

1911.  
NEW ZEALAND.

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# INSPECTION OF MACHINERY:

ANNUAL REPORT OF THE DEPARTMENT FOR 1910-11.

*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, 7th July, 1911.

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.,

J. A. MILLAR,

Minister in Charge of the Inspection  
of Machinery Department.

His Excellency the Right Hon. Baron Islington, Governor of the Dominion of New Zealand.

THE CHIEF INSPECTOR OF MACHINERY TO THE HON. THE MINISTER IN CHARGE OF THE INSPECTION  
OF MACHINERY DEPARTMENT.

SIR,—

Inspection of Machinery Department,  
Customhouse Buildings, Wellington, 20th April, 1911.

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, 1911.

The work of the Department has covered practically every district of New Zealand, and, as machinery is introduced in the backblocks in the country for dairying, sawmilling, and general farm-work, so much further has the Inspector of Machinery to go in each succeeding year.

The work generally has gone on smoothly throughout the year. Very few prosecutions were made, and these were mostly taken against owners for employing uncertificated engine-drivers to take charge of engines and boilers that required to be in charge of certificated drivers. In some districts it is very difficult for an owner to replace a certificated driver, who leaves his position hastily, owing to there being no qualified unemployed drivers available. During the year I visited most of the outside offices of the Department, and have discussed with the local Inspectors many points with reference to the working of their districts, and the work connected with the surveying of ships. During these visits I have also met a great many of the shipowners, ironmasters, and engineers.

The engineering trade has not been very busy during the year. The gas and oil engine and gas-producer engine seem to be displacing the steam-engine, except where steam is required for manufacturing purposes. Most of the engines referred to are imported, and are sold at prices against which it would be almost impossible for firms in the Dominion to compete. This is not only a great monetary loss to the Dominion, but it also restricts the education of our young and rising engineers in the engineering trade, who miss the opportunity of seeing such machinery manufactured and handled while they are serving their apprenticeship. The gas-engine has evidently come to stay as a cheap power, and in Great Britain and on the Continent of Europe the experiment is being tried of introducing this engine as motive power for the propulsion of ships.

Circular instructions were issued during the year to all Inspectors with respect to the making of a very rigid and careful inspection of boilers that had been over twenty years in use; special rules for

arriving at the proper pressure to be assigned to conical-end construction-work used in boiler and digester crowns and end plates; with respect to Inspectors issuing written notices to owners for all repairs required to be effected in connection with boilers; special instructions as to the guarding of circular saws to insure greater protection from accident to workers; special instructions with respect to the fitting of some automatic starting-appliance to all gas and oil engines above a certain cylinder-diameter; and instructions as to the carriage of inflammable and other dangerous goods on board steamships.

Special instructions in the use of the autogenous welding and cutting-out process as applied to the repairs of boilers and hulls of steamships have also been issued. This process has been successfully used in New Zealand during the past year for the first time both on boilers and ship-repairs. The Board of Trade in Great Britain have sanctioned the use of this process in repairing boilers, for building up the wasted edges of plates and repairing cracks in the landings of furnaces and other parts of boilers which are not subject to tensile stresses, and have also advised that the parts, after repair, should be well tested by the surveyor with a hammer-test. If the boiler-repairs have been of an extensive nature, the boiler should be tested by hydraulic pressure, after the repairs are completed, to a suitable pressure, and at subsequent surveys special attention should be directed to the parts which have been treated by this process. With respect to the cutting-out of the damaged portions of boilers and hulls by this process, the Board of Trade leave it to the surveyor to satisfy himself that such work has been successfully carried out.

The ordinary surveys of steam-vessels and sailing-vessels and the surveys for seaworthiness have all been attended to, and this work was practically up to date at the close of the year. No boiler-explosion has occurred during the year, and no defects in steamships have occurred that can be traced to faulty or inefficient supervision on the part of any surveyor. Additional shipping-survey work is provided for by the Shipping and Seamen Amendment Act, 1909.

#### INSPECTION OF MACHINERY ACT.

The principal Act was amended last session. Some of the most important alterations are the following: When a certificated engine-driver has to be in charge of a winding-engine when raising men and, under certain conditions, when raising material is clearly defined in section 2. Provision is made in section 3 for the issue of electric-winding-engine drivers' service certificates. By section 4 the controlling of the generation or use in any building of carbon-monoxide gas or other dangerous gas for motive or lighting purposes is provided for. In section 5 the schedule of fees in the principal Act was altered so as to reduce the fees for the inspection of steam-vessels under steam, and also the fees for inspection of electric motors. A maximum fee in each case was introduced which has considerably lessened the fees to users of both steam-vessels and electric motors.

#### ELECTRIC-TRAM DRIVERS' CERTIFICATES.

An Act to amend the Tramways Act of 1908 was made last session. Section 2 of this amendment contains eleven clauses in which provision is made for the issue of electric-tram drivers' certificates. The examinations will be controlled by the Minister in charge of the Inspection of Machinery Department.

#### BOILERS INSPECTED.

The usual amount of boiler-inspection work has been accomplished this year, and compares favourably with the work done last year as to the number of inspections and the ground covered. Some very remote and scattered boilers have been inspected this year. There were 6,212 boilers inspected, and certificates have been issued for these. The machinery driven by these boilers was also well examined. This branch of the work was not all overtaken during the year, owing to the illness of some of the Inspectors; but I hope to be able to cover the arrears of boiler-inspections this year.

During the year 543 drawings of new boilers were submitted for the Department's ruling. These were very carefully examined before granting a working-pressure. A great many alterations were made to these plans before granting the boiler-pressures desired by the owners. There has been very little correspondence this year from abroad concerning the Dominion's rules for boiler-construction, as our rules are now fairly well known to most of the principal makers of machinery who export steam machinery to New Zealand.

#### GOVERNMENT BOILERS AND MACHINERY.

The boilers and machinery used by the Government at their various works and institutions in the Dominion that were examined during the year total 140, and include eighty-nine boilers, twelve lifts, eighteen oil-engines, nine gas-engines, nine electric motors, and three water-turbines. Certificates were issued in each case, and repairs and renewals effected where required.

#### DEFECTS OF BOILERS AND FITTINGS.

During the year 1,166 defects were discovered in boilers and their fittings. Of this number, twenty-four were very dangerous, and if the defects had not been ascertained by timely inspection they would no doubt have caused serious damage to life and property. Return No. 2 gives a complete list of the defects discovered.

#### NEW BOILERS.

A total of 543 new boilers have been added to our books during the year. Their total horse-power amounts to 6,029½. Of this number, 383 boilers, of 3,336½ total horse-power, were made in the Dominion.

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

District.	Local.		Imported.		Total.	
	Number.	Horse-power.	Number.	Horse-power.	Number.	Horse-power.
Auckland ... ..	50	714½	30	902¾	80	1,617¼
Auckland South ... ..	19	331½	6	27	25	358½
Hawke's Bay ... ..	16	89	18	293½	34	382½
Taranaki ... ..	19	138	2	14	21	152
Wellington North ... ..	15	295	12	192	27	487
Wellington ... ..	50	459½	11	161	61	620½
Marlborough ... ..	6	38½	...	...	6	38½
Nelson North ... ..	25	57	13	459	38	516
Nelson South ... ..	3	139	3	28	6	167
Westland ... ..	10	130½	4	25½	14	155¾
Canterbury ... ..	49	259½	19	338	68	597½
Canterbury South ... ..	24	149½	10	83	34	232½
Otago ... ..	54	114½	19	70	73	184½
Southland ... ..	43	421	13	99	56	520
Totals ... ..	383	3,336½	160	2,692¾	543	6,029¼

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

The oil-engine is being rapidly introduced as a power, especially in country and remote districts, and is superseding the steam-engine where the work is of an intermittent nature and scattered over a wide area. It is used in farm-work especially for many power purposes, and in the hands of careful attendants the results are very satisfactory, as it can be used at a moment's notice, and is in a portable form.

The lifts have been carefully inspected, and in some of the passenger-lifts where the speeds are high very close and detailed inspections were made. In forty-eight cases new ropes were ordered, in seventeen new chains, and in twenty-one the chains were ordered to be annealed.

During the year a total of 6,123 inspections were made, including 1,489 gas-engines and 1,717 oil-engines. The number of lifts and motors examined, including water and electric motors, was 2,782, also 135 steam-machinery inspections.

#### FENCING OF MACHINERY.

The guarding of machinery in motion has been very carefully looked to during the year, and in every case where guarding had to be enforced no objection or trouble has arisen with any owner. It is difficult to provide protection from danger in the case of every machine or appliance, but guarding is provided so far as this can be done without impairing the efficiency of the machinery.

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

#### EXAMINATION OF LAND ENGINEERS AND ENGINE-DRIVERS.

Examinations have been held at the following places during the year: Auckland,\* Alexandra,\* Balclutha, Christchurch,\* Cromwell,\* Dunedin,\* Eketahuna, Gisborne,\* Greymouth,\* Hamilton,\* Havelock, Invercargill,\* Karama, Kawakawa, Napier,\* Nelson,\* Paeroa, Palmerston North,\* Pongaroa, Timaru,\* Waihi, Wanganui,\* Wellington,\* Westport, and Whangarei.

Seventeen candidates sat for the extra first-class engineer's certificates, and fourteen of them passed; 132 sat for the first-class engine-driver's certificate, sixty-four of whom passed; 209 sat for the second-class engine-driver's certificate, and 146 passed; thirty sat for the winding-engine driver's certificate, and twenty-five passed; 211 sat for the locomotive- and traction-engine driver's certificate, and 151 passed. The total number of candidates who sat for examination was 599.

The Board of Examiners sat six times during the year at Wellington.

Reciprocal certificates were issued to applicants who held certificates from other States as follows: Victoria, 7; New South Wales, 1; Western Australia, 2; Tasmania, 3; Queensland, 2; and Canada, 4.

Returns Nos. 7 to 12, inclusive, give full particulars of those who passed these examinations, together with the different grades and classes of examination.

#### ACCIDENTS.

It is pleasant to be able to report that no boiler-explosion has occurred during the year, and the Department certainly takes some of the credit for this. During the twenty-one years that I have been connected with the Department only two boiler-explosions, so far as I know, have occurred. One explosion occurred at a sawmill at Waikanae, and the other at a sawmill at Kumara. In each

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

case employees were killed. This certainly is a very fine record, for during that time over 70,000 boiler-inspections have been made. This year alone some 6,212 boiler-inspections were reported. I trust that nothing in the future will mar such a record. During the last twenty years pressures have increased more than 50 per cent., and this demands more careful boiler-examination at the Inspectors' hands.

A number of accidents with machinery took place during the year. Some of the accidents were fatal. It is difficult to eliminate accidents to those who have to be amongst moving machinery. With the every-day working in close proximity to danger the employee often becomes careless, and takes risks that frequently lead to accident.

Returns Nos. 5 and 6 give full particulars of each reported accident.

#### POSTAL AND POLICE DEPARTMENTS.

Both the Postal and Police Departments have rendered valuable assistance to this Department. The Police Department has especially assisted in prosecution cases and in making inquiries concerning those steam-users who failed to take up their certificates. Machinery-owners are losers in this respect, as a considerable reduction is made for certificates taken up on or before the due date.

#### EXAMINATION OF MARINE ENGINEERS.

All the candidates whose papers were in order were examined during the year, and nothing has occurred to mar the efficient and smooth working of our system of examination for marine engineers throughout the Dominion.

Examinations were conducted at Auckland,\* Christchurch,\* Dunedin,\* Gisborne, Greymouth,\* Hamilton,\* Hokitika, Invercargill,\* Napier,\* Nelson,\* Palmerston North, Russell, Timaru,\* Wanganui,\* Wellington,\* and Whangarei.\*

The nominal horse-power of one steam-vessel was increased during the year to bring it up to not less than 66-nominal-horse power. This rendered the ship one on which an engineer might qualify for examination for the second-class engineer's certificate, and enabled one of the ship's engineers to sit for his second-class certificate.

The candidates who sat for examination during the year numbered 273. Of this number, fifty failed. The different grades of examination were: first-class marine engineer, second-class marine engineer, third-class marine engineer, river engineer, marine-engine driver, first-class engineer of auxiliary sea-going powered vessels, second-class engineer of auxiliary sea-going powered vessels, and restricted-limits engineer of auxiliary-powered vessels.

The fees for these examinations amounted to £240 10s.

Return No. 13 gives the names of the successful candidates and the various grades for which they passed, the total number of applicants, fees payable, and the number of candidates who failed to pass such examinations.

#### EXPLOSIVES.

At the Port of Wellington 176 permits were granted for the carriage of explosives on passenger and non-passenger ships.

#### ANNUAL SURVEY OF STEAMSHIPS AND AUXILIARY-POWERED VESSELS.

At the close of the year this branch of the Departments' work was well up to date. Several new vessels were built in New Zealand during the year, and during the whole period of their construction were under the close supervision of the Department's Surveyors.

Forty-seven of the vessels surveyed were fitted with new propeller-shafts, nine had new propellers fitted, two had new propeller-blades fitted, one had a new propeller-boss fitted, one had new engines installed, two had new high-pressure cylinders fitted, and three had new boilers provided.

The total number of surveys made during the year total 362. The fees for these surveys amounted to £2,058 10s.

A great many steamer excursion-trips were run during the year, both in harbour and daylight home-trade limits; a large number of passengers being carried without mishap. In the intercolonial trade numerous applications for extra accommodation for passengers were made, and after the additional berths and equipments were provided these requests were granted.

Return No. 14 gives the total number of steamers and of auxiliary-powered vessels surveyed by the Surveyors of the Department during the year. It also gives their names and registered tonnage, the nominal horse-power and indicated horse-power of steam-vessels, the brake horse-power of auxiliary-powered vessels, and the nature of machinery and propeller.

The following are the details of survey in the case of several of the ships:—

*S.s. "Beatrice."*—The boiler was taken out of this vessel, and a new boiler-bed and chocks fitted. The boiler was tested by hydraulic pressure before being placed on board.

*S.s. "Corinna."*—Several plates and stiffeners in the bunks of this vessel were renewed. The combustion-chambers' plating of the main boiler was patched at the defective parts. The engines and machinery received a general overhaul.

*O.E.V. "Colleen."*—This vessel received an extensive overhaul. A new oil-engine of 20 brake horse-power was fitted. All the planking above the water-line was renewed, and two planks below the water-line. Six frames and the copper sheathing were renewed. The planking and timbers of the hull were refastened throughout.

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

*S.s. "Claymore."* The engines and boiler of this vessel were removed. The hull was cut in two, and a new piece was added to lengthen the hull 20 ft. An extra watertight bulkhead was fitted abaft the main engines. New port and starboard bilge-keels, 60 ft. long, and new coal-bunkers were fitted. The main engines and all auxiliaries received a thorough overhaul. The register tonnage of this vessel was altered from 99.98 to 119.16.

*S.s. "Condor."*—In the port main boiler of this vessel the combustion-chamber and back tube-plate were cut out and renewed, and the boiler was afterwards tested by hydraulic pressure.

