A flaw having been discovered in the top arm of the rudder, close to the shank, it was decided, after an inspection, to lift the rudder out for a further examination, when it was found that the rivets in a previous patch fitted on the middle arm were loose, and also several rivets in the lower arm. The loose rivets were taken out and renewed, and a T piece forged and riveted to the upper arm. This made the vessel seaworthy.
April 9 ..	,, Kini ..	Wellington ..	On the 28th February, at Westport, in No. 3 length of tunnel-shafting, a flaw was discovered about 5 in. long, running longitudinally; it was marked, but when inspected later at Wellington, on the 9th April, the flaw showed no signs of extension. On the 5th April, at Westport, in No. 2 length of tunnel-shafting, a flaw was discovered about 8 in. long, and running at a slight angle. It was marked, and when inspected again at Wellington, on the 9th April, it was found to have extended 1½ in. A strong sleeve was made and fitted to shaft over the defect.
April 11, 13, 17	,, Ngatiawa ..	Auckland ..	On the 15th March this vessel drifted on to the rocks in Tairua Harbour, and received damage to her hull. On arrival in Auckland the vessel was docked for survey, when the following repairs were effected: 14 ft. of the keel and plate were taken out, and 9 ft. of same straightened and fitted in place again; the remaining 5 ft. was renewed in No. 1 strake alongside of keel-plate. Another plate 4 ft. by 3 ft. was cut out and a new one fitted. The rudder and stock were also straightened.
April 20 ..	,, Tarawera ..	Port Chalmers ..	On the 29th March this vessel's rudder-shank was twisted whilst berthing at Lyttelton. On the 17th April, at Port Chalmers, the rudder was unshipped by a diver. The vessel was docked on the 18th April, and found to be in good condition. The rudder was straightened, and on the 19th April it was reshipped by a diver, and examined under steam, proving to be in good condition.
April 19, 20	,, Haupiri ..	Napier ..	This vessel took the ground on the 16th April, after leaving the wharf inside the Napier Harbour. She was on a voyage to Auckland via coast ports. On the 18th instant the Harbour Board's dredge, on coming alongside to run out an anchor for her, struck the vessel between her port lighthouse and stem, fracturing the sheer-strake plate and the one above for a depth of 4 ft. This was temporarily repaired with an overall patch. On the 20th instant, after discharging some coal, the vessel came off the ground at 2 a.m. and was berthed alongside the wharf. She was afterwards examined by the Napier Harbour Board's diver. He found that the vessel had sustained no damage to her hull-plating by grounding, and, after being surveyed and found seaworthy, she was allowed to proceed to Auckland.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. April 22, 23, 24, 26	S.s. Morayshire ..	Dunedin	On the 19th April, whilst proceeding from Port Chalmers to Dunedin, this vessel took the ground off Kilgour Point, Sawyer's Bay, through being out of the channel. Next morning she was floated off, after being about twelve hours aground. At Dunedin the vessel was surveyed and found to have received no material damage affecting her seaworthiness.
April 23 ..	„ Rotomahana ..	Wellington	Whilst this steamer was lying at the Wellington wharf, it was found, on examination, that a flaw had developed in the thrust-shaft, extending nearly the whole length of the thrust-bearing through the collars, and it also showed slightly in the body of the shaft in three of the recesses. The owners were advised to get a new shaft ready to be put in at the next survey, due in a week's time. The shaft was accordingly made and fitted in at the survey.
April 26 ..	„ Storm	Dunedin	On the 15th April a flaw was discovered in the crank-shaft of this vessel. A new shaft to replace the defective one was made and fitted.
May 2 ..	„ Zealandia ..	Wellington	Whilst this vessel was lying in Auckland Harbour, the hand steering-gear was coupled up to insure its efficient working when required. It was left coupled up, and, immediately prior to the vessel's leaving that port on the 23rd April for Wellington, the steam steering-gear was tried, without unshipping the hand-gear. The result was that the two side-rod ends were wrenched off, the worm-screw was bent, the stand for the after-bracket was pushed out of position, the angle-iron broken, and front top of the lever quadrant for top levers broken. The steering-wheel was practically demolished. Necessary repairs were effected to make the steering-gear effective and seaworthy.
May 6 ..	„ Mokoia	Dunedin	While this vessel was on a voyage from Wellington to Dunedin, a fire occurred in No. 1 lower hold on the night of the 5th May. The hold was flooded with water, and cargo removed at Dunedin. An examination was made at Dunedin. The only damage done was to deck-planking, which was slightly charred, and two deck-beams, which were slightly buckled. This damage, however, did not affect the vessel's seaworthiness.
May 13 ..	May Flower (ketch) ..	Helensville	While on a voyage from Dunedin to Herekino, this vessel grounded on the Herekino Bar on the 13th April. On the 18th April she was kedged off with her own anchors at high water, and proceeded to Helensville. She was placed on the slip at Helensville on the 20th April, when it was found that the planking on the port bilge was sprung, and required refastening and recaulking. The centreboard was also leaking badly; this required to be refastened and recaulking. The necessary repairs were effected.
April 4 - May 16	S.s. Surrey	Dunedin	On the 21st December, 1906, while on a voyage from Liverpool to New Zealand, the furnaces of the main boilers of this vessel were found to be defective. Temporary repairs were effected at sea, and on arrival at Auckland the furnaces were further repaired, enabling the steamer to proceed to Dunedin. The vessel was detained at this port to fit nine new furnaces to replace the defective ones; on completion of the work the boilers were inspected and tested by hydraulic pressure, and found satisfactory.
May 17 ..	„ Rimu	Invercargill	While on a voyage from Dunedin to Invercargill on the 14th May, this vessel grounded in the channel, below Port Chalmers. She came off with her own engines on the 15th May, and was surveyed on her arrival in Invercargill and found to have sustained no damage.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. April 26–May 28	S.s. Inveran	Wellington	This vessel arrived in Wellington at 9.40 p.m. on the 24th April from Auckland, and anchored at the usual anchorage. The wind was blowing strong from the north-west. The port anchor was let go, and shortly afterwards the starboard one also. Although the engines were put in motion, the vessel dragged her anchors and went ashore at Point Jerningham at 10.30 p.m. On the 26th April the tugs "Duco" and "Duchess" hauled the vessel off and brought her alongside the wharf. Soundings were taken, which showed she was not making any water. The hull was examined by a diver, who found that the starboard bilge-keel was twisted and bent downwards for a length of about 10 ft. from the after end. Two of the propeller-blades were broken off near the root, the remaining two blades having lost from 1 ft. to 1 ft. 6 in. from the tip of each blade. The vessel was tipped and a new propeller fitted, enabling her to proceed to Lyttelton, where she was docked on the 15th May. An examination showed that, in addition to the above damage to the hull, the plating was bulged in between the frames; also, 240 rivets had been loosened. All the loose rivets were renewed and the other damage made good.
May 29 ..	,, Waiwera	Wellington	On the passage out from England to Wellington, a length of the main steam-pipe showed a defect in one of the flanges. On the vessel's arrival in Wellington the pipe was taken ashore, and a new piece of pipe 6 in. long and a new Pope joint were fitted. The pipe was afterwards tested to 400 lb. hydraulic pressure before being put on board.
May 29–June 3	,, Cape Antibes	Dunedin	While on a voyage from Ocean Island to Melbourne <i>via</i> Auckland and Dunedin, and when entering Otago Heads, this vessel struck the bar on the 28th May. The hull of the vessel was surveyed inside, and an examination was also made of the inner hull-plating inside the tanks. The only damage found was some of the cement broken in No. 1 tank. No damage was done to the framing or plating of the ship.
June 5 ..	,, Squall	Napier	This vessel was on a voyage from Auckland to Gisborne, and when about five miles from the latter port, at 1.45 p.m. on the 2nd June, the bottom flange of the low-pressure piston broke; the broken piece got in between the piston and the stuffing-box. The vessel was towed to Gisborne by the s.s. "Tūiafea," where the stuffing-box was repaired and the vessel enabled to steam to Napier, where a new piston was made and fitted to the satisfaction of the surveyor.
June 8 ..	,, Huia	Wellington	While on a voyage from Wanganui to Wellington, the vessel ran on the rocks at the north end of Kapiti Island about 1.15 a.m. on the 8th June. She remained there for about twenty minutes, when she came off with her own engines, running astern. On her arrival at Wellington she was placed on the slip, where an examination of the hull on the 8th June showed that there were several dents in the garboard strake on the port side of the vessel, between the frames; two small cracks were also found. The above damage was efficiently repaired.
June 18 ..	,, Waiwera	Wellington	This vessel was proceeding from Lyttelton to Wellington on the 14th instant, when a length of the main steam-pipe developed a crack near one of the flanges. On the vessel's arrival in Wellington the defective length of pipe was taken ashore and the damage repaired. The pipe was then tested by hydraulic pressure before being placed on board.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. June 26 ..	S.s. Nora Niven ..	Dunedin ..	This vessel was steaming up to Dunedin on the night of the 25th June, and, when in the upper harbour, she got out of the channel and touched the sand-bank. An inspection was made of the hull, when the vessel was found to have sustained no damage.
July 6, 8, 9	„ Indra ..	Auckland ..	It was found necessary, while on a voyage from Valparaiso to Sydney, to put into Auckland on the 6th July for repairs to machinery and for coal. The vessel was docked, and the stern length of shafting drawn; and the stern-bush was relined to the satisfaction of the surveyor.
July 6, 8, 9, 10	„ Rakaia ..	Auckland ..	After this vessel's arrival in Auckland from London, the machinery was being overhauled, when, on the 1st July, a fracture of a serious nature was discovered in the M.P. crank-shaft, necessitating its removal. A spare shaft which was on board the vessel was fitted in its place.
July 10 ..	„ Penguin ..	Wellington ..	Whilst entering Nelson Harbour at 5.15 a.m. on the 9th July, after a voyage from Picton, the vessel grazed the rocks near the leading beacons with her starboard bilge. On her return to Wellington, on the 10th July, a diver examined the ship's bottom, and a surveyor made an internal examination. It was found that the ship had received no damage.
July 25 ..	„ Te Anau ..	Dunedin ..	This vessel was entering Nelson Harbour on the 16th July, after a voyage from Wellington, when she stranded on a shingle-bank alongside the wharf, through the flood-tide sheering her into shallow water. She remained there from 10.20 a.m. till 11.5 a.m., when she came off with her own power. On her arrival in Dunedin a survey was made, and the vessel was found to have received no damage.
July 26 ..	„ Kaiapoi ..	Lyttelton ..	Whilst the vessel was being shifted in Sydney Harbour on the 26th June by a tug-boat, the propeller came in contact with the wharf-piles, breaking one of the blades. Upon the vessel's arrival in Lyttelton she was placed in the dry-dock, the propeller-shaft drawn and examined, and a new propeller fitted.
July 27 ..	Ilma (barquentine) ..	Kopu, Thames ..	This vessel left Gisborne for Kopu on the 10th July in tow of the steamers "Tawera" and "Nautilus." At the end of the breakwater the vessel sagged to leeward, as the tugs were not powerful enough, in the fresh southerly gale which was blowing, to prevent this. The vessel was dragged on to the breakwater, striking slightly amidships. It was thought that no damage had been done, so the vessel proceeded on her voyage. The following morning there was a considerable depth of water in the hold. Upon examination, a leak was discovered, which was temporarily repaired to enable the vessel to complete here voyage to Kopu, Thames, where repairs were effected.
Aug. 5 ..	S.s. Tarawera ..	Dunedin ..	The owners of this vessel desired to change her certificate from home trade to foreign-going. The boats, rafts, and other equipments were inspected, the necessary additions made, and the required number of officers supplied to comply with the Shipping and Seamen Act.
Aug. 6 ..	„ Maheno ..	Dunedin ..	Whilst on a voyage from Lyttelton to Dunedin on the 2nd August, the centre stern-tube was found to be cracked circumferentially about two-thirds round. Temporary repairs were effected in Dunedin by fitting a clamp round the tube; the vessel was thus enabled to proceed to Lyttelton for docking, where permanent repairs were effected.
Aug. 7 ..	„ Arahura ..	Nelson ..	While the vessel was on a voyage from Westport to Nelson she lost her port propeller about 1 a.m. on the 7th August, when seventy-eight miles from Westport. Having twin screws she proceeded on her voyage to Nelson with the starboard engine. There a survey was made, and the vessel allowed to proceed to Wellington. She was placed on the Patent Slip, and a new shaft and propeller fitted.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. June 6; July 18; Aug. 7, 12, 13	Glenlin (ship)	Dunedin	On a voyage from Adelaide to Conception Bay, Chili, between the 25th and the 28th May, in mid-ocean, the vessel fell in with heavy weather. Heavy seas breaking on board did considerable damage to the boats, running-gear, &c. The deck-houses, wheel, and chain-plates were carried away, bulwarks started, and twenty-three bulwark-stanchions on the port side and six on the starboard side were broken. The vessel in distress put into Port Chalmers on the 31st for repairs. The bulk-heads were straightened, twenty-nine new stanchions fitted, two hundred rivets renewed in bulwarks and sheer-strake, chain-plates re-riveted, new wheel fitted for steering-gear, new boats, a number of sails and part of running-gear renewed, deck-house, rails, and stanchions, &c., fitted.
Aug. 13	S.s. Rosamond	Lyttelton	Owing to bad weather on the 8th August, when on a voyage from Greymouth to Timaru, the main steam-pipe was fractured at the flange. The pipe was sent from Timaru to Christchurch, where it was repaired, and afterwards tested by hydraulic pressure by the Inspector to double the working-pressure, before being put on board.
Aug. 19, 20, 21, 22	,, Ripple	Dunedin	This vessel went into dock at Port Chalmers to have eight intercostal plates put in the fore tank. It was then discovered that one butt-strap on the bottom of the hull was leaking, and that seventy rivets on the port side near the bow were defective and required renewing. It was thought that the above damage was done when vessel was pitching in a heavy sea.
Aug. 26, 27	,, Rîmu	Dunedin	As the owners wished to have the certificate of this vessel changed from home trade to to foreign-going, the equipments were surveyed and the necessary additions made thereto. The boats were provisioned for foreign-going.
Aug. 28	,, Poherua	Dunedin	Whilst this vessel was leaving Greymouth for Oamaru on the 22nd August a swift current was running in the river. This prevented the vessel from answering her helm quick enough, and she grounded, but came off almost immediately. On her arrival at Dunedin it was found that several rivets in the butt-strap, on the port side of forward ballast-tank, were started. The defects were made good.
Sept. 20	,, Aorere	Wellington	After leaving Patea for Wellington, and when crossing the Patea Bar at about 1 p.m. on the 13th instant, the vessel was struck by heavy seas, which started a butt on the starboard side of the bottom in the way of foremast, and also several planks on the port side of the bottom, and broke two floors. On arrival in Wellington the vessel was placed on the Patent Slip, where two floors were fitted on the port side, and thirty new muntz-metal fastenings put in the planking, and four new fastenings put in the butt on the starboard side.
Sept. 27, 28	,, Tarawera	Dunedin	The owners wished to have the certificate for this vessel altered from home trade to foreign-going. The equipments were surveyed, and the necessary additions made thereto, and extra provisions put in the boats.
Oct. 2	P.s. Lyttelton	Auckland	The owners wished to have the certificate for this vessel altered from river to home trade. The equipments were surveyed, and the necessary additions made thereto. All the boats were provisioned for home trade.
Oct. 5	S.s. Invercargill	Dunedin	One flange on the main steam-pipe required rebrazing. The whole length of the steam-pipe was tested to 200 lb. hydraulic pressure.
Oct. 12	,, Warrimoo	Dunedin	Whilst the vessel was signalling Farewell Spit Lighthouse on the 15th September, the engines being slowed down at the time, she grounded on the edge of the Spit, and remained there until the 16th instant, when she came off with the assistance of the s.s. "Mararoa" and her own engines. She proceeded to Dunedin, where a survey was made, and the vessel found to have received no damage.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. Oct. 18 ..	S.s. Wanaka	Dunedin	In the after-length of the crank-shaft of the engines of this vessel, a reed which had shown for some years had begun to extend. A new after-length of the crank-shaft was fitted, to replace the defective one.
Oct. 23 ..	„ Ruapehu	Wellington	A defect had shown at the neck of the flange of the main steam-pipe of the refrigerating-engines of this vessel. The flange was removed, and a new one fitted. The pipe was then tested by hydraulic pressure to double the working-pressure, before being put on board.
Oct. 23, 24..	Hawk (scow)	Helensville	On the 11th October whilst this scow was on a voyage from Onehunga to Hokianga she began to leak badly, and was beached on Shelly Beach, Kaipara Harbour, to prevent her from sinking, until she could be placed on the Patent Slip at Helensville. Presumably while pile-driving on the Manukau Bar or while lying on the ground when loading, the garboard planks were sprung from the keel for about 4 ft. on each side, starting about 5 ft. from the forefoot running aft. The opening was about $\frac{3}{4}$ in. wide. The worm-eaten part of the keel was cut out, and new pieces fitted in and bolted through the keel. One extra fastening was put into the garboard planks, and the sprung seams were recaulked.
Sept. 2, 17, 27; Oct. 9, 11, 19, 24, 25	S.s. Bucentaur	Auckland	Whilst entering Suva Harbour, at 9.30 p.m. on the 6th August, after a voyage from Vancouver, the forward part of this vessel stranded on East Reef, where she remained until floated off at 8.30 the next morning. The accident was caused through the helm being put the wrong way. For about 28 ft. the plating of strakes A, B, C, and D, on the starboard bow, were very badly knocked about. There was a large hole in B strake, immediately under the collision bulkhead, and another hole under the bulkhead of the chain-locker. The rivets in the landing of B and C strakes were sheared for a distance of 24 ft. on the port bow; one plate in each of strakes A, B, C, and D was badly dented. These four plates were taken out and straightened, and ten frames set up, and the plates put back again. Four plates were renewed on the starboard side, one in A strake 15 ft. long, one in B strake 19 ft. long, and two plates in C strake 12 ft. and 14 ft. long. Four plates were taken out and straightened; twelve frames and reverse angles for same cut at various distances and straightened, and fitted together with 24 in. butt-angles. Two reverse angles, 4 ft. by 6 ft. of plating of collision bulkhead, and frame of same on ship's side, and chain-locker bulkhead plate 5ft. by 6 ft. were all renewed. Four floors were also renewed, and reverse angles straightened and refitted, and eight rivets around propeller-aperture were taken out and renewed. Numbers one, three, and four pintles of rudder were rebushed. Five water-space stays in the starboard combustion-chamber of the starboard boiler were drilled out and new stays fitted. Six new water-space stays were also fitted in the port boiler. The bilge pipes and strums in the forehold were repaired. Three stanchions, extending from the main keelson to the main deck, were straightened. The steering engine and gear and steam-windlass were overhauled. The compasses were adjusted on the 24th October. Temporary repairs were effected to this vessel at Suva sufficient to enable her to come to Auckland for docking, where the above extensive repairs were done.
Oct. 29 ..	„ Toroa	Lyttelton	On the arrival of this vessel on the 21st October, at Wellington from Timaru, a flaw was discovered in the tunnel-shaft 14 in. long in line of shaft. The shaft was strengthened by putting a Thompson coupling 19 in. long over the flaw.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. Oct. 31 ..	S.s. Bucentaur ..	Auckland ..	This vessel was redocked, when four rivets were found, on removing the cement, to be leaking. After these were tightened up the vessel undocked and sailed for Melbourne.
Oct. 14, 21; Nov. 4	Endeavour (auxiliary schooner)	Auckland ..	Whilst lying at the wharf, Auckland Harbour, this auxiliary schooner took fire on two occasions—on Sunday, the 13th October, and on the following Sunday, the 20th October. The first fire took place in the engineer's berth, the second in the captain's. The hull of the vessel fortunately escaped the fire, but the engine-room, mess-room, and the engineer's berth were gutted the first time. The repairs to the damaged parts were just about completed when the second fire occurred, burning the new work, and gutting out the engine-room and captain's room, hatch, skylight, and roof of deckhouse. The verdict at the inquiry as to the cause of the fire was "that the 'Endeavour' was wilfully set fire to with a tin of benzine by some person unknown." All the above damage was efficiently repaired.
Oct. 31; Nov. 4, 6, 7, 11	S.s. Kapiti ..	Lyttelton ..	On the 13th October, whilst on a voyage from Wellington to Patea, this vessel went aground on the Patea Bar and breakwater. She came off on the 15th October, and grounded again the same day on the other side of the bar and floated off on the 16th. The stern-post, which was broken, was welded in two places, and the rudder-post and stock in one place, by the Thermit process. Two new after keel-plates were put in, and two hundred rivets renewed in the hull and floor-plates. One of the deck-beams was strengthened with a reverse bar. Some stanchions were straightened and riveted to beams. This vessel was towed to Port Lyttelton from Patea to have the above repairs executed.
Oct. 16, 19; Nov. 4, 12	,, Turakina ..	Wellington ..	On the voyage of this vessel from Auckland to London, at 4.45 p.m. on the 29th September, and when 557 miles E.S.E. of Chatham Islands, a fire was discovered in No. 1 hold amongst the cargo, which consisted of flax, wool, &c. All the ventilators were closed, and the Clayton fire-extinguisher started. At 5.55 p.m. the vessel was put about, and proceeded full speed for Wellington. All the boats were provisioned and got in readiness. The vessel arrived in Wellington on the 2nd October, and was berthed at the Queen's Wharf, where it was found necessary to flood the hold before the fire was got under. After the hold was pumped out and the cargo discharged, an examination was made. The spar-deck on the starboard side forward was a good deal buckled and the frames twisted. The wooden deck and the crew's quarters were considerably damaged, and the upper deck and beams were also damaged, but to a less extent. Twelve plates were taken out of the spar-deck on the starboard side of No. 1 hatch, and were straightened and replaced, and the deck-beams were also straightened. One deck-beam in the upper deck which was cracked has been straightened by riveting a channel-iron to it. A new wooden deck has been laid over the damaged portion of the spar-deck. The crew's quarters have had part of the decking renewed and the remainder caulked. The damaged fittings were repaired and renewed, and the whole of the quarters painted.
Nov. 12, 18	,, Gael ..	Auckland ..	The main boiler of this vessel has been retubed, the old furnaces were drawn, and new Fox's corrugated furnaces fitted. The boiler was afterwards tested by hydraulic pressure to one and a half times the working-pressure.
Nov. 15, 20	,, Wairoa ..	Auckland ..	The hull of this vessel was caulked where required, and sheathed with 6 in. by $\frac{3}{4}$ in. totara. A new rudder-post was fitted up through to the main deck, and a new metal shoe under aperture.

No. 17.—RETURN OF VESSELS SURVEYED FOR SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. Dec. 5, 6, 9	S.s. Kaikoura ..	Dunedin ..	This vessel was on a voyage from Cape Town to Port Chalmers; whilst steaming up the Lower Harbour on the 29th November she grounded at the new cut at 9 a.m. At 9 p.m. on the same day, after discharging a portion of her cargo, she was refloated. The ballast-tanks were examined by the Surveyor, and the bottom of the vessel by a diver. No repairs were necessary.
Dec. 9 ..	„ Talune ..	Dunedin ..	This vessel had a home-trade certificate. As the owners desired to have it altered to foreign-going, she was surveyed for same, and the boats provisioned accordingly.
Dec. 12 ..	„ Lord Stanley ..	Wellington ..	On the 10th December this vessel arrived at the Taranaki Street Wharf from New York, when a fire occurred in No. 1 hold among the cargo. No repairs to the vessel were necessary, as the fire was confined to a portion of the cargo under No. 1 hatchway, and the vessel had received no damage.
Dec. 13 ..	„ Kaiapoi ..	Dunedin ..	As it was desired that this vessel should make a voyage from Port Chalmers to Newcastle, N.S.W., her Victorian certificate having nearly expired, she was surveyed for seaworthiness until her return to New Zealand for a complete survey.
Dec. 27 ..	Oban (schooner)	Motueka ..	On a voyage of this vessel from Collingwood to Motueka, about the 20th December, it was noticed that there was a small hole through one of the planks in the bottom of the vessel, and that the plank had started from its fastenings. To enable the vessel to proceed from Motueka to Nelson temporary repairs were effected. Since her arrival in Nelson, instead of going on the slip for repairs, she has been laid up.
1908. Jan. 6, 13 ..	S.s. Mapourika ..	Wellington ..	Whilst proceeding from Wellington to Greymouth on the 2nd January, this vessel met with an accident to her propeller and rolling-chocks at the Greymouth breakwater. There was a high wind and a heavy sea with a strong tide at the time, and she grazed the side of the breakwater as she was entering the harbour. About 15 ft. of the starboard rolling-chock was damaged and the rivets sprung. Some fifty rivets were renewed. The two propeller-blades which were damaged—one having about 14 in. broken off the point of the blade, and the other directly opposite having 8 in. broken off—were replaced by two spare blades, and the nuts cemented.
Jan. 29, 31	„ Pateena ..	Wellington ..	This vessel arrived from Picton at Nelson on the 28th January. Whilst she was berthing she collided with the wharf, damaging her bulwarks. The distance from the wharf was misjudged in the darkness. Three bulwark-plates with butt-straps and two angle-iron stanchions from the main deck to the boat-deck were renewed, and one plate in the sheer-strake was patched. The wooden rail round the bulwarks and the cement in the waterway were renewed where damaged.
Jan. 27, 31	„ Dorset ..	Dunedin ..	This vessel was purchased by the Invercargill Shipping Company, who found it necessary to cut a hatch in the after deck. There had been a companion-way there, and to obtain hatch-area another deck-beam was cut. This was compensated for by heavy coamings. The crew-accommodation was increased to carry five seamen, by moving the forward bulkhead aft 2 ft. Equipments were put on board for home trade.
Jan. 31 ..	„ Torgauten ..	Lyttelton ..	A new propeller-shaft was fitted, of a larger diameter than the old one.
Feb. 6 ..	„ Maori ..	Lyttelton ..	On the 4th February, during the voyage from Wellington to Lyttelton, one blade of the propeller was broken off close to the propeller-boss, caused by a flaw in the blade. A new propeller was fitted, the shaft being in good order.

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908. Feb. 7, 8, 11	S.s. Waihi	Wellington	On the voyage from Blenheim to Wellington on the morning of the 7th February, the vessel got amongst rocks at Terawhiti, but was got off again when the tide receded. The vessel was placed on the slip in Wellington, when it was found that one bow-plate was considerably damaged. The port rolling-chock tee-iron started for about 4 ft. About two hundred rivets, which were found to be loose, were renewed throughout the hull. The rudder-frame was severely shaken; seventeen rudder-rivets were renewed. The bottom of rudder-socket was set up and reriveted. The four propeller-blades were taken off and straightened.
Feb. 12, 14	,, Therese Ward	Dunedin	On a voyage from the Bluff to Stewart Island, on the 5th February, the vessel struck an uncharted rock in Half-moon Bay. The engines being in motion, and the propeller coming in contact with the rock, all her propeller-blades were stripped off. The vessel was towed from Stewart Island to the Bluff, where necessary repairs were made, including the fitting of a new propeller.
Feb. 13, 17	,, Kapiti	Lyttelton	On a voyage from Wellington to Patea, this ship struck the bar at Patea while entering. Considerable damage was done to the vessel, which included the fracture of the rudder-post, and the thrusting upwards of the bottom of the aperture some 5 in. Temporary repairs were effected at Patea to enable the vessel to steam to Lyttelton. On arrival the vessel was placed in the dock, where the rudder-post was welded by the Thermit process. All other necessary repairs were done to make the vessel seaworthy.
Feb. 15, 19	,, Taieri	Lyttelton	The owners of this vessel asked for her certificate to be changed to foreign from home trade. Vessel was specially surveyed at Lyttelton to enable her to make a voyage from Grey-mouth to Hobart and Melbourne. New tanks were fitted to two of the boats, and these were provisioned as required for a foreign-going certificate. All provisions and other appliances were examined and found in good order.
Feb. 19 ..	,, Manapouri	Auckland	On the voyage from Auckland to Raratonga, Cook Group, and when abreast of Rangitoto on the 18th February, the bracket for the after end of the upper shaft carried away. The vessel returned to the Port of Auckland, where repairs were effected.
Mar. 2 ..	,, Maori	Wellington	On the voyage from Lyttelton to Wellington, on the evening of the 29th February, a crack developed in a flange of the main steam-pipe through a flaw in the material. A new flange was fitted to the pipe, and the pipe tested to 300 lb. per square inch hydraulic pressure before being placed on board.
Mar. 4, 18 ..	,, Arawa	Wellington and Lyttelton	On the 4th March, as the vessel "Te Anau" was leaving Wellington for Picton, she ran into the stern of the "Arawa" lying at the Queen's Wharf, Wellington. The stern of the "Arawa" on the port side was cut through about 3 ft. into the shelter-deck, and extending nearly down to the main deck. The damage to the vessel included damage to four plates, four beams, three frames, deck-rails, stanchions, and to two warping-bits. Temporary repairs to stanchions, and rails were fitted, and the hole covered over with battens and canvas to enable the vessel to proceed to Lyttelton for permanent repairs. These repairs consisted of three new deck-beams, 13 ft. long, 6 in. by 3½ in. by ½ in.; three frames cut, and new parts 9 ft. long, 6½ in. by 3½ in. by ½ in., fitted. These frames were butted with angle and butt straps at the back: one plate 14 ft. by 2 ft. 6 in. by ⅞ in., and 13 ft. covering-board 5 ft. by ⅞ in., and three shell-plates 8 ft. by 4 ft. by ⅞ in.; waterways angle iron, 5 in. by 5 in. by ½ in. by 18 ft., and one angle iron 3½ in. by 3 in. by ½ in. by 18 ft. long were fitted, and 20 ft. of rail and two mooring-bits on main deck were renewed.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS.

