

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

District.	Local.		Imported.		Total.	
	Number.	Horse-power.	Number.	Horse-power.	Number.	Horse-power.
Auckland	50	910	31	304½	81	1,214½
Auckland South	14	188	14	99½	28	287½
Hawke's Bay	19	197	12	78	31	275
Taranaki	11	132	5	21½	16	153½
Wellington North	8	184½	7	95	15	279½
Wellington	55	389¾	53	165	108	554¾
Marlborough	3	54½	2	10½	5	65
Nelson North	7	48	3	23	10	71
Nelson South	5	129	5	123	10	252
Westland	16	339	1	1½	17	340½
Canterbury	64	239	24	159½	88	398½
Canterbury South	1	16	11	69½	12	85½
Otago	14	67	7	45	21	112
Southland	36	296½	12	139	48	435½
Totals	303	3,190	187	1,334½	490	4,524½

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

Under this heading this year there were a total of 5,767 inspections made, as follows : 1,450 gas-engines, 1,552 oil-engines, 2,583 lifts and motors (including water and electric motors, &c.), and 182 steam machinery.

The fencing around lift-wells has received special attention this year, and safety tests under working-conditions have been made of all lifts both for passengers and cargo before certificates were issued. On some lifts, used for the carriage of cargo only, the attendant has been permitted to travel if sufficient protection for his safety, both overhead and around him, has been made. The electric lift is being generally installed in place of those worked by hydraulic power in all buildings of any height where the electric current is available. Some of these electric lifts are fitted up most elaborately and, in the hands of careful attendants, are most economical. On all passenger-lifts, excepting those that work automatically, an attendant always rides on the lift and controls its movements.

FENCING OF MACHINERY.

The usual attention was given to the fencing of machinery in motion at all the works visited by the Inspectors during the year. The principal sources of danger were fly-wheels, gearing, belting, and pulleys attached to machines on floors, and all received close attention. The fitting of fast and loose pulleys on machines has been insisted on wherever practicable.

Return No. 4 gives full particulars of the guarding done.

EXAMINATION OF ENGINE-DRIVERS.

There have not been so many candidates for these examinations during the past year. Those who sat were taken up either at the set times as provided by regulation or on dates convenient to the candidates. Altogether 660 candidates sat, and out of this number 424 passed.

The different grades and classes of examinations were as follows : Extra first-class engineers, first- and second-class stationary-engine drivers, locomotive and traction engine drivers, and winding-engine drivers connected with coal and gold mines.

Examinations have been conducted at the following places during the year : Auckland,* Blenheim,* Christchurch,* Dunedin,* Greymouth,* Hamilton,* Havelock, Invercargill,* Kaikoura, Masterton, Maungaturoto, Napier,* Nelson,* New Plymouth, Opotiki, Pahiatua, Palmerston North,* Reefton,* Thames, Timaru,* Wanganui,* Wellington,* and Westport.*

Returns Nos. 7 to 13, inclusive, give the detailed lists of candidates who passed these examinations, together with the grades and classes of examination.

Amended regulations for the examination of engine-drivers came into force on the 1st May, 1909. Every candidate must now be a British subject. Applicants for locomotive and traction or winding certificates must also produce a medical certificate of fitness. The syllabus for the first-class engine-driver's certificate was revised and extended, and definite rules set out for the conduct of all examinations.

Reciprocal certificates were issued to applicants who held certificates from other States as follows : Victoria, 7; New South Wales, 6; Western Australia, 1; Tasmania, 3; and Queensland, 1: total, 18.

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