*Dredge "Eileen Ward."*—This large and powerful twin-screw suction dredge was built in Paisley to the order of the Westport Harbour Board, and she was surveyed for the first time this year. Her principal dimensions are 205 ft. by 36.2 ft. by 16 ft. 9 in. Tonnage—Gross, 1,023; register, 472. The engines are triple-expansion surface-condensing, with cylinders 13 in., 23 in., and 34 in. diameters, and the length of stroke is 22½ in. There are two main boilers, 14 ft. 9 in. diameter, 10 ft. 6 in. long, and working at a pressure of 180 lb. to the square inch. The suction-dredge pumps can raise 3,000 tons of material per hour from a depth of 40 ft.

*S.s. "Glenelg."*—This vessel was fitted with a new bridge-deck, and received an extensive general overhaul.

*Dredge "Hapai."*—This vessel is a twin-screw bucket hopper dredger of the stern-well type, and was built in Paisley for the Auckland Harbour Board. She was surveyed for the first time this year. Her principal dimensions are 205 ft. by 40 ft. by 14 ft. 9 in. Tonnage—Gross, 867; register, 364. The engines are triple-expansion surface-condensing, cylinders 15 in., 24 in., and 39 in. diameters, and length of stroke 24 in. There are two main boilers, 12 ft. diameter, 10 ft. long, and working at a pressure of 170 lb. per square inch. The vessel has been designed to raise 1,200 tons per hour from a depth of 45 ft.

*S.s. "Haupiri."*—This vessel had an extensive overhaul last survey. In the forepeak some new frames, reverse bars, stringer-angles, and one new plate were put in. A new collision bulkhead was fitted. In the forecabin there were fitted ten new gusset-plates and four new reverse bars. In the forehold six new gusset-plates and one new plate were fitted. In the after 'tween-decks three new web frames, four new frames, two new reverse bars, and eleven new gusset-plates were fitted. In the after-hold eleven new reverse bars and seventeen new plates were fitted. Several new sheathing-plates were fitted to the saloon-deck and to the outside of hull, and seven new plates were fitted to the bunkers.

*O.E.V. "Huanui."*—This is a new vessel, surveyed for the first time this year. The hull, which is of wood, was built in Auckland. The principal dimensions are 90 ft. by 24 ft. by 6.5 ft. Tonnage—Gross, 139; register, 59. The propelling machinery is a three-cylinder oil-engine of 45 b.h.p.

*S.s. "Huia."*—The propeller-shaft of this vessel was drawn and a new propeller-boss and stern-bush fitted. The thrust-bearing was remetalled and bored out. A new length of 6 ft. was put on top of the funnel and a new casing at the bottom fitted, besides other repairs to hull, boiler, and machinery.

*S.s. "Hauroto."*—At the last survey of this vessel the h.p. cylinder was bored out and a spare forward crank-shaft fitted. All bearings were remetalled and lined up. Several new stays were fitted to the tube-plates of the main boiler.

*S.s. "Hananui II."*—This is a new whaling-vessel, owned in Auckland, and surveyed for the first time this year. Her principal dimensions are 90 ft. by 19 ft. by 11.16 ft. Tonnage—Gross, 127; register, 44. The engines are triple-expansion surface-condensing; diameters of cylinders, 11 in., 18 in., and 30 in.; length of stroke, 20 in.; boiler-pressure, 180 lb. per square inch.

*O.E.V. "Jane."*—The hull of this wooden vessel was extensively repaired. All the copper was stripped off the bottom. Sixty-four new frames were fitted, also nine strakes of new lining and seven of outside planking fitted. The whole of the hull was caulked, the bottom felted and sheathed with heart of totara.

*T.S.s. "Kaitoa."*—This vessel was built in Glasgow for Nelson owners. Her principal dimensions are 130 ft. by 22.5 ft. by 9.46 ft. Tonnage—Gross, 303; register, 118. The propelling machinery consists of two sets of compound surface-condensing engines, with cylinders of 10½ in. and 24 in. diameters, and a length of stroke of 18 in. There is one main and one donkey boiler working at 140 lb. and 100 lb. pressure per square inch respectively. This vessel is engaged in the cargo trade.

*T.S.s. "Koutunui."*—This is the first survey of this vessel, which has been built of wood in Auckland. Her principal dimensions are 105 ft. by 24 ft. by 8 ft. Tonnage—Gross, 171; net, 98. Her engines are compound surface-condensing, with cylinder-diameters of 8 in. and 18 in., and a length of stroke of 10 in., and were also made in Auckland. The boiler is of the Scotch multitubular type, and was built in Glasgow.

*S.s. "Kowhai."*—This vessel, surveyed for the first time this year, was built in Middlesborough, and is engaged in the coastal cargo trade. Her dimensions are: Length, 193 ft.; beam, 30 ft.; depth (moulded), 13.95 ft. The machinery consists of one set of triple-expansion surface-condensing engines, with cylinders 16 in., 27 in., and 44 in. diameters, and a stroke of 30 in., driven from two multitubular boilers of 180 lb. per square inch working-pressure.

*T.S.s. "Koi."*—This vessel was lengthened 16 ft. 8 in. from the break of the bridge-deck forward, and the after-deck was raised 3 ft. from the break of the bridge-deck aft.

*T.S.s. "Maori."*—At the last survey of this vessel a new h.p. turbine was fitted.

*Dredge "Maui."*—This dredge, which was surveyed for the first time this year, was built in Scotland for the Gisborne Harbour Board. She is a twin-screw, stern-well, combined bucket-ladder, trailing suction-pipe, hopper dredge, 168 ft. long by 31.15 ft. beam by 11.4 ft. deep. The propelling-engines have cylinders of 11 in., 17 in., and 28 in. diameters, with a stroke of 21 in. Steam is supplied by two multitubular boilers, 12 ft. diameter by 10 ft. long, working at a pressure of 160 lb. per square inch. Her tonnage is 558 gross and 251 register. The hopper-capacity is 400 tons, and the dredging-depth 26 ft.

*S.s. "Orewa."*—This vessel received a good overhaul to her engines, boiler, and hull. A new kauri keel was fitted. The deck in the starboard alley-way and the deck-plating were renewed. The sternpost was cut out and a new one of hardwood fitted.

*P.s. "Osprey."*—This vessel was laid up for a thorough overhaul. New outer rims, seven new arms, and new floats were fitted to both paddle-wheels. An entire new bottom was put in the hull from port to starboard turn of bilge, and all intercostals, angles, and reverse frames were renewed where required.

*S.s. "Onewa."*—This is a new vessel, surveyed for the first time this year, and was built, as were her engines and boilers, in Auckland. Her dimensions are 76 ft. by 18·6 ft. by 5·3 ft. Tonnage—Gross, 74; net, 31. Engines—Cylinder-diameters 10 in. and 19 in. by 10 in. stroke; working boiler-pressure, 130 lb. per square inch.

*Dredge "Paritutu."*—This twin-screw dredger, which was built in Paisley for the New Plymouth Harbour Board, was surveyed for the first time this year. The dredger is of the stern-well type, and, in addition to the buckets for lifting clay, is fitted with a powerful suction-pump for raising sand. Her dimensions are 180 ft. by 34·15 ft. by 13 ft. The tonnage is 564 gross, and 233 net. The propelling machinery consists of two sets of triple-expansion surface-condensing engines with cylinder-diameters of 11 in., 18 in., and 30 in. by 22 in. stroke, supplied with steam from two Scotch multitubular boilers, 14 ft. 9 in. diameter by 10 ft. long, working at a pressure of 160 lb. per square inch.

*S.s. "Taviuni."*—A new rudder and rudder-post were fitted to this vessel at last survey. The main hatches in the main 'tween-decks were made 8 ft. longer. The after deck-house was removed and the main deck closed in. The machinery and boilers were also overhauled. This vessel had been ashore at Westport for a long time.

*S.s. "Te Pioneer."*—This wooden vessel, of which the plans and specifications were submitted to the Department before the construction of the vessel had begun, was built at Aratapu, for the Kaipara Harbour trade. Her dimensions are 65 ft. by 14 ft. by 6 ft. 5 in., and her tonnage 36 gross and 25 register. The propelling machinery was made in Auckland, and consists of one set of compound engines, with cylinders 8 in. and 16 in. diameters, with a stroke of 9 in., supplied with steam at a working-pressure of 140 lb. per square inch. A multitubular marine boiler, 6 ft. 5 in. diameter and 7 ft. 3 in. long, supplies the steam for the engines.

*S.s. "Te Whaka."*—This single-screw hopper dredge was built in Port Glasgow for the Lyttelton Harbour Board, and surveyed for the first time this year. The vessel has a capacity of 350 tons per hour. Her principal dimensions are 120 ft. by 20·15 ft. by 12·55 ft.; her gross tonnage is 324, and the register tonnage 140. The engines are of the compound surface-condensing type, cylinder-diameters 16½ in. and 33 in., stroke 21 in. Steam is obtained from a Scotch multitubular boiler, having 973 square feet of heating-surface.

*T.S.s. "Waireka."*—This vessel, built in Dunedin, and surveyed during construction last year, is of steel, and is owned by the Peninsula Ferry Company, at Dunedin. Her dimensions are 112 ft. long by 20·5 ft. beam by 7·25 ft. moulded depth. The tonnage is 149 gross and 72 register. The propelling machinery consists of two sets of triple-expansion surface-condensing engines, with cylinder-diameters 7½ in., 11½ in., and 19 in., with a stroke of 10 in., indicating 240 h.p. Steam is supplied at a pressure of 190 lb. per square inch from a boiler of unusual type, a combination of the loco. and multitubular types, with a heating-surface of 895 square feet. The accommodation for passengers is on the main deck and promenade deck, the number which may be carried in smooth water being 771.

*P.s. "Wakare."*—This vessel had an extensive overhaul to her hull, engines, and boilers. The forward sponson of the port paddle-wheel was renewed, forty-eight new tubes were put in the main boiler, and several patches caulked. The h.p. valve-chamber was bored out, new rings fitted to the piston-valve, and several minor repairs effected.

*T.S.s. "Waverley."*—This vessel was laid up for an extensive overhaul. A new boiler, 8 ft. diameter by 8 ft. 6 in. long, having a heating-surface of 506 square feet, was fitted. Thirty feet of doubling-plate was fitted on the centre keel-plate, and two defective plates on the side of the bridge were renewed. New bunkers on both sides were fitted. The bridge-deck was partly renewed with kauri planking, and the alley-way and poop-decks relaid. The engine-cylinders were bored out, and new pistons fitted. New h.p. piston-valves, crank-brasses, air and circulating pump rods and buckets were fitted.

#### SURVEYS OF SHIPS FOR SEAWORTHINESS.

Quite a number of special surveys of steamships were made during the year. The reasons for making these surveys will be seen on Return No. 16, which gives full particulars in each case. The repairs in some instances took several weeks to complete. The following were amongst the most important of these surveys:—

*S.s. "Kaipara."*—This vessel struck a rock in Rangitoto Channel when leaving Auckland. She sank in the channel, was refloated, docked, and repaired at Auckland. The repairs involved an extensive overhaul of the hull, plating, and frames.

*S.s. "Indradevi."*—The damage in this case was caused through a fire breaking out in the fore 'tween-decks, which spread to the fore-castle. This necessitated the renewal of the fittings in the fore-castle, repairs to the deck-beams, to the deck, and to the deck-plating.

Some of the causes for these surveys include collisions, defective main steam-pipes, strandings, loose propellers, propeller-blades stripped off, broken shafts, fires, defects to pumps and to valve-spindles of engines, and defects in hull, such as loose rivets, and damaged rudders.

A total of thirty-eight surveys were made. The fees for these surveys amounted to £106.

## GOVERNMENT STEAMERS.

The Government steamers surveyed and inspected this year include the s.s. "Amokura," s.s. "Antrim," s.s. "Ben Lomond," o.e.v. Defence Launch "W," s.s. "Hinemoa," s.s. "Janie Seddon," s.s. "Mountaineer," o.e.v. "Reremoana," s.s. "Tawera," and s.s. "Tutanekai": a total of ten.

*S.s. "Tutanekai."*—This vessel had renewals made to main-boiler manhole-doors. The exhaust-pipes for the cable-gear engine were altered to lead direct into main waste steam-pipe connection, and a connection was fitted so that the exhaust could be led direct into the auxiliary or the main condensers if necessary.

*S.s. "Hinemoa."*—A general overhaul was given to this vessel during the year, the repairs taking some weeks. The contract was let to a southern firm, and was carried out at Lyttelton. The repairs included new valves and studs to the air-pump. The main guide slipper was filled with Richards' plastic metal. The crank-shaft was relined up. The thrust-bearing was relined and fitted. All quadrant bars for main slide- and expansion-valve gears were trued up, and all brasses relined and fitted. The slide-valve faces received attention where required. A new high-pressure eccentric sheave was made and fitted. Both balance-cylinders were bored out true, and new pistons fitted complete. Repairs to feed-pumps were effected. New junk-ring bolts were fitted to both main-engine pistons. The steering-engine and the dynamo engines were thoroughly overhauled. The windlass had a new crank-shaft fitted, and a thorough overhaul. The fore winch had new keys fitted to gearing. The rudder and connection were thoroughly overhauled, and several repairs made to hull. The main boilers were caulked where required, and some old patches were taken off and rejoined. A trial run was made after completion, when all the work in the engine-room was found to be quite satisfactory.

*S.s. "Amokura."*—During the year repairs were effected to this vessel's main engines and boilers, and to the hull and other fittings. In the engine-room the high-pressure piston-valve liner was drawn, and a new one fitted. The intermediate piston-valve liner was also drawn, and a new one fitted. The guide-shoes of the low-pressure engine were relined and refitted. The main discharge-valve had a new spindle and nuts fitted. The main-boiler furnace-doors, furnace-bearers, smoke-box doors, and funnel-dampers were overhauled and repaired where necessary. Repairs were also effected to ash-hoist, to engine-room escape-door, to ventilators, to hammock-fittings, to stanchions on the fore-castle and poop decks, and to sluice-valves, and new doors were fitted to gangways.

*P.s. "Mountaineer."*—The piston-rod glands and neck-rings were rebushed. The high-pressure slide-valve spindle was turned up, and new bushes were fitted to the gland and neck rings. The rocking-shaft bearings were all relined up with white-metal, and the shaft refitted.