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
AUCKLAND NORTH DISTRICT.					
Adams, J., & Co.	Auckland	Bacon-factory	30	8½ and 14	First class.
Alexander, Donald	Cox Creek	Tannery	18	6½	Second class.
Ambury & English	Grey Lynn	Freezing	18	10	"
Andrews, H. & B., (Ltd.)	Pukekohe	General	6	8½	Locomotive and traction.
"	"	"	5	8	"
Arkell, D.	Auckland	Brewery	16	Nil	Second class.
Arundel Gold-mining Syndicate	Thames	Crushing	23	12	"
Astley, E.	New Lynn	Tanning	29	10	"
Auckland City Council	Auckland	Road-rolling	8	8½	Locomotive and traction.
"	"	"	8	6 and 9½	"
"	"	Destructor	115	10	"
"	"	Motor-wagon	6½	4 and 7	"
"	"	Hauling	6	4 and 7	"
"	"	Electric light	124	13 and 22	First class.
"	Mount Eden	Stone-breaking	61	14½	"
"	Newton	Pumping water	35	10 and 17½	"
"	Newton Reservoir	"	40	Compound, 10 and 17½	"
"	Western Springs	"	12	Two 8½	Second class.
"	"	"	40	26 and 42	First class.
"	"	"	40	26 and 42	"
"	"	"	40	26 and 42	"
"	"	"	40	26 and 42	"
Auckland Electric Tramway Co.	Auckland	Electric traction	123	17 and 32	"
Ditto	"	"	123	17 and 32	"
"	"	"	123	17 and 32	"
"	"	Road-roller	5	6½	Locomotive and traction.
"	"	Electric trams	123	Three 17 and 34, one 18½, 27, and 38½	First class.
Auckland Farmers' Freezing Co.	Auckland	Refrigerating	50	11 and 20	"
Ditto	"	"	45	11 and 20	"
"	Glasgow	"	84	8 and 10; compound, 19 and 28	"
"	"	"	84	Ditto	"
"	"	"	84	"	"
Auckland Gas Co.	Auckland	Gasworks	16	12	Second class.
"	"	"	18	12	"
"	"	"	100	12	"
"	"	"	100	12	"
Auckland Harbour Board	Freeman's Bay	"	8	10 and 12	First class.
"	Auckland	Pumping	22	12 and 12	"
"	"	"	22	12 and 12	"
"	"	Dredging	7	Two 9	Second class.
"	"	"	10	9 and 9	"
"	"	Sand-pump	65	6 and 14; 9, 14, and 24	First class.
"	"	Pile-driving	10	Two 9	Second class.
"	Calliope Dock	Pumping	30	33	First class.
"	"	"	30	33	"
"	"	"	30	33	"
"	"	Machine tools	25	12	Second class.
"	"	"	25	12	"
"	"	Pumping	56	Two 33	First class.
"	"	"	56	Two 33	"
"	"	"	56	Two 35	"
Auckland Hospital	Auckland	Laundry and cooking	45	Nil	Second class.
Auckland Meat Co.	"	Freezing	55	13	"
Avondale Brick & Pottery Co.	Mount Roskill	Abattoirs	16	10	"
Ditto	Avondale	Brickmaking	40	20	First class.
"	"	"	30	12	Second class.
"	"	"	40	20	First class.
"	"	Brickworks	71	20	"
Bagnall Bros.	Turua	Sawmill	84	16	"
"	Auckland	Box-making	64	12	Second class.
Barrier Reef Gold-mining Co.	Wangaparapara	Quartz-crushing	80	16	First class.
Bayley, W. B.	Pukekohe	General	6	7½	Locomotive and traction.
Beaney & Sons	Archill	Foundry	16	8	Second class.
Bertleson & Rasmussen	Waihou River	Flax-mill	32	12	"
Bourke, M. F.	Kiripehi	"	25	12½	"
Brett Publishing Co.	Auckland	Printing	35	13 and 14½	First class.
"	"	"	61	13 and 14½	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
<i>AUCKLAND NORTH—continued.</i>					
Broken Hills Gold-mining Co.	Tairua ..	Quartz crushing ..	40	12	Second class.
Brown, W., & Sons ..	Te Kopuru ..	Boat-building ..	20	13	"
Browne, S. J. ..	Mangawai ..	Traction ..	80	7 and 11	Locomotive and traction.
			8	7 and 11½	"
Bunker Hill Gold-mining Co.	Coromandel ..	Winding ..	20	Two 9	Winding. "
Burt, A. & T., (Ltd.) ..	Auckland ..	Machine shop ..	20	9½	Second class.
Bycroft & Co. ..	" ..	Flour-mill & biscuit-factory	65	18	First class.
Carder Bros. & Co. ..	" ..	Pottery works ..	20	9	Second class.
Cashmore Bros. ..	Cox Creek ..	Sawmill ..	40	18	First class.
	Kati Kati ..	" ..	40	16	"
Chadwick, W. ..	Pahi ..	" ..	40	Two 14	"
	Whakapirau ..	" ..	23	Two 14	"
	" ..	" ..	68	Two 14	"
Clark, R. O. ..	Hobsonville ..	Brickworks ..	32	9½	Second class.
Cleary, F. S. ..	Waipu ..	Sawmill ..	16	12	"
Clow, T. R. ..	Papatoitoi ..	General ..	6	8	Locomotive and traction.
	" ..	Traction and general	7	8	"
Coley, King, & Co. ..	Waihou River ..	Flax-mill ..	43	14½	First class.
Colonial Ammunition Co. ..	Auckland ..	Making ammunition	70	8½	Second class.
Colonial Sugar Co. ..	Chelsea ..	Sugar-refining ..	35	Three 12, three 14, five 16, two 20, and two 24	First class.
	" ..	" ..	35	Ditto	"
Colonial-sugar Refining Co.	Chelsea ..	Sugar-refining ..	35	Three 12, three 14, five 16, two 20, and two 24	"
	" ..	" ..	35	Ditto	"
	" ..	" ..	35	"	"
	" ..	" ..	35	"	"
	" ..	" ..	35	"	"
	" ..	" ..	168	"	"
	" ..	" ..	168	"	"
Comrie, Jas. ..	Pukekohe ..	Threshing and traction	5	7½	Locomotive and traction.
Cook, H. F., & Co. ..	Whangamumu ..	Boiling down ..	83	6½ and two 7½	Second class.
Costley Home ..	Auckland ..	Heating ..	50	Nil	"
Coulthard, F. ..	Mercer ..	Sawmill ..	20	15½	First class.
	Papakura ..	Idle ..	25	14½	"
Coulthard Timber Co. ..	Babylon ..	Sawmill ..	60	14½	"
Craig, J. J. ..	Mount Eden ..	Stone-crushing ..	14	Two 8½	Second class.
Craig, W. ..	Tuahau ..	Traction ..	6½	7½	Locomotive and traction.
Dalby, Henry ..	Limestone Island ..	Diamond-drill ..	27	Two 6	Second class.
Day-dawn & Norfolk Mines	Tararu Creek ..	Crushing and air-compressing	35	14½ and 16	First class.
	Thames ..	Ditto ..	30	14½ and 16	"
Devonport Borough Council	Lake Takapuna ..	Pumping ..	16	9 and 16	"
Ditto ..	" ..	" ..	16	9 and 16	"
" ..	" ..	" ..	30	13 and 24	"
" ..	" ..	" ..	30	13 and 24	"
Direct Supply Co. ..	Auckland ..	Furniture-factory ..	65	10 and 17	"
Dive & Ramsay ..	Rawene ..	Sawmill ..	70	16	"
Donaghy & Co. ..	Auckland ..	Rope and twine works ..	35	Two 10½	"
Donald & Edenborough ..	Raratonga ..	Sawmill ..	18	10	Second class.
Dreaver, A. C. ..	Waipu ..	Traction ..	8	6½ and 10	Locomotive and traction.
Drury Coal Co. ..	Drury ..	Hauling ..	8	Two 7	"
	" ..	Firebrick-works ..	25	15	First class.
Faithful, A. ..	Waimamaku ..	Hauling on road ..	8	6½ and 10	Locomotive and traction.
Ferro-Concrete Co. ..	Auckland ..	Pile-driving ..	18	Two 8½	Second class.
	" ..	" ..	19	Two 8½	"
Forest & Clark ..	Paeroa ..	Sawmill ..	17	13	"
Fraser, Geo., & Sons ..	Auckland ..	Ironworks ..	25	6½ and 10	"
Fredsburg, A. ..	Cape Runaway ..	Flax-mill ..	25	10	"
Friend, J. E. ..	Muddy Creek ..	Sawmill ..	16	8	"
Frost, E. C. ..	Tuakau ..	Flax-mill ..	24	10	"
	Waimamaku ..	" ..	16	Two 8½	"
Furness, C. H., & Co. ..	Auckland ..	Confectionery ..	15	Two 10	"
Gardiner Bros. & Parker ..	New Lynn ..	Brickworks ..	56	14½	First class.
Gibbons, R. P. ..	Hikurangi ..	Log-hauling ..	9	Two 8½	Locomotive and traction.
	" ..	" ..	9	5½ and 5½	"
	" ..	Sawmill ..	52	16	First class.
	Kopu ..	" ..	50	16½	"
	Tangawahine ..	" ..	52	13½ and 14	"
Goldie, D. ..	Auckland ..	" ..	25	20	"
	" ..	" ..	25	20	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
AUCKLAND NORTH— <i>continued.</i>					
Gray, W. F.	Paeroa Swamp	Flax-mill	23	10	Second class.
Great Northern Brewery	Kyber Pass	Brewery	25	9½	"
Hagger, W. H.	Kaimaumu	General	2½	5½	Locomotive and traction.
Hall & Co.	Mareretu	Flax-mills	22	10	Second class.
Halliday, Jno.	Oramahoe	Flax-mill	21	10	"
Hancock & Co.	Kyber Pass	Brewery	45	Two 10	"
"	Auckland	"	45	Two 10	"
Hauraki Freehold Tribute Syndicate	Coromandel	Pumping and winding	35	20	First class and winding.
Hellaby Bros.	Auckland	Boiling down	50	13½	Second class.
Hellaby, R. & W., (Ltd.)	Westfield	Manure-works	26	13	"
"	Auckland	Wool-scouring	45	Two 6½	"
"	"	Freezing	79	8 and 12	First class.
"	"	"	79	8 and 12	"
Henderson Brick & Tile Co.	Henderson's Creek	Brickmaking	30	12	Second class.
Hikurangi Coal Co.	Hikurangi	Winding	25	14	"
"	"	Pumping	25	Two 10	"
"	"	Winding	25	Two 10	"
"	"	Pumping	15	Two 8½	"
Hurry, J. R.	Whangara	Sawmill	30	13	"
Jagger, F., & Co.	Richmond	Tannery	43	10	"
Kaipara Timber Co.	Grahamsfern	Sawmill	30	15	First class.
"	"	"	25	15	"
"	Omaha	Hauling	8	6½ and 6½	Locomotive and traction.
"	Grahamsfern	Sawmill	105	18 and 36	First class.
Kaponga Gold-mining Co.	Coromandel	Pumping & winding	25	Two 10	Second class and winding.
"	"	"	25	Two 10	"
Kauri Freehold Gold Estates Co.	Whangapou	Traction	12	Two 8	Locomotive and traction.
Kauri Timber Co.	Aratapu	Fire-engine	25	12	Second class.
"	"	Sawmill	25	19 and 20½	First class.
"	"	"	25	19 and 20½	"
"	"	"	25	19 and 20½	"
"	"	"	35	19 and 36	"
"	"	"	35	19 and 36	"
"	Auckland	"	35	12½ and 22	"
"	"	"	26	Two 20	"
"	"	"	35	25	"
"	"	"	65	26	"
"	"	"	65	26	"
"	"	"	26	Two 20	"
"	"	"	26	Two 20	"
"	"	"	26	Two 20	"
"	"	"	25	25	"
"	"	"	25	25	"
"	"	"	25	25	"
"	Grahamsfern	"	18	Two 8	Second class.
"	Kohu Kohu	"	35	Two 16	First class.
"	"	"	35	Two 16	"
"	"	"	35	Two 16	"
"	Kuaotumu	Traction	10	Two 8	Locomotive and traction.
"	Pikianga	Hauling	12	Two 8½	Second class.
"	Tairua	Traction	8	Two 7	Locomotive and traction.
"	"	Fire-engine	24	7	Second class.
"	Tairua Bay	Sawmill	40	19½ and 36	First class.
"	"	"	40	19½ and 36	"
"	Te Kopuru	"	50	20	"
"	"	"	65	11 and 20	"
"	"	"	24	16	"
"	"	"	22	14	Second class.
"	"	"	40	14	"
"	"	Traction	10	Two 8	Locomotive and traction.
"	Waimamahu	Sawmill	28	12 and 12	First class.
"	"	"	24	12 and 12	"
"	"	Hauling	10	Two 7	Locomotive and traction.
"	Whitianga	Fire-engine	24	8	Second class.
Keith, Jas. H.	Pukekohe	Threshing	8	5 and 9	Locomotive and traction.
Keith, Jno.	"	"	5	6½	"
Kempthorne, Prosser, & Co.	Westfield	Boiling down	18	14	Second class.
"	"	Manure-works	25	14	"
"	"	"	118	16	First class.
King, G. E.	Tangowahine	Sawmills	45	14	Second class.
Knight, B. L.	Kati Kati	"	45	14½ and 11	First class.
Komata Reefs Gold-mining Co.	Komata	Quartz-crushing	25	13	Second class.
Ditto	"	"	38	14½	First class.
Kuranui-Caledonian Gold-mining Co.	Thames	Winding	20	11½	Winding.
Lane, F. M., & Sons	Totara North	Sawmill	14	Two 8½	Second class.
"	"	"	20	Two 11	First class.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
AUCKLAND NORTH— <i>continued.</i>					
Laurie Bros.	Waikumete ..	Brick-making ..	30	10	Second class.
Leyland O'Brien Timber Co.	Auckland ..	Sawmill ..	36	Two 10	"
"	" ..	" ..	36	12½	"
Macklon Bros.	Mechanics Bay ..	" ..	40	18	First class.
Madill, Adam	Puni ..	Flax-mill ..	6	8¾	Exempt.*
Manders & Bradley	Puhupuhi ..	Sawmill ..	77	Two 12	First class.
Maraetai Brick Co. ..	Auckland ..	Brickworks ..	64	14½	"
Marbutt Carving Co. ..	" ..	Wood-working ..	18	10	Second class.
Masefield, F.	" ..	Machine shop ..	20	7	"
Masefield & Co.	" ..	Ironworks ..	20	7	"
Massey Bros.	" ..	Machine shop ..	25	11½	"
Massey, W. H.	Mangere ..	Threshing and chaff-cutting	9	9	Locomotive and traction.
Maungatapers Dairy Co. ..	Whangarei ..	Dairy factory ..	17	8	Second class.
Mennie & Day (Ltd.) ..	Auckland ..	Confectionery ..	88	Nil	"
"	" ..	Biscuit-factory ..	30	Nil	"
Mephan & Ferguson Steel Pipe Co.	Avondale ..	Brick-making machinery	75	Nil	"
Mitchelson Timber Co. ..	Aoroa ..	Fire-engine pump ..	30	Two 14	First class.
"	" ..	Sawmill ..	50	20	"
"	" ..	" ..	50	20	"
"	Herekino ..	" ..	16	Two 10	Second class.
"	Kaipara ..	Hauling ..	9	Two 6	Locomotive and traction.
"	Owhata ..	Sawmill ..	70	10½ and 10½	First class.
Moir, J.	Moir's Hill ..	" ..	18	9	Second class.
Moore, H. J.	Hamilton ..	" ..	10	7 and 11	"
Mount Albert Road Board	Mount Roskill	Pumping ..	20	11½ and 17½	First class.
"	" ..	" ..	20	11½ and 17½	"
McAndrew, James	Paeroa ..	Sash and door factory	27	11	Second class.
McCoskrie, S., & Sons ..	Auckland ..	Foundry ..	16	8	"
McIntyre, Jas.	Onehunga ..	Ironworks ..	25	10	"
McKay, Chris.	Waipu ..	Log-hauler ..	16	Two 7½	"
New May Queen Gold-mining Co.	Thames ..	Winding ..	20	9 and 16	Winding.
New Moanatairi Gold-mining Co.	" ..	" ..	35	Two 12	"
New Saxon Gold-mining Co.	" ..	" ..	32	12 and 15	First class and winding.
Ngunguru Sawmill Co. ..	Ngunguru ..	Sawmill ..	20	13	Second class.
Northern Coal Co.	Hikurangi ..	Hauling on incline ..	10	Two 4½	Locomotive and traction.
"	" ..	Hauling ..	20	Two 5½	"
"	" ..	" ..	20	One 5½	"
"	Kirikapaka ..	Hauling and pumping	65	Two 10	Second class.
"	" ..	Hauling ..	14	Two 8½	"
Northern Roller Mills ..	Auckland ..	Flour-mill ..	60	12½ and 23	First class.
"	" ..	" ..	80	16 and 30	"
"	" ..	" ..	56	16 and 30	"
Northern Wairoa Timber Co.	Tatatariki ..	Sawmill ..	30	30	"
"	" ..	" ..	30	30	"
"	" ..	" ..	48	14	Second class.
"	" ..	" ..	48	14	"
"	" ..	" ..	40	One 30.	First class.
New Zealand Brick, Tile and Pottery Works	New Lynn ..	Brickmaking ..	110	13 and 22	"
New Zealand Crown Mines Co. (Ltd.)	Karangahake ..	Quartz-crushing ..	56	17 and 25	"
Ditto	" ..	" ..	56	17 and 25	"
"	" ..	Winding and pumping	45	Two 10 and one 14	Winding.
"	" ..	" ..	45	Ditto	"
New Zealand Dairy Association	Pukekohe ..	Dairy factory ..	35	Two 10	Second class.
Ditto	Onewhero ..	" ..	16	10	"
New Zealand Glue Co. ..	Onehunga ..	Glue-works ..	28	10	"
N. Z. Government (Defence Department)	Fort Cautley ..	Electric light ..	16	12	Exempt.
Ditto	Fort Takapuna ..	" ..	16	12	"
N.Z. Government (Mental Hospital)	Avondale ..	Cooking, &c. ..	16	4	"
N.Z. Government (Mines Department)	Thames ..	Pumping and winding	40	Two 14, 18 and 29½, 30 and 60	"
Ditto	" ..	" ..	40	Ditto	"
"	" ..	" ..	40	"	"
"	" ..	" ..	40	"	"
"	" ..	" ..	40	"	"
"	" ..	" ..	40	"	"
N.Z. Government (Prisons Department)	Mount Eden ..	Stone-crushing ..	16	9½	"

* When moved from place to place by its own motive power, then locomotive and traction driver is required.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
<i>AUCKLAND NORTH—continued.</i>					
N.Z. Government (Public Works Department)	Near Paeroa	Stone-crushing	16	Two 9	Exempt.
Ditto	Newmarket	Ballasting	25	Two 9	"
"	"	Ballasting (Pororo-tarao to Ongarue)	25	Two 9	"
N.Z. Laundry Co.	Auckland	Laundry	25	10	Second class.
"	"	"	43	10	"
N.Z. Paper Mills Co.	Riverhead	Paper-mills	42	11 and 23	First class.
"	"	"	42	11 and 23	"
N.Z. Portland Cement Co.	Limestone Island	Cement-works	96	16 and 24	"
"	"	"	96	16 and 24	"
N.Z. Timber Co.	Kouta	Sawmill	56	16	"
"	"	"	56	16	"
O'Brien, L.	Mechanics Bay	"	74	16½	"
Old Hauraki Gold-mining Co.	Coromandel	Quartz-crushing	25	14½	"
Ditto	"	Pumping and winding	25	Two 9 and 20	First class and winding.
"	"	Pumping	20	20	"
Onehunga Borough Council	Onehunga	"	25	9½ and 16	First class.
"	"	"	25	9½ and 16	"
"	"	"	26	Two 18½	"
"	"	"	20	Two 18½	"
Onehunga Sawmilling Co. (Ltd.)	"	Sawmill	40	15 and 18	"
Ditto	"	"	22	15 and 18	"
Onehunga Woollen Co.	"	Woollen-mill	50	Two 9, and two 16	"
"	"	"	50	Ditto	"
Otway, C. C.	Marahopa	Flax-mill	40	12	Second class.
"	Port Waikato	"	21	9½	"
Parker, J. H.	Maungatawhiri	Sawmill	20	13	"
Parker, Lamb, & Co.	Auckland	"	20	10, 16, and 20	First class.
"	"	"	35	10, 16, and 20	"
Pascoe, Elias	Mount Eden	Stone-breaking	17	9	Second class.
Perks, E.	Auckland	Laundry	43	9	"
Premier Joinery Co. (Ltd.)	"	Sawmill	50	18	First class.
Price, A. & G.	Thames	Ironworks	42	8	Second class.
Rangiora Sawmill Co.	Rangiora	Sawmill	60	13½	"
Redshaw, J.	Richmond	Steaming	18	8	"
Reid, Marshall, & McKenzie	Kawakawa	Flax-mill	20	10	"
"	Matarua	"	26	10	"
Ross, A. W., & Co.	Matata	Sawmill	20	10	"
Royal Oak G.M. Co.	Tokatea	Battery	25	14	"
Sandford, A.	Shortland	Ice-making	20	9½	"
Seccombe, Thos.	Whakatane	Flax-mill	16	6½ and 11½	"
Sharland & Co.	Auckland	Steaming	25	Nil	"
Slater & Co.	Kauri	Hauling	8	6½ and 10	Locomotive and traction.
"	"	"	8	6½ and 10	"
Smith, A. L.	Waitangi	Flax-mill	14	Two 9	Second class.
Smith Bros.	Matakohe	Sawmill	30	18	First class.
"	"	"	25	18	"
"	"	"	16	18	"
"	Whangape N.	"	25	14½	"
Smith & Malcolm	Kaikokopu	Flax-mill	14	Two 9	Second class.
Smyth Bros.	Kennedy Bay	Traction	8	Two 6	Locomotive and traction.
Stewart & Hall	Opua	Sawmill	30	12½	Second class.
Stokes, A. L.	Whakapara	"	20	Two 10	"
Subritzky & Hansen	Awanui	Flax-mill	42	11	"
Subritzky, J.	"	"	20	10	"
Sulenta, G.	Waipapakauri	"	20	10	"
Sutherland, W., & Co.	Onehunga	Tannery	37	8 and 15	First class.
Suttie Bros.	"	"	22	10	Second class.
Talisman Consolidated Gold-mining Co.	Karangahake	Quartz-crushing	25	10, 15, and 18	First class.
Ditto	"	Quartz-crushing and air-compressing	57	10, 15, and 18	"
"	"	Ditto	57	10, 15, and 18	"
"	"	Air-compressing	54	20	"
"	"	"	54	20	"
Taupiri Coal-mines Co. (Ltd.)	Huntly	Winding	20	Two 11½	Winding.
Ditto	"	Pumping	14	Two 7 and two 10	First class.
"	"	Winding and pumping	30	Two 18	First class and winding.
"	Kimihia	Traction	12	Two 8	Locomotive and traction.
Taupo Totara Timber Co.	Mokai	Log-hauling	55	12	Second class.
Thames Drainage-works	Thames	Drainage-works	35	82	First class.
"	"	"	35	82	"
"	"	"	35	82	"
The Great Mercury Gold-mining Co.	Kuaotunu	Battery	40	18	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
AUCKLAND NORTH— <i>continued.</i>					
Thomas Bros. ..	New Lynn ..	Brickworks ..	13	12½	Second class.
Thompson and Hill ..	Auckland ..	Jam-factory ..	40	10½	"
Thornes and Nicolls ..	Archill ..	Abattoirs ..	23	Nil	"
Tiunga, Paora ..	Komiti ..	Flax-mill ..	24	10	"
Trounson, J. ..	Kaihu ..	Sawmill ..	25	16	First class.
" ..	" ..	" ..	15	16	"
" ..	" ..	Hauling ..	8	5 and 11	Locomotive and traction.
Union Collieries Co. ..	Maramama Incline	Pumping and winding	25	One 8, one 10, one 10	Second class.
Union Oil, Soap, and Candle Co. ..	Westfield ..	Soap-works ..	40	16½	First class.
Ditto ..	" ..	Soap and candle works	25	16½	"
Union Steamship Co. ..	Hoisting on hulk "Helen"	Hoisting ..	22	Two 8	Second class.
Vanguard Gold-mining Co. ..	Thames ..	Winding ..	35	18	Winding.
" ..	" ..	" ..	14	Two 8½	"
Victoria Gold-mining Co. ..	" ..	" ..	16	Two 9½	Second class.
Waihi Beach Gold-mining Co. ..	Waihi ..	Gold-mining ..	35	Two 8	"
Waihi Beach United Gold-mining Co. ..	Waihi Beach ..	Winding ..	14	Two 8	Winding.
Waihi Extended Gold-mining Co. ..	Waihi ..	Pumping and winding	62	8 and 8	"
Waihi Gold-mining Co. ..	" ..	Pumping, winding, and air-compressing	56	14 and 30, 35 and 70, 60 and 110, two 12, two 8, two 12	First class and winding.
" ..	" ..	Ditto ..	56	Ditto	"
" ..	" ..	" ..	80	Two 7, one 14, 18 and 32	"
" ..	" ..	" ..	80	Ditto	"
" ..	" ..	Quartz-crushing ..	45	11 and 20	First class.
" ..	" ..	Pumping and electric light	70	One 10 and one 14½	"
" ..	" ..	Winding and air-compressing	28	16 and 12	Winding.
" ..	" ..	Sawmill ..	40	One 18	First class.
" ..	" ..	Quartz-crushing ..	50	12 and 20, 12½ and 20, 15 and 30	"
" ..	" ..	" ..	50	Ditto	"
" ..	" ..	Winding and air-compressing	52	Two 18	Winding.
" ..	No. 1 Shaft ..	Ditto ..	40	12 and 16	"
" ..	No. 2 Shaft ..	Winding ..	70	Two 9½, two 9, two 11½ and 8	"
" ..	" ..	" ..	70	Ditto	"
" ..	No. 4 Shaft ..	" ..	20	Two 5, two 12	"
" ..	No. 5 Shaft ..	Pumping, winding, and air-compressing	64	14 and 30, 35 and 70, 60 and 110, two 12, two 8, two 12	First class and winding.
" ..	" ..	Ditto ..	64	Ditto	"
" ..	" ..	" ..	88	One 6, one 9, one 60 and 110, one 35 and 70, one 15 and 30, two 8, two 12, two 10, one 17	"
" ..	" ..	" ..	88	Ditto	"
" ..	" ..	" ..	88	"	"
" ..	" ..	" ..	88	"	"
" ..	No. 6 Shaft ..	Winding ..	70	Two 6 and two 30	Winding.
" ..	" ..	" ..	70	Ditto	"
" ..	Waihi ..	" ..	42	Two 18	"
" ..	" Battery	Quartz-crushing ..	52	12 and 20, 12½ and 20, 15 and 30	First class.
" ..	" ..	" ..	50	Ditto	"
" ..	Waihi (Union Battery)	Quartz-crushing ..	50	11 and 20	"
" ..	Waihi to Waikino	Hauling ..	18	Two 9	Locomotive and traction.
" ..	" ..	" ..	18	Two 9	"
" ..	" ..	" ..	18	Two 10	"
" ..	" ..	" ..	18	Two 9	"
" ..	Waikino ..	Sawing timber ..	16	Two 10	Second class.
" ..	" ..	Tube mills ..	54	Two 10, two 12	First class.
" ..	" ..	Quartz-crushing ..	50	19 and 36	"
" ..	" ..	" ..	50	19 and 36	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
AUCKLAND NORTH—<i>continued.</i>					
Waihi Gold-mining Co. . .	Waikino . .	Quartz-crushing . .	50	19 and 36	First class.
"	"	"	50	19 and 36	"
"	"	"	50	19 and 36	"
"	"	"	40	12 and 21, and 15	"
Waihi Grand Junction Gold mining Co. (Ltd.)	Waikino Battery	Producer-gas making	40	One 8, one 8	Second class.
Ditto	Waihi	Winding	30	Two 6	Winding.
"	"	Gold-mining	184	Three turbines each 580 b.h.p.	Second class.
"	"	"	184	Ditto	"
"	"	"	184	"	"
Waihi Syndicate Gold-mining Co.	"	Motor-wagon	4	4½ and 7	Locomotive and traction.
Ditto	"	Winding	63	Two 10	Winding.
Waiotahi Gold-mining Co.	Thames	"	50	Two 10	"
"	"	"	35	14 and 14	"
"	"	"	13	10½	"
Waitaia Gold-mines Co. (Limited)	Kuaotuna	Battery	35	15	First class.
Waiemata Sawmill Co. . .	Auckland	Sawmill	35	16	"
Warnock Bros.	Cox Creek	Soap-works	50	16	"
"	Richmond	"	30	Nil	Second class.
Whitchurch Bros.	Manurewa	Flax-mill	14	Two 8½	"
White-pine Sawmill Co. . .	Naumai	Hauling logs	10	Two 8	Locomotive and traction.
"	"	Sawmill	65	Two 18	First class.
"	"	"	40	18	"
"	"	"	40	18	"
"	Tokatoka	Hauling	14	8 and 13	"
Wicks, H., & Son	Newmarket	Wood-planing	20	10	Second class.
Wilson, J., & Co.	Warkworth	Idle	24	Nil	"
"	"	Cement-works	67	14 and 28	First class.
"	"	"	67	Compound, 14 and 28	"
"	"	"	68	14 and 28	"
Wilson & Horton	Auckland	Printing	53	9 and 13	"
"	"	"	100	9 and 13	"
Wilson's Portland Cement Co.	Warkworth	Cement-works	70	14 and 28	"
Wood, C.	Parnell	Soap-works	15	14	Second class.
AUCKLAND SOUTH DISTRICT.					
Allwell, J.	Hautapu	Threshing	4	6	Locomotive and traction.
Ambury & English	Frankton Junction	Dairy factory	27	11	Second class.
Andrews & Greening	Taumarunui	Sawmill	17	Two 9	"
Arahiwi Sawmilling Co.	Arahiwi	"	30	13	"
Bailey & Bollard	Taupiri	"	31	14	"
Baldwin, Samuel	Cambridge	Hauling, &c.	4	6½	Locomotive and traction.
Bartholomew Land & Timber Co.	Ngatira	Hauling	12	Two 8	"
Ditto	"	Sawmill	65	18	First class.
"	"	"	65	18	"
Bell, Alexander	Walton	"	20	13½	Second class.
Bennett, J.	Ongarue	"	25	12	"
"	"	Log-hauling	15	Two 8½	"
Bycroft Bros.	Cambridge	Threshing	6	8	Locomotive and traction.
Coates (Limited)	Huntly	Brickworks	36	10	Second class.
Coulthard Bros.	Ngaruawahia	Sawmill	33	Two 11	First class.
Ellis & Burnand	Hamilton	"	44	15½	"
"	"	"	14	Two 10	Second class.
"	Otorohanga	"	25	14	"
"	Mangapehi	"	50	Two 14½	First class.
"	Tiroa	"	16	Two 10	Second class.
"	Mangapehi	Hauling	17	Two 9½	Locomotive and traction.
"	"	Sawmill	65	Two 14½	First class.
"	Manunui	"	59	18	"
"	"	"	59	18	"
"	Hamilton	Log-hauling	23	9	Second class.
Forsman Bros.	Waharoa	General	6	8	Locomotive and traction.
Fraser, G.	Kirikiri	Chaff-cutting	6	7	"
Gamman & Co.	Ohakune	Sawmill	55	20	First class.
Jarrett Bros.	Cambridge West	Chaff-cutting	5	7½	Locomotive and traction.
"	"	"	5	7½	"
Johnson, J. B.	Mangaiti	Flax-mill	28	10	Second class.
Kay, John	Paterangi	Threshing	6	8	Locomotive and traction.
Kusabs, C. E.	Rotorua	Hauling	6	6 and 9	"
Levesey, J. W.	Waiotapu	Flax-mill	16	9	Second class.
Lynn & Poplewell	Mokai	"	14	Two 8½	"
Manawatu Co-operative Dairy Co.	Aratiatia	Dairy factory	16	9	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—continued.

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
AUCKLAND SOUTH—continued.					
Mountain Rimu Timber Co.	Mamaku	Sawmill	51	16	First class.
N. Z. Dairy Association	Ngaruawahia	Dairy factory	34	16	"
N. Z. Government (Agricultural Department)	Waitanga	Bark-mill	14	Two 9	Exempt.
N. Z. Government (Public Works Department)	Kakaki	Sawmill	16	Two 9½	"
Ditto	"	"	16	Two 9½	"
"	King-country	Hauling	25	Two 12	"
"	Takapuna	Idle	16	Two 9½	"
Otway Bros.	Waihou	Flax-mill	25	11	Second class.
Primrose, James	Kirikiroa	Threshing	5	7½	Locomotive and traction.
Primrose, John	"	"	6	8	"
Puketapu Sawmilling Co.	Piriaka	Sawmill	42	16	First class.
"	Matapuna	"	38	12	Second class.
"	"	"	38	14	"
"	"	Locomotive	5½	6	Locomotive and traction.
"	"	Hauling	20	Two 9	Second class.
"	Kakahi	Sawmill	38	13	"
Punga Punga Timber Co.	Manunui	Log-hauling	17	Two 8½	"
"	Tariki	"	8	Two 7	Locomotive and traction.
"	Piriaka	Sawmill	16	Two 8½	Second class.
"	Taumarunui	"	73	17	First class.
Raetihi Sawmilling Co.	Raetihi	"	38	16	"
Rangiriri Hemp Co.	Rangiriri	Flax-mill	16	10	Second class.
Rotorua Timber Co.	Oxford Bush	Sawmill	50	16	First class.
Rowe & Co.	Mamaku	"	15	13	Second class.
Seifert, F., & Co.	Tauhae	Flax-mill	12	7 and 11½	"
Steel Bros.	Oxford Bush	Sawmill	24	13 and 18	First class.
Sultee & Co.	Waharoa	Flax-mill	45	12	Second class.
Taringamutu Sawmilling Co.	Taringamutu	Sawmill	45	15½	First class.
Taumarunui Sawmilling Co.	Taumarunui	"	25	15½	"
Taupiri Coal Mines (Ltd.)	Huntly	Pumping	75	9½ and 18	"
"	"	Winding and haulage	42	Two 8, two 9, two 11	"
"	"	Winding	14	Two 7, two 10	Winding.
"	"	"	30	Two 18	First class.
"	"	"	30	Two 18	"
"	"	Hauling	12	Two 8	Locomotive and traction.
"	"	Winding	42	Two 8, two 9, two 11	First class and winding.
"	"	"	72	Ditto	"
"	"	"	75	"	"
"	"	Pumping and winding	75	9½ and 18	"
"	Kimihia	"	24	Two 12	"
"	"	"	24	Two 12	"
Taupiri West Coal Co.	Huntly	Coal-mining	35	Two 20	First class.
Taupo Totara Timber Co.	Putaruru	Sawmill	50	14½	"
"	"	Hauling	12	Two 7½	Locomotive and traction.
"	"	"	20	Two 12	"
"	"	"	20	Two 12	"
"	Taupo Bus	"	50	Two 8, two 10	Second class.
"	Mokai	Sawmill	18	Two 10	"
"	"	"	58	11	"
"	"	Hauling	12	Two 7½	Locomotive and traction.
"	"	"	18	Two 10	Second class.
"	"	"	13	Two 8	Locomotive and traction.
Taylor, W., & Sons	Freshfield	Threshing, &c.	5	7½	"
Te Aroha Co-op. Dairy Co.	Waihou	Dairy factory	25	10	Second class.
Te Awamutu Flax-milling Co.	Te Rapa	Flax-mill	28	12	"
Ditto	Hamilton	"	44	15½	First class.
Tukino Te Heuheu	Tokaana	"	14	Two 9	Second class.
Waotu Timber Co.	Waotu	Sawmill	16	Two 9	"
Watkins Bros.	Raglan	Log-hauling	30	12½	"
"	"	"	8	7½ and 11½	Locomotive and traction.
White Star Timber Co.	Oparatu	Sawmill	26	14½	First class.
CANTERBURY NORTH DISTRICT.					
Akaroa County Council	Akaroa	Stone-crushing	9	6 and 10½	Locomotive and traction.
Allen, R.	Riccarton	Flour-mill	12	6½ and 11½	Second class.
Allinson, R.	Christchurch	General	7	8	Locomotive and traction.
Anderson's (Limited)	"	Foundry	20	9 and 15	First class.
"	"	"	20	9 and 15	"
"	Makatote Viaduct	Bridge-work	20	11 and two 7	Second class.
Anderson, J. & Co.	Lytelton	Engineer tools	45	9 and 17	"
Andrews, J. C.	Waikuku	Hauling	8	6½ and 10½	Locomotive and traction.
"	"	"	4	6½ and 10½	"
"	"	Rope-works	35	12 and 21	First class.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
CANTERBURY NORTH—<i>continued.</i>					
Andrews, S. P.	Heathcote	Stone-crushing	16	8 and 12 $\frac{3}{4}$	First class.
"	"	Road wagon	4	5 and 9	Locomotive and traction.
Aulsebrook & Co.	Christchurch	Biscuit-factory	18	8 $\frac{1}{2}$ and 12 $\frac{3}{4}$	First class.
"	"	"	15	8 $\frac{1}{2}$ and 12 $\frac{3}{4}$	"
Bailey, G. W.	Templeton	Threshing	9	6 $\frac{1}{2}$ and 11	Locomotive and traction.
"	"	"	8	9	"
Bailey, R.	Ashley	General	8	8	"
Baker, T. H., & Co.	Woolston	Fellmongery	20	12	Second class.
Barnes, Charles	Cheviot	General	8	9 $\frac{1}{2}$	Locomotive and traction.
Batchelor, W. J.	Culverden	Chaff-cutting	6	8	"
*Beal, M.	East Eyreton	Threshing	10	10	"
Bennett, H.	Lincoln	"	8	9	"
"	"	"	8	9	"
Body, A. E.	Sydenham	Hauling	8	6 and 10 $\frac{1}{2}$	"
Booth, Douglas	West Oxford	Sawing	8	9	"
*Bowman, John	Riccarton	Threshing	8	9	"
Bowman, R.	West Oxford	"	8	9 $\frac{1}{2}$	"
Bowron Bros.	Woolston	Tannery	15	12 and 21 $\frac{1}{2}$	First class.
"	"	"	17	12 and 21 $\frac{1}{2}$	"
"	"	"	17	Nil	Second class.
"	"	"	16	"	"
"	"	"	20	"	"
Boyd & Keir	Rangiora	Oleo-works	14	Two 8 $\frac{1}{2}$	"
Brightling, J.	Christchurch	Brick-making	30	12	"
"	"	River-cleaning	9	Two 9 $\frac{1}{16}$	"
Brown, D. H.	Addington	Flour-mill	30	8 and 12 $\frac{3}{4}$	First class.
Brown, Mrs.	Christchurch	Laundry	20	7	Second class.
Burgess, J.	Dunsandel	General	9	6 $\frac{1}{2}$ and 11 $\frac{1}{2}$	Locomotive and traction.
"	"	"	8	9	"
Burgess, W.	"	"	8	9	"
"	"	Threshing	8	8 $\frac{1}{2}$	"
*Burgin, T. A.	Swannanoa	General	7	8 $\frac{1}{2}$	"
*Burns, W.	Prebbleton	Threshing	8	6 $\frac{1}{2}$ and 10	"
*Burton & Shipley	Greendale	"	8	8 $\frac{11}{16}$	"
Busch, H. H. W.	Christchurch	Road-work	8	6 and 10	"
*Calder, Jno.	Halkett	Threshing	9	10	"
"	"	&c.	7	8	"
Campbell, E.	Leeston	Threshing	8	6 and 10 $\frac{1}{2}$	"
Canterbury Frozen Meat Co.	Belfast	Shunting	20	Two 9	"
Ditto	"	Freezing, &c.	40	9, 14 $\frac{1}{2}$, and 25	First class.
"	"	"	30	9, 14 $\frac{1}{2}$, and 25	"
"	"	"	70	10 and 17, 8 and 14	"
"	"	"	40	Ditto	"
"	"	"	30	"	"
"	"	"	36	"	"
"	"	Boiling down, &c.	36	8	Second class.
"	"	"	36	8	"
"	"	Motor-car	5	4 and 6	Locomotive and traction.
Canterbury Seed Co.	Heathcote	Seed-cleaning	20	12 $\frac{1}{2}$	Second class.
Chapman & Son	Kaiapoi	General	6	8	Locomotive and traction.
Cheviot County Council	Port Robinson	Landing service	25	Two 10 $\frac{1}{2}$	First class.
Christchurch Brick Co.	Addington	Brick-making	30	12 and 21	"
"	"	"	30	12 and 21	"
"	St. Martin's	"	50	11	Second class.
"	"	"	56	12 $\frac{1}{2}$	"
"	"	"	27	11	"
Christchurch City Council	Christchurch	Electric light	208	10 and 17	First class.
"	"	Road-work	4	4 $\frac{1}{2}$ and 6	Locomotive and traction.
"	"	Electric light	103	Three 7, three 12, three 8, three 10, three 14, and three 17	First class.
"	"	"	103	Ditto	"
"	"	Road-roller	6	5 and 8	Locomotive and traction.
"	"	"	6	5 $\frac{1}{2}$ and 9	"
"	"	"	7	8 $\frac{1}{2}$	"
"	"	Water-heating	17	10	Second class.
Christchurch Gas Co.	"	Gasworks	36	One 12, one 9, and one 7	"
"	"	Pumping	18	10	"
"	Springfield	"	20	7	"
Christchurch Meat Co.	Islington	Fellmongery	20	Nil	"
"	"	Freezing and electricity	80	9 and 17, 15 and 27, 16 and 30, 10 and 18	First class.
"	"	Ditto	80	Ditto	"
"	"	"	40	"	"
"	"	Wool-scouring	30	Nil	Second class.

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
<i>CANTERBURY NORTH—continued.</i>					
Christchurch Meat Co. ..	Islington ..	Locomotive-work ..	10	7 and 37	Locomotive and traction.
" ..	" ..	Freezing, &c., and electricity	40	9 and 17, 10 and 18, 15 and 27, 16 and 30	First class.
" ..	" ..	Ditto ..	40	Ditto	"
" ..	" ..	Manure-works ..	25	Nil	Second class.
Christchurch Press Co. ..	Christchurch ..	Printing and electric light	15	7½ and 11½, 8 and 12	First class.
" ..	" ..	Ditto ..	20	Ditto	"
Christchurch Steam Laundry Co.	" ..	Laundry ..	2C	10	Second class.
Christchurch Tramway Board	" ..	Tram-engine No. 1 ..	8	Two 6½	Locomotive and traction.
Ditto ..	" ..	" No. 2 ..	8	Two 7½	"
" ..	" ..	" No. 3 ..	8	Two 7½	"
" ..	" ..	" No. 5 ..	8	Two 7½	"
" ..	" ..	" No. 6 ..	8	Two 7½	"
" ..	" ..	" No. 7 ..	8	Two 7½	"
" ..	" ..	" No. 8 ..	8	Two 7½	"
" ..	" ..	Electric trams ..	110	Turbine	Second class.
" ..	" ..	" ..	110	"	"
" ..	" ..	" ..	110	"	"
" ..	" ..	Electricity ..	208	"	"
" ..	" ..	Locomotive-work ..	20	Two 10	Locomotive and traction.
*Clark, H. J. ..	Flaxton ..	Chaff-cutting ..	4	7½	"
*Clark, J. E. ..	Woodend ..	Threshing ..	8	8½	"
Clinton, Nicholas ..	Greendale ..	" ..	8	9	"
*Clinton, Peter ..	Kirwee ..	" ..	8	9	"
*Coe Bros. ..	Irwell ..	" ..	8	9	"
Conway, W. F. ..	Greendale ..	Threshing, &c. ..	8	9	"
Coop, James ..	Little River ..	Sawmill ..	14	Two 8½	Second class.
Cooper & Duncan ..	Christchurch ..	Engineers' tools ..	20	8½ and 12½	First class.
Costello, M. ..	Cheviot ..	General ..	6	8½	Locomotive and traction.
Courtenay Road Board	Christchurch ..	Road-work ..	6	5½ and 9	"
Cox Bros. & Power ..	Templeton ..	Chaff-cutting ..	4	6	"
Crump, D. ..	Springston ..	Threshing, &c. ..	8	6 and 10	"
Curragh, A. ..	Templeton ..	Flour-mill ..	8	6½ and 10½	Second class.
*Curragh Bros. ..	" ..	Threshing ..	8	9	Locomotive and traction.
Curragh Bros. ..	" ..	Threshing and chaff-cutting	8	9	"
*Curragh Bros. ..	" ..	Threshing ..	8	9	"
Dalziel & Purvis ..	Fernside ..	General ..	9	6½ and 10	"
Darroch, R. ..	Waikare ..	" ..	8	6½ and 10	"
Davies, H. E. ..	Irwell ..	Threshing ..	8	9	"
" ..	" ..	" ..	9	6½ and 10½	"
Dean, J. ..	Glentunnel ..	Brick and tile works	45	14½	First class.
Deans, John ..	" ..	" ..	15	14½	"
Dean, John ..	" ..	Hauling ..	7	6 and 6	Locomotive and traction.
Dearsley & Taylor ..	Christchurch ..	Sawmill ..	30	10½	Second class.
Doubleday, W. ..	Kaiapoi ..	Threshing ..	9	6½ and 10½	Locomotive and traction.
Drainage Board ..	Linwood ..	Pumping ..	25	15 and 26	First class.
" ..	" ..	" ..	25	15 and 26	"
Duckworth & Greer ..	Papanui ..	Threshing, &c. ..	8	9½	Locomotive and traction.
Duncan, P. & D. ..	Christchurch ..	Foundry ..	30	8½ and 8	Second class.
East, F. W. ..	Prebbleton ..	Threshing ..	7	8	Locomotive and traction.
Ellesmere Grain Agency ..	Doyleston ..	General ..	8	6 and 10½	"
" ..	" ..	" ..	8	6½ and 10	"
" ..	" ..	" ..	8	9	"
Ellesmere Machinery Co. ..	Leeston ..	" ..	8	10	"
Evans, R. ..	Kaiapoi ..	Threshing, &c. ..	10	10	"
" ..	" ..	" ..	8	8½	"
" ..	" ..	" ..	8	8½	"
" ..	" ..	Flour-mill ..	30	12	Second class.
Everest, Geo. ..	Taitapu ..	Threshing ..	8	8½	Locomotive and traction.
*Findlay, D. J. ..	Halkett ..	" ..	8	9	"
*Gardiner, H. ..	Irwell ..	" ..	8	9	"
Gardner, R. ..	Cust ..	Flour-mill ..	20	7 and 12	Second class.
Gerard, W. ..	Snowden ..	Hauling ..	8	6 and 10	Locomotive and traction.
*Gibbs, Henry ..	Lincoln ..	Threshing ..	8	9	"
Giles, Robert ..	Balcairn ..	General ..	6	8	"
*Gillander Bros. ..	Darfield ..	Threshing ..	8	9½	"
Glenmore Brick Co. ..	Woolston ..	Excavating ..	7	5½ and 5½	"
" ..	" ..	Brickworks ..	50	16	First class.
Goss, J. ..	Christchurch ..	Sash and door factor,	30	12 and 23	"
" ..	" ..	" ..	30	12 and 23	"
*Gough, J. ..	Greendale ..	Threshing ..	8	6½ and 10½	Locomotive and traction.
*Greenslade, J. ..	Prebbleton ..	" ..	8	6½ and 10	"
" ..	" ..	" ..	9	6½ and 10½	"
" ..	" ..	" ..	8	6½ and 10½	"
" ..	" ..	" ..	8	6½ and 10½	"
Greer Bros. ..	Papanui ..	" ..	8	9	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
<i>CANTERBURY NORTH—continued.</i>					
Hadler, J. H. M.	Amberley	Chaff-cutting	8	9	Locomotive and traction.
*Hall, Henry	Christchurch	Threshing	8	6½ and 10	"
*Hampton, C.	Southbridge	"	8	9	"
*Hanna, T.	Sefton	"	8	9	"
Heathcote Road Board	Christchurch	Road-roller	6	6 and 9½	"
Henshall, T.	Papanui	Woodworks	20	9	Second class.
Herman and Cresswell (Royal Cafe Co.)	Christchurch	Heating	17	Nil	"
Herman, E.	W. Oxford	General	8	6½ and 10½	Locomotive and traction.
Hill, Walter	Woolston	Tannery	30	12 and 19	First class.
Holland, A. G.	Kirwee	Threshing, &c.	7	8½	Locomotive and traction.
*Holland & Giles	Kaiapoi	Chaff-cutting	9	8½	"
Horsley & Co.	Springfield	Pottery	25	12½	Second class.
*Humm Bros.	Waddington	Threshing	6	7	Locomotive and traction.
Humm, W.	Waddington	Chaff-cutting	4	7	"
Hunsley, William	Christchurch	Sawmill	15	12 and 21	First class.
"	"	"	15	12 and 21	"
*Johnston, Wm.	Yaldhurst	Threshing	8	9	Locomotive and traction.
"	"	General	8	6½ and 10½	"
Jones & Patterson	Hororata	Threshing	8	9½	"
*Judson, Jas.	Woodend	"	8	9	"
"	"	"	8	9½	"
Kaiapoi Shipping Co.	Kaiapoi	Sawmill	14	7 and 12	Second class.
Kaiapoi Woollen Co.	"	Woollen-mills	30	20 and 36	First class.
"	"	"	30	20 and 36	"
"	"	"	65	20 and 36	"
Kimber, H.	Springston	General	8	6½ and 10	Locomotive and traction.
"	"	Threshing	8	6½ and 10½	"
"	"	General	9	6½ and 10½	"
Knewstubs, E.	Lyttelton	Pumping	20	7, 8, and 9	Second class.
Langdon & Sons	Sydenham	Oatmeal-mill	17	9	"
*Lemon & Anderson	Killinchy	Threshing	8	9	Locomotive and traction.
Lyttelton Borough Council	Lyttelton	Pumping water	20	11 and two 12	First class.
"	"	"	12	11 and two 12	"
"	"	"	10	7½ and 15	"
"	"	"	10	7½ and 15	"
Lyttelton Harbour Board	Dook, Lyttelton	"	15	6, 6, 13½, 13½	Second class.
"	"	"	15	6, 6, 13½, 13½	"
"	"	"	15	6, 6, 13½, 13½	"
"	Lyttelton	Electric light	16	Two (9 and 14)	First class.
"	"	"	16	Two (9 and 14)	"
"	"	Hauling	38	Two 8½	Second class.
Lyttelton Times Co.	Christchurch	Printing and electric light	15	9 and 14	First class.
"	"	Ditto	15	9 and 14	"
Maddren & Son	"	Rope-making	32	10½	Second class.
Maindonald, M.	West Eyreton	Threshing, &c.	8	6 and 10½	Locomotive and traction.
"	"	General	8	8½	"
"	"	Threshing, &c.	8	9½	"
Manning & Co.	Christchurch	Brewery	50	7	Second class.
*Martin, Geo. H.	East Eyreton	Threshing only	9	9½	Locomotive and traction.
*Mather, J.	Saltwater Creek	Threshing	8	6½ and 11	"
*Maw & Hampton	Southbridge	Threshing, &c.	6	8	"
"	"	Threshing	6	8	"
McCartney, R.	Tai Tapu	Threshing, &c.	8	9	"
"	"	General	10	6½ and 11½	"
*McConnell & Walker	Killinchy	Threshing	8	9	"
"	Selwin	General	9	6½ and 10	"
"	Greendale	"	10	7 and 11	"
McCrostie, J. W.	"	Threshing, &c.	9	9	"
*McCrostie & Westwood	"	"	9	9	"
McDonald, Thos.	Waikuku	Fellmongery	20	8	Second class.
*McEvedy, Peter	Southbridge	Threshing	8	6½ and 10	Locomotive and traction.
McIntosh, Colin	N. Loburn	General	8	9	"
McLachlan, A.	Doyleston	Threshing	8	9	"
McLachlan, J.	Waikari	General	9	6½ and 10	"
McLaren, W. A., & Co.	Christchurch	Road wagon	4	4½ and 6	"
*McLachlan, J.	Waikari	Threshing	8	6½ and 10½	"
Mehrtens, H.	"	Chaff-cutting, &c.	6	8	"
Mills, Jno.	Waikuku	Road-work	8	6½ and 10	"
Mills, Jno.	"	General	8	6½ and 10	"
Moffatt, R.	Spreydon	Traction work	9	6½ and 10	"
Moir, W., & Co.	Southbrook	Flour-mill	30	12 and 20	First class.
Moody, W.	Woodend	Threshing	8	8½	Locomotive and traction.
Morgan, E.	Ashley	General	6	8½	"
Nelson Bros.	Hornby	Freezing	30	18 and 29	First class.
"	"	"	30	13 and 25	"
Nicholls, W.	Belfast	Fellmongery	17	11	Second class.
"	"	"	20	9	"
North Canterbury Hospital Board	Christchurch	Electric lighting	50	11½	"
Ditto	"	Heating, &c.	16	11½	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
CANTERBURY NORTH— <i>continued.</i>					
* N.Z. Government (Agricultural College)	Lincoln	Threshing ..	8	6½ and 10	Locomotive and traction.
N.Z. Government (Defence Department)	Lyttelton	Electric light ..	20	12	Exempt.
N.Z. Government (Mental Hospital)	Sunnyside	Heating water ..	30	Two 9	"
Ditto	"	"	30	Two 9	"
N.Z. Government (Public Works Department)	Addington	Locomotive ..	20	10 and 10	"
Ditto	Broken River	Compressing air ..	20	9½ and 9½	"
N.Z. Provision & Produce Co.	Belfast	Chemical works ..	20	10	Second class.
Oakley, Geo.	Templeton	Road-work ..	4	4½ and 6	Locomotive and traction.
Oleo & General Produce & Export Co.	Belfast	Heating ..	17	Nil	Second class.
Osborne, Job	Doyleston	Threshing ..	8	9	Locomotive and traction.
"	"	"	8	9	"
Page, H.	Springston	General ..	8	9	"
Parkinson, W. F.	Kaituna	Threshing ..	8	9	"
Patterson & Jones	Hororata	Road-work ..	8	6½ and 10	"
"	"	General ..	8	9½	"
* Pawsey, J. R.	Balcairn	Threshing ..	8	8½	"
Pearson, W.	Southbrook	Flax-mill ..	8	9½	"
Pepler, A., & Co.	Sydenham	Sash and door factory	30	11	Second class.
Perryman, H. E.	Tai Tapu	Threshing ..	8	9½	Locomotive and traction.
Phillipotts & Son	Christchurch	Chaff-cutting, &c. ..	7	7½	"
Pierson & Taylor	Brookside	General ..	8	9	"
Piteaithly & Co.	Halswell	Stone-crushing ..	22	Two 10½	First class.
"	"	Hauling ..	10	7 and 11	Locomotive and traction.
"	"	Stone-crushing ..	16	two 9	Second class.
"	"	Hauling ..	9	6½ and 12	Locomotive and traction.
"	"	Road-work ..	8	6½ and 11½	"
"	"	Hauling ..	10	7 and 11	"
"	"	Stone-crushing ..	40	Two 10½	First class.
Reid, R.	Bennetts	Threshing ..	8	9	Locomotive and traction.
"	"	General ..	8	6½ and 11	"
Riccarton Road Board	Riccarton	Road-work ..	7	5½ and 9	"
*Rice, A.	Kaipoi	Chaff-cutting ..	9	6 and 10½	"
Ridder, M. B. F.	Spreydon	Road-roller ..	6	8	"
Robb, Jas.	Waiau	Chaff-cutting ..	7	8½	"
Robson, T. T.	Avonside	Fellmongery ..	22	9½	Second class.
*Ruddock, Edward	Southbridge	Threshing ..	8	9½	Locomotive and traction.
*Russell and Keltie	Hororata	"	8	9	"
Scott Bros.	Christchurch	Engineer's shop ..	20	11	Second class.
"	"	"	20	14	"
"	"	Electric light and power	57	12 and 21	First class.
"	"	Ditto ..	57	14 and 24	"
"	"	"	57	14 and 24	"
Scott and Sellers	"	Sawmill ..	16	12	Second class.
Sefton Dairy Factory Co.	Sefton	Dairy factory ..	30	8	"
Sharp, John	Lincoln	Threshing ..	8	6½ and 10	Locomotive and traction.
Shepherd, J. E. and L.	Rangiora	Chaff-cutting ..	8	9	"
*Simpson, G. F.	Southbridge	Threshing ..	8	9	"
Smart, G., and Son	Sydenham	Stone-breaking ..	18	Two 10½	First class.
Smith, H.	Clarkville	General ..	8	6 and 10½	Locomotive and traction.
Smith and Smith	Christchurch	Sawmill and electric light	25	12 and 21	First class.
"	"	Ditto ..	25	12 and 21	"
"	"	Electric light ..	53	12 and 21	"
"	"	Sawmill ..	35	11½	Second class.
*Smith, W.	Southbrook	Threshing ..	8	6½ and 10	Locomotive and traction.
*Smith, W. R.	Southbridge	"	8	9	"
Strange, Wm., and Co.	Christchurch	Cabinetmaking ..	25	12	Second class.
Swanston, A.	"	Hauling ..	7	8½	Locomotive and traction.
"	"	"	8	9½	"
"	"	Sawmill ..	35	12	Second class.
Tyler, C. A.	Rangiora	Road-wagon ..	5	5 and 9	Locomotive and traction.
Union S.S. Co.	Lyttelton	Hoisting hulk ..	21	5, 6, and 8	Second class.
*Vallance, John	Sefton	Threshing ..	8	9	Locomotive and traction.
Waimakiriri Harbour Board	Kaipoi	Dredging ..	14	7 and 11	Second class.
Walker, James	Dunsandell	Threshing ..	8	9	Locomotive and traction.
*Walker, John	"	"	8	9	"
Wardell Bros.	Christchurch	Electric lighting and freezing	50	8, 13, 9, and 14	First class.
"	"	Electric lighting ..	35	8, 13, 9, and 14	"
Washbourne, E.	Selwyn	Flax-mill ..	8	9	Locomotive and traction.
*Watson, Bros.	Halkett	Threshing, &c. ..	7	8½	"