## ADDITIONAL STEAMERS AND VESSELS SURVEYED FOR THE FIRST TIME.

Twenty-six new steamers and vessels fitted with oil-engines as auxiliary power have been surveyed for the first time during the past year. The names of these vessels are as follows: "Dreadnought,"\* "Eileen Ward," "Eliza,"\* "Endor,"\* "Hananui II," "Hapai," "Huanui,"\* "Kaitoa," "Kiwi,"\* "Koutunui," "Kowhai," "Mangakura,"\* "Maui," "Ngatoro," "Nikau," "Onewa," "Paritutu," "Planet," "Sea Queen I,"\* "Taipo,"\* "Te Pioneer," "Te Whaka," "The Minerva," "Turanga,"\* "Waireka," "Will Watch."\*

## SAILING-SHIPS.

Fourteen sailing-ships were surveyed during the year. In nearly all cases some repairs were effected to these ships, or some additions made to their equipments. The repairs consisted chiefly in renewals to copper sheathing, repairs to rigging, renewals of masts and spars, the overhaul and renewal of steering-gear, and repairs to pintles and plating of rudders, repairs and renewals to hull plating and planking, and caulking generally. The boilers carried by some of the vessels for cargo and other purposes received a thorough inspection, and timely repairs in some cases. The wooden vessel "Jessie Nicol" received a very considerable overhaul, which included repairs to bulwark and stanchions, and repairs to hull planking both on port and starboard sides, renewal of covering-board planking, repairs to copper sheathing, repairs to rigging, and general overhaul of equipments.

Return No. 15 gives the names of these vessels, their gross and registered tonnage measurements, class of vessel, and the number of times surveyed.

The total fees for the survey of these sailing-vessels amounted to £110 15s.

## DISTRICTS AND INSPECTORS.

Inspector Dalrymple, of the Wanganui district, was transferred to the Auckland district, and Inspector Suisted succeeded him at Wanganui. Inspector Mackenzie was transferred to the Westland district. Inspector Williamson, of the Timaru district, assisted in the Southland and Marlborough districts for some weeks in each case.

Inspector Hood, of the Nelson district, assisted in the Wellington district for six weeks. Inspector Cullen, of the Palmerston North district, assisted in the Wanganui district for about two months; Inspector Kydd of the Wellington and Inspector Crawford of the Otago districts assisted in the Hawke's Bay district for several weeks.

Mr. Alfred Everard Macindoe was appointed to the position of Inspector of Machinery, Surveyor of Ships, and Examiner of Marine Engineers and of Land Engineers and Engine-drivers. He was for many years chief engineer of the s.s. "Rarawa," trading between Onehunga and New Plymouth. He began his duties on the 1st February, 1911, and has been attached to the Wellington office staff meantime. During the year several of the Inspectors had long illnesses, which entailed considerable extra work on the others.

\* Oil-engine vessels.

I have appreciated very highly the work of the whole staff in trying to cope with their work under these adverse circumstances, and in view of the increased work of the year. In many cases it meant working long hours to overtake their duties.

#### RETURNS.

Appended are the returns in detail, numbered from 1 to 18 :—

1. Number and class of boilers inspected, and fees payable thereon ; the machinery inspected, and the fees payable ; 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, and 12. Names of all persons to whom land, stationary, winding, and locomotive and traction certificates of competency and service have been granted during the year.
13. List of persons who were examined and passed for marine engineers' certificates of competency.
14. Return of steamers and oil-engined vessels surveyed during the year.
15. Return of sailing-vessels surveyed during the year.
16. Return of vessels surveyed for seaworthiness, &c., during the year.
17. 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.
18. Return showing the names of owners of boilers which require to be in charge of certificated engine-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, 1911.

### Boilers.

Class.	Not exceeding 5-horse Power.	Exceeding 5. but not exceeding 10-horse Power.	Exceeding 10-horse Power.	Total.
Stationary ... ..	1,859	955	1,712	4,526
Portable ... ..	162	1,161	363	1,686
Totals ... ..	2,021	2,116	2,075	6,212

Class.	Machinery.	Number.
Hydraulic lifts ... ..	...	282
Gas-lifts ... ..	...	36
Electric lifts ... ..	...	221
Steam-lifts ... ..	...	54
Oil-lifts ... ..	...	2
Gas, hydraulic, and electric-motor hoists ... ..	...	367
Water-engines, water and electric motors, and water-wheels ... ..	...	1,474
Peltons ... ..	...	238
Turbines ... ..	...	108
Gas-engines ... ..	...	1,489
Oil-engines ... ..	...	1,717
Steam machinery ... ..	...	135
Total ... ..	...	6,123

### Summary.

Boilers ... ..	6,212
Machinery ... ..	6,123
Total ... ..	12,335

(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, 1911.

Fees payable—On boilers, £7,122 10s.; on machinery, £2,244 10s.; for engine-drivers' certificates issued, £449 10s.: total, £9,816 10s.

The cash actually received for boilers and machinery inspected, and paid into the Public Account, amounted to £8,900 15s. The difference is represented by unpaid fees. The cash actually received and paid into the Public Account for engine-drivers' application fees amounted to £647 5s. This amount includes fees for certificates not yet issued.

(c.) RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to WINDING, LOCOMOTIVE, and TRACTION, and to STEAM STATIONARY-ENGINE DRIVERS during the Financial Year ended 31st March, 1911.

Class of Certificate.	Number of Certificates issued.	Fees received.	Total.	
			Number of Certificates issued.	Fees received.
Steam winding—		£ s. d.		£ s. d.
Competency ... ..	26	26 0 0	26	26 0 0
Locomotive and traction—				
Competency ... ..	1	0 10 0	...	...
Competency ... ..	166	166 0 0	167	166 10 0
Steam stationary—				
Service—First class ... ..	2	0 10 0	...	...
Competency—				
Extra first class ... ..	14	14 0 0	...	...
First class ... ..	75	75 0 0	...	...
Second class... ..	1	0 10 0	...	...
Second class... ..	167	167 0 0	259	257 0 0
			452	£449 10 0

## No. 2.—RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended 31st March, 1911.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets in furnace bad .. .. .	..	2	2
A number of rivets in shell bad .. .. .	..	1	1
All screwed stays in firebox bad .. .. .	4	..	4
Angle-iron collar on top end of uptake defective .. .. .	..	1	1
Back tube-plate bulged .. .. .	..	2	2
Back tube-plate corroded .. .. .	..	1	1
Badly pitted inside shell .. .. .	..	2	2
Boilers dirty inside .. .. .	..	58	58
Bolts in gusset-stays defective .. .. .	..	1	1
Bottom of combustion-chamber wasted .. .. .	..	1	1
Bottom of firebox thin .. .. .	..	2	2
Bottom of shell defective .. .. .	..	1	1
Bottom of shell thin .. .. .	1	5	6
Bottom row of tubes bad .. .. .	..	2	2
Brickwork-setting defective .. .. .	..	25	25
Bulged under bottom of shell .. .. .	..	9	9
Circumferential seams wasted .. .. .	..	2	2
Corroded internally .. .. .	..	7	7
Coupling-pins in longitudinal stays bad .. .. .	..	5	5
Cracked slightly in firebox .. .. .	..	3	3
Cracked slightly at a number of rivet-holes .. .. .	..	15	15
Cracked under bottom of shell .. .. .	..	1	1
Crown of boiler wasted .. .. .	..	3	3
Crown of firebox and girders buckled .. .. .	..	1	1
Crown of firebox pitted badly .. .. .	..	1	1
Crown of firebox slightly bulged .. .. .	..	7	7
Crown of firebox wasted .. .. .	1	8	9
Crown of firebox wasted (pressure reduced) .. .. .	..	2	2
Crown of steam-dome wasted .. .. .	..	1	1
Crown-plate pitting badly .. .. .	..	1	1
Eight rivets defective in shell .. .. .	..	1	1
Eight rivets in gusset-stay defective .. .. .	..	1	1
Eight screwed stays in firebox bad .. .. .	..	2	2
Eight tubes bad .. .. .	..	1	1
Eighteen screwed stays in firebox bad .. .. .	..	1	1
Eighteen tubes bad .. .. .	..	1	1
Eighty screwed stays in firebox bad .. .. .	1	..	1
Eleven rivets in front end plate defective .. .. .	..	1	1
Eleven screwed stays in firebox bad .. .. .	..	1	1
Fifteen rivets in shell bad .. .. .	..	1	1
Fifty screwed stays in firebox bad .. .. .	1	..	1
Firebox badly pitted .. .. .	..	1	1
Firebox, general waste .. .. .	4	2	6
Firebox sides bulged .. .. .	..	3	3
Firebox sides thin .. .. .	..	5	5
Firebox thin (pressure reduced) .. .. .	..	3	3
Firebox wasted on outside shell .. .. .	..	1	1
Five rivets in circumferential seam bad .. .. .	..	1	1
Five rivets in foundation-ring defective .. .. .	..	1	1
Forty screwed stays in firebox bad .. .. .	..	1	1
Foundation-rings round bottom of firebox defective .. .. .	..	4	4
Four rows of tubes bad .. .. .	..	1	1
Fourteen tubes bad .. .. .	..	1	1
Front tube-plate wasted .. .. .	..	2	2
Furnace-crowns wasted .. .. .	..	2	2
Furnace thin .. .. .	1	..	1
Furnace wasted at end over flanging .. .. .	..	1	1
Galloway tubes thin .. .. .	..	1	1
General deterioration (pressure reduced) .. .. .	..	56	56
Girders on crown of firebox wasted .. .. .	..	2	2
Girder-stays defective .. .. .	..	1	1
Grooved at end seams .. .. .	..	1	1
Grooved at foundation-ring .. .. .	..	4	4
Grooved on furnace-crown .. .. .	..	1	1
Grooved round uptake on crown of firebox .. .. .	..	1	1

## No. 2.—RETURN OF DEFECTS—continued.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Grooved round uptake and vertical seams .. ..	..	1	1
Grooved slightly at back end of furnace .. ..	..	1	1
Gusset-stays defective .. ..	..	1	1
Laminated plates in bottom of shell .. ..	..	4	4
Leaky seams .. ..	..	2	2
Longitudinal seams wasted .. ..	..	1	1
Longitudinal stays wasted .. ..	..	3	3
Manhole-doors bad .. ..	..	13	13
Manhole-door riveting bad .. ..	..	4	4
Manhole-door spigots defective .. ..	..	9	9
Manhole-door studs bad .. ..	..	4	4
Manhole-openings in shell wasted .. ..	..	14	14
Mud-drums thin .. ..	..	3	3
Mudhole-doors bad .. ..	..	32	32
Mudhole-door dogs bad .. ..	..	1	1
Mudhole-door studs bad .. ..	..	9	9
Nine tubes bad .. ..	..	1	1
Patches defective .. ..	..	11	11
Pitting badly in bottom plate .. ..	..	1	1
Pitting badly in places .. ..	..	1	1
Pitting on crown of firebox .. ..	..	2	2
Pitting slightly internally .. ..	..	4	4
Rivets in cross-tube defective .. ..	..	1	1
Rivets in gusset-stay defective .. ..	..	5	5
Rivets in manhole compensating-ring bad .. ..	..	4	4
Rivets in mud-drum flange defective .. ..	..	1	1
Rivets in steam-dome defective .. ..	..	1	1
Rivets in tube-plate defective .. ..	..	2	2
Seventy screwed stays in firebox bad .. ..	1	..	1
Several rivets bad in furnace .. ..	..	1	1
Several rivets bad in shell .. ..	..	4	4
Several rivets in foundation-ring defective .. ..	..	2	2
Several rivets in gusset-stays defective .. ..	..	2	2
Several screwed stays in firebox bad .. ..	..	18	18
Several stay-nuts on firebox-crown bad .. ..	..	1	1
Several tubes bad .. ..	..	10	10
Shell wasted at bottom .. ..	..	1	1
Shell wasted at crown of boiler .. ..	..	1	1
Shell wasted at foundation-ring .. ..	..	2	2
Shell wasted at mudhole-openings .. ..	..	54	54
Shell wasted externally .. ..	..	2	2
Shell wasted under steam-dome .. ..	..	1	1
Shell wasted where blow-off cocks jointed to boiler .. ..	..	5	5
Shell wasted where check-valve chests jointed to boiler .. ..	..	2	2
Shell wasted where safety-valve chests jointed to boiler .. ..	..	3	3
Shell wasted where stop-valve chests jointed to boiler .. ..	..	1	1
Sixteen screwed stays in firebox bad .. ..	..	3	3
Sixteen tubes bad .. ..	..	1	1
Steam-domes wasted .. ..	..	3	3
Ten screwed stays in firebox bad .. ..	..	1	1
Ten tubes bad .. ..	..	2	2
Thirteen tubes bad .. ..	..	1	1
Thirty-six screwed stays in firebox bad .. ..	..	1	1
Top row of tubes bad .. ..	..	1	1
Top tube-plates cracked .. ..	..	2	2
Top tube-plates thin .. ..	..	8	8
Top tube-plates thin (pressure reduced) .. ..	..	4	4
Tubes bad .. ..	..	86	86
Tube-ends leaking .. ..	..	3	3
Tubes pitted .. ..	..	1	1
Tube-plates bad .. ..	..	3	3
Tube-plates wasted .. ..	..	9	9
Twelve screwed stays in firebox bad .. ..	..	1	1
Twelve tubes bad .. ..	..	1	1
Twenty screwed stays in firebox bad .. ..	..	1	1
Twenty-six screwed stays in firebox bad .. ..	..	1	1

No. 2.—RETURN OF DEFECTS—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Two longitudinal seams wasted .. .. .	..	1	1
Two rows of screwed stays in firebox bad .. .. .	..	1	1
Two stay-nuts bad .. .. .	..	1	1
Uptakes bad .. .. .	..	1	1
Uptakes wasted .. .. .	..	6	6
Uptakes wasted at flanging .. .. .	..	1	1
Vertical stays wasted .. .. .	..	2	2
Wasted at crown of firebox where fusible plug fitted .. .. .	..	3	3
Wasted at line of firebars .. .. .	..	2	2
Wasted round bottom of firebox .. .. .	..	12	12
Wasted round bottom of uptake .. .. .	..	1	1
Wasted round front of furnace .. .. .	..	2	2
Wasted round furnace-door .. .. .	..	3	3
Wasted under furnace-door and at throat-plate .. .. .	..	1	1
Totals .. .. .	14	692	706

DIGESTERS found to be defective on Inspection during the Financial Year ended 31st March, 1911.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
A number of rivets defective .. .. .	..	1	1
All rivets in bottom end bad .. .. .	1	..	1
All rivets in circumferential seams at top end bad .. .. .	1	..	1
All rivets in top end bad .. .. .	1	..	1
All rivets in top end and crown-plate bad .. .. .	1	..	1
Bolts in doors defective : were renewed .. .. .	..	7	7
Circumferential seams inside wasted .. .. .	..	8	8
Doors defective .. .. .	..	1	1
Eighty-eight rivets bad and all circumferential seams wasted .. .. .	1	..	1
Fifty rivets bad .. .. .	..	2	2
Forty rivets bad .. .. .	..	1	1
General deterioration (pressure reduced) .. .. .	..	2	2
New steel end fitted to replace cast-iron one .. .. .	..	1	1
Nineteen rivets bad and seams in top plate defective .. .. .	..	1	1
Ninety rivets bad and seams defective .. .. .	1	..	1
One bolt in top door bad .. .. .	..	1	1
One hundred rivets bad and seams defective .. .. .	1	..	1
Piping defective : was renewed .. .. .	..	1	1
Riveting in top seam bad and stays defective .. .. .	..	1	1
Seams defective .. .. .	..	5	5
Seventy rivets bad and seams defective .. .. .	1	..	1
Several rivets bad .. .. .	..	4	4
Several seams defective and riveting in bottom flange bad .. .. .	..	1	1
Shell wasted : patch fitted over thin portion .. .. .	..	1	1
Sixteen rivets bad and seams defective .. .. .	..	4	4
Ten rivets bad and seams defective .. .. .	..	3	3
Thirty-eight rivets bad and seams defective .. .. .	..	1	1
Top of digester bad : new one fitted .. .. .	1	..	1
Top door bad and several seams defective .. .. .	1	..	1
Top seam of rivets bad .. .. .	..	2	2
Twelve rivets bad .. .. .	..	1	1
Twenty-four rivets bad .. .. .	..	1	1
Twenty rivets bad .. .. .	..	3	3
Two lugs on bottom door defective .. .. .	..	1	1
Wasted on top of digester .. .. .	..	1	1
Totals .. .. .	10	55	65

DEFECTIVE FITTINGS found on Inspection of Boilers, for which Notice was given to renew or repair during the Financial Year ended 31st March, 1911.

- 1 Bends of blow-off cocks defective : were renewed.
- 1 Bends of feed-pipes defective : have been renewed.
- 8 Blow-off cocks bad : have been renewed.
- 4 Blow-off cocks defective : were repaired.
- 5 Blow-off pipes bad : have been renewed.
- 1 Brake-gear defective : has been put in order.
- 1 Crank-shaft of engine bent : was straightened.
- 1 Crank-shaft of engine fractured : was renewed.
- 2 Feed-check valve-chests and valves bad : have been renewed.
- 1 Feed-check valve defective : was renewed.
- 1 Feed-pumps defective : was repaired.
- 17 Ferrules fitted under spring-balance safety-valve levers.
- 1 Flywheel of engine defective : was repaired.
- 19 Fusible plugs defective : have been renewed.
- 123 Guards fitted to water-gauge glasses.
- 2 Injectors defective : were renewed.
- 1 Main steam-pipe defective : was repaired.
- 2 Main steam-pipe fitted with hangers.
- 13 Manhole-doors bad : have been renewed.
- 6 Manhole-door studs bad : have been renewed.
- 33 Mudhole-doors bad : were renewed.
- 10 Mudhole-door studs bad : were renewed.
- 1 New valve-chest fitted to feed-pump.
- 4 New worms fitted to steering-gear.
- 1 New worm-wheel fitted to steering-gear.
- 2 Reducing-valves fitted.
- 4 Safety-valves bad : were renewed.
- 5 Safety-valves defective : were put in order.
- 3 Safety-valve springs bad : were renewed.
- 4 Spring balances defective : new ones fitted.
- 2 Steam-gauge pipes bad : were renewed.
- 1 Steam-pipe defective : was repaired.
- 40 Steam-pressure gauges defective : were renewed.
- 1 Steam stop-valve bad : was renewed.
- 2 Steering-gear of traction-engine defective : was put in order.
- 1 Steering-gear repaired and new brake fitted.
- 1 Stop-valve cover defective : was renewed.
- 4 Tapered mud-plugs defective : were renewed.
- 15 Test-cocks bad : have been renewed.
- 6 Test-cocks defective : were repaired.
- 30 Water-gauge mountings bad : were renewed.
- 12 Water-gauge mountings defective : have been repaired.
- 3 Water-gauge pipes bad : were renewed.

Total .. 395

No. 3.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1911.

Number.	Type.	Description of Repairs.
1	Cornish	Bottom half of shell cut out, and new bottom plates fitted.
2	"	Brickwork repaired.
1	"	New gusset-stays fitted.
1	"	Several rivets renewed in flanges of cross-tubes.
1	"	Three rivets renewed in shell.
1	Cornish tubular	Eight rivets in gusset-stays renewed.
1	"	One tube renewed.
1	"	Patch fitted on furnace.
2	"	Retubed.
2	"	Several bolts in gusset-stays renewed.
1	"	Two patches fitted on bottom of boiler, and one new tube.
1	"	Two pins in longitudinal stays renewed.
1	Dryback marine	Four new rivets put in front of furnace.
1	"	Patch fitted on back tube-plate.
2	"	Retubed.
1	"	Steam-dome reriveted.
1	"	Three rivets in bottom seam renewed.

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

Number.	Type.	Description of Repairs.
2	Lancashire	Patch riveted over longitudinal seams.
1	"	Two longitudinal seams covered with joggled patches, and eighty rivets renewed.
1	"	Two new Galloway tubes fitted.
1	Lancashire tubular	A number of rivets renewed in furnaces.
1	"	Circumferential seams pared and caulked.
1	"	Retubed.
1	Locomotive	Five new screwed stays put in firebox.
1	"	New mudhole-door fitted.
1	"	Patch fitted on bottom of firebox.
1	"	Patch fitted on side of firebox.
1	"	Patch fitted on bottom of outside of firebox, and eight new screwed stays fitted.
1	"	Patch in firebox extended.
5	"	Retubed.
1	"	Retubed, and defective patch renewed.
1	"	Retubed, and fifty new screwed stays fitted in firebox; patch fitted on front tube-plate, and several rivets renewed.
1	"	Retubed, and new tube-plate fitted.
1	"	Sixteen screwed stays in firebox renewed.
2	"	Tube-ends in firebox expanded.
1	"	Twelve new screwed stays fitted in firebox.
1	"	Twelve new tubes fitted.
1	"	Two patches fitted in firebox.
1	"	Two sight-holes cut, and tapered plugs fitted.
1	"	Wasted part of front tube-plate sheathed.
2	Manure-dryer	Manhole-doors reriveted.
1	"	New bottom fitted.
1	"	One new plate fitted in bottom.
1	Marine	Patch fitted in bottom of combustion-chamber, and two 1½ in. bar-stays fitted through tube-plates.
1	"	Patch fitted over flanging at bottom of furnace.
1	"	Retubed.
1	"	Several rivets in shell removed.
1	Multitubular	Bottom of circumferential seam reriveted.
1	"	Brickwork rebuilt, and several defective rivets renewed.
20	"	Brickwork repaired.
1	"	Bulge cut out of bottom of shell, and blow-off pipe fitted.
1	"	Bulge cut out of bottom of shell, and new mud-leg fitted.
1	"	Bulge cut out of bottom of shell, and new plate fitted.
1	"	Bulge cut out of bottom of shell, and patch riveted on.
2	"	Circumferential seams on bottom recaulked.
2	"	Compensating-rings fitted round manhole-openings.
9	"	Compensating-rings fitted round mudhole-openings.
2	"	Compensating-rings fitted round mudhole-opening, and new door fitted.
1	"	Compensating-ring fitted round mudhole-opening, and three new tubes fitted.
1	"	Compensating-ring fitted round mudhole-opening and manhole-door repaired.
2	"	Cracked portion cut out of bottom of shell, and patch riveted on.
1	"	Defective plate cut out of bottom of shell, and new plate fitted.
1	"	Fifteen rivets renewed in shell.
1	"	Five new stay-tubes fitted.
2	"	Flanged compensating-rings fitted to manhole-openings.
1	"	Fourteen new tubes fitted.
1	"	Lamination cut out, and patch fitted.
4	"	Manhole-door spigots renewed.
1	"	Manhole-door spigots reriveted.
2	"	Manhole-openings dressed out, and new doors fitted.
2	"	Mudhole-openings dressed out, and new doors fitted.
1	"	Mudhole-opening dressed out, and new spigot fitted to door.
6	"	New manhole-doors fitted.
1	"	New manhole-door fitted, and compensating-ring round opening.
1	"	New manhole-door and new mud-drum fitted.
14	"	New mudhole-doors fitted.
3	"	New mudlegs fitted.

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

Number.	Type.	Description of Repairs.
5	Multitubular	New studs fitted in mud-doors.
1	"	Patch fitted at blow-off cock and compensating-ring mudhole opening.
1	"	Patch fitted on bottom of steam-dome.
1	"	Patch fitted on shell under blow-off cock.
1	"	Patch fitted on side of shell where casing bolts to boiler.
1	"	Patches fitted on tube-plates.
1	"	Patch fitted under main stop-valve chest.
2	"	Patches renewed.
1	"	Patch riveted on steam-dome, and patch on shell in front of dome.
6	"	Retubed.
1	"	Retubed, and new shell-plate fitted in bottom.
1	"	Retubed, and new longitudinal stay.
1	"	Several rivets renewed in shell.
1	"	Several new rivets put in manhole compensating-ring.
3	"	Several new tubes fitted.
1	"	Shell under steam-dome patched.
2	"	Ten new tubes fitted.
1	"	Thin portion of plate in bottom of shell cut out, and patch riveted on.
4	Portable	A number of new screwed stays fitted in sides of firebox.
1	"	All new screwed stays fitted in firebox, ten new tubes, and four new longitudinal stays.
1	"	Compensating-rings fitted to manhole-openings.
16	"	Compensating-rings fitted to mudhole-openings.
1	"	Compensating-rings fitted to mudhole-opening, and sixteen new screwed stays in firebox.
1	"	Compensating-rings fitted to mudhole-openings, and two new doors fitted.
1	"	Doubling-plate fitted round fire-door opening, and ten new screwed stays in firebox.
1	"	Eighteen new screwed stays fitted in firebox.
2	"	Eighty new screwed stays fitted in firebox.
1	"	Five new rivets put in circumferential seam at front end.
1	"	Forty new screwed stays fitted in firebox.
1	"	Fourteen new screwed stays fitted in firebox.
2	"	Hand-hole doors cut, and doors fitted for sighting.
2	"	Longitudinal stays fitted with new coupling-pins.
2	"	New girders fitted on crown of firebox.
1	"	New girders fitted on crown of firebox, and several new screwed stays fitted in firebox.
1	"	New manhole-door fitted.
4	"	New mudhole-doors fitted.
1	"	Patch fitted over crack in tube-plate.
3	"	Patches fitted on crown of firebox.
2	"	Patches fitted on foundation-ring.
2	"	Patches fitted on front of firebox.
1	"	Patches fitted on front of tube-plate.
1	"	Patches fitted on shell under blow-off cock.
1	"	Patches fitted on shell under check-valve chest.
1	"	Patches fitted under fire-door and on throat-plate, and all screwed stays in firebox renewed.
3	"	Patches in firebox renewed.
7	"	Retubed.
1	"	Retubed, and new tube-plate fitted.
1	"	Retubed, and six new screwed stays fitted in firebox.
1	"	Retubed, and thirteen new screwed stays fitted in firebox.
1	"	Retubed, and thirty new screwed stays fitted in firebox.
1	"	Seven new tubes fitted.
1	"	Seventy new screwed stays fitted in firebox.
6	"	Several new screwed stays fitted in firebox.
1	"	Sixteen new screwed stays fitted in firebox.
1	"	Twelve new screwed stays fitted in firebox.
1	"	Twenty new screwed stays fitted in firebox.
1	"	Twenty-six new screwed stays fitted in firebox.
1	"	Two new mud-doors fitted.
4	"	Two patches renewed.
1	"	Two patches on crown of firebox renewed, and eight new screwed stays fitted in firebox.

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

Number.	Type.	Description of Repairs.
1	Portable	Two rows of screwed stays renewed in firebox.
1	"	Two rows of screwed stays renewed in throat-plate.
1	"	Wasted part of foundation-ring patched.
1	Semi-portable	Four new screwed stays fitted in firebox.
1	"	One new longitudinal stay fitted.
2	"	Patches fitted in firebox.
1	"	Retubed.
1	Semi-tubular	New compensating-ring fitted to manhole-opening.
1	"	New dog and stud fitted to mud-door.
1	"	New studs fitted in mud-door.
2	"	Patches renewed.
5	"	Retubed.
1	"	Several new nuts fitted on stay-tubes.
1	"	Several new screwed stays fitted in furnace.
1	"	Two new grider-stays fitted.
1	"	Two new pins in longitudinal stays.
1	Traction	A number of new screwed stays fitted in firebox.
6	"	Compensating-rings fitted to manhole-openings.
1	"	Compensating-ring fitted to manhole-opening, and seven new tubes fitted.
1	"	Compensating-rings fitted to mudhole-openings.
1	"	Coupling-pins in longitudinal stays renewed.
1	"	Cracks in side of firebox chain-pinned.
1	"	Eighteen new screwed stays fitted in firebox.
1	"	Firebox-crown repaired.
1	"	Five new screwed stays fitted in throat-plate.
1	"	Five new tubes fitted.
1	"	New dogs fitted to manhole-door.
2	"	New firebox fitted.
1	"	New firebox fitted, three new stay-tubes and new coupling-pins in longitudinal stays.
2	"	New mud-doors fitted.
2	"	New studs fitted in manhole-door.
1	"	One new girder-stay fitted.
1	"	Patch fitted on crown of firebox.
3	"	Patches fitted in firebox.
1	"	Patches fitted on foundation-ring.
1	"	Patch fitted on shell under blow-off cock.
1	"	Plughole retapped, and new tapered plug fitted.
10	"	Retubed.
2	"	Retubed, and new fireboxes fitted.
1	"	Retubed, and new studs fitted in manhole-door.
2	"	Retubed, and new firebox-crown fitted.
1	"	Retubed, thirty-six new screwed stays fitted in firebox, new studs in manhole-door, and compensating-ring fitted round manhole-opening.
1	"	Seven new tubes and four new screwed stays fitted in firebox.
3	"	Several new screwed stays fitted in firebox.
1	"	Several new tubes fitted.
1	"	Sixteen new screwed stays fitted in firebox.
1	"	Ten new tubes fitted.
2	"	Tubes expanded.
1	"	Tubes in firebox-end expanded.
1	"	Twenty-four new screwed stays fitted in firebox.
1	Vertical cross-tube	A row of new screwed stays fitted round firebox.
2	"	Angle-collar renewed round uptake.
1	"	Compensating-ring fitted round manhole-opening.
5	"	Compensating-rings fitted round mudhole-openings.
1	"	Compensating-ring fitted round mudhole-opening, and new collar round uptake.
1	"	Manhole-door repaired.
2	"	New manhole-doors fitted.
4	"	New mudhole-doors fitted.
1	"	New spigot fitted to manhole-door.
1	"	New studs fitted to mudhole-door.
1	"	New vertical stays fitted.
1	"	Patches fitted in firebox.