*This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
CANTERBURY NORTH—<i>continued.</i>					
Watson, G.	Christchurch	Sawmill	25	10½	Second class.
Watt, Thos.	Rakaia	General	8	9	Locomotive and traction.
White, A. J., & Co.	Christchurch	Furniture-making	12	6 and 10½	Second class.
White Bros.	Loburn	General	9	6½ and 10	Locomotive and traction.
Whyte, James	West Oxford	"	7	8	"
Williams & Stephens	Christchurch	Sawmill	35	12 and 20	First class.
	"	Sash and door factory	35	12 and 20	"
Withell Bros.	Brookside	General	8	6½ and 10½	Locomotive and traction.
Wood Bros.	Addington	Flour-mill	45	6½ and 10½	Second class.
Wright, F. G.	Annatt	General	4	6	Locomotive and traction.
Zealandia Soap & Candle Co.	Woolston	Soap and candle works	25	8	Second class.
Ditto	Heathcote	Soap-works	30	Nil	"
CANTERBURY SOUTH DISTRICT.					
*Adams, Joseph	Wakanui	Threshing	8	9	Locomotive and traction.
Adams, S. J.	Waimate	Sawmill	16	9½ and 14	First class.
*Aker, Wm.	Washdyke	Threshing	8	9	Locomotive and traction.
*Albury Farmers' Threshing Co.	Albury	"	8	6½ and 10½	"
*Anderson, Hy.	Winchmore	"	8	6½ and 10½	"
*Anderson, Wm.	Flemington	Chaff-cutting	8	8½	"
Andrews, M.	Pleasant Point	General	8	9	"
Armer, Orr, & Co.	Ashburton	Idle	8	6½ and 10½	"
Ashburton Woollen Mills.	"	Woollen-mills	30	Nil	Second class.
"	"	Idle	20	18	First class.
"	"	Woollen-mills	30	Nil	Second class.
"	"	"	38	18	First class.
Baker & Donnithorne	Temuka	General	8	8½	Locomotive and traction.
Bean, Thos.	Hook	"	8	9	"
*Beattie, Jas.	Orari	Threshing	8	9	"
Belford Flour-mills Co. (Ltd.)	Timaru	Flour-mill	30	14 and 24	First class.
Bell, H. H.	Tinwald	General	8	6½ and 11	Locomotive and traction.
Bell, Jas.	Lismore	"	8	9	"
Bell, W. H.	Ashburton	Chaff-cutting	5	7½	"
Benbow, W. C.	Temuka	General	8	9	"
Bennison, Bros.	Newlands	"	8	9½	"
"	Ashburton	"	8	6½ and 11	"
Bishop, Jas.	Wheatstone	Threshing	9	6½ and 10	"
Bray, John	Cricklewood	General	8	9	"
Buckingham Bros.	Waimate	"	8	9	"
Burgess, J.	Mayfield	"	8	6½ and 11	"
"	"	"	7	6 and 10	"
"	"	"	8	6½ and 10½	"
"	"	Threshing	8	6½ and 10½	"
Burnes & Batchelor	Morven	General	8	8½	"
Cameron, D.	Methven	"	8	10½	"
"	Springfield	"	8	8½	"
Campbell, D.	Chertsey	"	8	9	"
Campbell, P. D.	Hakataramea	"	10	6½ and 11½	"
*Campbell, W. G.	Timaru	Threshing	9	9½	"
Canterbury Farmers' Co-operative Co.	"	Idle	8	9½	"
Canterbury Frozen Meat Co.	Fairfield	Refrigerating	70	9, 14, and 25	First class
"	"	"	70	9, 14, and 25	"
"	"	Hauling	15	Two 8½	Locomotive and traction.
"	Pareora	"	15	Two 9	"
"	Fairfield	Refrigerating	70	9, 14, and 25	First class.
"	Pareora	Freezing	150	14, 22, and 36	"
"	"	"	150	14, 22, and 36	"
Canterbury Roller Flour Mills	Ashburton	Idle	20	14 and 21	"
Ditto	"	"	20	14 and 21	"
Capon Bros.	Winchmore	General	8	9	Locomotive and traction.
Cartwright & Douglas	Temuka	"	8	9½	"
Cavill, Thos.	Elgin	Chaff-cutting	6	8½	"
Chapman, Bros.	Willowby	"	7	8	"
Christchurch Meat Co.	Smithfield	Freezing	40	12 and 21, 12 and 22, 17 and 28	First class.
"	"	"	40	Ditto	"
"	"	"	50	"	"
"	"	Shunting	6	Two 5½	Locomotive and traction.
"	Timaru	Freezing	83	12 and 21, 12 and 22, 17 and 28	First class.
Clark, W. H.	Levels	General	8	6½ and 10½	Locomotive and traction.
"	"	"	8	9	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
CANTERBURY SOUTH—<i>continued.</i>					
*McCormick, L.	Waitohi Flat	Threshing	8	9½	Locomotive and traction
McCrennor, Jas.	Methven	General	8	6½ and 10½	"
"	"	"	9	6½ and 11	"
"	"	"	9	6½ and 11	"
McIlhennery, Jas.	Ashburton	"	6	6 and 10	"
McIntyre, J.	Tinwald	"	8	6½ and 10½	"
McLeod, Alex.	Geraldine	"	8	9	"
"	"	"	7	8	"
McLeod & Worner	"	"	8	9	"
*Meaclam, Wm.	Ashburton	Threshing	8	10	"
Morgan & Lynch	Chertsey	General	8	6½ and 10½	"
*Moses, W.	Ashburton	Threshing	8	6½ and 10½	"
Mount Somers Coal Co.	Mount Somers	Hauling	10	Two 7½	"
Murdoch, J.	Timaru	Sawmill	12	12½	Second class.
*Neilson, P. J.	Pleasant Point	Threshing	8	6½ and 10½	Locomotive and traction.
Norrist, R.	Rangitata	General	8	5 and 8	"
Oliver, J. W.	Greenstreet	"	9	6 and 10½	"
Orr, Thos.	Waitohi Flat	"	8	7½ and 10	"
Palmer Bros.	Rangitata	"	8	9	"
Patterson, Jas.	Waterton	"	8	6 and 10	"
*Pearce, John	Rakaia	Threshing	8	9	"
"	"	General	8	6½ and 10½	"
Pelvin Bros.	Glenavy	For sale	8	6½ and 10½	"
"	Redcliff, Glenavy	General	9	6½ and 11½	"
"	"	"	8	6½ and 11½	"
Preddy, Geo.	Temuka	"	8	9½	"
"	"	Threshing	8	9	"
*Prue, Thos.	Waimate	General	8	9	"
Quinn, Wm.	Makikihi	"	8	8	"
"	"	"	8	9	"
"	"	Brick-making	18	9½	Second class.
"	"	General	8	6½ and 11½	Locomotive and traction.
Rae, James	St. Andrews	"	8	8½	"
"	"	"	8	9½	"
Rainey, Thos.	Allanton	"	8	6½ and 11½	"
Reid & Grey	Ashburton	Idle	6	8	"
Rollit, Thos.	"	Flour-mill	14	8½ and 12½	First class.
*Ross & McClintock	Waimate	Threshing	8	9¾	Locomotive and traction.
"	"	"	8	9	"
"	"	General	8	6½ and 10½	"
Ross, Wm.	Lyndhurst	"	8	8½	"
*Saunders, George	Pleasant Point	Threshing	8	9	"
"	"	"	8	9	"
Saunders & Heuchan	Fairlie	General	8	6½ and 11½	"
"	"	"	6	8	"
*Scannel, Michael	Temuka	Threshing	8	9½	"
"	"	General	8	9½	"
Scott, J.	Woodberry	Wood-sawing	9	9½	"
*Slee, F. J.	Waimate	Threshing	8	9½	"
*Slee & Ruddenkluau	"	"	8	9	"
Smith, James E.	Claremont	Stone-crushing	6	6	"
Smith, J., & Son	Ashburton	Sawmill	52	11	Second class.
*Snell, John	Orton	Threshing	8	8½	Locomotive and traction.
South Canterbury Woollen Mills	Timaru	Woollen-mills	40	14	Second class.
South, J. C.	Winchester	General	8	9½	Locomotive and traction.
"	Geraldine	"	8	9	"
Stevens, W. H.	Lowcliff	"	8	9	"
Stewart, Arthur	Hinds	"	8	9	"
Stewart & Baxter	Rakaia	"	8	9	"
Stewart, James	Temuka	"	8	9	"
"	Timaru	"	9	8½	"
Stewart, J., & Son	Chertsey	"	8	8½	"
*Stickings, Charles	Pleasant Point	Chaff-cutting	5	6½	"
Stocker, F.	Washdyke	General	8	9	"
Talbot & Lyons	Temuka	"	8	6½ and 10½	"
Taylor, W. J.	Ashton	Chaff-cutting	8	9½	"
*Thompson, George	Lyndhurst	Threshing	8	9½	"
Thompson, James	Ashburton	General	6	8½	"
Tiffen, James	Makikihi	"	6	8	"
Timaru Borough Council	Timaru	Hauling and chaff-cutting	8	7 and 11	"
Timaru Harbour Board	"	5-ton crane	7	Two 9	"
"	"	40-ton crane	7	Two 7	"
"	"	15-ton crane	7	Two 9	"
"	"	Hauling	38	Two 12½	"
"	"	"	38	Two 12½	"
"	"	Idle	15	Two 8½	"
"	"	2-ton crane	7	Two 8	"
"	"	10-ton crane	7	Two 8½	"

*This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
CANTERBURY SOUTH—<i>continued.</i>					
Timaru Milling Co.	Timaru	Flour-mill	140	16 and 29	First class.
Tiny, Michael	Peel Forest	General	6	5 and 9	Locomotive and traction.
Tozer, Fredk.	Levels	"	8	9	"
Tully, M.	Rakaia	"	8	9	"
"	"	"	10	6½ and 11½	"
Vincent, A.	Timaru	Stone-crushing	8	9	"
Walker, Chas.	Geraldine	General	8	9	"
Walker, Jas.	Temuka	"	8	9	"
*Ward, Thos.	Fairview	Threshing	8	9	"
Washington, T.	Temuka	General	8	6½ and 10½	"
Watt, Thos.	Rakaia	"	8	9	"
Westland & Timaru Saw-milling Co.	Timaru	Sawmill	30	12	Second class.
*White, L.	Rakaia	Threshing	8	9	Locomotive and traction.
Whitell, John	Ealing	Station-work	10	6 and 10½	"
*Whyte, Geo. E.	Albury	Threshing	8	6½ and 10½	"
Wigley and Thornley	Timaru	General	6	8½	"
"	"	"	8	7 and 11	"
"	"	"	10	6½ and 11½	"
Willets, J. M.	Fairlie	"	8	6½ and 10½	"
Wilson, Jas.	Allandale	"	8	9	"
Wilson, Thos.	Tinwald	"	8	6 and 10	"
"	"	"	6	6 and 10	"
*Winter Bros.	Cannington	Threshing	8	6½ and 10½	"
Wood Bros. (Ltd.)	Ashburton	Idle	8	9	"
Wooding Bros.	Woodbury	Threshing	9	6½ and 11½	"
*Wooding, Joseph	"	"	8	8½	"
HAWKE'S BAY DISTRICT.					
Alpha Sawmilling Co.	Gisborne	Sawmill	23	12½ and 19½	First class.
"	"	"	62	12½ and 19½	"
"	"	Hauling	6	6½ and 11½	Locomotive and traction.
Amner, W. A.	Napier	Steam-wagon	7	4 and 7	"
Barry, D.	Gisborne	Brewery	18	8	Second class.
Bartholomew Bros.	Matamau	Sawmill	20	12	"
"	"	"	28	13	"
Borthwick & Sons, Thos.	Pakipaki	Freezing	100	14 and 26	First class.
"	"	"	100	14 and 26	"
"	"	"	100	14 and 26	"
Bourke, M. F.	Riverside	Soap-works	50	Nil	Second class.
"	Tukara	Flax-mill	16	Two 9½	"
Bransch, Chas.	Hastings	Threshing	8	6½ and 11	Locomotive and traction.
Brown & Gloyn	Makaretu	Sawmill	16	Two 9½	Second class.
Burges, Fred.	Wakarara	"	14	Two 9	"
Butcher, H. F.	Napier	Steam-wagon	7	4 and 7	Locomotive and traction.
"	Patoka	Sawmill	16	12	Second class.
Carlson, H.	Te Aute	Hauling	8	6½ and 11½	Locomotive and traction.
"	Onepu	Sawmill	23	Two 8½	Second class.
Carr, S.	Onga Onga	Threshing	4	7½	Locomotive and traction.
"	"	"	6	6 and 10	"
"	"	"	6	8	"
Codd, Chas.	Puketapu	"	6	8	"
Collett & Son	Dannevirke	Foundry	16	8	Second class.
Collins, James	Kaikora North	Threshing	6	8	Locomotive and traction.
Crallan, John	Orangi	Sawmill	12	Two 8½	Second class.
Dannevirke Sawmill Co.	Tamaki	"	35	Two 9½	"
Douglas, W. J.	Te Mahanga	Threshing	6	10	Locomotive and traction.
Fairburn Timber Co.	Henley	Sawmill	35	15½	First class.
Frimley Canning Co.	Frimley	Fruit-preserving	26	7	Second class.
"	Hastings	Canning-factory	37	7	"
Fulford, J.	Havelock North	Brickworks	16	Two 9	Second class.
Gamman & Co.	Piri Piri	Sawmill	50	14½	First class.
"	Matamau	"	50	14	Second class.
"	Otanga	"	55	20	First class.
"	Matamau	"	25	12	Second class.
"	Kakaratai	"	10	13½	"
"	"	"	20	13½	"
"	"	"	27	17	First class.
"	"	"	28	17	"
Gardner, C. F.	Gisborne	Brickworks	58	14½	"
Gardner & Yeoman	Pongarua	Creamery	14	Two 8½	Second class.
Gisborne Borough Council	Gisborne	Road-roller	6	5½ and 9½	Locomotive and traction.
Gisborne Harbour Board	"	Hauling	10	Two 10	Second class.
"	"	Pile-driving	26	Two 8	"
Gisborne Sheep Farmers' Co-op. Freezing Co.	"	Freezing	78	9 and 16, 12 and 22	First class.
Ditto	"	"	35	Ditto	"
"	"	"	40	"	"
"	"	"	35	"	"
"	"	"	35	"	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
HAWKE'S BAY—<i>continued.</i>					
Green Bros.	Tikokino	Threshing	7	6 and 10	Locomotive and traction.
"	"	"	6	5 and 9	"
Griffin, J.	Napier	Brickworks	20	9	Second class.
Hall, F.	Matawhere	Threshing	6	10	Locomotive and traction.
"	Te Karaka	Sawmill	25	10 and 16	First class.
Hastings Fire Brigade	Hastings	Fire-engine	8	Three 7	Second class.
Hawke's Bay Dairy Co.	Dannevirke	Butter-factory	20	8½	"
Hawke's Bay Laundry Co.	Napier	Laundry	25	7½	"
Hawke's Bay Soap and Tannery Co.	Awatoto	Soap-works	50	7½	"
Hawke's Bay Timber Co.	Tahoraite	Sawmill	50	16½	First class.
"	Puketitiri	"	12	Two 9½	Second class.
Hawke's Bay Woollen Factory.	Napier	Woollen-factory	20	Nil	"
Heretaunga Butter Factory	Hastings	Butter-factory	25	9	"
Heretaunga Dairy Co.	Mahora	"	20	9	"
Higgins, L.	Motoc	Threshing	8	6½ and 8½	Locomotive and traction.
Hills, J. E.	Patutahi	"	7	8½	"
Holt, John	Puketitiri	Sawmill	12	Two 8½	Second class.
Holt, R.	Napier	"	20	22	First class.
"	"	"	25	22	"
"	"	"	40	22	"
"	Piripiri	"	40	16	"
"	Napier	Sash and door factory	50	22	"
Hunter, W. G.	Ngapairuru	Sawmill	12	Two 8½	Second class.
Jones, James	Waerengaahika	Threshing	8	6½ and 11	Locomotive and traction.
Kennedy & Co., A.	Napier	Dredging	25	12 and 22	First class.
Knight, H. F.	Dannevirke	Sawmill	50	16	"
Leipst, A.	Hastings	Well-sinking	6	6½	Locomotive and traction.
Lloyd, J. G.	Mangatira	Sawmill	38	14	Second class.
Mackrill & Colley	Gisborne	"	18	13½	"
Manson & Tuck	Tikokino	"	12	Two 8½	"
Manson & Co.	"	"	8	6½ and 11½	"
"	"	Hauling	6	6 and 10	Locomotive and traction.
"	"	Sawmill	35	16½	First class.
McDonald Bros.	Pukahu	Threshing	6	6 and 11	Locomotive and traction.
"	Havelock	"	6	6½ and 11	"
McLeod & Seifert	Takapu	Flax-mill	12	7 and 11	Second class.
Morrissen, Donald	Mangapuaka	Sawmill	12	Two 8½	"
Murray, Roberts, & Co	Hastings	Threshing	7	8½	Locomotive and traction.
Napier Brewery Co.	Napier	Brewery	30	8	Second class.
Napier City Council	"	Pumping	40	10 and 17½, 20 and 40	First class.
"	"	"	100	Ditto	"
Napier Harbour Board	"	Hauling	8	Two 6	Locomotive and traction.
"	"	"	10	Two 8	"
Neilson, C. C.	Dannevirke	Hauling & threshing	6	8	"
"	"	General	6	5½ and 9	"
Nelson Bros.	Woodville	Freezing	25	21	First class.
"	"	"	25	21	"
"	Tomoana	"	90	19 and 28, 18 and 30½	"
"	"	"	90	Ditto	"
"	"	"	90	"	"
"	"	"	90	"	"
"	"	"	90	"	"
"	"	"	90	"	"
"	Gisborne	"	40	12, 13 and 25	"
"	"	"	50	12, 13 and 25	"
"	"	"	50	12, 13 and 25	"
"	"	"	43	12, 13 and 25	"
"	"	"	43	12, 13 and 25	"
Newbiggen, E.	Hastings	Brewery	20	6	Second class.
Newrich, M.	"	Threshing	6	5½ and 8½	Locomotive and traction.
Newrich Bros.	"	"	6	6 and 10	"
Niven, J. J.	Spit	Foundry	30	10	Second class.
"	"	"	30	10	"
Norsewood Dairy Co.	Norsewood	Creamery	17	9	"
North British and Hawke's Bay Freezing Co.	Western Spit	Freezing	50	12 and 22, 19 and 22	First class.
Ditto	"	Steaming	30	Nil	Second class.
"	"	Freezing	50	12 and 22, 19 and 28	First class.
"	"	"	50	Ditto	"
Nuhaka Co-operative Dairy Co.	Nuhaka	Dairy factory	17	8	Second class.
Onga Onga Flour-mill Co.	Onga Onga	Flour-mill	14	14	"
Orbell, E.	Makotuku	Hauling	6	8	Locomotive and traction.
Peddie, J. W.	Patoha	Sawmill	16	Two 6	Second class.
Pilcher, F.	Clive	Threshing	6	8	Locomotive and traction.
Powdrell Bros.	Hastings	Hauling	6	6 and 10½	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
HAWKE'S BAY—<i>continued.</i>					
Powdrell Bros.	Hastings	Hauling	6	6 and 10½	Locomotive and traction.
Ramsay, W.	Twyford	Threshing	6	8	"
Sands, George	Hastings	Hauling and chaff-cutting	8	9	"
Shanks Bros.	Ormond	Threshing	6	8½	"
Spiers, A.	Wanstead	Flax-mill	16	Two 8½	Second class.
Tiratu Timber Co.	Tiratu	Sawmill	30	13	"
"	"	"	50	16	First class.
"	Mangatera	Planing-mill	17	11	Second class.
"	Tiratu	Sawmill	40	15	First class.
Union Timber Co.	Okarae	"	50	16½	"
Waikopiro Sawmill Co.	Waikopiro	"	35	14	Second class.
Willan, J.	Taradale	Threshing	6	5½ and 8½	Locomotive and traction.
Williams, A. G.	Rissington	Hauling	7	6 and 10	"
Williams & Kettle	Hastings	Flour-mill	16	8 and 14	First class.
Winiata, T. K.	Maraekakaha	Hauling and threshing	8	6½ and 11½	Locomotive and traction.
MARLBOROUGH DISTRICT.					
Alpine Gold-dredging Co.	Top Valley	Gold-dredging	20	8 and 12½	One first class and two second class.
Barnes, F.	Awatere	Threshing, &c.	6	6 and 10½	Locomotive and traction.
Barnes, F. S.	Seddon	"	6	8	"
Barton Bros.	Okoho	Log-hauling	15	Two 8½	"
Blenheim Borough Council	Blenheim	Fire-engine	10	Three 8½	First class.
Brownlee & Co.	Havelock	Sawmill	10	Two 10	Locomotive and traction.
"	"	Locomotive-work	12	Two 9	Second class.
"	Blackball	Sawmill	40	Two 16	First class.
"	"	"	40	Two 16	"
"	Havelock	Locomotive-work	20	Two 11	Locomotive and traction.
"	Ronga Valley	Log-hauling	20	Two 9	Second class.
"	"	"	15	Two 9	"
"	Rai Valley	Sawmill	43	Two 14	First class.
"	"	"	43	Two 14	"
* Cates, W.	Blenheim	Road-wagon	5	4½ and 6½	Locomotive and traction.
Chaytor & Co. (Limited)	Marshlands	Pumping	14	Two 8½	Second class.
"	"	Flax-mill	20	8 and 12½	First class.
Christchurch Meat Co.	Picton	Freezing	12	Two 5, two 6, one 12	"
"	"	"	12	Ditto	"
"	"	"	106	6, 10½, 12, 20	"
Climo & Co.	Okoha	Sawmill	16	11½	Second class.
* Dodson, V.	Spring Creek	Threshing	8	9	Locomotive and traction.
* Fairhall, E.	Blenheim	"	8	9	"
Flower, F. H.	Kaikoura	Traction	8	9	"
Gibson Bros.	Gibsontown	Flax-mill	6	8	"
Glover & Allsop	Spring Creek	Threshing, &c.	6	5 and 9	"
Ham, Edward	Blenheim	Threshing and chaff-cutting	8	9	"
Healy & Bischell	"	Threshing	6	8	"
Healy, Jno., jun.	"	Threshing and hauling	8	9	"
Hewetson, A. J.	Havelock	General	7	6 and 10	"
Higgins, John	Seddon	Traction	10	6½ and 11½	"
* Jackson, A. W.	Blenheim	Threshing	8	9	"
Jones & Holdaway	"	Chaff-cutting	6	5½ and 9	"
"	"	Traction	6	5½ and 9	"
Jones, William	"	Chaff-cutting, &c.	8	9	"
Jones, W.	Grovetown	Traction	6	5½ and 9	"
Kenepuru Sawmill Co.	Kenepuru	Sawmill	33	10½	Second class.
Langeden, W. E. L.	Clinton	"	20	12	"
Litchfield, A. J.	Livermere	Threshing	4	6½	Locomotive and traction.
"	"	"	6	6 and 10	"
"	Blenheim	Hauling	8	6½ and 11	"
McCallum, A.	"	Flour-mill	17	7 and 12	Second class.
Nees & McLean	Flaxbourne	Hauling, &c.	8	6½ and 11½	Locomotive and traction.
Osgood, W. S.	Picton	Brick-making	16	9½	Second class.
* Patchet, John	Blenheim	Chaff-cutting	8	10	Locomotive and traction.
"	"	Threshing	8	6½ and 11	"
"	"	"	8	9	"
Pike, W. D. & T.	"	Traction	5	7½	"
"	"	Threshing, &c.	6	6 and 10½	"
* Redwood Bros.	Tuamarina	Chaff-cutting	14	Two 8	"
Robertson Bros.	Rai Valley	Sawmill	34	14½	First class.
Roskrudge, F.	Spring Creek	Threshing	8	9½	Locomotive and traction.
Smart Bros.	Blenheim	Traction	7	6 and 10	"
"	"	Hauling	8	6½ and 10½	"
Smart & Lodge	Wakamarina	Sawmill	36	16½	First class.