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

Number.	Type.	Description of Repairs,
3	Vertical cross-tube	Patch fitted round bottom of firebox.
1	"	Plate on bottom of shell renewed, and new cross-tubes fitted.
1	"	Several rivets in shell renewed.
1	"	Six new mudhole-doors fitted, and one opening compensated.
1	"	Six rivets renewed in firebox.
1	"	Three rivets renewed in furnace, and patch fitted in firebox.
1	Vertical field-tube	One new tube fitted.
1	"	Retubed, and patch fitted on crown round uptake.
1	"	Spigot fitted to manhole-door, and opening dressed out to fit.
1	Vertical flue	Compensating-ring fitted to manhole-openings.
1	"	Compensating-ring fitted to manhole-opening, and four new vertical stays fitted.
4	"	Compensating-rings fitted to mudhole-openings.
1	"	Compensating-rings fitted to mudhole-openings, and patch fitted on shell under safety-valve chest.
1	"	Foundation-ring repaired.
1	"	New spigot fitted to manhole-door.
3	"	New uptakes fitted.
1	"	New uptakes fitted, and patch round bottom of shell.
1	"	Patches fitted in firebox.
1	"	Patch fitted on shell under safety-valve mounting.
1	"	Patch fitted on shell under fire-door.
1	Vertical tubular	A number of rivets in shell renewed.
7	"	Compensating-rings fitted round mudhole-openings.
1	"	Crack in tube-plate welded.
1	"	Cracked portion of firebox cut out and patch fitted.
1	"	Eleven new tubes fitted.
1	"	Five new tubes put in.
1	"	Four new vertical stays fitted.
1	"	New firebox, new crown, and new tubes fitted.
1	"	One new vertical stay fitted.
1	"	One new vertical stay fitted and patch on crown.
1	"	Patch fitted on shell.
1	"	Patch fitted round furnace-door.
18	"	Retubed.
1	"	Retubed, and compensating-rings fitted round mudhole-openings.
7	"	Retubed, and new top tube-plates fitted.
1	"	Several new tubes fitted.
1	"	Several new rivets put in firebox.
1	"	Slight crack in tube-plate chain-pinned.
1	"	Thin portion of crown patched, and new vertical stay fitted.
2	Water-tube	Bottom row of tubes renewed.
1	"	Eight tubes renewed.
1	"	Four top rows of tubes renewed.
4	"	Retubed.
1	"	Top row of tubes renewed.
448	Total.	

## No. 4.—RETURN of NOTICES given to FENCE OF REPAIR DANGEROUS PARTS of MACHINERY, &amp;c., during the Financial Year ended 31st March, 1911.

Number.	Machinery.	Particulars.
1	Air-compressing	Belting.
1	Asphalt-mixing	Machinery.
1	Bacon-factory	Belting.
1	"	Shafting and pulleys.
1	Bagmaking	End of shaft and belting.
2	Bakery	Belting.
1	"	Moulding-machine shaft.
1	"	Side of driving-pulley.
1	"	Wheels of mixer.

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

Number.	Machinery.	Particulars.
1	Biscuit-factory	Belting.
1	"	Fly-wheel and shafting.
1	Bone-crushing	Machinery.
1	Boot-factory	Belting.
1	"	End of polishing-shaft.
1	"	Fly-wheel of engine.
1	"	Fly-wheel of heeling-machine.
1	"	Main driving-belt.
1	Boxmaking	Machinery.
1	Brass-finishing	End of engine and emery wheel.
1	"	Side of fly-wheel.
1	"	Wheels of lathe.
1	Brickmaking	Fly-wheel of engine.
1	"	Pug-mill belting and pinion-wheels of pipemaking-machine.
1	"	Shafting and pulleys on floor.
1	"	Wheels of machine.
1	Brushmaking	Band saw.
1	"	Fly-wheel and belting.
1	"	Side of driving-belt.
1	Building	Side of driving-pulley.
3	Butchery	Belting and fly-wheel.
1	"	Belting and pulley.
1	"	Driving-belt.
3	"	Engine and belting.
1	"	Fly-wheel.
1	"	Fly-wheel, pulley, and shafting.
2	"	Machinery and belting.
1	"	Set-screw in collar on shafting.
2	Butter-factory	Belting.
1	"	Fly-wheel of engine.
1	"	Fly-wheel of engine and shafting.
2	"	Machinery.
1	"	Main pulley, key in wheel, and belting.
1	"	Motor and shaft.
2	"	Shafting.
1	"	Water-wheel, race, and belting.
2	Cabinetmaking	Circular saws.
1	"	Circular saw and emery wheel.
1	"	Circular saw and side of planer-pulley.
1	"	Side of pulley and bottom of belting.
3	Chaff-cutting	Belting.
2	"	Belting and machinery.
1	"	Bolts in pulley.
1	"	Fly-wheel, belting, and pulley.
1	"	Fly-wheel of engine.
2	"	Machinery.
1	"	Main driving-belt and circular saw.
1	"	Wheels, belting, and saw.
1	Cheese-factory	Belting and pulley.
1	"	End of crank-shaft, and set-screw in pump-shaft
2	"	Fly-wheel of engine.
1	Cinematograph	Fly-wheel and belting.
1	Coachbuilding	Band saw.
2	"	Belting.
1	"	Emery wheel.
2	"	Fly-wheel of engine.
1	"	Shafting and belting.
1	Coal-screening	Fence bin, and fit platform and handrail.
1	Coffee-grinding	Belting and wheels.
1	Confectionery	Belting.
1	"	Machinery.
1	"	Set pin in collar.
1	Cooperage	Main shafting and pulley.
1	"	Wheels on rollers.
2	Cordial-factory	Belting.

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

Number.	Machinery.	Particulars.
1	Cordial-factory .. ..	Belting and key-lead.
1	" .. ..	Driving-belt.
1	" .. ..	Engine and belting.
2	" .. ..	Fly-wheel of engine.
1	" .. ..	Fly-wheel and shafting.
2	" .. ..	Machinery.
1	Creamery .. ..	Firewood-saw.
8	" .. ..	Fly-wheel of engine.
2	" .. ..	Fly-wheel of engine and belting.
1	" .. ..	Fly-wheel of engine and circular saw.
2	" .. ..	Fly-wheel of engine, pulleys, and belting.
2	" .. ..	Main driving-belt.
1	" .. ..	Shafting, pulley, and pump.
1	" .. ..	Side of water-wheel.
1	Crushing grain .. ..	Engine fly-wheel.
2	" .. ..	Main driving-belt.
1	" .. ..	Set-screw in collar.
1	" .. ..	Shafting.
1	Cycle-works .. ..	Emery wheel and key-lead in pulley.
1	" .. ..	Machinery.
1	Dairy factory .. ..	All machinery.
1	" .. ..	Churn, and fly-wheel of engine.
2	" .. ..	Fly-wheel of engine.
1	" .. ..	Main driving-belt where it passes through the floor.
1	" .. ..	Machinery.
1	" .. ..	Pinion-wheels in pumping-gear.
1	" .. ..	Turbine and belting.
1	Dye-works .. ..	Side of driving-belt and pulley.
2	Electric generating .. ..	Motor and generator.
2	" .. ..	Railing round dynamo.
1	Electric hoist .. ..	Friction-winch rebolted to floor.
1	" .. ..	Hatchways protected.
1	" .. ..	New wire ropes fitted.
1	" .. ..	Platform fitted for oiling machinery.
1	" .. ..	Railing fitted round well.
1	Electric lift .. ..	Bottom of lift-well fenced.
2	" .. ..	Door-catches in cage repaired.
4	" .. ..	Four floor-openings guarded.
1	" .. ..	Gates repaired.
4	" .. ..	Hatchways protected.
1	" .. ..	Indicator-plate and door fixed.
1	" .. ..	Locks on all floors repaired.
1	" .. ..	New collapsible gates fitted in cage.
1	" .. ..	New locks fitted on all floors.
1	" .. ..	New pulleys, ropes, and belting fitted.
1	" .. ..	New side fitted in cage.
3	" .. ..	New steel-wire ropes for balance-weights.
8	" .. ..	New steel-wire ropes for cage.
1	" .. ..	New steel-wire ropes for cage, balance-weights, and safety-gear.
2	" .. ..	New worm-wheel fitted.
1	" .. ..	One guide renewed.
1	" .. ..	Overhead joist renewed.
1	" .. ..	Railing fitted round well.
2	" .. ..	Safety-grips overhauled and springs adjusted.
1	" .. ..	Safety-grips repaired.
1	" .. ..	Two locks repaired.
1	" .. ..	Two new gates fitted and new shackle in balance-weight.
3	Electric lighting .. ..	Belting.
1	" .. ..	Belting and end of shaft.
1	" .. ..	Belting and pulley.
1	" .. ..	Fly-wheel and belting.
1	" .. ..	Fly-wheel pulley and belting.
2	" .. ..	Fly-wheel of engine.
1	" .. ..	Intermediate shafting.
2	" .. ..	Machinery.

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

Number.	Machinery.	Particulars.
1	Electroplating .. ..	Driving-belt.
1	" .. ..	Machinery.
3	Engineer's shop .. ..	Belting.
1	" .. ..	Belting and machinery.
4	" .. ..	Emery wheels.
1	" .. ..	Engine.
1	" .. ..	Fly-wheel and driving-belt.
1	" .. ..	Fly-wheel, spur-gearing, key-lead in pulley, and emery wheel.
1	" .. ..	Machinery.
1	Fellmongery .. ..	Pulley and pinion wheels.
2	Firewood-cutting .. ..	Belting.
3	" .. ..	Belting and circular saws.
2	" .. ..	Circular saws.
1	" .. ..	Driving-belt.
1	" .. ..	Engine, belting, shafting, and saw.
1	" .. ..	Fly-wheel, belting, and circular saw.
1	" .. ..	Machinery.
1	" .. ..	Saw-bench to repair.
1	" .. ..	Shafting, belting, and pulley.
6	Flax-mill .. ..	Belting and machinery.
1	" .. ..	Belting, pulleys, and firewood-saw.
1	" .. ..	Belting, pulley, and fly-wheel.
1	" .. ..	Engine.
2	" .. ..	Fly-wheel and belting.
1	" .. ..	Fly-wheel and end of crank-shaft.
1	" .. ..	Fly-wheel and shafting.
10	" .. ..	Machinery.
2	" .. ..	Main belting, engine, countershaft, and scutcher-mouth to be reduced in width.
3	" .. ..	Mill-race to cover.
1	" .. ..	Pulley, coke-crushing gear, and belting.
1	" .. ..	Pulley, end of scutcher-shaft, and belting.
1	" .. ..	Pump and main belting.
1	" .. ..	Scutcher belting, shafting, and pulleys.
1	" .. ..	Scutcher-mouth reduced in width.
2	" .. ..	Scutcher-shafting and firewood-saw.
1	" .. ..	Water-wheel, driving-belt, and mill-race.
1	Flour-mill .. ..	Belting.
1	" .. ..	Bevel-wheels on Pelton shaft.
1	" .. ..	Fly-wheel of engine.
1	" .. ..	Main driving-belt.
1	" .. ..	Main driving-belt and machinery.
1	" .. ..	Two machines.
1	" .. ..	Water-wheel.
1	Foundry .. ..	Emery wheels.
1	" .. ..	Engine.
1	Fruit-preserving .. ..	Belting.
1	" .. ..	Intermediate shafting.
12	Gas-engines .. ..	End of crank-shaft.
1	" .. ..	Engine.
1	" .. ..	Engine and belting.
35	" .. ..	Fly-wheels.
1	" .. ..	Fly-wheels and belting.
2	" .. ..	Fly-wheels and end of shafting.
6	" .. ..	Keys in fly-wheels and end of shafting.
2	Gas-lift .. ..	New steel-wire ropes for cage.
1	" .. ..	New steel-wire ropes for balance-weights.
2	" .. ..	Safety-grips overhauled and adjusted.
1	" .. ..	Two doors repaired.
2	Gas-works .. ..	Fly-wheel and belting.
1	" .. ..	Machinery.
1	Geared elevator .. ..	Safety-gear overhauled and adjusted.
1	General work .. ..	Belting and saw.
2	" .. ..	Engine.
1	" .. ..	Machinery, belting, and saw.

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

Number.	Machinery.	Particulars.
1	Gold-dredging	Cover set-screw on spindle.
1	"	Machinery.
1	Hoisting	Fly-wheel and pulley.
1	"	Fly-wheel of engine.
1	"	Machinery.
1	"	Main driving-belt.
16	Hydraulic crane	Chains annealed.
17	"	New chains fitted.
1	"	New ram-cylinder.
1	"	New steel-wire rope.
1	Hydraulic hoist	New pins fitted in four sheaves.
1	"	New pin fitted in shackle.
2	"	New sheaves fitted.
4	"	New steel-wire ropes fitted.
2	"	Two sheaves rebushed.
2	"	Well guarded.
1	Hydraulic lift	Bars fitted to two floor-openings.
1	"	Bottom of well guarded.
5	"	Chains annealed.
2	"	Fence bottom floor.
1	"	Handrails rebolted and new keys fitted in pulleys.
2	"	Lift-wells fenced.
1	"	New catches fitted to doors.
1	"	New cross-head pulley and new ropes.
1	"	New girders fitted.
2	"	New leathers for rams.
1	"	New pin fitted in sheave.
2	"	New ropes for balance-weights.
1	"	New safety-gear fitted.
1	"	New sheaves fitted.
32	"	New steel-wire ropes fitted to cage.
2	"	New valve-ropes fitted.
4	"	Rails fitted round floor-openings.
9	"	Safety-catches overhauled and adjusted.
1	"	Safety-catches overhauled and new springs fitted.
1	"	Three new gates fitted.
1	"	Two crossbars renewed.
2	"	Valves overhauled.
1	"	Valves repaired.
3	"	Well-doors repaired.
2	Joinery	Belting.
1	"	Belting and machinery.
2	"	Circular saws.
1	"	Driving-belt.
2	"	Emery wheel and circular saw.
1	"	Fly-wheel of engine and belting.
1	"	Machinery.
1	"	Shaft of machine.
1	Laundry	Fly-wheel of engine.
1	"	Machinery.
1	Lead-pipe making	Fly-wheel and pulley.
1	"	Pinion-wheels and belting.
1	Lime-works	Driving-belt and shafting.
1	"	Saw-belting.
1	Log-hauling	Brake-gear to put in order.
1	"	End of shafting.
1	"	Engine.
1	Machine shop	All machinery.
1	"	Circular saw.
1	"	Circular saw and boring-machine.
5	"	Emery wheels.
1	"	Emery wheel and end of crank-shaft.
2	"	Engine and belting.
1	"	Fly-wheel, band saw, and emery-wheels.
1	"	Fly-wheel, band saw, and pulley.
1	"	Geared wheels of vertical borer.

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

Number.	Machinery.	Particulars.
1	Machine-shop	Intermediate shafting and pulleys.
1	"	Pelton and emery wheels.
1	"	Wheels of nibbling-machine.
1	Manure-drying	Machinery.
3	Milking	Belting.
7	"	Engine and belting.
1	"	Engine, vacuum pump, saw, and belting.
15	"	Fly-wheel and belting.
5	"	Fly-wheel and end of shaft.
12	"	Fly-wheels of engine.
2	"	Fly-wheels of engine and pulley.
11	"	Machinery.
3	"	Wheels and pulleys.
1	"	Wheels and key.
1	Oatmeal-mill	Main driving-belt.
14	Oil-engines	End of crank-shaft.
1	"	Engine and belting.
70	"	Fly-wheels.
1	"	Fly-wheels and end of shaft.
3	"	Keys in fly-wheels.
5	"	Side of fly-wheel.
1	"	Wheel-gearing.
1	Organ-blowing	Fly-wheel of engine, shaft, pulley, and belting.
1	Paint-mixing	Main driving-belt and granite mill belt.
1	"	Pinion-wheels.
1	Pelton wheel	End of shaft and belting.
1	Pile-driving	Pinion-wheels.
1	Planing-mill	Breast-bench saw and machinery.
2	"	Emery wheels.
1	"	Shafting and belting.
1	"	Swing and circular saws, and all machinery.
1	"	Two main belts.
1	Polishing	Belting.
2	Pottery	Fly-wheel of engine.
1	Power lift	Chains annealed.
1	"	New door fitted to top floor.
4	"	New steel-wire ropes fitted to cage.
1	"	Safety-catches overhauled and adjusted.
4	Printing	Belting.
1	"	Belting, and key in fly-wheel.
1	"	Driving-belt.
1	"	Driving-pulley.
1	"	Fly-wheel and belting.
1	"	Fly-wheel and end of shaft.
1	"	Fly-wheel, belting, and pulley.
2	"	Fly-wheels of engine.
2	"	Machinery.
1	"	Pinion-wheels of paper-cutting machine.
1	"	Pulleys.
1	"	Shafting.
1	"	Side of driving-pulley.
1	"	Wheels and belting.
2	"	Wheels of two machines.
1	Pumping	Belting, shafting, and saw.
2	"	Engine and belting.
1	"	Engine-shaft, wheel, and belting.
1	"	Fly-wheel and belting.
1	"	Fly-wheel and engine.
3	"	Machinery and belting.
1	"	Pulley and belting.
2	"	Shafting.
1	"	Wheel and belting.
1	"	Wheel-gearing.
1	Quartz-crushing	Pulley and machinery.
1	Refrigerating	Belting.
1	"	Engines.

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

Number.	Machinery.	Particulars.
2	Refrigerating .. ..	Fly-wheels of engines.
2	.. ..	Fly-wheels, pulleys, and belting.
1	.. ..	Machinery.
1	.. ..	Main driving-belt.
1	.. ..	Pulley, key-lead, and fly-wheel.
1	.. ..	Rail round engine and dynamo platform.
1	.. ..	Shafting.
1	Sand-drying .. ..	Belting.
1	Sash and door factory .. ..	Belting.
1	.. ..	Belting and circular saw.
1	.. ..	Belting, circular saw, and emery-wheels.
3	.. ..	Circular saws.
1	.. ..	Circular saw, and stop to fit for cut-off saw.
2	.. ..	Emery wheels and circular saw.
1	.. ..	Fly-wheel and end of shaft.
3	.. ..	Machinery.
1	.. ..	Main pulley, belting, fly-wheel, and end of crank-shaft.
1	.. ..	Shafting and pulley.
1	Sawmill .. ..	All belting, machinery, circular saw, and emery wheel
2	.. ..	All machinery and saws.
2	.. ..	Band saw.
4	.. ..	Belting.
1	.. ..	Breast-bench saw and engine.
2	.. ..	Breast-bench saws and machinery.
1	.. ..	Breast-bench saw, main belting, and machinery.
6	.. ..	Circular saws.
1	.. ..	Circular saws and belting.
1	.. ..	Circular saws and emery wheels.
8	.. ..	Circular saws and machinery.
1	.. ..	Circular saws and shafting.
2	.. ..	Circular saws, belting, and machinery.
2	.. ..	Emery wheels.
1	.. ..	Engine.
1	.. ..	Fly-wheels.
1	.. ..	Fly-wheel, belting, and saws.
1	.. ..	Intermediate belting, goose-saw, and end of circular-saw spindle.
2	.. ..	Machinery.
1	.. ..	Main and planer-belt, and circular saws.
4	.. ..	Main driving-belt.
1	.. ..	Main driving-pulley, shafting, and belting.
1	.. ..	Main shaft, fly-wheel of engine, and passage between saws.
1	.. ..	Pelton-wheel shafting.
1	.. ..	Pulleys for breaking-down and breast-bench saws, planing-machine, and breast-bench belting.
1	.. ..	Shafting, pulleys, and belting.
1	.. ..	Stop fitted to swinging saw.
1	Saw-sharpening .. ..	Grindstone-belt.
1	Seed-cleaning .. ..	Belting.
1	.. ..	Machinery.
1	Shearing .. ..	Belting.
1	.. ..	Belting and pulley.
2	.. ..	Emery-wheels.
1	.. ..	Engine.
7	.. ..	Fly-wheels.
2	.. ..	Fly-wheel and belting.
2	.. ..	Fly-wheel and key-lead.
1	.. ..	Fly-wheel and pulley.
5	.. ..	Machinery.
1	.. ..	Main driving-belt.
1	.. ..	Two belts.
1	Shop tools .. ..	Belting.
1	.. ..	Driving-belt and pulley.
1	.. ..	Driving-belt of motor.
6	.. ..	Emery wheels.
1	.. ..	Engine.

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

Number.	Machinery.	Particulars.
1	Shop tools .. ..	Feed-wheels of lathe.
1	" .. ..	Fly-wheels.
2	" .. ..	Fly-wheels and belting.
1	" .. ..	Lathe-gearing and emery wheels.
1	" .. ..	Machinery.
1	" .. ..	Main driving-belt.
1	" .. ..	Shafting.
1	" .. ..	Side of driving-pulley.
1	Station-work .. ..	Belting.
1	" .. ..	Belting, pulley, and shafting.
1	" .. ..	Engine.
1	" .. ..	Fly-wheel.
1	" .. ..	Fly-wheel and circular saw.
1	" .. ..	Pulley and belting.
2	" .. ..	Wheel, belting, and saw.
1	Steam-lift .. ..	New steel-wire ropes for cage.
1	" .. ..	Safety-gear overhauled.
1	Stone-crushing .. ..	Machinery.
1	Tannery .. ..	Belt on leather-printing machine.
1	Venetian blind .. ..	Circular saw and emery wheel.
1	Ventilating .. ..	Fly-wheel.
1	" .. ..	Pulley and belting.
1	" .. ..	Side of driving-belt and pulley.
1	Water-wheel .. ..	Wheel and belting.
1	Wire-working .. ..	Band saw and belting.
2	Wood-working .. ..	Band saw.
1	" .. ..	Band saw and belting.
1	" .. ..	Band saw and stop to fit to swing saw.
1	" .. ..	Band saw, belting, and machinery.
1	" .. ..	Belt of band saw and key of fly-wheel.
3	" .. ..	Belting.
1	" .. ..	Belting and pulley.
1	" .. ..	Boring-machine.
9	" .. ..	Circular saws.
1	" .. ..	Circular saws and belting.
1	" .. ..	Circular saws and pulley.
1	" .. ..	Circular saws and side of planing-machine.
1	" .. ..	Driving-belt.
1	" .. ..	Driving-pulley and side of planer.
2	" .. ..	Emery wheels.
1	" .. ..	Emery wheel and end of shafting.
1	" .. ..	Emery wheel, saw, and machinery.
1	" .. ..	Engine.
2	" .. ..	Fly-wheels.
1	" .. ..	Fly-wheel and band saw.
1	" .. ..	Fly-wheel and belting.
1	" .. ..	Fly-wheel and pulley.
1	" .. ..	Goose-saw.
1	" .. ..	Intermediate shafting.
2	" .. ..	Machinery.
1	" .. ..	Main belting.
1	" .. ..	Main driving-belt and end of shaft.
1	" .. ..	Motor and belting.
1	" .. ..	Planer-driving belt.
1	" .. ..	Shafting.
1	" .. ..	Shafting, belting, and pulleys.
1	" .. ..	Shafting, side of driving-pulley, and belting.
1	" .. ..	Side of main driving-belt.
1	" .. ..	Side of main driving-belt and drilling-machine.
1	" .. ..	Side of pulley and length of shafting.
1	" .. ..	Two driving-belts and side of planer-pulley.
1	Wool-cleaning .. ..	Belting.
1	" .. ..	Motor and belting.
1	Wool-dumping .. ..	Belting, end of shaft, and firewood-saw.
1	" .. ..	Fly-wheel of engine.
920	Total.	



# No. 5.—RETURN of NON-FATAL ACCIDENTS in connection with Machinery during the Financial Year ended the 31st March, 1911.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person Injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Wanganui Brewery Company (Limited), Wanganui	Pulp-washer	.. Roy Brooke; 20 years	5th April, 1910; leg broken	While trying to shift the belt on the machine Brooke's foot got entangled in the loose end of the belt. He was drawn round the shaft, and had his left leg broken.
William Cable and Co., Kaiwarra	Rotary pump	.. R. Robertson; 21 years	7th April, 1910; arm broken	Robertson was putting a belt on a pulley when his thumb was caught between the belt and the pulley, and his arm drawn in. His arm was broken, and he had also the top of the thumb taken off.
P. and D. Duncan (Limited), Christchurch	Grindstone	.. Frederick Newman; 22 years	9th April, 1910; thumb injured	Through not having the rest properly adjusted, Newman had his thumb crushed between stone and rest.
Grand Junction Gold-mining Company (Limited), Waihi	Generator	.. John Snow; 35 years	10th April, 1910; face injured	While working at the machine, a gun-metal ring burst on the generator when it was revolving at a high speed, and struck Snow on the side of his face.
Ross and Glendinning (Limited), Roslyn	Washing	.. John Black; 21 years	11th April, 1910; nails torn off	When putting blankets in the machine Black's fingers were caught in the rollers, two of the finger-nails on his left hand being torn off.
Onehunga Sawmilling Company (Limited), Onehunga	Circular saw	.. William Clarke; 16 years	19th April, 1910; thumb cut off	Clarke permitted his thumb to come in contact with the saw while he was under the saw-bench.
Nelson Harbour Board, The Port	Dredge	.. George Young; 40 years	19th April, 1910; brain injured	While assisting to put shaft of pump in position a beam fell, striking Young on the head, causing concussion of the brain.
Southland Engineering Company, Invercargill	Circular saw	.. Oscar Pedlar; 20 years	20th April, 1910; finger cut	When cutting timber Pedlar's hand slipped, and came in contact with the saw, the fore finger of his right hand being cut.
Wilson's Portland Cement Company (Limited), Warkworth	Crushing-rolls	.. L. Oakes; 60 years	4th May, 1910; toes crushed	In working at the machine, Oakes's left foot was caught in the rolls, causing injury to his toes.
Meyer and Illingworth, Wellington	Shaping	.. Robert Ready; 16 years	6th May, 1910; hand injured	Ready's hand came in contact with the knives of the machine, when several of his fingers were injured.
Lambert Bros., Kensington	Pipe-making	.. John Baker; 33 years	12th May, 1910; foot injured	Baker was feeding clay into the machine, when his left foot was caught by it and severely injured.
Wilson's Portland Cement Company (Limited), Warkworth	Clinker-cooler	.. George Tappin; 25 years	17th May, 1910; arm and chest burnt	While clearing the coke from the hot clinkers Tappin fell on the hot mass and was burned.
National Mortgage and Agency Company of New Zealand (Limited), Longburn	Steam-engine	.. John Baillie; 46 years	19th May, 1910; head injured	Baillie was turning the engine with the hand gear, and had not shut the stop-valve. The engine started suddenly, through a sudden strain on the hand gear, the handle of which struck Baillie on the head.
Wilson's Portland Cement Company (Limited), Warkworth	Screwing	.. A. Whitham; 15 years	20th May, 1910; thumb bruised	Whitham's left thumb was caught in the cogs of the machine.
New Zealand Paper-mills (Limited), Auckland	Paper-mill	.. James Willan; 60 years	25th May, 1910; thumb injured	When assisting to put the belt on the pulley Willan's right thumb was caught between the belt and pulley.
A. and T. Burt (Limited), Dunedin	Turret lathe	.. E. R. Fatt; 17 years	27th May, 1910; hand cut	While Fatt was drilling, his right hand slipped on to part of the lathe in motion, causing the injury.
New Plymouth Sash, Door, and Timber Company (Limited), New Plymouth	Hand-planing	.. Cecil Treakes; 29 years	31st May, 1910; hand injured	Through Treakes not using the plate-guard on the machine his left hand came in contact with the knives, causing the loss of three fingers.
C. M. Banks (Limited), Wellington	Label-cutting	.. William Lennon; 15 years	22nd June, 1910; fingers crushed	Lennon, while working at this machine, allowed his fingers to get between the stamp and top of cutters, when the fingers of his left hand were badly crushed.
Dispatch Foundry (Limited), Greymouth	Motor-wagon	.. Arthur Bustard; 21 years	22nd June, 1910; hand lost	While scooping to oil the engine Bustard's left wrist came between two revolving cog-wheels. The hand was so severely injured that it had to be amputated.