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
MARLBOROUGH—<i>continued.</i>					
Sutton, C.	Blenheim ..	Threshing ..	6	6 and 11	Locomotive and traction.
Tapp & Eagle	Brooklyn Bay ..	Sawmill ..	12	Two 9 $\frac{3}{16}$	Second class.
Wakamarina Gold-dredging Co.	Wakamarina ..	Gold-dredge ..	15	7 and 11 $\frac{1}{2}$	Three second class when working three watches.
Wellington & Marlborough Lime and Cement Co. ..	Picton ..	Cement-works ..	64	8, 14, and 22	First class.
Ditto	" ..	" ..	61	8, 14, and 22	"
White, C.	Onamalutu ..	Sawmill ..	20	Two 10 $\frac{1}{2}$	"
"	" ..	Idle ..	30	Nil	Second class.
NELSON NORTH DISTRICT.					
Anchor Foundry & Shipping Co.	The Port ..	Foundry ..	23	6 and 9	Second class.
Baigent, H.	Bonnie Doon ..	Sawmill ..	12	7 and 11 $\frac{1}{2}$	"
"	Nelson ..	Sash and door factory	23	10	"
"	Pigeon Valley ..	Sawmill ..	25	13	"
Baigent, H. & T.	East Takaka ..	" ..	14	Two 9 $\frac{1}{2}$	"
Bockman, F. A. J.	Moutere, Upper	General ..	6	8	Locomotive and traction.
Challis Bros.	Waimea West ..	Threshing and chaff-cutting ..	8	5 and 8 $\frac{1}{2}$	"
Coleman Bros.	Motupiko ..	General ..	8	9	"
Cook & Slatherly	Appleby ..	Threshing and chaff-cutting ..	6	8	"
Croucher, J. M.	Richmond ..	Flour-mill ..	25	Two 8	Second class.
Currin, Francis	Riwaka ..	Idle ..	20	Nil	"
Currin, F.	Sherry Valley ..	Sawmill ..	28	10 $\frac{1}{2}$	"
Dodson, J. R., & Sons	Nelson ..	Brewery ..	20	6	"
Falconer, F. W., & Co.	Rockville ..	Cheese-factory ..	30	7 and 11	"
Fauchelle & Co.	Upper Takaka ..	Sawmill ..	14	Two 8 $\frac{1}{2}$	"
Golden Bay Dairy Co.	Takaka ..	Dairy ..	17	8 $\frac{1}{2}$	"
Grant, Wm.	Rockville ..	Sawmill ..	12	Two 8 $\frac{1}{2}$	"
Grant, W.	" ..	Pile-driving ..	6	8	Locomotive and traction.
"	Kaituna ..	Sawmill ..	20	Two 10	Second class.
"	Silverstream ..	" ..	40	9 $\frac{1}{2}$	"
"	Slate River ..	Idle ..	18	8 and 12 $\frac{1}{2}$	First class.
Griffin & Sons	Nelson ..	Biscuit-factory ..	20	8 and 12	"
Hall, George	Takaka ..	Hauling ..	6	Two 5	Locomotive and traction.
Hewetson, Thomas	Upper Moutere	Sawmill ..	5	5 $\frac{1}{2}$ and 9 $\frac{1}{2}$	"
Hyland & Kirk	Takaka ..	" ..	16	Two 10	Second class.
Kirkpatrick, S., & Co.	Nelson ..	Jam-factory, &c. ..	50	4, 6, and 9	"
Langlands, W., & Co.	" ..	Road-wagon ..	7 $\frac{1}{2}$	4 and 7	Locomotive and traction.
Manoy, A.	Motueka ..	Flour-mill ..	20	10 $\frac{1}{2}$	Second class.
Maoriland Copper Co.	Aniseed Valley	Sawmill ..	20	10 $\frac{1}{2}$	"
Miller, Andrew	Nelson ..	Sash and door factory	16	8 $\frac{1}{2}$	"
Nelson Brick & Tile Co. (Ltd.)	" ..	Brick and tile works	20	9 $\frac{1}{2}$	"
Nelson City Corporation	" ..	Gas-making ..	16	Two 5	"
"	" ..	Road-rolling ..	6	8	Locomotive and traction
Nelson Harbour Board	" ..	Dredging ..	55	20 and 36	First class.
"	" ..	" ..	55	20 and 36	"
Price, T. A.	Belgrove ..	Sawmill ..	6	7 $\frac{1}{2}$	Locomotive and traction.
Prouse Bros.	Mangarakau ..	Log-hauling ..	17	Two 8	Second class.
Prouse & Saunders	" ..	Sawmill ..	45	16 $\frac{1}{2}$	First class.
"	" ..	Idle ..	16	10	Second class.
Puponga Coal Co.	Nelson ..	Hauling and pumping	40	Two 8, two 9	First class.
"	Puponga ..	Hauling ..	8	Two 7	Locomotive and traction.
"	" ..	" ..	40	Two 8, two 9	First class.
"	" ..	Dredging ..	36	7 and 11 $\frac{1}{2}$	Second class.
Reilly, W. J.	Long Plain ..	Sawmill ..	14	Two 9 $\frac{3}{16}$	"
Richards, J. H.	Collingwood ..	Flax-mill ..	17	10	"
Robertson Bros.	Nelson ..	Sash and door factory	30	12 $\frac{3}{16}$	"
Schwass, H. H.	Hope ..	Threshing and chaffing	8	8	Locomotive and traction.
Senior, Edmund S.	Marakau ..	Flax-mill ..	8	9	"
Snowdon Bros.	Seddon ..	Traction ..	6	8	"
Snowdon, J. F.	Brightwater ..	General ..	6	6 $\frac{1}{8}$ and 10	"
Stillwell & Hewetson	Motueka ..	Sawmill ..	16	8 $\frac{1}{2}$	Second class.
Taupo Totara Timber Co.	Nelson ..	Locomotive-work ..	10	Two 8 $\frac{1}{2}$	Locomotive and traction.
Thomas & Co.	Pretty Bridge Valley	" ..	12	Two 9	Second class.
Tonga Bay Granite Co.	Tonga Bay ..	Stone-dressing ..	16	7 and 11 $\frac{1}{2}$	"
Tunnicliff, Hy.	Wakefield ..	General ..	6	8	Locomotive and traction.
Walker Bros. & Co.	Bainham ..	Sawmill ..	20	12 $\frac{1}{2}$	Second class.
Watson, Charles	Belgrove ..	General ..	6	8 $\frac{1}{16}$	Locomotive and traction.
Webby, G. E.	Richmond ..	" ..	6	6 and 10 $\frac{1}{2}$	"
Whelham, A., & Co.	Takaka ..	Woodworking ..	16	8 $\frac{1}{2}$	Second class.
Win, J. W.	Dovedale ..	Traction and chaff-cutting	6	8	Locomotive and traction.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—continued.

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
NELSON SOUTH DISTRICT.					
Amikitia Gold-dredge Co...	Matakitaki ..	Dredging ..	30	8 and 12½	First class.
A1 Gold-dredging Syndicate	Redman's Creek	" ..	20	7 and 11½	Second class.
Bellevue Gold-dredge Co...	Matakitaki ..	" ..	43	9 and 15	First class.
Big River Gold-mining Co.	Big River ..	Winding ..	14	Two 8½	Winding.
Blackball Coal Co. ..	Blackball ..	Driving fan ..	20	15	First class.
" ..	" ..	Hauling coal on dip ..	20	Two 15	" ..
" ..	Ngahere ..	Dynamo and aerial tram	20	12 and 9	" ..
Boatman's Creek Syndicate	Boatman's Creek	Dredging ..	20	8 and 12½	" ..
Bowater & Bryan ..	Cape Foulwind ..	Sawmill ..	28	Two 10	Second class.
" ..	Westport ..	" ..	30	13	" ..
" ..	" ..	" ..	30	10 and 8½	" ..
Callaghan's Creek Gold-dredge Co.	Callaghan's Creek	Dredging ..	20	7 and 14	First class.
Consolidated Goldfields of New Zealand (Ltd.)	Blackwater ..	Sawmill ..	12	Two 8½	Second class.
Ditto ..	Blackwater Reefs	Winding ..	20	Two 7	Winding.
" ..	" ..	Quartz-battery ..	30	Two 7½	Second class.
" ..	" ..	Winding ..	50	14	Winding.
" ..	Energetic Mine	Winding and air-compressing	50	Two 18, two 5, and one 13	" ..
" ..	Globe Hill ..	Winding ..	30	Nil	Second class.
" ..	Globe Hill, A Shaft	" ..	20	Two 11	Winding.
" ..	Globe Hill, B Shaft	Winding and air-compressing	85	Two 16, two 14, one 15, one 6	First class and winding.
" ..	Ditto ..	Ditto ..	85	Ditto	" ..
" ..	Golden Fleece Battery	Quartz-battery and air-compressing	60	Three 14, two 11½, two 4, one 22, 13½, 10	First class.
" ..	Golden Fleece Battery	Quartz-battery and air-compressing	60	Ditto	First class.
" ..	Murray Creek	Winding ..	30	Two 12	Winding.
" ..	Rainy Creek ..	Quartz-crushing ..	20	Two 15, one 12	First class.
" ..	" ..	" ..	20	Two 15, one 12	" ..
" ..	The Golden Fleece Mine	Crushing-battery and air-compressing	50	Three 14, one 22	" ..
De Filippi, Stephen	Buller River ..	Dredging ..	30	8 and 12½	" ..
Downie Bros. ..	Murchison ..	" ..	30	8 and 12½	" ..
Fern Flat Gold-dredging Co.	Fern Flat ..	" ..	30	7 and 11	Second class.
Greymouth-Point Elizabeth Coal Co.	Brunnerton ..	Coal-mining ..	60	Two 12, one 20	First class.
Ditto ..	" ..	" ..	60	Two 12, one 20	" ..
Griffiths, G. ..	Birchfield ..	Foundry ..	20	11	Second class.
Hansen & Kay ..	Buller River ..	Dredging ..	20	8 and 12½	First class.
Hansen and Party Gold-dredge Co.	Berlin's ..	" ..	30	8½ and 15½	" ..
Hessey, Cameron, Tacon, & Co.	Boatman's Creek	Dredging ..	16	7 and 11½	Second class.
Ditto ..	" ..	Gold-dredge ..	20	8 and 12½	First class.
Hobbs, James ..	Mokihinui ..	Winch ..	20	Two 6	Second class.
Jamieson's Reward Gold-dredging Co.	Nelson Creek ..	Gold-dredging	25	8 and 12½	First class.
Karamea Sawmilling Co...	Karamea ..	Sawmill ..	20	7 and 11	Second class.
" ..	Oparara ..	" ..	30	14½	First class.
Keep-it-Dark Gold-mining Co.	Crushington ..	Winding ..	25	Two 11	Winding.
Lockington, E. ..	Waitahu ..	Hauling ..	8	10	Locomotive and traction.
" ..	" ..	Sawmill ..	20	8 and 12½	First class.
Marris, J. S. ..	St. Helens ..	" ..	28	14	Second class.
Moonlight Gold-dredge Syndicate	Moonlight ..	Dredging ..	20	8, 13	First class.
Mumm, D. P. ..	St. Helens ..	Sawmill ..	25	12	Second class.
New Feddersen's Gold-dredge Co.	Lyell ..	Dredging ..	16	8, 12½	First class.
New Scotia Gold-mining Co.	Merrijigs ..	Crushing ..	30	Two 11	" ..
North Beach Gold-dredging Co.	North Beach ..	Dredging ..	20	8, 12½	" ..
No Town (No. 1) Gold-dredge Co.	No Town ..	" ..	20	8, 12½	" ..
N.Z. Government (State Coal-mines)	Coal Creek ..	Sawmill ..	20	7, 11½	Exempt.
Ditto ..	" ..	" ..	20	7, 11½	" ..
" ..	Runanga ..	Hauling and pumping	49	Two 5, two 9, one 11, 10½, 7	" ..
" ..	" ..	" ..	49	Ditto	" ..
" ..	Point Elizabeth	Coal-mine ..	64	18	" ..
" ..	" ..	" ..	64	18	" ..
" ..	" ..	" ..	64	18	" ..
" ..	Seddonville ..	Hauling ..	60	15	" ..

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
NELSON SOUTH—<i>continued.</i>					
N.Z. Government (State Coal-mines)	Seddonville	Hoisting, ventilating	12	Two 7, one 9, one 4½	Exempt.
Ditto	"	"	6	Ditto	"
"	Westport	Coal-mine	43	Idle	"
"	"	Briquette-works	64	Two 14	"
"	"	"	64	Two 14	"
"	"	"	64	Two 14	"
Paparoa Coal Co.	Paparoa	Air-compressing and winch	19	12 and two 7	Second class
Point Elizabeth Railway and Coal Co.	Brunner	Coal-mining and brickmaking	35	13½, 12	First class.
Ditto	"	Ditto	35	13½, 12	"
Smeaton Syndicate	Reefton	Dredging	20	8, 12½	"
Stratford, Blair, & Co.	Karamea	Sawmill	28	14½	"
Tyneside Proprietary Co. (Limited)	Brunnerton	Winding coal only	20	Two 8½, two 8, two 7½, two 4½, two 5½	"
Wellington Mines Co.	Inglewood Mine	Crushing	15	14½	Second class.
Westport Borough Council	Westport	Steam-wagon	6	4, 7	Locomotive and traction.
Westport Coal Co.	Cascade	Hauling	10	Two 12, two 8	First class.
"	"	"	10	12 and two 8	"
"	Cascade Creek	"	10	Two 8, two 12	"
"	Cascade No. 1.	"	10	Two 8, two 12	"
"	Coalbrookdale	Air-compressor and fan	80	Three 14½, one 16	"
"	"	Ditto	80	Ditto	"
"	"	Air-compressor	84	"	"
"	Denniston	Main haulage and electric lighting	84	Two 18, two 12, two 8, three 5, four 6	"
"	"	Ditto	84	Ditto	"
"	"	"	84	"	"
"	"	"	84	"	"
"	Iron Bridge	Hauling and dynamo	86	10, 16, 6	"
"	Kiwi	Air-compressing	25	Three 14½, one 12	"
"	"	"	50	Three 14½, one 12, one 6	"
"	"	Air-compressing and fan	25	Ditto	"
"	"	Air-compressing	50	"	"
"	Millerton	"	10	14½ and 8	"
"	"	Air-compressing, fan, and dynamo	10	Two 4½, three 9	"
"	"	Ditto	10	Two 4½, three 9	"
"	"	"	58	Two 14½ and three 9	"
"	Mine Creek	Air-compressing	55	Four 14½, one 20, and one 6½	"
"	"	Air-compressor and fan	55	Ditto	"
"	"	Ditto	55	"	"
"	"	"	86	"	"
Westport Fire Brigade	Westport	Fire-engine	7	Three 7	Second class.
Westport Harbour Board	Cape Foulwind Railway	Hauling	30	Two 10½	Locomotive and traction.
"	Ditto	"	20	Two 9½	"
"	"	"	20	Two 9½	"
"	"	"	35	Two 10½	"
"	Cape Foulwind	25-ton crane	9	Two 9	Second class.
"	Westport	20-ton steam-crane	10	Two 9	"
OTAGO DISTRICT.					
Alexandra Coal Co	Alexandra	Winding	20	Two 7	Winding.
"	"	"	20	Two 6	"
Alexandra Eureka Gold-dredging Co.	"	Gold-dredging	18	7½ and 11½	Three second class.
Ditto	"	"	20	8 and 12½	First class and two second class.
Alexandra Lead Gold-dredging Co.	"	"	25	10 and 16	Ditto.
Allandale Coal Co.	Allandale	Hauling	16	Two 10	Locomotive and traction.
"	"	"	20	Two 10	"
"	"	"	28	Two 10	"
"	"	"	16	9 and 14	First class.
*Allison & Hassett	Southbridge	Thrashing	8	9	Locomotive and traction.
Anderson's Bay Quarry Co.	Anderson's Bay	Brick-making	25	10 and 16	First class.
Ardmore Gold-dredging Co.	Scrubby Flat	Gold-dredging	20	9 and 13	First class and two second class.

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
OTAGO— <i>continued.</i>					
Barewood Gold-mining Co.	Barewood	Winding	16	Two 8	Winding.
Barewood Phoenix Mining Syndicate	"	"	10	Two 8	"
Bauchop, R., & Co.	Port Chalmers	Sawmill	28	18½	Second class.
Bayley, Jno.	Burnside	Tannery	25	14½	First class.
Blakie & Bartlett	Waitahuna	Chaff-cutting	6	8	Locomotive and traction.
Brook, G.	Balclutha	Flour-mill	12	7 and 11½	Second class.
Brown Bros.	Mosgiel	Chaff-cutting	6	8	Locomotive and traction.
"	"	"	8	9	"
Brown, G. O.	Warepa	Threshing	8	9	"
*Brown, M.	Mosgiel	"	8	8½	"
Bruce Railway & Coal Co.	Fortification	Hauling	6	9	"
Bruce Woollen Mills	Milton	Woollen-mills	159	12 and 21	First class.
Burt, A. & T., (Ltd.)	Dunedin	Machine tools	25	18½	"
"	"	"	30	18½	"
"	"	"	30	18½	"
*Buchanan, W.	Evan's Flat	Threshing	8	9	Locomotive and traction.
Cairntroddie Gold-dredging Co.	Upper Poolburn	Gold-dredging	14	7 and 11	Three second class.
Central Foundry	Alexandra	Machine tools	16	8	Second class.
Chalmers, Robert	Oamaru	General	8	9	Locomotive and traction.
Chatto Creek Gold-dredging Co.	Alexandra	Gold-dredging	16	7 and 11½	Three second class.
Chicago Gold-dredging Co. (No. 2)	"	"	20	8 and 12½	First class and two second class.
Christchurch Meat Co.	Oamaru	Freezing	45	11 and 20	First class.
"	"	"	45	11 and 20	"
"	Burnside	"	80	12 and 22	"
"	"	"	80	12 and 22	"
Christie Bros.	Saddle Hill	Hauling	12	Two 8½	Second class.
Christie, Thos.	Allanton	Threshing	6	8	Locomotive and traction.
Clark Bros.	Maheno	General	8	9	"
"	"	"	6	8	"
"	"	"	9	5½ and 8	"
"	"	"	8	6½ and 10½	"
"	"	"	8	9	"
Clark, R. B.	"	"	22	Two 8	Second class.
Clyde Collieries Coal Co.	Clyde	Hauling	22	Two 8	Second class.
Clyde Gold-dredging Co. (No. 2)	Alexandra	Gold-dredging	26	9 and 14	First class.
Cossens & Black	Dunedin	Machine-shop	25	11	Second class.
Craig, Jno., & Co.	Oamaru	Sawmill	20	14	"
Crane, Thos.	Waihola	General	8	6 and 10	Locomotive and traction.
Crossan Bros.	Kelso	Threshing	7	8½	"
Crown Roller-milling Co.	Dunedin	Flour-mills	40	14 and 24	First class.
Dawson & McKechnie	Ratanui	Sawmill	20	10	Second class.
Denniston & Thurston	Kelso	General	8	9	Locomotive and traction.
Denton Hat-mills	Dunedin	Hat-factory	50	7	Second class.
*Dewar, Wm.	Totara	Threshing	8	9	Locomotive and traction.
Donaghy's Rope-works	Caversham	Rope-works	40	16 and 23	First class.
Donaldson Bros.	Macrae's Flat	General	7	5½ and 9½	Locomotive and traction.
Donaldson, W. & J.	Mount Highley	Quartz-crushing	16	7 and 11½	Second class.
"	Golden Point	"	14	6½ and 11	"
Dunedin Abattoirs Co.	Burnside	Boiling, &c.	25	Nil	"
Dunedin Corporation	Dunedin	Electric trams	95	13 and 22	First class.
"	"	"	95	13 and 22	"
"	"	"	95	13 and 22	"
"	"	Hauling	15	Two 8	Locomotive and traction.
"	"	Gasworks	40	Two 5½	Second class.
"	"	"	40	Two 5½	"
"	Woodhaugh	Stone-crushing	16	10	"
"	Dunedin	Road-roller	6	6 and 10	Locomotive and traction.
"	"	Pumping	16	10	Second class.
Dunedin Drainage and Sewerage Board	"	"	"	"	"
Dunedin Engineering Foundry Co.	"	Foundry	72	10 and 14	First class.
Dunedin Hospital	"	Heating	56	7	Second class.
Dunedin and Kaikorai Tramway Co.	Kaikorai Valley	Hauling	25	14½	First class.
Ditto	Dunedin	"	48	14½ and 16	"
Dunedin & Roslyn Tramway Co.	Roslyn	"	25	11 and 22	"
Ditto	"	"	25	11 and 22	"
Dunedin Timber & Hardware Co.	Dunedin	Sawmill	25	15½	"
Dunsmuir, W.	"	Idle	22	Nil	Second class.
Earnsclough Gold-dredging Co. (No. 1)	Alexandra	Gold-dredging	16	7 and 11	Three second class.
Earnsclough Gold-dredging Company (No. 2)	"	"	16	9 and 14	First class and two second class.
Ditto	"	"	16	9 and 14	Ditto.

*This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
<i>OTAGO—continued.</i>					
Earnsclough Gold-dredging Co.	Alexandra ..	Gold-dredging ..	46	9 and 14	First class and two second class.
Ellis, E.	Kaikorai Valley	Idle	16	7 and 11½	Second class.
Ellis & Co.	"	Flock-mill ..	28	10½	"
Enterprise Gold-dredging Co. (No. 1)	Alexandra ..	Gold-dredging ..	14	8½ and 16	First class and two second class.
Enterprise Gold-dredging Co. (No. 2)	" ..	" ..	16	9 and 13	Ditto.
Etrick Gold-dredging Co.	Etrick ..	" ..	20	9 and 14	"
*Falconer, James ..	Maheno ..	Threshing ..	8	9	Locomotive and traction
Fergusson & Mitchell ..	Woodhaugh ..	Steaming ..	30	Nil	Second class.
First Chance Gold-dredging Co.	Alexandra Gorge	Gold-dredging ..	20	8 and 12½	First class and two second class.
Forbes Bros.	Herbert ..	Threshing ..	6	8	Locomotive and traction.
"	Maheno ..	General ..	8	9	"
Frew, Mrs.	North-east Valley	Laundry ..	16	8½	Second class.
Gardner & Co.	Port Chalmers	Machine tools ..	16	7 and 11½	"
Geddis, J.	Horse Range ..	Threshing ..	6	9½	Locomotive and traction.
Gibson, James	Shag Valley ..	Hauling ..	30	Two 10	Second class.
Golden Bank Gold-dredging Co.	Glenore ..	Gold-dredging ..	18	8 and 13	First class and two second class.
Golden Beach Gold-dredging Co.	Alexandra ..	" ..	16	9 and 13	Ditto.
Golden Bed Gold-dredging Co.	Miller's Flat ..	" ..	30	9 and 14	"
Golden Gate Gold-dredging Co.	Etrick ..	" ..	16	7½ and 12½	"
Golden Run Gold-dredging Co.	Miller's Flat ..	" ..	40	10 and 16	"
Gold King Gold-dredging Co. (No. 1)	Roxburgh ..	" ..	38	9 and 14	"
Golden King Gold-dredging Co. (No. 3.)	" ..	" ..	30	9 and 14	"
Golden Treasure Gold-dredging Co.	Miller's Flat ..	" ..	30	8 and 12½	"
Gordon Gold-dredging Co.	Waitahuna ..	" ..	20	8 and 13	"
Gore, C. & W.	Wingatui ..	Brickmaking ..	25	14½	First class.
Gormack, J.	Clinton ..	General ..	8	9	Locomotive and traction.
Gow, J. C.	Palmerston ..	Flour-mill ..	16	11	Second class.
*Grant, Chas.	Otaki ..	Threshing ..	8	9	Locomotive and traction.
Gregg, W., & Co. ..	Dunedin ..	Starch-factory ..	18	10	Second class.
Grogan and party ..	Miller's Flat ..	Gold-dredging ..	14	8 and 13	First class and two second class.
*Hall, A.	Ngapara ..	Threshing ..	8	9	Locomotive and traction.
Hallenstein & Co. ..	Sawyer's Bay ..	Tannery ..	30	12	Second class.
Hamilton, H.	Milton ..	General ..	8	9	Locomotive and traction.
"	" ..	" ..	8	5 and 8	"
Hamilton, J.	Palmerston ..	Threshing ..	6	7½	"
Harraway, H., & Co. ..	Burnside ..	Flour-mill ..	40	16	First class.
Harris, S.	Kyeburn ..	Traction ..	8	9	Locomotive and traction.
Hartley & Riley Gold-dredging Co.	Cromwell ..	Gold-dredging ..	20	8 and 12½	First class and two second class.
Havelock Gold-dredging Co.	Waitahuna ..	" ..	16	7½ and 11	Three second class.
Heenan, Mrs.	Maungatua ..	General ..	7	8½	Locomotive and traction.
*Henderson Bros. ..	Weston ..	Thrashing ..	8	9	"
Henderson, J.	Island Cliff ..	General ..	8	9	"
Hill & Frame	Herbert ..	Threshing ..	8	9	"
"	" ..	" ..	8	9	"
Hogg & Co.	Dunedin ..	Sawmill ..	27	8 and 12	First class.
Hudson & Co.	" ..	Biscuit-factory ..	80	12 and 16, 12 and 21	"
Imperial Gold-dredging Co.	Waitahuna ..	Gold-dredging ..	14	7½ and 11½	Three second class.
Inch Dale Gold-dredging Co.	Inch Valley ..	" ..	16	7 and 11½	"
Irvine & Stevenson ..	Wingatui ..	Meat-preserving ..	18	Two 4½	Second class.
"	" ..	" ..	20	9	"
"	Henley ..	Steaming ..	30	7	"
Island Block Gold-dredging Co.	Island Block ..	Gold-dredging ..	20	8 and 12½	First class and two second class.
*Jenkins Bros.	Kelso ..	Threshing ..	6	6½	Locomotive and traction.
*Jenkins, Thos., jun. ..	" ..	" ..	8	9	"
Johns & party	Island Block ..	Gold-dredging ..	25	8 and 12½	First class and two second class.
Johnston, W. G.	Georgetown ..	Threshing ..	8	9	Locomotive and traction.
Jones, E. B.	Milton ..	Brick-making ..	18	14	Second class.
Jones, Thos.	Awamoko ..	General ..	8	9	Locomotive and traction.
Jubilee Gold-dredging Co.	Roxburgh ..	Gold-dredging ..	38	9 and 14	First class and two second class.