## No. 5.—RETURN of NON-FATAL ACCIDENTS in connection with Machinery, &amp;c.—continued.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person Injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
A. and T. Burt (Limited), Dunedin	Turret lathe	Colin Campbell; 17 years	1st July, 1910; hand injured	When working at the lathe Campbell turned to speak to another employee, when his right hand was caught in the belt, causing injury to the back of it.
Mount Radiant Sawmilling Company, Karamea	Sawmill	James Martin; 30 years	1st July, 1910; hand and arm injured	Martin was injured by the timber falling on him while engaged at the saw-bench at the mill.
Karamea Sawmilling Company, Karamea	Sawmill	J. H. Ryan; 26 years	4th July, 1910; hand injured	When sawing a piece of timber Ryan's hand came in contact with the saw, causing the loss of the first and middle fingers of his left hand.
The Progress Mines of New Zealand (Limited), Reefton	Elevator	David Leekie; 23 years	5th July, 1910; arm lost	In attempting to free a belt that had slipped off the pulley, Leekie's arm was entangled in it and twisted round the shaft. His arm was torn off below the elbow.
A. and T. Burt (Limited), Dunedin	Drilling	George Fail; 22 years	8th July, 1910; fingers injured	Fail had his left fingers cut while working at the drilling-machine through carelessness in not holding on to the work he was drilling.
Warnock Bros., Grey Lynn	Centrifugal	F. L. Burgess; 17 years	8th July, 1910; arm injured	Burgess was reaching over instead of going round the machine, when the sleeve of his jacket caught in the spindle, and his right arm drawn round it. He sustained severe injuries to his arm, necessitating its amputation.
Otago Daily Times and Witness Company, Dunedin	Stereotype	William Neave; 27 years	9th July, 1910; thumb bruised	Neave's thumb came under the knife of the planing-machine, and the injury to the thumb was so severe as to necessitate amputation.
Wilson's Portland Cement Company (Limited), Warkworth	Pulverizing	J. H. Barber; 28 years	9th July, 1910; face and arm burned	The combustion-chamber door of the machine accidentally opened, causing the flame to fly out, burning Barber's face and arm.
Greenwood and Whiteman, Akatarawa	Sawmill	G. B. Auckram; 28 years	18th July, 1910; collar-bone and chest injured	The piece of timber Auckram was sawing caught on the saw, when it was thrown back. It struck him, broke his collar-bone, and injured his chest.
W. Bates and Son, Christchurch	Circular saw	F. Feisenfeldt; 21 years	1st August, 1910; hand cut	While sawing a piece of timber Feisenfeldt's hand slipped and came in contact with the saw.
Humphries Bros., Wellington	Shaping	W. A. Thomas; 23 years	2nd August, 1910; hand injured	Thomas's left hand came in contact with the knives of the machine, causing injury to four of the fingers, and also bruising his right hand.
George Fraser and Sons (Limited), Auckland	Radial drill	Oswald Bree; 16 years	11th August, 1910; arm fractured	Bree was standing alongside the drill, and, through negligence, his sleeve caught on the spindle. His arm was pulled round the spindle and fractured.
Smart and Son, Sydenham	Stone-crushing	John Chapman; 28 years	11th August, 1910; finger injured	While assisting to put belt on pulley Chapman's little finger of right hand was caught between belt and pulley and was crushed.
P. and D. Duncan (Limited), Christchurch	Circular saw	H. Hamlin; 30 years	15th August, 1910; groin injured	A piece of the timber Hamlin was sawing flew off, struck him, and injured his groin.
John K. Jameson, Invercargill	Drilling	Frank Hamill; 17 years	16th August, 1910; arm fractured	Hamill was engaged at the drilling when his sleeve was caught by the spindle. His arm was drawn in and fractured.
C. B. Kline, Wellington	Gold-milling	Frank Stanton; 15 years	17th August, 1910; arm bruised	Stanton's sleeve was caught in the cogs of the machine, and his arm was severely bruised.
Waikato Gold-mining Company (Limited), Waikato	Tube mill	Cornelius Proven; 43 years	23rd August, 1910; skull fractured	Proven put his head between the fencing-rails protecting the loose pulley of the tube mill in order to screw down the cap of the grease-cup. The balance-weight on the inside rim of pulley struck him on the head, fracturing his skull. There was no necessity for him to put his head between the fencing-rails, as he could have made the adjustment from the outside.

Irvine and Stevenson (Limited), Dunedin	Coffee-roasting	..	Alexander Reid ; 54 years	..	25th August, 1910 ; finger injured	While working at the machine the third finger of Reid's right hand was caught in the machine, which took off the finger at the first joint.
W. Crabtree and Sons, Wellington	Laundry	..	William Young ; 21 years	..	6th September, 1910 ; hand injured	Whilst fitting up new machinery Young's hand was caught by the belt and severely cut.
New Zealand Wax Vesta Company (Limited), Caversham	Power press	..	Emily Muirhead ; 23 years	..	9th September, 1910 ; hand injured	Muirhead put her hand into the press to wipe the machine with some waste, and while doing so accidentally put her foot on the treadle. This caused the press to come down on her fingers, severing part of two fingers and the thumb of her left hand.
A. and T. Burt (Limited), Dunedin	Turret lathe	..	William Bishop ; 17 years	..	18th September, 1910 ; thumb bruised	When working the lathe Bishop's left thumb was caught between the lathe and rest, and was bruised.
James McAndrew and Co., Paeroa	Boring	..	Robert A Nixon ; 60 years	..	14th September, 1910 ; finger injured	Nixon was unfastening a set-collar on the machine. The collar slipped and let the weight of part of the machine fall on the middle finger of his left hand, lacerating it and tearing away the nail.
Kauri Timber Company (Limited), Whangaparapara	Sawmill	..	Thomas W. Holt ; 42 years	..	16th September, 1910 ; arm broken	While engaged oiling the bearings of the shafting Holt neglected to shift the belt on to the loose pulley. The strings of a cotton bandage he was wearing on one of his fingers were caught in the belt and his left arm was drawn in and broken.
W. G. Bassett, Wanganui	Circular saw	..	H. Allan ; 20 years	..	16th September, 1910 ; fingers injured	While adjusting the packing on the bench Allan's fingers came in contact with the saw, which lacerated the first and second finger of his left hand.
Northern Coal Company (Limited), Kiripaka	Locomotive	..	Henry Pearson ; 17 years	..	17th September, 1910 ; fingers crushed	Pearson got his fingers crushed by the wheels of the locomotive.
William Cruickshank, Invercargill	Garnett	..	Humphrey Barden ; 59 years	..	24th September, 1910 ; hand injured	Barden was reaching over the apron in front of the machine when his foot slipped, and his right hand was caught between the rollers of the machine, crushing his fingers. The first, second, and third fingers had to be amputated.
Cashmore Bros., Ponsonby	Sawmill	..	Robert Brown ; 38 years	..	26th September, 1910 ; arm injured	In reaching across the back of the saw to adjust the belt-shifter, Brown's arm came in contact with the saw. It was severely cut across the right forearm, just above the wrist.
P. and D. Duncan (Limited), Christchurch	Emery wheel	..	James E. Woodham ; 42 years	..	27th September, 1910 ; finger crushed	Whilst grinding milling-cutter on the wheel Woodham's finger was caught between the rest and the emery wheel and crushed.
A. and T. Burt (Limited), Dunedin	Shaping	..	Alfred Shearer ; 21 years	..	30th September, 1910 ; finger lacerated	When working at the machine Shearer's finger was caught in the tool of the machine and lacerated.
Bond Bros., Devonport	Drag-bench	..	Stanley Crabb ; 15 years	..	30th September, 1910 ; finger cut off	Crabb's hand slipped while working at the bench, causing the first finger of his left hand to be cut off by the saw.
A. and T. Burt (Limited), Dunedin	Spouting	..	Thomas Conly ; 22 years	..	6th October, 1910 ; scalp bruised	When repairing the machine Conly neglected to put the belt off, when the shaper came down, and bruised his scalp.
James McAndrew and Co., Paeroa	Shaper	..	P. Thompson ; 22 years	..	11th October, 1910 ; thumb injured	While at work at the shaper Thompson's hand slipped and came in contact with the knife, causing the injury to his thumb.
Waihi Gold-mining Company (Limited), Waikino	Circular saw	..	Sim. D. Currie ; 34 years	..	12th October, 1910 ; fingers lost	Currie was sawing firewood when his hand came into contact with the saw, severing the fourth and fifth fingers, and also injuring the middle finger of his right hand.
C. and W. Hayward, Dunedin	Circular saw	..	George Sinclair ; 20 years	..	14th October, 1910 ; finger lost	While Sinclair was using the saw he slipped, and the little finger of his right hand was cut off by coming in contact with the saw.
Bunting and Co. (Limited), Christchurch	Sandpapering	..	W. J. Fort ; 43 years	..	19th October, 1910 ; leg broken	When working at the machine Fort's right leg was caught in the belt, which drew him round the shaft and broke his leg in two places.
W. G. Bassett, Wanganui	Shaping	..	Robert Ellis ; 30 years	..	28th October, 1910 ; thumb injured	In shaping a mould Ellis's hand slipped on the cutter of the machine, and the thumb of his right hand had to be amputated.

## No. 5.—RETURN of NON-FATAL ACCIDENTS in connection with Machinery, &amp;c.—continued.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person Injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
P. and D. Duncan (Limited), Christchurch	Planing ..	G. P. Thompson; 17 years ..	29th October, 1910; wrist injured	Thompson was trying to put a belt on a pulley when his hand was caught between the belt and the pulley, a small bone of his right wrist being broken.
A. and T. Burt (Limited), Dunedin ..	Turret lathe ..	J. Rishworth; 15 years ..	31st October, 1910; thumb injured	While changing the belt Rishworth's thumb was caught between the pulley and the belt, and crushed.
C. and W. Hayward; Dunedin ..	Circular saw ..	Archibald Mackay; 20 years ..	10th November, 1910; fingers and thumb cut	Mackay was using a circular rip-saw when his hand came in contact with the top of the saw, which cut across the fingers and the thumb of his left hand.
Otago Hospital and Charitable Aid Board, Dunedin	Hydraulic lift ..	Nurse E. Owen; 21 years ..	14th November, 1910; back injured	The nurse released the lift and then tried to get out when it was ascending; the top of the lift pinned her on the floor of the top landing, causing injury to her back.
John Coutts and Co., Dunedin ..	Screw-cutting turning-lathe ..	J. R. Jardine; 14 years ..	22nd November, 1910; nail injured	Jardine was cleaning and oiling the lathe when the third finger of his left hand was caught in the gearing.
New Zealand Farmers' Co-operative Association, Christchurch	Gas-engine ..	Charles Hern; 43 years ..	23rd November, 1910; shoulder injured	When starting this engine Hern pulled the fly-wheel round, but the back-pressure in the cylinder being too strong, the wheel went back and caught his right arm between the belt and fly-wheel. It drew him round and fractured his shoulder-blade, also bruised his right arm and chest.
Kaipoi Woollen-manufacturing Company (Limited), Christchurch	Diesel machine ..	George Havord; 51 years ..	24th November, 1910; head injured	While Havord was working at the engine part of the turning-gear broke, and a piece of it struck him on the side of the head.
P. and D. Duncan (Limited), Christchurch	Lathe ..	F. G. A. Smith; 24 years ..	28th November, 1910; eye injured	Smith was struck on his right eye by a small spindle he was turning through its springing out of the centres of the lathe.
Andersons (Limited), Christchurch ..	Planing ..	Archie Brown; 50 years ..	30th November, 1910; loss of thumb	When planing a piece of bevelled timber Brown's left hand slipped, when his thumb came in contact with the knives of the machine, cutting off part of it.
Ross and Glendinning (Limited), Roslyn	Wool-card ..	Stanley McDonald; 23 years ..	3rd December, 1910; finger injured	While cleaning the machine when in motion McDonald's finger was caught in one of the cogs.
The Leyland O'Brien Timber Company (Limited), Auckland	Circular-saw bench ..	Andrew McKay; 26 years ..	12th December, 1910; finger injured	McKay had his finger injured through getting it crushed when adjusting the timber on the saw-bench before it was cut up by the saw.
S. Kirkpatrick and Co. (Limited), Nelson	Tin-making ..	Henry Young; 30 years ..	16th December, 1910; hand crushed	Young accidentally got his hand into the machine while adjusting it.
Baxter Bros., Greymouth ..	Locomotive ..	R. McKenzie; 27 years ..	19th December, 1910; legs scalded	The thread of the wash-out plug having wasted somewhat it suddenly blew out while steam was on the boiler, and the contents escaped, scalding McKenzie's legs.
S. Aburn and Sons, Dunedin ..	Woodworking ..	Ernest Higgs; 30 years ..	23rd December, 1910; hand injured	Higgs's right hand slipped off the timber on to the sand-drum, and was caught between the drum and the table, and severely cut.
S. Kirkpatrick and Co. (Limited), Nelson	Tin-making ..	Edward Adams; 28 years ..	28th December, 1910; thumb injured	In stamping out tin-ends the press came down on Adams's thumb, taking off the top of it.
James Smith, Greymouth ..	Sheep-shearing ..	Edwin Dolby Smith; 18 years ..	31st December, 1910; arm broken	Smith was engaged cleaning the shaft with a piece of sacking while the machine was in motion. The sacking was caught in one of the wheels and drew his right arm round the shaft, and broke his arm in three places.
Kamatua Sawmill Company, Greymouth	Buzz planer ..	Thomas McKain; 22 years ..	14th January, 1911; fingers lost ..	McKain lost four fingers of his left hand through the timber slipping, and causing his hand to come into contact with the knives of the machine.

Robert Malcolm (Limited), Auckland ..	Electric lift	..	Ernest Forrester ; 14 years	..	18th January, 1911 ; legs crushed	Contrary to instructions, Forrester was attempting to stop the lift, when he fell, and his legs were caught between the edge and the floor of the lift and crushed.
Aulsebrook and Co., Christchurch ..	Cream-depositor	..	Horace Lee ; 23 years	..	19th January, 1911 ; finger injured	Lee was standing on steps when he slipped, and in trying to save himself his finger got into the cogs of the machine, the first finger of his right hand being crushed.
Cromwell and Bannockburn Collieries Company (Limited), Bannockburn ..	Boiler	..	William Scott Crombie ; 33 years	..	19th January, 1911 ; scalded	Crombie was trying to shut the blow-off cock of a boiler when he slipped, and, the contents escaping, he was scalded on his right leg and ankle.
Aulsebrook and Co., Christchurch ..	Butter-washing	..	J. Harvey ; 26 years	..	27th January, 1911 ; finger injured	While working at the butter-machine Harvey got his fingers into the gearing, losing a nail, and receiving other minor injuries.
Marlborough Timber Company (Limited), Opouri Valley ..	Locomotive	..	Arthur Birss, 24 years ; William Climo, 21 years	..	28th January, 1911 ; Birss bruised, Climo nose and jaw broken	Birss lost control of the engine when descending an incline. The engine ran off the line and crashed into the stump of a tree, throwing Birss and Climo off with considerable force. The logs on the trolley attached to the engine added to the difficulty of stopping the engine after it had attained a certain speed.
Murray's (Limited), Underwood ..	Power-press	..	Alexander Robertson ; 18 years	..	28th January, 1911 ; hand injured	Robertson's thumb got under the stamping-die when he was working at the press, causing the loss of the thumb-nail and a flesh wound.
Alliance Box Company (Limited), Dunedin ..	Cornering	..	Eva Bennett ; 19 years	..	30th January, 1911 ; finger injured	Bennett tried to adjust the machine without stopping it. The index finger of her left hand slipped under the knife, and was cut and crushed.
Southern Cross Biscuit Company, Wanganui ..	Geared lift	..	Lena Poye ; 17 years	..	1st February, 1911 ; crushed	Against instructions, Poye got on the lift while it was working, and while leaning over the side of the cage a projecting beam crushed her slightly against the framework of the cage.
Packer and Jones, Christchurch ..	Circular saw	..	F. C. Pearce ; 22 years	..	10th February, 1911 ; shoulder bruised	While Pearce was working at the saw-bench a piece of timber accidentally fell on the saw and was thrown back, striking him on the right shoulder, and bruising it severely.
D. Goldie, Auckland ..	Sawmill	..	W. Dye ; 35 years	..	13th February, 1911 ; leg cut	Dye was employed oiling a pulley, when he dropped the oil-can. In stepping back his leg was struck by the belt-fastener of an adjacent belt, and cut.
Smith and Caughy, Auckland ..	Electric elevator	..	George R. Wilson ; 53 years	..	15th February, 1911 ; back hurt	In stepping into the lift while it was in motion, Wilson was caught between the lift and the landing, and sustained slight injuries to his back.
Kauri Timber Company (Limited) ..	Circular saw	..	John Stone ; 31 years	..	8th March, 1911 ; fingers cut	Stone allowed his fingers to come into contact with the saw, and three of them were badly cut.
Southern Cross Biscuit Company (Limited), Wanganui ..	Biscuit-mixer	..	Samuel Shanks ; 19 years	..	10th March, 1911 ; finger injured	Shanks was cleaning the machine when it was in motion, and his finger was caught by the mixer.
The Phenix Company (Limited), Dunedin ..	Dough-brake	..	James Henry Simpson ; 19 years	..	14th March, 1911 ; hand crushed	When feeding the machine Simpson's left hand was caught by the rollers.
Aulsebrook and Co., Christchurch ..	Dough-brake	..	William George Lurch ; 23 years	..	15th March, 1911 ; elbow crushed	Lurch was caught by the rollers while he was working at this machine.
Sargood, Son, and Ewen (Limited), Dunedin ..	Sole-moulding	..	Robert McCarragen ; 17 years	..	22nd March, 1911 ; finger crushed	McCarragen slipped while he was working at the moulding-machine, and in trying to recover himself he placed his hand in a moving part of the machine, getting his finger crushed.
W. Bates and Son, Christchurch ..	Moulding	..	Theodore Dethier ; 54 years	..	24th March, 1911 ; wrist injured	When Dethier was putting a piece of timber through the machine it sprang back and struck his wrist, spraining it.
Sargood, Son, and Ewen (Limited), Dunedin ..	Insole-flexing	..	George Hevenson ; 15 years	..	29th March, 1911 ; finger crushed	While the machine was in motion Hevenson tried to remove a piece of leather from it. The little finger of his right hand was caught by the cogs, and crushed.
W. Bates and Son, Christchurch ..	Sandpapering	..	Leonard Wise ; 22 years	..	31st March, 1911 ; nail lost	Wise allowed his hand to come into contact with the machine while it was in motion, and lost the nail of the little finger of his right hand.