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
<i>OTAGO—continued.</i>					
Junction Electric Gold-dredging Co. (No. 2)	Cromwell ..	Gold-dredging ..	20	7 and 11½	Three second class.
Junction Electric Gold-dredging Co. (No. 3)	" ..	" ..	20	7½ and 13	First class and two second class.
Kaitangata Coal Co. ..	Kaitangata ..	Coal-mine ..	20	Two 10	Second class.
*Kean, Thos. ..	Clinton ..	Threshing ..	8	9	Locomotive and traction.
Kempthorne, Prosser, & Co.	Dunedin ..	Chemical works ..	20	8½	Second class.
" ..	Burnside ..	Manure-grinding ..	80	12 and 20	First class.
" ..	" ..	Chemical works ..	16	12 and 20	"
Kinloch, Wm. ..	Windsor ..	General ..	8	6½ and 10½	Locomotive and traction.
*Kirkland, W. ..	Tairi ..	Threshing ..	6	6 and 10½	"
" ..	" ..	" ..	6	10	"
" ..	Mosgiel ..	General ..	6	6 and 10	"
*Koppert, H. ..	Herbert ..	Threshing ..	8	9	"
Lady Annie Gold-dredging Co.	Manuherikia River ..	Gold-dredging ..	20	8 and 12½	First class and two second class.
Lady Roxburgh Gold-dredging Co.	Roxburgh ..	" ..	20	9 and 14	Ditto.
Lambert, T., & Co. ..	Kensington ..	Pottery ..	16	7 and 11	Second class.
Latta Bros. ..	Owaka ..	Sawmill ..	16	Two 10	"
Latta T. ..	Catlins ..	" ..	14	6½ and 10½	"
" ..	Owaka ..	" ..	16	Two 10	"
*Leask, W. ..	Ophir ..	Threshing ..	6	8	Locomotive and traction.
*Ledgingham, G. ..	Awamoko ..	" ..	8	9	"
" ..	Georgetown ..	" ..	8	6½ and 10½	"
" ..	Awamoko ..	" ..	8	9	"
*Ledingham, G., jun. ..	Georgetown ..	" ..	8	9	"
Leslie, Alex. ..	Glenledi ..	" ..	8	8½	"
" ..	Milton ..	General ..	8	9	"
Loch Lomond Gold-dredging Co.	Frazer River ..	Gold-dredging ..	16	7 and 11	Three second class.
Lovell's Flat Coal Co. ..	Dunedin ..	Idle ..	56	Nil	Second class.
" ..	Lovell's Flat ..	Winding ..	20	16	Winding.
" ..	Shag Point ..	" ..	56	12, 18 and 20	"
Luttrell & Scott ..	Port Chalmers ..	Pumping ..	20	6½, 11½, 7½ and 11½	First class.
*Macpherson, J. A. ..	Borton's ..	Threshing ..	8	9	Locomotive and traction.
" ..	" ..	" ..	8	6½ and 10½	"
" ..	" ..	" ..	8	9	"
Magnus & Party Gold-dredging Co.	Roxburgh ..	Gold-dredging ..	36	9 and 14	First class and two second class.
Mangatua Drainage Board	Mangatua ..	Pumping ..	16	Two 8½	Second class.
Manuherika Gold-dredging Co.	Alexandra Gorge ..	Gold-dredge ..	39	9 and 14	First class and two second class.
Mathias Bros. & Co. ..	Alexandra South ..	Coal-mine ..	14	Two 8	Winding.
Meek, J. & T. ..	Oamaru ..	Flour-mill ..	43	9 and 20	First class.
Milburn Lime & Cement Co.	Dunedin ..	Cement-works ..	40	14 and 25	"
Milligan & Bond ..	Ngapara ..	Flour-mill ..	16	12	Second class.
Mitmine, James ..	Weston ..	Threshing ..	8	9	Locomotive and traction.
Mitchell Bros. ..	" ..	" ..	8	6½ and 10½	"
Mornington Borough Council Tramway Co.	Dunedin ..	Hauling ..	16	Two 13	First class.
Ditto ..	" ..	" ..	16	Two 13	"
" ..	" ..	" ..	50	Two 13	"
Morning Star Gold-dredging Co.	Manuherikia River ..	Gold-dredging ..	17	10 and 19	First class and two second class.
Mosgiel Woollen Co. ..	Mosgiel ..	Steaming ..	30	Nil	Second class.
" ..	" ..	Woollen-factory ..	18	"	"
" ..	" ..	" ..	18	"	"
" ..	" ..	" ..	18	"	"
" ..	" ..	" ..	82	16½ and 30	First class.
Molynaux Hydraulic Gold-dredging Co.	Alexandra ..	Gold-dredging ..	18	8 and 12½	First class and two second class.
Molynaux-Kohinoor Gold-dredging Co.	Roxburgh ..	" ..	39	9 and 14	Ditto.
Monte Christo Gold-dredging Co.	Clyde ..	" ..	20	8 and 12½	"
*Muller, D. ..	Maungatua ..	Threshing ..	8	9	Locomotive and traction.
Murdoch, J., & Co. ..	Dunedin ..	Sawmill ..	25	Two 16	First class.
" ..	" ..	" ..	25	Two 16	"
" ..	" ..	" ..	25	Two 16	"
" ..	" ..	" ..	25	Two 16	"
Murray, Roberts, and Co. ..	Middlemarch ..	General ..	8	9	Locomotive and traction.
Musket Steel Co. ..	Dunedin ..	Ste l-manufacture ..	20	Two 11	First class.
McCallum & Co. ..	Oamaru ..	Sawmill ..	27	15	"
*McCulloch, Thos. ..	Ngapara ..	Threshing ..	8	9	Locomotive and traction.
McDonald, A. ..	Outram ..	General ..	8	9	"
*McDonald, J. ..	Middlemarch ..	Threshing ..	8	9	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
<i>OTAGO—continued.</i>					
McGavin & Co.	North Dunedin	Brewery	20	8	Second class.
McGill, Peter	Milton "	Flour-mill	50	8	"
McGregor, J.	Dunedin	Foundry	25	12 and 22	First class.
McKay, Wm.	Waikoiwai	Machine tools	45	12	Second class.
McKenzie & Leonard	Balclutha	General	27	8	"
McLeod Bros. (Ltd.)	Dunedin	"	8	8	Locomotive and traction.
"	"	"	8	9	"
"	"	"	8	9	"
McNeill & Party Gold-dredging Co.	Dunedin	Soap-making	20	Nil	Second class.
"	"	Candle-making	25	12	"
"	"	Soap-making	20	13	"
"	"	Candle-making	25	Nil	"
McNeill & Party Gold-dredging Co.	Waipori	Gold-dredging	14	6½ and 10½	Three second class.
McSkimming & Son	Benhar	Brick-works	20	Two 8½	Second class.
*Nankivell, E. H.	Palmerston	Threshing	8	9	Locomotive and traction.
"	"	"	8	9	"
Naumai Gold-dredging Co.	Kyeburn	Gold-dredging	20	8 and 12½	First class and two second class.
New Alpine Consols Gold-dredging Co.	Cromwell	"	20	8 and 12½	Ditto.
New Bendigo Gold-dredging Co.	Alexandra Gorge	"	20	9 and 14	"
*Newbigging, Jas.	Milton	Threshing	8	9	Locomotive and traction.
New Empire Gold-dredging Co.	Waipori	Gold-dredging	16	7½ and 11½	Three second class.
New 14-mile Beach Gold-dredging Co.	14-mile Beach	"	38	8 and 12½	First class and two second class.
Newson, R. W.	Clinton	General	8	9	Locomotive and traction.
New Zealand Coal and Oil Co.	Kaitangata	Hauling	25	Two 30	First class.
Ditto	"	"	25	Two 30	"
"	"	"	12	Two 30	"
"	"	"	23	Two 30	"
"	"	"	18	Two 9½	Locomotive and traction.
"	"	"	20	Two 10½	"
"	Castle Hill	"	50	Two 20	First class.
"	"	"	50	Two 20	"
N.Z. Government (Asylums Department)	Seacliff	Electric light	43	8 and 13	Exempt.
Ditto	"	"	43	8 and 13	"
N.Z. Government (Public Works Department)	Catlins River	Stone-crushing	16	13 and 18	"
Ditto	"	"	16	13 and 8	"
New Zealand Paper Mills	Woodhaugh	Paper-mill	25	Nil	Second class.
"	"	"	80	14 and 25	First class.
New Zealand Trust and Loan Co.	Henley	Pumping	10	7 and 13½	"
Ngapara Gold-dredging Co.	Alexandra	Gold-dredging	22	8½ and 12½	First class and two second class.
Ngapara Extended Gold-dredging Co.	"	"	20	8 and 12½	Ditto.
Oamaru Woollen Mills	Oamaru	Wollen-factory	60	15 and 27	First class.
"	"	"	60	15 and 27	"
Olrig Gold-dredging Co.	Manuherikia River	Gold-dredging	20	8 and 12½	First class and two second class.
Otago Dock Trust	Port Chalmers	Pumping	18	Two 12	First class.
"	"	"	18	Two 12	"
"	"	Freezing	30	9 and 15	"
"	"	"	30	9 and 15	"
Otago Fat & Tallow Co.	Burnside	Steaming	18	Nil	Second class.
Otago (No. 1) Gold-dredging Co.	Miller's Flat	Gold-dredging	20	7½ and 13	First class and two second class.
Otago (No. 2) Gold-dredging Co.	Island Block	"	36	9 and 14	Ditto.
Otago (No. 3) Gold-dredging Co.	"	"	16	7 and 14	"
Otago Granite Brick Co.	Anderson's Bay	Brick-making	56	16	First class.
Otago Harbour Board	Dunedin	Sand pump	25	21 and 40	"
"	"	"	25	21 and 40	"
Otago Iron Roller Mills	Burnside	Iron-rolling	20	20	"
"	"	"	20	20	"
"	"	"	15	20	"
"	"	"	20	20	"
"	"	"	35	20	"
"	"	"	20	20	"
Otago Laundry Co.	"	Laundry	62	6½ and 10½	Second class.
Otago Sawmilling Co.	Dunedin	Sawmill	20	14½	First class.
Paul, Wm.	Dunedin	Threshing	7	6½ and 12	Locomotive and traction.
Pennycook, Jas., & Co.	Palmerston	"	8	6½ and 10	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
<i>OTAGO—continued.</i>					
Perseverance Gold-dredging Co.	Alexandra ..	Tool-shop ..	18	Two 6	Second class.
Ditto	" ..	Gold-dredging ..	30	9 and 14	First class and two second class.
Perseverance (No. 2) Gold-dredging Co.	" ..	" ..	30	9 and 14	Ditto.
Porter, G.	Milton ..	General ..	8	9	Locomotive and traction.
Pringle and Party Gold-dredging Co. (No. 2.)	Miller's Flat ..	Gold-dredging ..	20	9 and 14	First class and two second class.
*Rason Bros.	Kakanui ..	Threshing ..	8	9½	Locomotive and traction.
Real McKay Coal Co. ..	Fortification ..	Hauling ..	16	Two 8	Second class.
"	Milton ..	" ..	12	Two 8	Locomotive and traction.
Reid & Gray	Dunedin ..	Machine tools ..	166	9 and 16½	First class.
Reid, J. B.	Otakai ..	General ..	8	9	Locomotive and traction.
Robertson Bros.	Maheno ..	Threshing ..	8	6½ and 10½	"
Robinson, Chas.	Berwick ..	General ..	6	8	"
*Robinson & Newbigging ..	Moneymore ..	Threshing ..	6	8	"
Rockside Brick Co. ..	Caversham ..	Brickmaking ..	25	10	Second class.
Ross & Glendinning ..	Dunedin ..	Carbonising ..	20	8	"
"	" ..	Hat-factory ..	49	12	"
"	" ..	Coal-wagon ..	5	4 and 7	Locomotive and traction.
"	Kaikorai Valley ..	Woollen-factory ..	30	Nil	Second class.
"	" ..	" ..	30	Nil	"
"	" ..	" ..	50	18 and 32	First class.
"	" ..	" ..	80	11 and 19	"
Ryan Bros.	Waitahuna ..	Threshing ..	8	9	Locomotive and traction.
"	" ..	General ..	8	9	"
Sailor's Bend Gold-dredging Co.	Alexandra Gorge ..	Gold-dredging ..	20	8 and 12½	First class and two second class.
Sailor's Bend (No. 2) Gold-dredging Co.	" ..	" ..	20	8 and 12½	Ditto.
Sandy Point Gold-dredging Co.	Earnsleugh Flat ..	" ..	25	9 and 14	"
Soblaadt Bros.	Dunedin ..	Machine tools ..	30	9	Second class.
Scoullar & Chisholm ..	" ..	Cabinetmaking ..	32	12	"
Shacklock, H. E.	" ..	Machine-shop ..	32	12	"
Shand, R.	Waikouaiti ..	Flour-mill ..	10	18	First class.
Shaw, Savill, & Albion Co.	Dunedin ..	Wool-dumping ..	18	9½	Second class.
Shiel, C. and W.	St. Clair ..	Stone crushing ..	16	7 and 11	"
"	St. Kilda ..	Brick-making ..	58	16	First class.
Shiels, J.	Glenledi ..	Flax-mill ..	12	Two 8½	Second class.
*Simpson, W.	Hilderhorpe ..	Threshing ..	8	9	Locomotive and traction.
*Smellie Bros.	North Taieri ..	" ..	6	7½	"
"	" ..	" ..	7	8½ and 12	"
*Smith, R.	Crookston ..	" ..	8	9	"
*Southgate Bros.	Kakanui ..	" ..	8	9	"
Sparrow, J.	Dunedin ..	Machine-shop ..	25	12	Second class.
Speight, J., & Co.	" ..	Brewing ..	25	15	First class.
"	" ..	" ..	20	8	Second class.
"	" ..	" ..	26	10	"
"	" ..	" ..	55	10	"
Steadman, Jas.	Maungatua ..	General ..	8	9	Locomotive and traction.
Stevens, A., & Co.	North-east Valley ..	Flour-mill ..	30	12 and 20	First class.
Stevenson & Cook	Port Chalmers ..	Machine tools ..	30	8 and 14	"
"	" ..	Air-compressor ..	20	10	Second class.
"	" ..	Machine tools ..	50	8 and 14	First class.
Surprise Gold-dredging Co.	Alexandra ..	Gold-dredging ..	18	8½ and 16	First class and two second class.
Taieri & Peninsula Milk Supply Co.	Dunedin ..	Dairy factory ..	20	8 and 14	First class.
Ditto	" ..	" ..	45	8 and 14	"
Taratu Coal & Railway Co.	Kaitangata ..	Hauling ..	10	Two 8	Locomotive and traction.
"	Taratu ..	Winding ..	16	Two 8	Winding.
"	Lovell's Flat ..	Hauling ..	10	Two 8	Locomotive and traction.
*Taylor, Jas. A.	Kokoamo ..	Threshing ..	8	9	"
Telford, T.	Balclutha ..	Flax-mill ..	12	Two 8½	Second class.
Taviot Fruit Canning Co.	Roxburgh ..	Fruit-canning ..	25	8	"
Thompson, Bridger, & Co.	Dunedin ..	Wood-factory ..	40	18	First class.
Todd Bros.	Heriot ..	General ..	8	9	Locomotive and traction.
Tough, Jno.	Milton ..	" ..	8	9	"
*Trusler, S.	Arthurton ..	Threshing ..	8	9	"
T.T. & O.K. Quarry Co. ..	Totara ..	Hauling ..	10	8 and 11	"
Unity Gold-dredging Co.	Clyde ..	Gold-dredging ..	20	8 and 12½	First class and two second class.
Upper Waipori Gold-dredging Co.	Waipori ..	" ..	18	7 and 11½	Three second class.
Waikairi Gold-dredging Co.	Clyde ..	" ..	20	8 and 12½	First class and two second class.

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—continued.

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
OTAGO—continued.					
Waite, John ..	Kaikorai ..	Tannery ..	28	8	Second class.
Walsh & Morrison ..	Bushey ..	Threshing ..	8	8 $\frac{1}{2}$	Locomotive and traction.
*Watts, John ..	Ngapara ..	" ..	8	9	"
Wilkie & Scott ..	Burnside ..	Flour-mill ..	30	12 $\frac{1}{2}$	Second class.
Wilson & Party ..	Waipori ..	Gold-dredging ..	20	7 $\frac{1}{2}$ and 11 $\frac{1}{2}$	Three second class.
Woronui Coal Co. ..	Coombhay ..	Hauling ..	16	8	Second class.
" ..	Milton ..	" ..	20	Two 9 $\frac{1}{2}$	Locomotive and traction.
*Wright, J. J. ..	Hampden ..	Threshing ..	8	8 $\frac{1}{2}$	"
Wright, W., & Sons ..	Dunedin ..	Bakery ..	30	10	Second class.
SOUTHLAND DISTRICT.					
*Aitken, George ..	Gore ..	Threshing ..	6	8	Locomotive and traction.
" ..	" ..	Chaffing ..	7	8	"
Alford & Co. ..	Caroline Creek ..	Flax-mill ..	16	7 $\frac{1}{2}$ and 11 $\frac{1}{4}$	Second class.
Ayling, A. ..	Invercargill ..	Wood-working ..	14	12 $\frac{1}{2}$	"
*Baldy, F. W. ..	Ryal Bush ..	Threshing ..	6	8	Locomotive and traction.
Ballock Bros. ..	Riversdale ..	Hauling ..	8	6 $\frac{1}{2}$, 10 $\frac{1}{2}$	"
" ..	" ..	Threshing only ..	8	9	"
" ..	Waimea Plains ..	" ..	8	9	"
Baxter, H. S. ..	Woodslea Downs ..	Flax-mill ..	14	Two 8 $\frac{1}{2}$	Second class.
Bichan, George ..	Mataura ..	" ..	30	8 $\frac{1}{2}$	"
Black & Co. ..	Cattle Flat ..	" ..	16	7, 11 $\frac{1}{4}$	"
Blair Bros. ..	Glenham ..	" ..	14	7 $\frac{1}{2}$, 11 $\frac{1}{2}$	"
Bloomfield, H. ..	Kennington ..	" ..	12	Two 9 $\frac{1}{2}$	"
Broad, Small, & Co. ..	Longbush ..	" ..	20	12 $\frac{1}{2}$	"
" ..	Te Tumutu ..	" ..	14	Two 8 $\frac{1}{2}$	"
Brown Bros. ..	Mill Road ..	Idle ..	34	Nil	"
" ..	" ..	" ..	18	"	"
*Brown, J. & W. ..	Kapuka ..	Chaffing ..	4	6 $\frac{1}{2}$	Locomotive and traction.
*Butler, E. W. ..	Otautau ..	" ..	4 $\frac{1}{2}$	6 $\frac{1}{2}$	"
Cairnmuir Coal Co. ..	Bannockburn ..	Pumping ..	16	8	Second class.
Cameron, D. ..	Maori Hill ..	Flax-mill ..	16	7, 11 $\frac{1}{4}$	"
Carson, W. ..	Otama ..	Threshing ..	8	6 $\frac{1}{2}$, 10 $\frac{1}{4}$	Locomotive and traction.
Central Charlton Gold-dredging Co. ..	Charlton Valley ..	Gold-dredging ..	16	6 $\frac{1}{2}$, 11 $\frac{1}{4}$	Three second class.
Charlton Creek Gold-dredging Co. ..	" ..	" ..	16	7, 11 $\frac{1}{4}$	"
Charlton Valley Gold-dredging Co. ..	" ..	" ..	16	7, 11 $\frac{1}{4}$	Second class.
Charlton Venture Gold-dredging Co. ..	Charlton ..	" ..	20	8 $\frac{1}{2}$, 13 $\frac{1}{4}$	First class.
Chilton Bros. ..	Invercargill ..	Idle ..	8	9	Locomotive and traction.
Clutha River Gold-dredging Co. ..	Cromwell ..	Gold-dredging ..	20	8, 12 $\frac{1}{2}$	One first class and two second class.
Collet, C. ..	Kapuka ..	Sawing ..	8	9	Locomotive and traction.
Coombs, C. ..	Oreti Plains ..	Threshing and ploughing ..	8	9	"
Coomer, R. T. ..	Mataura ..	Gold-dredging ..	20	7 $\frac{1}{2}$, 11 $\frac{1}{4}$	Three second class.
*Crawford, Robert ..	" ..	Threshing ..	8	9	Locomotive and traction.
Crewe Gold-dredging Co. (No. 1) ..	Nevis ..	Gold-dredging ..	16	7, 11 $\frac{1}{4}$	Three second class.
Ditto ..	" ..	" ..	16	7, 11 $\frac{1}{4}$	"
Cromwell & Bannockburn Coal Co. ..	Bannockburn ..	Hauling ..	20	8 $\frac{1}{2}$	Second class.
" ..	" ..	" ..	16	Two 10	"
" ..	" ..	Pumping ..	16	Two 10	"
Cromwell Gold-dredging Syndicate ..	Cromwell ..	Gold-dredging ..	20	7 $\frac{1}{2}$, 13	One first and two second class.
Crosbie, R. & D. ..	Wyndham ..	Threshing, &c. ..	8	9	Locomotive and traction.
*Cross, G. ..	Waimea Plains ..	Threshing ..	8	9	"
Cruikshank, William ..	Rosedale ..	Twine-works ..	27	13, 24	First class.
Cunningham, R. ..	Garston ..	Threshing ..	8	9	Locomotive and traction.
*Currie Bros. ..	Gore ..	" ..	8	9	"
*Cushine, George ..	Wyndham ..	" ..	8	9	"
Davidson's Freehold Gold-dredging Co. ..	Waikaia ..	Gold-dredging ..	20	8, 12 $\frac{1}{2}$	First class.
Denniston, John ..	Waimea Plains ..	Chaff-cutting ..	6	8	Locomotive and traction.
Duke of Gordon Gold-dredging Co. ..	Waikaia ..	Gold-dredging ..	20	9, 13	One first and two second class.
Dixon, Forrest ..	Mataura ..	Chaff-cutting ..	6	8	Locomotive and traction.
Duncan, J. ..	Gibbston ..	Hauling ..	30	Two 10 $\frac{1}{2}$	First class.
Dunedin Engineering Co. ..	Clutha ..	Idle ..	20	8, 12 $\frac{1}{2}$	"
Edendale Dairy Factory ..	Edendale ..	Cheese-factory ..	16	8	Second class.
Edwards & Rod ..	Otatara ..	Flax-mill ..	14	Two 8 $\frac{1}{2}$	"
Electric Gold-dredging Co. (No. 1) ..	Kawarau ..	Gold-dredging ..	20	8, 12 $\frac{1}{2}$	One first and two second class.
Electric Gold-dredging Co. (No. 2) ..	" ..	" ..	20	8, 12 $\frac{1}{2}$	Ditto.
Excelsior Gold-dredging Co. ..	Clutha River ..	" ..	16	7, 11 $\frac{1}{4}$	Three second class.

*This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
SOUTHLAND— <i>continued.</i>					
Fairweather, D.	Tisbury	Idle	28	Nil	Second class.
*Farrier, A.	Kapuka	Threshing	8	9	Locomotive and traction.
*Farrier Bros.	Waituna	"	8	9	"
Fleck, Adam	Thornbury	Threshing & ploughing	8	9	"
Fleming & Co.	Gore	Flour-mill	25	8½, 14	First class.
"	"	"	18	Nil	Second class.
"	Riverton	"	15	12½	"
Fleming & Gilkinson	Invercargill	"	25	10, 16	First class.
Frew, A.	Riverton	Threshing	8	9	Locomotive and traction.
Garden Gully Gold-dredging Co.	Waimumu	Idle	16	8, 13	One first class and two second class.
Goodger, J.	Cromwell	"	20	Nil	Second class.
Gore Borough Council	Gore	Electric light	22	8½	"
Grand Junction Gold-dredging Co.	Kawarau	Gold-dredging	20	8, 12½	One first and two second class.
Green, Thomas	Near Gore	Hauling	16	5, 10	Second-class.
Grimwood & Arnold	Winton	Flax-mill	14	7½, 11½	"
Halliday, Wm.	Mabel Bush	Sawmill	14	Two 8½	"
"	Roslyn Bush	Threshing	8	9	Locomotive and traction.
Hamilton & Co.	Te Tua	Sawmill	12	Two 8½	Second class.
Harrington Bros.	Waikouro	"	20	Two 10	"
Hartley, A.	Gore	Woodworking	10	12½	"
Hazlett, J. G. & W.	Hillend	Ploughing, &c.	8	9	Locomotive and traction.
*Healy, J. R., & Son	Winton	Threshing and chaffing	4½	6½	"
Hedgehope Sawmilling Co.	Hedgehope	Sawmill	50	13	Second class.
Hessey's Gold-dredging Co.	Waikaka	Gold-dredge	14	7, 11½	Three second class.
Hickey, W. J.	"	Chaffing	6	8	Locomotive and traction.
Hodgkinson, Thos.	Makarewa	Idle	25	Two 7½	Second class.
Holland, J.	Gore	Sawmill	12	7½, 11½	"
Holland, James	"	Hauling	8	6½, 10½	Locomotive and traction.
Howson, Jno. O.	Riversdale	"	8	9½	"
Hunter Bros.	Mokoreta	Flax-mill	16	Two 7	Second class.
Ibbotson & Co.	Chatton	Gold-dredging	16	7, 11½	Three second class.
Ibbotson & Party Gold-dredging Co.	Waikaka Valley	"	12	7½, 11½	"
Ibbotson & Party Gold-dredging Co. (No. 2)	"	"	12	7½, 11½	"
Invercargill Borough Council	Invercargill	Pumping	18	Two 12	First class.
Ditto	"	"	18	Two 12	"
"	"	Road-roller	5½	5½, 8½	Locomotive and traction.
Jenkins, A. & J.	Wallacetown	Hauling and threshing	8	9	"
Johnston & Sons	Invercargill	Foundry	28	7, 11	Second class.
*Johnston, W.	Wendon, Riversdale	Threshing	8	9	Locomotive and traction.
Junction Electric Gold-dredging Co. (No. 1)	Kawarau	Gold-dredging	25	8, 12½	One first and two second class.
Junction Waikaka Gold-dredging Co.	Waikaka Valley	"	20	8, 12½	Ditto.
*Kay, D.	Mataura	Threshing	8	9	Locomotive and traction.
"	"	"	8	9	"
Keith, A. W.	Winton	Threshing and ploughing	8	9	"
Kilkelly Bros.	Grove Bush	Sawmill	14	Two 8½	Second class.
King Dick Dredging Co.	Mataura	Gold-dredging	17	10, 19	First class.
Kingsland & Sons	Invercargill	Confectionery	22	10	Second class.
*Knipe, George	Clifton	Chaffing	7	7	Locomotive and traction.
Knipe, G. & A.	"	"	4½	6½	"
Koputai Dredging Co.	Muddy Creek	Gold-dredging	20	8, 13	First class.
Kura Dredging Co.	Waikaka	"	20	8½, 12½	"
Lady Annie Gold-dredging Co.	"	"	16	7, 11½	Three second class.
Lady Florence Gold-dredging Co.	Waikaka Valley	"	16	7½, 11	"
Lady Gordon Gold-dredging Co.	Near Muddy Creek	"	16	7, 11½	"
Lawrence, A. T.	Maple Grove	Ploughing	6	8½	Locomotive and traction.
Lee & Party Gold-dredging Co.	Waikaka Valley	Gold-dredging	17	10, 19	One first and two second class.
Leggatt & Campbell	Invercargill	Sawmill	12	Two 8½	Second class.
"	Oraki	"	20	Two 10½	First class.
Lillies Leaf Syndicate Gold-dredging Co.	Waikaka Valley	Gold-dredging	16	7, 11½	Three second class.
Lindsay, A. W.	Drummond	Threshing	8	9	Locomotive and traction.
Lindsay, C.	Isla Bank	Threshing, &c.	8	9	"
Loch Lomond Gold-dredging Co.	Shepperd's Creek	Gold-dredging	16	7, 11	Three second class.
Lone Star Gold-dredging Co.	Cardrona	"	16	8, 13	One first class and two second class.

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
SOUTHLAND—<i>continued.</i>					
Lower Nevis Gold-dredging Co.	Nevis	Gold-dredging	16	7, 11½	Three second class.
Magnum Bonum Gold-dredging Co.	Waikaia	"	26	8, 12½	One first class and two second class.
Main Chance Gold-dredging Co.	Charlton Valley	"	20	8, 13	Ditto.
Manhire, W.	New River	Flax-mill	18	12, 24	First class.
Marshall's Freehold Gold-dredging Co.	Waimumu	Gold-dredging	14	7, 11½	Three second class.
Mason's Bay Flax-milling Co.	Stewart's Island	Flax-mill	19	12½	Second class.
Massey, H. A.	Colac	Sawmill	30	16¾	First class.
"	"	Hauling	12	Two 8	Locomotive and traction.
"	Gorge Road	"	6	Two 6½	"
"	"	Sawmill	52	14	Second class.
"	Mabel Bush	"	20	15½	First class.
"	Spar Bush	"	20	15½	"
"	"	Hauling	10	Two 7	Locomotive and traction.
"	Woodend	Sawmill	28	15	First class.
"	"	"	28	15	"
"	"	Hauling	8	Two 7	Locomotive and traction.
"	"	"	10	Two 7	"
Mas'erton Gold-dredging Co.	Waikaia	Gold-dredging	28	8, 12½	One first and two second class.
Mataura Paper Mills	Mataura	Paper-mill	35	13	Second class.
Mears, H.	Balfour	Chaffing and hauling	8	8½	Locomotive and traction.
Melvin, A.	Tokonui	Hauling	8	6½, 10½	"
Melvin, John	"	Sawmill	20	Two 11	First class.
Mill Creek Freehold Gold-dredging Co.	Mill Creek	Gold-dredging	20	8½, 13	One first and two second class
Mill, John, & Co.	Bluff	Dumping	16	10½	Ditto.
Moffet Bros.	Waikawa	Sawmill	36	13½	"
Moore & Sons	Longwood	Hauling	8	Two 6½	Locomotive and traction.
Moore, James, & Sons	"	Sawmill	16	12½	Second class.
"	Riverton	Hauling	8	Two 6	Locomotive and traction.
Morning Light Dredging Co.	Clutha River	Gold-dredging	25	8, 12½	First class.
Moss, H. F.	Ratanui	Sawmill	30	10	Second class.
"	Riverton	"	25	15	First class.
Muddy Creek Dredging Co.	Wendon	Gold-dredging	20	7, 11	Second class.
Murdoch and Roff	Waikawa	Sawmill	16	8, 13	First class.
Murray, W. T., & Co.	Underwood	Milk-preserving	46	10	Second class.
"	"	"	130	10	"
"	"	"	130	10	"
Mystery Flat Gold-dredging Co.	Waikaia	Gold-dredging	20	8, 13	One first class and two second class.
Ditto	"	"	32	8, 13	Ditto.
McCallum & Co.	Colac	Hauling	8	7½	Locomotive and traction.
"	"	"	6	Two 6	"
"	"	Sawmill	20	15½	First class.
"	"	"	16	Two 9½	Second class.
"	Fairfax	"	25	14½	First class.
"	Forest Hill	"	25	14½	"
"	Glenburn	"	20	14½	"
"	Kapuka	Hauling	6	Two 6	Locomotive and traction.
"	"	Sawmill	25	15½	First class.
"	Southport	"	18	Two 10	Second class.
McDonald, John	Waikaia	Threshing and hauling	8	6½, 10½	Locomotive and traction.
McDonald, Peter	Dpton	Chaffing and ploughing	6	8	"
McDonald, R.	Rakahouka	Threshing and hauling	8	9	"
*McDonald, R. B.	Edendale	Threshing	8	9	"
*McDonald, Wm.	Waimea Plains	"	8	9	"
McEwan, Neil	Tokonui	Flax-mill	12	7, 11½	Second class.
McGeorge's Freehold Gold-dredging Co.	Waikaka Valley	Gold-dredging	39	8, 12½	One first and two second class.
Ditto	"	"	20	8, 13	Ditto.
McGregor, D.	Centre Bush	Sawmill	16	Two 10	Second class.
McIlwrick, J. G.	Winton	General	8	9	Locomotive and traction.
McIntyre, John	Orepuki	Sawmill	30	12½	Second class.
McKenzie, D.	Barkly	"	16	Two 10	"
McKenzie & Sons	Hokonui	"	20	Two 10	"
*McKerrow, A.	Waimahaka	Threshing	6	8	Locomotive and traction.
McKinnon, A., jun.	Gore	General	8	6½, 10½	"
*McLeod, R.	Chatton	Threshing	8	9	"
*McLeod, Alexander	Grove Bush	"	8	9	"
McRae Bros.	Mokoreta	Flax-mill	14	Two 8½	Second class.
Neiderer, N. A.	Gorge Road	Sawmill	20	Two 10	"
Nevis Crossing Gold-dredging Co.	Nevis	Gold-dredging	16	7, 11	Three second class.
New Era Gold-dredging Co.	Cardrona	"	20	6½, 10½	"
"	Nevis	"	10	6½, 10½	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
SOUTHLAND— <i>continued.</i>					
New Maori Point Gold-dredging Co.	Maori Point ..	Gold-dredging ..	16	8, 13	One first and two second class.
New Zealand Loan & Mercantile Agency Co.	Bluff ..	Wool-dumping ..	14	Two 10½	First class.
Ngapara (No. 2) Gold-dredging Co.	Nevis ..	Gold-dredging ..	15	7, 11½	Three second class.
Nichol, W. ..	Coutt's Road, Gore ..	Ploughing ..	6	7	Locomotive and traction.
Nightcaps Coal Co. ..	Nightcaps ..	Winding ..	20	Two 10	Winding.
		Driving fan ..	60	8½	Second class.
Nugent Gold-dredging Co.	Muddy Creek ..	Gold dredging ..	20	7, 11½	Three second class.
Ocean Beach Freezing-works	Ocean Beach ..	Freezing ..	40	14, 22½, 16, 28	First class.
Ditto ..	" ..	" ..	40	14, 22½, 16, 28	"
" ..	" ..	" ..	70	14, 22½, 16, 28	"
" ..	" ..	" ..	70	14, 16, 28, 30	"
" ..	" ..	Boiling down ..	14	14	Second class.
*Oldham, O. W. ..	Woodlands ..	Meat-preserving ..	18	8	"
Otatara Land Proprietary Palmer Bros. ..	Otatara ..	Hauling ..	10	Two 7	Locomotive and traction.
Paterson's Freehold Gold-dredging Co.	Waikaka Valley ..	Gold-dredging ..	16	7, 11½	Three second class.
Paterson's Freehold (No. 2) Gold-dredging Co.	" ..	" ..	20	8, 13	One first and two second class.
Paterson, W. H. ..	" ..	Hauling ..	16	Two 7½	Second class.
Perry Bros. ..	Round Hill ..	Sawmill ..	12	14	"
Perry, W. J. ..	Wakapatu ..	" ..	20	14	"
Patric, A. ..	Gore ..	Threshing ..	8	9	Locomotive and traction.
Phoenix Gold-dredging Co.	Waikaka ..	Gold-dredging ..	16	7, 11½	Three second class.
Pioneer (No. 2) Gold-dredging Co.	" ..	" ..	20	7, 11½	"
*O'Connor, Vincent ..	Near Balfour ..	Threshing ..	8	6½, 11	Locomotive and traction.
Prince Albert Gold-dredging Co.	Queensbury ..	Gold-dredging ..	16	6½ and 11½	Second class.
Printz Bros. ..	Orepuki ..	Ploughing and threshing ..	8	9	Locomotive and traction.
Punt Gold-dredging Co. ..	Cromwell ..	Gold-dredging ..	20	7 and 11½	Second class.
Quarale, George ..	Brown's ..	Crushing lime ..	14	Two 8½	"
Ramsay, Keith ..	Woodend ..	Idle ..	14	Two 8½	"
Raymond, J. W. ..	Near Waiau ..	Sawmill ..	55	Two 9½	"
	Six-mile ..	Flax-mill ..	12	Two 8½	"
Reid, Wm. ..	Nightcaps ..	Threshing and hauling ..	8	9	Locomotive and traction.
Reid & Grey ..	Gore ..	Threshing ..	8	9	"
" ..	" ..	" ..	8	9	"
Revival Kia Ora Gold-dredging Co.	Waikaka ..	Gold-dredging ..	16	7 and 11½	Three second class.
Riddle Bros. ..	Waimahaka ..	Flax-mill ..	14	Two 8½	Second class.
Riley's Revival Dredging Co.	Clutha ..	Gold-dredging ..	20	8 and 12½	First class.
Rise and Shine Gold-dredging Co.	Cromwell ..	" ..	38	8 and 12½	One first and two seconds.
Rise and Shine Gold-dredging Co. (No. 2)	" ..	" ..	39	8½ and 17	"
Rising Sun Gold-dredging Co.	" ..	" ..	40	10 and 16	"
Riverview Dredging Co. ..	Waikaka Valley ..	" ..	20	8 and 13	First class.
Robie Bros. ..	Riversdale ..	Hauling ..	6	8	Locomotive and traction.
Rodger, A. W. ..	Nightcaps ..	Ploughing ..	9	9	"
Ruff & Son ..	Half-moon Bay ..	Sawmill ..	14	Two 8½	Second class.
Rosedale Dredging Co. ..	Waikaka Valley ..	Gold dredging ..	20	7 and 11½	Three second class.
Ross, Jarvis, & Co. ..	New River ..	Flax-mill ..	33	12	Second class.
Royal Waimumu Gold-dredging Co.	Waimumu ..	Gold-dredging ..	20	8 and 13	One first and two seconds.
Saunders, F. & S. ..	Heddon Bush ..	Ploughing ..	8	9	Locomotive and traction.
Scott, D. ..	Invercargill ..	" ..	6	8½	"
*Scott, W. L. ..	Otara ..	Threshing ..	8	9	"
Seifert, H. ..	Otapari ..	Flax-mill ..	8	9	"
Shaw, John ..	Otautau ..	Stone-crushing ..	6	8	"
Shawe, William ..	Near Mataura Island ..	Flax-mill ..	14	Two 8½	Second class.
Sheddon Bros. ..	Otautau ..	Threshing and ploughing ..	8	9	Locomotive and traction.
Smith & Co. ..	Te Tua ..	Sawmill ..	14	Two 8½	Second class.
Smith, William, & Co. ..	Invercargill ..	Wood-working ..	27	13½	"
*Soper, G. A. ..	Garston ..	Threshing ..	8	9	Locomotive and traction.
Southland County Council	Invercargill ..	Hauling ..	6	5½, 9½	"
" ..	" ..	" ..	8	6½, 11½	"
Southland Engineering Co.	" ..	Foundry ..	23	8½	Second class.
Southland Frozen Meat Co.	Bluff ..	Freezing ..	50	13, 22	First class.
" ..	" ..	" ..	50	13 and 22, 13 and 24	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
SOUTHLAND—<i>continued.</i>					
Southland Frozen Meat Co.	Bluff	Freezing and electric light	102	13, 21	First class.
"	Mataura	Ditto	128	15, 21	"
"	Wallacetown	Manure-works	35	10	Second class.
Southland Sand Brick Co.	Grasmere	Brick-making	44	12, 21	First class.
Southland Sawmilling Co.	Green Hills	Sawmill	14	Two 8½	Second class.
"	Orepuki	"	54	15½	First class.
"	Waimini	"	20	Two 10½	"
"	Waituna	"	20	Two 10	Second class.
Southland Timber Co.	Otautau	"	16	Two 9½	"
Southland Woollen-mills..	Rosedale	Woollen-mills	14	7, 11	"
"	Winton	Flax-mill	14	Two 9	"
Star Gold-dredging Co.	Waikaka Valley	Gold dredging	20	7½, 11	Three second class.
Stevenson, George	South Island	Driving merry-go-round	8	9	Locomotive and traction.
Stewart Island Sawmilling Co.	Half Moon Bay	Sawmill	16	11	Second class.
*Stewart, John	Gore	Threshing	8	9	Locomotive and traction.
Spaden, Adam	"	Wood-working	14	6½ and 10½	Second class.
Sutherland, A.	Riverton	Flax-mill	12	Two 8½	"
Sutherland & Co.	Edendale	Sawmill	14	Two 8½	"
Sutherland & Girdler	Hokonui	Flax mill	10	6½ and 10½	"
Switzers' Dredging Co.	Waikaia	Gold-dredging	20	8 and 12½	First class.
Syndicate (No. 1) Gold-dredging Co.	Waikaka Valley	"	16	7 and 11	Three second class.
Syndicate (No. 2) Dredging Co.	"	"	40	8 and 12½	One first and two seconds.
Taylor, W.	Aparima	Threshing	8	6½ and 10½	Locomotive and traction.
Te Hora Gold-dredging Syndicate	Waikaia	Gold-dredging	16	7 and 11	Three second class.
Thorn, W. P.	Glen Dhu	Sawmill	12	7 and 11½	Second class.
Timpany Bros.	Fairfax	"	20	Two 10	"
"	Pahia	"	25	Two 12½	First class.
"	"	"	16	Two 10	Second class.
"	Waimatua	"	25	14½	First class.
Todd, T., & Sons	Waikiwi	Brick-making	16	14½	Second class.
"	"	Pipe-works	52	14½	First class.
Traill Bros. & Smythies	Longwood	Sawmill	36	12	Second class.
Tressider, Jno., & Sons	Glen Dhu, Mataura	Threshing and ploughing	8	9	Locomotive and traction.
*Voight, M. F.	Pukerau	Threshing	8	9	"
Waikaia Gold-dredging Co.	Near Muddy Creek	Gold-dredging	26	9 and 13	One first and two seconds.
Waikaka Forks Gold-dredging Co.	Little Waikaka	"	20	7½ and 11½	Second class.
Waikaka Queen Gold-dredging Co.	Waikaka Valley	"	16	7 and 11½	Three second-class.
Waikaka United (No. 1) Gold-dredging Co.	"	"	20	7 and 11½	"
Waikaka United Gold-dredging Co. (No. 2)	Waikaka	"	30	8½, 17	One first and two second class.
Waimumu Gold dredging Co.	Waimumu	"	16	7, 11½	Three second class.
Waitiri Gold-dredging Co.	Kawarau	"	20	8, 12½	One first and two second class.
Wakatipu Gold-dredging Co.	Moki Creek	"	27	7, 11	Three second class.
*Walker, L.	Lumsden	Threshing	8	9	Locomotive and traction.
Wallis, R. & F.	Gore	Boiling down	20	Nil	Second-class.
Ward, B.	Ruahine	Sawmill	14	Two 9½	"
Watson Bros. & Harrington	Orepuki	"	20	Two 10	"
Welshman Gold-dredging Co.	Near Waikaia	Gold-dredging	20	8½, 12½	One first and two second class.
Williams, J. R.	Waikaka Valley	Hauling and threshing	8	9	Locomotive and traction.
Wilson Bros.	Orawia	Hauling	8	9	"
Woodlands Meat-preserving Works	Woodlands	Meat-preserving	42	8	Second class.
Wright, Stephenson, & Co.	Invercargill	Manure-mixing	20	Two 10	"
TARANAKI DISTRICT.					
Black, P. I.	Onaero	Brickmaking	20	8½	Second class.
"	Waitara	Hauling	5	4 and 6½	Locomotive and traction.
Borthwick, T., & Sons	"	Freezing	60	11 and 20	First class.
"	"	"	70	11 and 20, com.	"
"	"	"	85	11 and 20	"
"	"	"	65	11 and 20, com.	"
Brown, H., & Co.	Inglewood	Sawmill	25	15	"
"	"	"	6	Two 6½	Locomotive and traction.
"	"	"	30	12	Second class.
"	New Plymouth	Sash and door factory	26	12	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
<i>TARANAKI—continued.</i>					
Buckman, R.	Manaia	Flax-mill	14	Two 8½	Second class.
Cape Egmont Dairy Co.	Pungarehu	Dairy factory	17	6	"
Cardiff Co-operative Dairy Co.	Cardiff	"	17	9	"
Clement, W. C.	Anderson's Road	Sawmill	23	12	"
Derby Bros.	Toko	"	20	13½	"
"	Huiroa	"	20	13½	"
"	Toko	Hauling	6	Two 4½	Locomotive and traction.
Edgar & Pease	Hawera	Chaff-cutting	6	8	"
Egmont Co-operative Box Co.	Eltham	Box-factory	40	11½ and 14½	First class.
Egmont County Council	Opunake	Stone-crushing	7	5 and 8½	Locomotive and traction.
Eltham Co-operative Dairy Co.	Eltham	Dairy factory	16	10½	Second class.
Ditto	"	"	30	10½	"
Fowler, James	Patea	Threshing and chaff-cutting	6	5 and 9	Locomotive and traction.
Hawera County Council	Hawera	Road-rolling	8	5 and 9	"
Herbert, W. H.	New Plymouth	Hauling	6	4 and 7½, com.	"
Inglewood Oil-boring and Prospecting Co.	Inglewood	Oil-boring	25	12	Second class.
Johnston, C. H.	Near Waitara	Brickworks	7	8½	Locomotive and traction.
"	"	Threshing and chaff-cutting	8	5½ and 9	"
"	Waitoitoi	Ditto	10	6 and 10, com.	"
Joll, Thomas L.	Okaiawa	Creamery	16	9	Second class.
"	"	"	17	Nil	"
"	"	Cheese-factory	17	8 and 7	"
Kakaramea Co-operative Dairy Co.	Kakaramea	Dairy factory	20	9	"
Kaponga Co-operative Dairy Co.	Kaponga	"	16	10	"
Kaupokonui Co-operative Dairy Co.	Kaupokonui	"	25	8	"
Kelly, Andrew	Puke Ruru	Sawmill	45	20	First class.
Koru Sawmilling Co.	Koru Road	"	16	Two 9	Second class.
Mills Dairy Co.	Mokoia	Dairy factory	16	10	"
Mills & Rothery	Kahui Road	Sawmill	25	11	"
Moa Petroleum Co. (Ltd.)	Inglewood	Oil-boring	27	11	"
Mokau Timber Co.	Mokau River	Sawmill	20	13	"
Muggeridge Bros.	Manaia	Chaff-cutting	6	7½	Locomotive and traction.
New Plymouth Borough Council	New Plymouth	Road-rolling	6	5½ and 9	"
New Plymouth Harbour Board	New Plymouth Breakwater	Hauling	10	Two 8	"
Ditto	Ditto	"	14	Two 10	"
New Plymouth Sash and Door Co.	Toko	"	16	Two 8	"
Ditto	Tariki Road	Sawmill	50	Two 14½	First class.
"	"	Traction	6	5½	Locomotive and traction.
"	New Plymouth	Sash and door factory	40	13	Second class.
"	Toko	Sawmill	50	16½	First class.
Opunake Sawmilling Co.	Te Kiri Road	"	28	10 and 19	"
Opunake Timber Co.	Te Kiri	Log-hauling	10	Two 6	Locomotive and traction.
Parkes & Brooker	Awatuna	Sawmill	30	12	Second class.
Patea Meat Co. (Ltd.)	Patea	Boiling down	23	9	Second class.
Patea Steam Brickworks	"	Brickmaking	22	10½	"
Quinn Bros.	Hawera	Sash and door factory	20	12	"
Ramsay & Co.	Eltham	Oil-boring	12	Two 8½	"
Riversdale Dairy Factory Co.	Inaha	Dairy	20	8	"
Rogers, C. E.	Bell Block	Threshing	6	5½ and 9½	Locomotive and traction.
Simons, Thos. O.	Tariki Road	Sawmill	35	Two 10½	First class.
Stratford Co-operative Dairy Co.	Stratford	Dairy factory	16	10	Second class.
Stratford County Council	"	Stone-crushing	8	9½	Locomotive and traction.
Surrey, A. E.	Inglewood	Sawmill	14	Two 8½	Second class.
Symes, G.	Hawera	Sash and door factory	23	12	"
"	Midhirst	Sawmill	17	14	"
"	Pukingahu	Hauling	8	Two 6½	Locomotive and traction.
"	Ngairi	Sawmill	30	16	First class.
"	Toko	"	29	13	Second class.
"	Huiroa	"	40	14	"
Taranaki Co-operative Bacon Factory Co.	Fitzroy	Freezing	20	Two 8	"
Taranaki County Council	New Plymouth	Stone-crushing	8	6 and 9½	Locomotive and traction.
Taranaki Freezing Co.	Moturoa	Freezing	30	9 and 15, 10½ and 21½	First class.
"	"	"	30	Ditto	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
TARANAKI—<i>continued.</i>					
Taranaki Petroleum Co. ..	Moturoa ..	Oil-boring ..	25	9	Second class.
Tarry, James ..	Inglewood ..	Chaff-cutting ..	8	9	Locomotive and traction.
Union Timber Co. ..	Beaconsfield Rd. ..	Sawmill ..	22	Two 10	Second class.
Waitara Harbour Board ..	Waitara ..	Priestman dredge ..	11	Two 9	"
Wells, Philip ..	New Plymouth ..	Flour-mill ..	20	19	First class.
West Coast Refrigerating Co. ..	Patea ..	Freezing ..	25	9 and 16	"
White, J. ..	Normanby ..	Hauling ..	5	4 and 7	Locomotive and traction.
WELLINGTON DISTRICT.					
Akitio Totara Timber Co. ..	Akitio ..	Sawmill ..	25	14	Second class.
Albertson, C. ..	Nireaha ..	" ..	20	12½	"
Allen, J., & Son ..	Upper Plain ..	Threshing, &c. ..	6	6 and 10	Locomotive and traction.
Allender & Son ..	Ngahauranga ..	Soap-making ..	20	Nil	Second class.
Anderson, Carl ..	Rongotea District ..	General ..	6	5½ and 10	Locomotive and traction.
Anderson, John ..	Mangamahoe ..	Sawmill ..	23	13	Second class.
Anderson & Co. ..	Makatote ..	Machine shop ..	10	7 and 10	First class.
" ..	Makatote Via-duct ..	Bridge-work ..	20	Two 8	Second class.
Andrew, R. C. ..	Feilding ..	General ..	6	5½ and 10	Locomotive and traction.
Austin Eros. ..	Foxton ..	Flax-mill ..	50	15	First class.
" ..	" ..	" ..	32	15	"
Austin, O. E. ..	" ..	" ..	24	8½ and 12½	"
Ballance Co-operative Dairy Co. ..	Ballance ..	Dairy factory ..	19	10	Second class.
Ditto ..	Konini ..	Butter-factory ..	18	10	"
" ..	Scarborough ..	Creamery ..	16	10	"
Banks & Co. ..	Ngahauranga ..	Manure-works ..	18	10	"
" ..	Table Flat ..	Sawmill ..	25	12½	"
" ..	Wellington ..	Dye-works ..	40	8	"
Barber, W. H. P. ..	Mangatainoka ..	General ..	5	5½ and 8½	Locomotive and traction.
Barrall, Chas. A. ..	Taihape ..	Sawmill ..	30	14	Second class.
Bartholomew, J., & Co. ..	Gladstone Road ..	" ..	44	16	First class.
Bartholomew, P. ..	Weraroa ..	" ..	45	16	"
" ..	" ..	" ..	40	14	Second class.
Bartholomew Bros. ..	Feilding ..	Sash and door factory ..	37	12½	"
Bassett, W. G. ..	Wanganui ..	" ..	36	12	"
Beazar, M. ..	Feilding ..	General ..	8	5 and 9	Locomotive and traction.
" ..	" ..	" ..	6	6½ and 10	"
Bell, R. T. ..	New Plymouth ..	Petroleum-works ..	12	7 and 11	Second class.
" ..	Parawanui ..	Flax-mill ..	25	12	"
Bell & Green ..	Moutoa ..	" ..	30	6½ and 10½	"
Bird Bros. ..	Manakau ..	Sawmill ..	16	Two 9	"
Bisdee, S. C. ..	Pahiataua ..	Brickmaking ..	17	8½	"
Blackball Coal Co. ..	Hulk "Elinor Vernon" ..	Hoisting ..	22	Two 6, two 7	"
" ..	Hulk "Jean Peroux" ..	" ..	30	Two 7	"
Booth & Co., Wm. ..	Carterton ..	Sawmill ..	50	16½	First class.
" ..	" ..	" ..	50	16½	"
" ..	" ..	" ..	40	Two 11½	"
" ..	" ..	" ..	20	Two 11	"
" ..	" ..	Log-hauling ..	19	Two 8	Second class.
Broad & Reeves ..	Himitangi ..	Flax-mill ..	24	11	"
Broadbelt, Alex. ..	Rongotea ..	Sawmill ..	12	Two 8½	"
Brookie, A. ..	Turakina ..	General ..	8	9	Locomotive and traction.
Brown & Anderson ..	Taihape ..	Sawmill ..	30	14	Second class.
" ..	" ..	Log-hauling ..	15	Two 8½	"
Buchanan, J., & Co. ..	Okoia ..	Bacon-factory ..	17	8	"
Burt, Wm. ..	Whiteman's Valley ..	Sawmill ..	16	Two 9	"
Burt, W. & T. ..	Upper Hutt ..	" ..	37	13	"
Cable, W., & Co. ..	Wellington ..	Foundry ..	70	7 and 13	First class.
Campbell, N. ..	Reikorangi ..	Sawmill ..	35	16½	"
" ..	" ..	Log-hauling ..	25	Two 8½	Second class.
" ..	" ..	Sawmill ..	14	16½	First class.
Campbell Land and Timber Co. ..	Otaki Gorge ..	" ..	25	12	Second class.
Ditto ..	Te Horo ..	" ..	37	14½	First class
Castlecliff Railway Co. ..	Wanganui ..	Hauling ..	18	Two 10	Locomotive and traction.
" ..	" ..	" ..	12	Two 10	"
Chalmers, W. ..	Wellington ..	Cooperage ..	28	12	Second class.
Chamberlain, T. G. ..	Masterton ..	Threshing, &c. ..	8	9	Locomotive and traction.
Chamberlain & Son ..	" ..	Flour-mill ..	20	9 and 14	First class.
Chamberlain Bros. ..	" ..	Threshing, &c. ..	6	8	Locomotive and traction.
Chapman, Wm., & Co. ..	Featherston ..	" ..	6	9	"
Chapman & Co. ..	Martinborough ..	Threshing ..	8	6½ and 10½, com.	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
WELLINGTON—<i>continued.</i>					
Chase Morris & Co. ..	Mangamaire ..	Sawmill ..	42	16	First class.
Christchurch Patent Brick Co.	Kilbirnie ..	Brickmaking ..	22	14	Second class.
Compton, A. ..	Wellington ..	Sash and door factory	20	10	"
Cook, Thos. ..	Petone ..	Cooperage ..	26	9½	"
Cook, Wm. ..	Palmerston N. ..	" ..	24	13	"
Cooper & Sons ..	Berhampore ..	Brickworks ..	18	10½	"
Coradine & Whittaker ..	Mount Blanc ..	Sawmill ..	20	12½	"
Couchman, C. F. ..	Petone ..	Laundry ..	17	6	"
Crabtree & Sons ..	Wellington ..	Foundry ..	16	11	"
Craig, W. ..	Waiouru ..	Flax-mill ..	14	Two 8½	"
Craw, G. ..	Linton ..	" ..	14	7½ and 12	First class.
Craw Bros. ..	Tokomaru ..	" ..	12	7 and 10½	Second class.
Crease, E. H., & Son ..	Wellington ..	Jam-making ..	19	Nil	"
Dalefield Dairy Factory Co.	Dalefield ..	Cheese-factory ..	24	9	"
Daniell, C. E. ..	Masterton ..	Sawmill ..	44	16	First class.
" ..	Mataiwhi ..	Log-hauling ..	10	Two 8½	Second class.
Daniell, C. E., & Co. ..	Masterton ..	Sash and door factory	27	12	"
" ..	" ..	Sawmill ..	25	12½	"
" ..	Weraiti ..	" ..	50	16	First class.
Defiance Butter Co. ..	Makino ..	Dairy ..	30	14½	"
Diamond Confectionery Co.	Wellington ..	Steaming ..	25	11	Second class.
Dickie, W. & R. ..	Wanganui ..	Flour-mill ..	17	10	"
Dimock, W., & Co. ..	Ngahauranga ..	Meat-preserving ..	50	Nil	"
" ..	" ..	Steaming ..	19	"	"
Dimock & Co. ..	Wellington ..	Bacon-factory ..	23	10	"
Donald, H. ..	Featherston and Martinborough	Hauling ..	10	4 and 8	Locomotive and traction.
Drysdale, Jas. ..	Nireaha ..	Sawmill ..	38	12½	Second class.
" ..	" ..	" ..	30	12½	"
Easson, J. W., & Co. ..	Kilbirnie ..	" ..	40	13½	"
Easton, F. S. ..	Moutoa ..	Flax-mill ..	12	Two 8½	"
Edwards, R. G. ..	Marton ..	General ..	6	8	Locomotive and traction.
Eggleton, W. ..	Bunnythorpe ..	" ..	6	8½	"
Eketahuna Brick and Tile Co.	Eketahuna ..	Brickmaking ..	17	9½	Second class.
Evans Bay Timber Co. ..	Kilbirnie ..	Sawmill ..	38	18	"
Ewington, J. C. ..	Masterton ..	Ploughing ..	6	5½ and 8½	Locomotive and traction.
" ..	Makimiki ..	Sawmill ..	14	Two 8½	Second class.
Falkner, A. ..	Kaiparoro ..	" ..	40	Two 10½	First class.
Featherston Co-operative Dairy Co.	Featherston ..	Dairy factory ..	21	6	Second class.
Fitchett & Lowe ..	Brooklyn ..	Brick-works ..	33	12	"
Flowers, Thos. ..	Bull's ..	Flour-mill ..	17	9	"
Foot, Wm. Hy. ..	Oroua Bridge ..	Sawmill ..	6	7½	Locomotive and traction.
Frederick, August ..	Porewa ..	General ..	6	8	"
Gaby, H. ..	Newtown ..	Foundry ..	17	4, 4½, 6	Second class.
Gamman & Co. ..	Palmerston N. ..	Sawmill ..	17	Two 8	"
" ..	Ohakune ..	" ..	45	16	First class.
" ..	" ..	" ..	45	16	"
Gamman, G. A. ..	Te Oka Mill ..	" ..	45	14	Second class.
Gardener, G., & Sons ..	Turangarere ..	" ..	36	12	"
Gardner, Geo., & Sons ..	Atea ..	" ..	16	12	"
" ..	Taoroa ..	" ..	23	12	"
Gardner, Robt. ..	Kereru ..	Hauling flax ..	2	4½	Locomotive and traction.
Gardner & Yeoman ..	Pongaroa ..	Sawmill ..	20	8½ and 11	Second class.
" ..	Pukihinau ..	" ..	38	Two 8½	"
Gear Meat Preserving Co. ..	Petone ..	Freezing ..	65	Nil	"
" ..	" ..	" ..	65	Nil	"
" ..	" ..	" ..	65	Nil	"
" ..	" ..	Hauling ..	12	Two 8	Locomotive and traction.
" ..	" ..	Freezing-works ..	65	17 and 34	First class.
" ..	" ..	Manure-works ..	50	8½ and 14	"
" ..	" ..	" ..	50	8½ and 14	"
" ..	" ..	" ..	30	8½ and 14	"
" ..	" ..	" ..	30	8½ and 14	"
" ..	" ..	Hauling ..	28	Two 8	Locomotive and traction.
" ..	" ..	Freezing-works ..	73	17 and 34	First class.
" ..	" ..	" ..	73	17 and 34	"
Gemmel, J. ..	Oroua Bridge ..	Flax-mill ..	12	7 and 11	Second class.
Gibbs, A. F., & Co. ..	Utiku ..	Sawmill ..	38	16	First class.
Gifford & Henson ..	Rongotea ..	Threshing ..	6	7½	Locomotive and traction.
Gilberd, J. B., & Son ..	Castlecliff ..	S ap-works ..	20	5½	Second class.
Gilbert Machinery Co. ..	Okuku ..	Flax-mill ..	32	12	"
Goodbehere & Eng ..	Manui ..	Sawmill ..	25	10	"
Gordon, A. L., & Co. ..	Turangarere ..	" ..	23	12	"
Gower & Grice ..	Mangaonoho ..	" ..	40	13	"
Greenaway, Thos. ..	Martinborough	Hauling ..	6	5½ and 8½	Locomotive and traction.
" ..	" ..	General ..	6	8	"

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
<i>WELLINGTON—continued.</i>					
Greenwood & Whiteman..	Akatarawa ..	Sawmill	22	12	Second class.
Greig, H.	Foxton	Flax-mill	26	10½	"
Halley & Ewing.. ..	Wellington ..	Sash and door factory	18	12½	"
Harvey, W.	Marton	General	7	8½	Locomotive and traction.
Harvey, W. J. M. ..	Around Marton	Threshing and chaff-cutting	7	8½	"
Hatrik, A., & Co. ..	Around Wanganui	Carrying goods ..	5	4 and 6½	"
Hawke's Bay Dairy Co. ..	Mangatainoka	Dairy factory	21	10	Second class.
Henderson Bros.	Marton	Flour-mill	20	12	Second class.
"	"	"	25	8½ and 14	First class.
Henton & Firth	Alfredton	Flax-mill	12	7 and 11	Second class.
Hill, H.	Wellington ..	Brick and pipe works	25	10	"
Hirst & Co.	Kaiwarra	Tannery	46	9	"
Hoar & Baillie	Eketahuna ..	Sash and door factory	16	7½	"
Hogg, J., & Co.	Wanganui	Steam-wagon	6	4 and 7	Locomotive and traction.
Howard, J.	Marton District	General	6	8	"
Hussey, Hansen, & Co. ..	Marton	"	6	8	"
Hutt Borough Council	Lower Hutt ..	Road-roller	6	4½ and 8	"
Hutt County Council ..	Wellington ..	Hauling and stone-crushing	6	8	"
Hutt Valley Timber Co. ..	Lower Hutt ..	Sawmill	28	12	Second class.
Imperial Dried Milk Co. ..	Bunnythorpe ..	Powdered-milk factory	30	16	First class.
"	"	"	150	16	"
Isbister, R., & Co.	Wellington ..	Sawing and planing-mill	18	10½	Second class.
Jackson, H. H.	Woodside	Ploughing	10	7 and 11½	Locomotive and traction.
James, T. P.	Stanway	General	6	6 and 10	"
Jarvis, H.	Kairanga	Flax-mill	14	Two 8½	Second class.
Johnson Bros.	Parkvale	Threshing, &c. ..	6	8	Locomotive and traction.
"	"	Chaff-cutting ..	6	6 and 10	"
Jones, C. E.	Matarawa	Hauling, &c.	6	8	"
Jones, E.	Masterton ..	Hauling	8	6½ and 10	"
Kaponga Dairy Co.	Kaponga	Creamery	17	8	Second class.
Karioi Flax Co.	Karioi	Flax-mill	14	Two 9½	"
Keeling & Wynn-Williams	Masterton ..	Threshing and chaff-cutting	6	8	Locomotive and traction.
"	"	Chaff-cutting ..	6	8	"
Kelburne and Karori Tramway Co.	Wellington ..	Hauling	26	9 and 16	First class.
Ditto	"	"	26	9 and 16	"
Knight, B. L.	Utiku	Sawmill	50	13	Second class.
"	"	Hauling	11½	Two 8	Locomotive and traction.
"	"	Log-hauling	15	Two 7½	"
Koputarua Fibre Co. ..	Koputarua ..	Flax-mill	14	7½ and 12	First class.
Lawson, Jno.	Halcombe ..	General	8	9	Locomotive and traction.
Ledward, D.	Mataroa	Flax-mill	16	10	Second class.
Levett, C. J.	Wanganui ..	General	6	7½	Locomotive and traction.
"	Fordell	Threshing	6	5½ and 8½	"
Levin and Bell	Oroua Bridge ..	Flax-mill	12	7 and 11	Second class.
Levin Co-operative Dairy Co.	Levin	Creamery	17	11½	"
Liggins, J. H.	Tokomaru ..	Flax-mill	12	7 and 10½	"
Lloyd, F.	Wellington ..	Brickmaking	22	10½	"
Luke, S., & Son	"	Machine shop ..	45	7½ and 11	"
Lyons, Maurice	"	Laundry	25	9	"
McDonald, Bevan, & Co. ..	Levin	Flax-mill	28	11	"
Managh, J. & G.	Halcombe ..	General	7	5½ and 9	Locomotive and traction.
Manawatu County Council	Sanson	Hauling	10	Two 7½	"
"	"	"	16	Two 9	"
Manawatu Meat and Cold-storage Co.	Awapuni	Steaming	32	9½	Second class.
Manawatu Roller Flour Mills	Palmerston N.	Flour-mill	27	6, 9½, and 16	First class.
Manawatu Timber Co. ..	Kawhatau ..	Sawmill	18	Two 10	Second class.
"	Taihape	"	36	12½	"
"	Toitoti	"	50	14	"
Mardon Bros.	Oroua Bridge ..	Flax-mill	16	8½ and 14½	First class.
Marton Sash and Door Co.	Marton	Sash and door factory	22	11	Second class.
Masterton Borough Council	Masterton ..	Road-roller	7	6½ and 10	Locomotive and traction.
Masterton Co-operative Dairy Company	"	Dairy factory	19	11	Second class.
Matthews Bros.	Sanson	General	6	5½ and 9½	Locomotive and traction.
Mauriceville Dairy Factory Co.	Mauriceville ..	Dairy factory	30	8	Second class.
Merson, W.	Mangaituroa ..	Sawmill	20	11	"
Milverton & Sons	Palmerston N.	General	6	5½ and 8½	Locomotive and traction.
Miramar Athletic Park & Wonderland Co.	Miramar	Hauling	2	Two 3	"
Mitchell & King	Wellington ..	Pile-driving	25	9	Second class.
Mokau Timber Co.	Mokau	Sawmill	42	16	First class.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner.	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
WELLINGTON— <i>continued.</i>					
Murphy, W.	Wellington	Brick and pipe works	24	12	Second class.
Murray, D.	Wanganui	Engineer's shop	20	10	"
Mutrie, Alex.	Kuripuni	Threshing and chaff-cutting	6	8	Locomotive and traction.
McCarthy, T. G.	Wellington	Brewery	30	7	Second class.
McDonald, A.	Foxton	Flax-mill	12	Two 8½	"
McEwen & Carter	Petone	Road-wagon	6	4 and 7	Locomotive and traction.
McGregor & Burr	Wanganui	General	6	7½	"
McGregor, Ewan	Mangaonoho	Sawmill	20	15	First class.
		Log-hauling	20	Two 8½	Second class.
McGregor, J.	Linton	"	15	Two 8½	"
McGregor, J. A.	Levin	Hauling	17	Two 8	"
McGregor, John	Moturimu	Sawmill	32	16½	First class.
	Tararua Range	Log-hauling	19	Two 9	Second class.
McGuire, A.	Wellington	Hauling	6	4 and 7	Locomotive and traction.
McHattie, G. & J.	Taueru	Sawmill	23	14	Second class.
Mollray, Owen	Halcombe	General	6	6 and 10	Locomotive and traction.
McLachlan Bros.	Opaki	Cnaff-cutting	6	8	"
		Threshing, &c.	8	6½ and 10½	"
McLaren, W. A., & Co.	Marion	Threshing	6	8	Locomotive and traction.
McLeod, Alex.	Opaki	Sawmill	16	Two 9½	Second class.
McLeod, Weir, & Hopkirk	Wellington	Sash and door factory	17	17	First class.
		"	17	17	"
McPhee, Hugh	Carterton	Hauling, &c.	6	8	Locomotive and traction.
		Threshing	6	8	"
Naismith, W., and Co.	Wellington	Laundry	50	8	Second class.
		"	22	8	"
National Mortgage and Agency Co.	Longburn	Refrigerating	40	10 and 20	First class.
Ditto	"	"	40	10 and 20	"
Newton, John	Kaiwarra	Soap-works	22	6	Second class.
N.Z. Farmers' Dairy Union	Eketahuna	Dairy factory	36	10	"
N.Z. Government (Defence Department)	Mahanga Bay	Electric light	27	10 and 16	Exempt.
N.Z. Government (Mental Hospital)	Mount View	Laundry	30	Nil	"
Ditto	Ditto	Asylum	30	Nil	"
"	Porirua	Steaming	20	9½ and 15	"
"	"	"	20	9½ and 15	"
"	"	"	43	9½ and 15	"
N.Z. Government (Printing Office)	Wellington	Printing	35	9 and 15	"
Ditto	"	Printing, &c.	35	9 and 15	"
N.Z. Government (Prisons Department)	Mount Cook	Brick-making	38	14	"
N.Z. Government (Public Works Department)	Ohakune	Stone-crushing	9	7 and 11	"
Ditto	"	Hauling	12	8 and 12½	"
"	"	"	8	6½ and 10½	"
"	"	"	8	9½	"
"	Taihape	Ballasting	16	Two 9	"
"	"	"	16	Two 11	"
N.Z. Government (Coal Mines)	Hulk "Coromandel"	Hoisting	24	Two 8	"
Ditto	Wellington	Hauling	6	4 and 7	"
"	"	"	6	4½ and 7	"
N.Z. Soap and Candle Co.	Kaiwarra	Boiling down	18	9	Second class.
"	"	Candle-works	22	8½	"
"	"	"	18	8½	"
"	"	Manure-drying	27	9	"
Norris, H.	Newtown	Brick-works	20	9	"
O'Connor, J.	Shannon	Flax-mill	25	10	"
Oldfield, Wm.	Marion	General	6	8 and 10	Locomotive and traction.
Orbell, E.	Martinborough	Hauling	10	6½ and 11½	Second class.
Orbell, J.	"	"	6	6 and 10½	Locomotive and traction.
Oroua Carrying Co.	Feilding	"	6	4 and 7	"
Otaki-Manakau Dairy Co.	Otaki	Dairy factory	17	8½	Second class.
Palmer, R., & Son	Makomako	Sawmill	14	Two 9	"
Palmerston North Borough Council	Palmerston N.	Road-roller	6	5½ and 8½	Locomotive and traction.
Palmerston North Sash and Door Co.	"	Sash and door factory	50	16½	First class.
Papakiri Fibre Co.	Papakiri	Flax-mill	14	7½ and 12½	"
Parsons & Cockburn	Halcombe Dist.	General	6	6 and 10	Locomotive and traction.
Perham & Larsen	Utiku	Sawmill	42	16	First class.
"	"	"	16	Two 9	Second class.
Phillips, Robt.	Awahuri	Flax-mill	8	8½	Locomotive and traction.
Pitcaithly & Co.	Wellington	Hauling	10	6½ and 11½	"
"	Belmont	Stone-crushing	20	11 and 14½	First class.
"	Wellington	"	40	Nil	Second class.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
WELLINGTON— <i>continued.</i>					
Pleasants, O. O.	Halcombe	General	6	5½ and 8½	Locomotive and traction.
Poppelwell, John	Hukanui	Sawmill	14	Two 9½	Second class.
Porter, D. E.	Koputarua	Flax-mill	12	7 and 11	"
Powell, J. J. K.	Wellington	Hauling	8	9	Locomotive and traction.
"	"	"	6	4 and 7	"
"	"	Road-wagon	9	4 and 7	"
Price & Co.	Akatarawa	Sawmill	36	16	First class.
Price, Thos.	Petone	"	50	12	Second class.
Frouse Bros.	Wellington	Sash and door factory	40	10½	"
"	Weraroa	Sawmill	50	12	"
"	Shannon	"	37	13	"
"	Wellington	"	60	Two 12½	First class.
Pryde, A., & Son	Nireaha	"	20	18	Second class.
Puketapu Sawmilling Co.	Wellington	"	26	12½	"
Rahotu Dairy Co.	Rahotu	Creamery	17	9	"
Rangitikei County Council	Hunterville	Hauling	6	4 and 7	Locomotive and traction.
Ransfield, R.	Manakau	Flax-mill	14	Two 8½	Second class.
Rathbone, Thos.	Admiral's	Sawmill	35	13	"
"	"	Hauling	8	6½ and 10	Locomotive and traction.
"	Carterton	Sawmill	19	10½	Second class.
Raynor, B. R.	Kakara	Ploughing	10	7 and 11½	Locomotive and traction.
Read, D.	Akatarawa	Sawmill	14	Two 8½	Second class.
Rewa Dairy Factory Co.	Rewa	Dairy factory	26	8½	"
Robertson, D., & Co.	Wellington	Foundry	45	12	"
Rongotea Dairy Factory Co.	Rongotea	Dairy factory	18	12	"
Ross, W., & Co.	Awahou	Flax-mill	14	Two 8½	"
Rouse & Hurrell	Wellington	Coach-factory	20	8	"
Saunders Bros.	Moutoa	Flax-mill	17	12½	"
Schmidt & Saunders	Shannon	Sawmill	30	13½	"
"	Tararua Range	"	32	14	"
Scorror, J.	Opaki	Chaff-cutting	5	7	Locomotive and traction.
Scott Bros.	Castlecliff	Wool-scouring	30	10	Second class.
Seed, F. & A.	Maungawa	Sawmill	14	Two 8½	"
Seifert, A.	Kereru	Flax-mill	12	7 and 11	"
Seifert, A. L., & Co. (Ltd.)	Shannon	Hauling	6	6 and 6	Locomotive and traction.
Seifert, G.	Tokomaru	Flax-mill	12	7 and 11	Second class.
Seifert, G., & Co.	"	"	12	7 and 11	"
Seifert, L.	Oroua Bridge	"	12	7 and 11	"
Seifert, Louis	"	"	12	7 and 11	"
Seivwright, J. P.	Akatarawa	Sawmill	14	Two 8½	"
Sheath, F. A.	Mangamahoe	"	17	10½	"
Silverstream Brick & Tile Co.	Silverstream	Brick-making	35	13	"
Simpson, R. K.	Marton	General	6	5 and 8	Locomotive and traction.
Smith & Donald	Mataroa	Sawmill	26	12	Second class.
Smith, McKean, & Co.	Torere Road	"	50	10	"
Smith, R. W.	Mataroa Road	"	45	15	First class.
"	Taihape	Log-hauling	15	Two 8½	Second class.
Sollitt Bros.	Ohakune	Sawmill	25	10	"
Spiral Steel Pipe Co. of New Zealand	Wanganui	Steel-pipe making	73	12	"
Stafford, F. G.	Miramar	Woodwork	20	7 and 11	"
Staples & Co.	Wellington	Brewery	35	10	"
"	"	"	66	10	"
Stewart Timber Co.	"	Sawmill	23	20	First class.
"	"	"	23	20	"
"	"	"	14	20	"
*Strand Bros.	Nai Nai	Log-hauling	15	Two 8½	Second class.
"	Whiteman's Valley	"	15	Two 8½	"
"	Ditto	Sawmill	14	Two 8½	"
"	Akatarawa	"	16	10½	"
"	Nai Nai	"	16	Two 9	"
Styles & Coley	Opaki	Flax-mill	26	Two 8	"
Swainson & Bevan	Manakau	"	12	Two 8½	"
"	"	"	19	12	"
"	"	Hauling	6	8	Locomotive and traction.
"	"	"	6	5 and 9	"
Syme, G.	Winiata	Sawmill	40	14	Second class.
Symons, James	Wirikino	Flax-mill	27	12	"
Tanner, R.	Longburn	Threshing	6	8	Locomotive and traction.
Taupo Totara Timber Co.	Wellington	Sawmill	33	11	Second class.
"	"	"	33	11	"
Tennant, James	Oroua Bridge	Flax-mill	12	7 and 11	"
Te Opakahe Co. (Ltd.)	Kereru	"	20	10	"
Tonks, E.	Wellington	Brickmaking	24	10	"
Tonks, Wm.	"	Flour-mill	40	12	"
Toogood & Co.	Longbush	Flax-mill	12	Two 8½	"
Toogood, Wm.	Kahautara	"	28	10	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
WELLINGTON— <i>continued.</i>					
Trevor, J.	Palmerston North	Brickmaking	12	12 $\frac{5}{16}$	Second class.
Tu Mukanui (Ltd.)	Tokomaru	Flax-mill	12	7 and 11	"
Turangarere Sawmill Co.	Turangarere	Sawmill	33	Two 9	"
Udy, A. V.	Hukanui	"	25	16 $\frac{1}{2}$	First class.
Udy, H.	Petone	"	35	9	Second class.
Union Steamship Co.	Hulk "Arawata"	Hoisting	21	Two 6, two 7	"
"	Hulk "Dilpusund"	"	20	6, 7, and 8	"
"	Hulk "Occident"	"	46	Two 6, two 7, two 8, two 10	"
"	Hulk "Tobias"	"	21	Two 7	"
Wairarapa Bacon Co.	Wellington	Engineer's shop	20	10	"
Wairarapa Brick and Tile Works	Carterton	Bacon-factory	19	7	"
Wairarapa Brick and Tile Works	"	Brickmaking	18	8 $\frac{1}{2}$ and 14	First class.
Wakeley, W. W.	Kahautara	Flax-mill	16	8 and 12 $\frac{3}{8}$	"
Wakelin Bros.	Carterton	Flour-mill	19	6 $\frac{1}{2}$ and 9	Second class.
Walden, W.	Foxton	Chaff-cutting	8	Two 8 $\frac{1}{2}$	"
Wall Bros.	Martinborough	Flax-mill	12	7 and 11 $\frac{5}{16}$	"
Wanganui Borough Council	Wanganui	Hauling	6	4 and 7	Locomotive and traction.
Wanganui Corporation	"	Road-rolling	6	5 $\frac{1}{2}$ and 8 $\frac{1}{2}$	"
Wanganui Fire Brigade	"	Fire-engine	12	Two 8 $\frac{1}{2}$	"
Wanganui Harbour Board	"	Dredging	25	9 and 13	First class.
Wanganui Meat Freezing Co.	Castlecliff	Refrigerating	80	12 and 20	"
Ditto	"	"	80	12 and 20	"
"	"	"	80	12 and 20	"
"	Aramoho	"	40	12	Second class.
"	Castlecliff	"	80	12 and 20	First class.
"	"	Freezing	118	12 and 20	"
"	Aramoho	"	24	12	Second class.
Wanganui Sash and Door Factory	Wanganui	Sash and door factory	50	Two 14 $\frac{1}{2}$	First class.
Warring, J.	Marton	Chaff-cutting and threshing	6	8	Locomotive and traction.
*Warring, Jos.	Mount Curl	Ditto	8	9	"
"	Marton	General	7	6 $\frac{1}{2}$ and 8	"
Waugh, R. & J. K.	Kimblinton	Threshing	7	8	"
Waverley Co-operative Dairy Co.	Aramoho	Dairy factory	30	8	Second class.
Wellington Biscuit Co.	Wellington	Biscuit-factory	32	12	"
"	"	"	30	12	"
Wellington City Council	"	Electric lighting	50	18 and 26	First class.
"	"	"	50	18 and 26	"
"	"	Pumping	88	9 $\frac{1}{2}$, 11, 15, 16 $\frac{3}{4}$, 23	"
"	Drainage works	Pumping air	88	Ditto	"
"	"	Pumping	88	"	"
"	Wellington	Road-roller	6	9	Locomotive and traction.
"	"	Electric lighting	100	15 and 30	First class.
"	"	Stone-crushing	14	Two 8 $\frac{1}{2}$	Second class.
"	"	Road-roller	8	8 $\frac{1}{2}$	Locomotive and traction.
"	"	Electric lighting	100	15 and 30	First class.
"	"	"	130	15 and 30	"
"	"	"	100	15 and 30	"
"	"	Electric trams	65	17, 24 $\frac{1}{2}$, and 37 $\frac{1}{2}$	"
"	"	"	65	17, 24 $\frac{1}{2}$, 37 $\frac{1}{2}$	"
"	"	"	65	17, 24 $\frac{1}{2}$, 37 $\frac{1}{2}$	"
"	"	Electric light	350	13 $\frac{1}{2}$, 19 $\frac{1}{2}$, 28	"
"	"	Hauling	6	4 and 7	Locomotive and traction.
"	"	Tramways	65	17, 24 $\frac{1}{2}$, 37 $\frac{1}{2}$	First class.
"	"	"	65	17, 24 $\frac{1}{2}$, 37 $\frac{1}{2}$	"
"	"	Tramway power-house	65	17, 24 $\frac{1}{2}$, 37 $\frac{1}{2}$	"
"	"	Destructor and pumping	115	9 $\frac{1}{2}$, 15, 23	"
"	"	Ditto	115	9 $\frac{1}{2}$, 15, 23	"
"	"	"	115	9 $\frac{1}{2}$, 15, 23	"
"	"	Tramway power-house	65	17, 24 $\frac{1}{2}$, 37 $\frac{1}{2}$	"
"	"	Electric light	455	Turbine	"
"	"	"	350	13 $\frac{1}{2}$, 19 $\frac{1}{2}$, 28	"
Wellington Fresh Food and Ice Co.	"	Butter-factory	27	12	Second class.
Ditto	"	Dairy factory	27	12	"
Wellington Gas Co.	"	Pumping, &c.	36	7, 8, 10	Second class.
"	"	"	36	7, 8, 10	"

*This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—continued.

Name of Owner.	Where Boiler used	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in inches.	Class of Driver required.
WELLINGTON—continued.					
Wellington Harbour Board	Wellington	Pumping	106	15 and 30	First class.
"	"	"	106	15 and 30	"
"	"	Dredging	9	Two 9	Second class.
"	"	Fire-engine	16	Two 9½	"
"	"	Pumping	140	15 and 30	First class.
Wellington Hospital Trustees	"	Laundry, &c.	24	8½	Second class.
Ditto	"	"	24	8½	"
Wellington and Manawatu Railway Co.	"	Hauling	40	Two 16	Locomotive and traction.
Ditto	"	"	40	Two 16	"
"	"	Locomotive	31	Two 11, two 18	"
"	"	Hauling	45	Two 10, two 17	"
"	"	"	175	Two 11, two 18	"
"	"	"	75	Two 10, two 17	"
"	"	"	28	Two 12	"
"	"	"	33	Two 12	"
"	"	Locomotive	33	Two 13	"
"	"	Traction	33	Two 15	"
"	"	"	33	Two 11, two 18	"
"	"	Hauling	30	Two 15	"
"	"	Shop tools	40	12	Second class.
"	"	Hauling	40	Two 16	Locomotive and traction.
"	"	Locomotive	88	Two sets, 10½ and 19 each	"
"	"	Engineer's shop	25	12	Second class.
"	"	Hauling	100	Two 19	Locomotive and traction.
"	"	Locomotive	90	Two sets, 12 and 17	"
"	"	"	80	10 and 17	"
"	"	"	80	Two 16½	"
"	"	"	60	Two 16½	"
"	"	"	70	Two 16½	"
Wellington Meat Export Co.	Ngahauranga	Freezing	35	19 and 28	First class.
"	"	"	60	19 and 28	"
"	"	Boiling down	38	8½ and 14½	"
"	"	Meat-preserving	124	12	Second class.
"	"	Preserving-works	124	12	"
"	"	Boiling down	20	Nil	"
"	"	"	20	"	"
"	Wellington	Freezing	40	19 and 28	First class.
"	"	"	40	19 and 28	"
"	Ngahauranga	Freezing-works	100	19 and 28	"
"	"	Fellmongery	84	Nil	Second class.
"	Alicetown	Pumping	40	Two 12	First class.
"	Ngahauranga	Gas-making	56	Nil	Second class.
"	"	"	56	"	"
"	"	"	56	"	"
"	Wellington	Hauling	5	4 and 7	Locomotive and traction.
Wellington Patent Slip Co.	Patent Slip	"	23	Two 16	First class.
"	"	"	23	Two 16	"
Wellington Woollen Co.	Petone	Woollen-mills	65	17½ and 35	"
"	"	"	65	17½ and 35	"
*Wilkes & McDonald	Waverley	Threshing and chaff-cutting	6	5½ and 7½	Locomotive and traction.
Wills, P.	Wellington	Laundry	87	8	Second class.
Woodley, J.	Carterton	Hauling, &c.	6	8	Locomotive and traction.
Woodley, John	Masterton	Threshing and chaff-cutting	6	8	"
WESTLAND DISTRICT.					
Antonio's Flat Gold-dredging Co.	Antonio's	Gold-dredging	25	8 and 12½	First class.
Arahura Sawmilling Co.	Arahura	Sawmill	17	8 and 12½	"
Baxter Bros.	Baxter's Siding	"	16	Two 9½	Second class.
"	Arahura	"	32	14½	First class.
Bignell's No Town Gold-dredging Co.	No Town Creek	Gold-dredging	20	8 and 12½	"
Blackwater River Gold-dredging Co.	Blackwater	"	25	8 and 13½	"
Butler, Osmond	Gladstone Siding	Sawmill	20	11½	Second class.
Cambridge, Buteman, & Grant	Cameron's	Gold-dredging	16	7 and 11½	"
Chinn, Wm.	Mikonui	Flax-mill	12	Two 8½	"
Chinn, W., & Co.	Karangaroa	"	25	Two 8½	"
Cowie & Bice	Mosquito Creek	Gold-dredging	20	7 and 11	Second class.
Dispatch Foundry Co.	Greymouth	Engineers' shop	20	11	"
"	"	"	20	11	"

* This plant has two years' certificate.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
WESTLAND— <i>continued.</i>					
Erickson, George	Ahaura	Hauling	8	9	Locomotive and traction.
"	Amuri	Sawmill	25	17½	First class.
Greenstone Creek Gold-dredging Co.	Greenstone	Gold-dredging	20	7 and 11½	Second class.
Greenstone 3-mile Gold-dredging Co.	Greenstone Creek	"	20	7 and 11½	"
Greymouth Borough Council	Greymouth	Fire-engine	7	Three 7	"
Ditto	"	Road-rolling	5	5½ and 8½	Locomotive and traction.
Greymouth Harbour Board	Cobden	Derrick	8	Two 9	Second class.
"	Greymouth	Locomotive	8	Two 7	Locomotive and traction.
"	Cobden to Greymouth	Hauling	10	Two 8	"
"	Ditto	"	15	Two 10	"
"	Cobden	15-ton crane	9	Two 9	Second class.
"	Grey River	Dredging	25	Two 12	First class.
Grimmond, Jos.	Ross	Sawmill	32	12	Second class.
Hansen & Sons	Rimu	"	20	7½ and 11½	"
Jack Bros.	Kotuku	"	35	11 and 17½	First class.
Kotuku Sawmill Co.	Aratika	"	60	18	"
Kumara Dredging Syndicate	Greenstone	Gold-dredging	23	8 and 13	"
K. K. Sawmilling Co.	Kumara Railway-station	Sawmill	37	14	Second class.
Lake Brunner Sawmilling Co.	Moana	Hauling	8	Two 6	Locomotive and traction.
Ditto	"	Sawmill	16	Two 10	Second class.
"	Ruru	"	16	Two 10	"
Lincoln Bros., Toomey, & Peebles	Stafford	"	20	18	First class.
Ditto	"	"	16	Two 9½	Second class.
Mabin, N.	Hoho	Gold-dredging	16	9 and 11½	First class.
Mabinapua Sawmilling Co.	Hokitika	Sawmill	16	7 and 13½	"
Malfroy, J. C., & Co.	Three-mile	"	40	16	"
"	"	Hauling	9	Two 7	Locomotive and traction.
McGregor, E.	Lake Mahinapua	Sand-lifting	16	Two 8	Second class.
Moana Sawmill Co.	Moana	Sawmill	36	14½	First class.
Morris & Roberts	Mahinapua	"	15	8½ and 14½	"
"	"	"	60	Two 11	"
Morris, Wm.	Kumara Railway-station	"	25	12 and 22	"
Mosquito Gold-dredging Syndicate	Mosquito Creek	Gold-dredging	20	8 and 13	"
Moss, G. W., & Co.	Sheedy's Siding	Sawmill	20	Two 10	Second class.
Nelson Creek Gold-dredging Co.	Nelson Creek	Gold-dredging	20	7 and 11½	"
Ditto	"	"	30	9 and 14	First class.
New Trafalgar Gold-dredging Co.	"	"	20	8 and 12½	"
New Woodstock Gold-dredging Co.	Woodstock	"	35	9½ and 14½	"
N.Z. Government (Public Works Department)	Hokitika	Hauling	20	Two 10	Exempt.
Ditto (State Coal Mines)	Pt. Elizabeth	"	20	Two 10	"
"	"	Pumping	20	7 and 11½	"
Ngahere Milling Co.	Ngahere	Sawmill	50	9 and 14	First class.
Ngahere Sawmilling Co.	Birchfield	Hauling	10	Two 7	Locomotive and traction.
No Town (No. 2) Gold-dredging Co.	No Town Creek	Gold-dredging	20	8 and 12½	First class.
Pactolus (No. 1) Gold-dredging Co.	Nelson Creek	"	20	7 and 11½	Second class.
Pactolus Gold-dredging Co.	"	"	32	9 and 14	First class.
Perotti, Gerald	"	Sawmill	12	Two 8½	Second class.
Perry, Hegan, & Co.	South Spit	"	20	Two 9½	"
"	"	"	20	Two 10	"
Red Jack's Sawmilling Co.	Ngahere	"	20	14	"
Reefton Electric Lighting and Power Co.	Reefton	Dynamos	40	10 and 16	First class.
Roberts, D. H.	Ruatapu	Sawmill	20	8 and 12½	"
Robertson and Party Gold-dredging Co.	Donahue's	Gold-dredging	30	9 and 14	"
Slab Hut Gold-dredging Co.	Slab Hut Creek	"	20	7 and 11½	Second class.
Stafford Gold-dredging Co.	Stafford	"	33	8 and 12½	First class.
Stewart & Chapman	Mikonui	Sawmill	18	11	Second class.
Stoney and Mosquito Lead Gold-dredging Co.	South Beach	Gold-dredging	20	7 and 11½	"
Stratford, Blair, & Co.	Kotuku	Sawmill	16	8 and 12½	First class.
"	Snowy River	"	16	Two 9½	Second class.
"	Greymouth	"	35	16	First class.
"	Patara	"	47	14½	"
"	"	"	7	Two 7½	Locomotive and traction.

No. 19.—RETURN showing the NAMES of OWNERS of BOILERS, &c.—*continued.*

Name of Owner	Where Boiler used.	Purpose for which used.	Horse-power of Boiler.	Diameter of Cylinders of Engines, in Inches.	Class of Driver required.
<i>WESTLAND—continued.</i>					
Stewart & Chapman ..	Rimu ..	Sawmill ..	25	Two 6, one 8	Second class.
" ..	Mikonui ..	Locomotive-work ..	6	Two 5½	Locomotive and traction
Tarawera Sawmilling Co.	Inchbonnie ..	Sawmill ..	22	13½	Second class.
" ..	" ..	" ..	25	Nil	"
" ..	" ..	" ..	60	9½ and 10	"
Totara Flat Gold-dredging Co.	Totara Flat ..	Gold-dredging ..	20	8 and 12½	First class.
Tyneside Proprietary Coal Co.	Brunnerton ..	Pumping ..	20	Two 4½, two 9, one 26	"
Ditto ..	Tyneside ..	" ..	25	Ditto	"
" ..	Brunnerton ..	Coal-mining ..	100	"	"
" ..	Tyneside ..	Winding ..	32	Two 4½, two 5, two 7½, two 8, two 8½	First class and winding
" ..	" ..	" ..	48	6 and 9½, two 7½, two 8, two 9	Winding.
Wataroa Flax-milling Co.	Wataroa ..	Flax-mill ..	18	7 and 11½	Second class.
Watson, Robert ..	Dillmaustown ..	Sawmill ..	14	Two 9	"
Watson, Robert, & Son ..	" ..	" ..	38	14	"
Westland Sawmilling Co.	Kapitea ..	" ..	20	16	First class.
" ..	" ..	" ..	20	16	"
Wilson, E. A., & Party ..	Marsden ..	Gold-dredging ..	20	7 and 11½	Second class.
Wilson, G. D. ..	Kapitea ..	Sawmill ..	16	Two 9½	"
Workshop Gold-dredging Co.	Antonio's ..	Gold-dredging ..	14	8 and 12½	First class.

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