## No. 6.—RETURN of FATAL ACCIDENTS in connection with Machinery during the Financial Year ended the 31st March, 1911.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Date of Accident and Nature of Injury.	Cause of Accident, and Remarks.
Broad, Small, and Co., Te Tumu	Locomotive	William James Dowling; 32 years	28th May, 1910; general	Dowling was thrown off the locomotive engine, which had gained considerable speed while coming down an incline, and was fatally injured by his fall.
Colonial Sugar Refining Company (Limited), Auckland	Shafts and belts driving conveyer	Thomas Roberts; 34 years	4th June, 1910; skull fractured	The belt was then hanging slack between the driving-pulley and rail-fencing. While Roberts was leaning on this rail the driving-pulley gripped the belt in such a way as to quickly wind it up. The belt somehow got hold of the rail, which was torn from the platform, causing Roberts to fall a distance of 40 ft. or 50 ft. His skull was fractured, and he succumbed to his injuries on the way to the hospital.
A. Quinlan, Nireaha	Sawmill	A. Nicol; 34 years	16th June, 1910; arm broken and spine injured	Whilst putting a belt on to the emery-pulley Nicol's jersey was caught by the shaft. He was carried round the shaft, his arm being broken and his spine injured. The injuries caused his death six days later.
Otago Harbour Board, Dunedin	Dredge (hopper)	Findlay Malcolm; 39 years	18th June, 1910; general	While engaged lifting the hopper-doors of the dredge Malcolm's clothing caught on to the horizontal shaft. The shaft drew him round, and crushed him against the side of the winch. He sustained concussion of the brain, broken ribs and leg, and other internal injuries.
Waikato Gold-mining Company (Limited), Waikato	Main-line shafting	George Henesy; 32 years	14th August, 1910; skull fractured	While attempting alone to put a belt on a pulley Henesy became entangled in a collar on the shafting. He was wound round the shafting, and his head coming into contact with an adjacent platform his skull and right leg were fractured. He died twelve hours later.
Gear Meat Company, Petone	Digester	Joseph Roddis; 59 years	15th August, 1910; head injured	Roddis had been attending to the blowing-off of this digester for some time. On this occasion he omitted to ease off the steam before slackening off the manhole-door of the digester. On the door being released steam, together with the contents of the digester, came rushing out and carried Roddis off his feet and high into the air. He fell on to the floor and sustained serious injuries to his head and face, death being instantaneous.
Turangarewa Sawmill Company, Turangarewa	Wire rope on tram-line	Selby Burson; 38 years	18th August, 1910; arm and leg injured	Burson was trucking timber to the mill, returning with empty trucks to the bush, when his hat blew off. In attempting to put the brakes on the trucks so that he might stop the trucks to get his hat he fell underneath them. He was so severely injured about the arms and legs that he died of shock four days afterwards.
John Mill and Co. (Limited), Port Chalmers	Tubular boiler	William Clements; 43 years	22nd August, 1910; scalded	Clements was engaged slackening the compression-nuts of the safety-valve gear when the safety-valve suddenly lifted. Water and steam escaped together through the safety-valve opening, scalding Clements severely. He died from the effects of the burns next day.
Finnerty and Carey, Waimangaroa	Sawmill	James Finnerty; 38 years	27th September, 1910; skull fractured	Finnerty was struck on the head with a piece of timber which the saw had detached from the piece of timber that was being cut up at the bench. It fractured his skull.

Thomas Price and Co., Akatarawa	Log-hauling	William August Manson; 26 years	28th September, 1910; skull fractured	Manson was employed at a log-hauler. The hooks of the wire rope became detached when struck him on the head, fracturing the rope, and, rebounding, struck him on the head, fracturing his skull. He died next day from his injuries.
William Parkinson and Co., Auckland	Gas-engine	William Norman Miller; 18 years	30th September, 1910; skull fractured	Miller was assisting to start the gas-engine by pulling on the fly-wheel. He lost his balance, and was crushed between the fly-wheel rim and the bed of the engine.
Waihi Gold-mining Company (Limited), Waihi	Quartz-reduction plant	Joyce Chapman; 37 years	11th November, 1910; general	Chapman was engaged adjusting certain parts of the gearing connected with an elevator, which was in motion at the time. His clothing was caught by the machinery in motion, which drew him in and severely injured his head and the upper part of his body. Death was instantaneous.
Wellington Harbour Board, Wellington	Hydraulic capstan	John Patrick Baillie; 56 years	12th November, 1910; crushed	Baillie was working at a capstan in motion on the wharf when his leg got into the bight of the rope, winding him around the capstan in motion, and killing him instantly.
The Co-operative Transport and Agency Company (Limited), New Plymouth	Motor-bus	Albert Stinson; 29 years	16th November, 1910; fatal	Whilst ascending a moderate grade the motor-bus suddenly swerved and fell over an embankment, crushing Stinson fatally.
Southland Co-operative Bread Company, Invercargill	Gas-engine	George Thomas Smyth; 45 years	1st December, 1910; general	Smyth was passing by the engine when it is presumed he slipped and fell head first into the fly-wheel of the engine, causing injuries from which he died.
Hugh Wilson, Carterton	Gas-engine	Hugh Wilson; 54 years	19th December, 1910; arm severed	Wilson was putting a belt on the pulley of the grindstone when his right arm got entangled with the belt. The arm was completely severed at the shoulder, and he died from his injuries and shock an hour later.
McKinstrey and Wilkinson, Whangarei	Log-hauling winch	John Pitman; 14 years	20th December, 1910; crushed	While hauling a log up with the aid of a steam-winch Pitman left the starting-lever of the winch with the engine working. For some reason he caught the wire rope, by means of which the log was being hauled, with his hands, when he was drawn into the winch machinery and killed instantly.
Marlborough Timber Company! (Limited), Oporuri Valley	Locomotive	George Anderson, 52 years; John Corliss, 50 years; William O'Brien, 32 years	28th January, 1911; general	The engine-driver of this locomotive lost control of the engine while coming down an incline. Attached to the locomotive were two trucks carrying logs. The engine was derailed and crashed into a tree. The impetus caused a log from the truck to start forward, which pinned Anderson and O'Brien against the boiler. Two of the boiler connections were broken, which permitted steam and water to escape, scalding both badly. Anderson, besides the scalding, had a fractured left arm and skull; O'Brien had a severe wound in the throat, a fractured jaw, and a broken neck. Corliss was thrown clear of the engine, but had two fractures of the right leg and one side of his chest crushed in.
The Northern Timber Company of New Zealand (Limited), Taupiri	Drag bench	Walter Millett; 56 years	13th February, 1911; abdomen injured	A piece of timber Millett was sawing flew back and struck him on the abdomen, causing internal hemorrhage. Death ensued shortly afterwards.
The Hawera County Electric Company (Limited), Hawera	Electrical transformer	Joseph A. Henderson; 14 years	7th March, 1911	Henderson was in the transformer house, and took hold of a live electric wire, which electrocuted him.

No. 7. — RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1910, to the 31st March, 1911.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
Sydney Millard Corbett .. .. .	Winding. competency .. .. .	April 25	433
Frederick Edward Cook .. .. .	" .. .. .	" 25	434
Frank Stevens .. .. .	" .. .. .	" 25	435
George Henry Longshaw .. .. .	" .. .. .	" 25	436
David Henry Clarkson .. .. .	" .. .. .	August 12	437
Harold Noel Carless .. .. .	" .. .. .	" 12	438
Frank McLoughlin .. .. .	" .. .. .	" 12	439
Alexander Richard McNiel .. .. .	" .. .. .	" 12	440
John Thompson .. .. .	" .. .. .	" 12	441
John Deason .. .. .	" .. .. .	November 21	442
William Westwater .. .. .	" .. .. .	" 21	443
Frederick William Kirby .. .. .	" .. .. .	" 21	444
William Parkes .. .. .	" .. .. .	" 21	445
Victor John Joseph Bice .. .. .	" .. .. .	" 21	446
William Meagher .. .. .	" .. .. .	" 21	447
Robert Daniel Corbett .. .. .	" .. .. .	" 21	448
		1911.	
William Darcy Clough .. .. .	" .. .. .	February 13	449
William Larkin Ellery .. .. .	" .. .. .	" 13	450
Charles Gartside .. .. .	" .. .. .	" 13	451
George Thomas Rogers .. .. .	" .. .. .	" 13	452
Thomas Augustus Nickells .. .. .	" .. .. .	" 13	453
James Cochrane .. .. .	" .. .. .	" 13	454
Richard Cecil Crowley .. .. .	" .. .. .	" 13	455
John Martin Francis Rogers .. .. .	" .. .. .	March 28	456
Harold Croft .. .. .	" .. .. .	" 28	457
William Harrison Thomas .. .. .	" .. .. .	" 28	458

No. 8.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1910, to the 31st March, 1911.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
Thomas Robinson .. .. .	Locomotive and traction. competency	April 25	2199
Arthur Frederick Coleman .. .. .	Ditto .. .. .	" 25	2200
Roger Parkes .. .. .	" .. .. .	" 25	2201
Augustine Priddle .. .. .	" .. .. .	" 25	2202
David Hamilton McElwee .. .. .	" .. .. .	" 25	2203
Sydney John Coleman .. .. .	" .. .. .	" 25	2204
John Haslett .. .. .	" .. .. .	" 25	2205
Cecil James Adams .. .. .	" .. .. .	" 25	2206
Egbert Percy Ward Baker .. .. .	" .. .. .	" 25	2207
John Grafton .. .. .	" .. .. .	" 25	2208
Joseph Irving .. .. .	" .. .. .	" 25	2209
Percy Thompson .. .. .	" .. .. .	" 25	2210
Thomas Dillon .. .. .	" .. .. .	May 25	2211
Ambrose Ashley Hoult .. .. .	" .. .. .	" 25	2212
Herbert Alfred Philpott .. .. .	" .. .. .	" 25	2213
William John Bennett .. .. .	" .. .. .	" 25	2214
Alfred Ernest Bristowe .. .. .	" .. .. .	" 25	2215
Leonard Giles .. .. .	" .. .. .	" 25	2216
Charles William Henderson .. .. .	" .. .. .	" 25	2217
William Arthur Martyn .. .. .	" .. .. .	" 25	2218
Henry McGrath .. .. .	" .. .. .	" 25	2219
John William Stephens .. .. .	" .. .. .	" 25	2220
James Walker .. .. .	" .. .. .	" 25	2221
Ernest William Woolmer .. .. .	" .. .. .	" 25	2222
James Kennedy .. .. .	" .. .. .	" 25	2223



## No. 8.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS—continued.

Name of Person.	Class of Certificate.	Date of Issue.	No.
Andrew Aitken .. .. .	Locomotive and traction, competency	1910. May 25	2224
Henry Gottlieb Schwass .. .. .	Ditto .. .. .	" 25	2225
John Henry Melton .. .. .	" .. .. .	" 25	2226
Charles Derrett .. .. .	" .. .. .	" 25	2227
Peter McNeil .. .. .	" .. .. .	" 25	2228
William Richard Read .. .. .	" .. .. .	" 25	2229
Joseph Henry Tartalini .. .. .	" .. .. .	" 25	2230
Henry Randyford Brock .. .. .	" .. .. .	" 25	2231
John Thomas Butler .. .. .	" .. .. .	" 25	2232
James Andrew Cuddihy .. .. .	" .. .. .	" 25	2233
Simon John Grant .. .. .	" .. .. .	" 25	2234
Alexander Rankin .. .. .	" .. .. .	" 25	2235
William John Hansen .. .. .	" .. .. .	" 25	2236
Samuel Stringer .. .. .	" .. .. .	" 25	2237
William George Fraser .. .. .	" .. .. .	" 25	2238
George Edward Sharman .. .. .	" .. .. .	August 12	2239
Robert John Painton .. .. .	" .. .. .	" 12	2240
Joseph Young .. .. .	" .. .. .	" 12	2241
Archie Smith .. .. .	" .. .. .	" 12	2242
John Stevenson .. .. .	" .. .. .	" 12	2243
Royden Arthur Gray .. .. .	" .. .. .	" 12	2244
Allan Nicholson .. .. .	" .. .. .	" 12	2245
Gerald Joseph Connor .. .. .	" .. .. .	" 12	2246
Henry Elliott .. .. .	" .. .. .	" 12	2247
John Henry .. .. .	" .. .. .	" 12	2248
Charles Henry Hide .. .. .	" .. .. .	" 12	2249
William Thomas Pearson .. .. .	" .. .. .	" 12	2250
John Joseph Quinn .. .. .	" .. .. .	" 12	2251
Walter Edward Saunderson .. .. .	" .. .. .	" 12	2252
John Thurston .. .. .	" .. .. .	" 12	2253
Samuel McBride .. .. .	" .. .. .	" 12	2254
William Charles Begg .. .. .	" .. .. .	" 12	2255
David Adams Samuel .. .. .	" .. .. .	" 12	2256
Albert Edward Whitteker .. .. .	" .. .. .	" 12	2257
John Anderson .. .. .	" .. .. .	" 12	2258
Arnold William Brissenden .. .. .	" .. .. .	" 12	2259
Charles Willoughby Leyland .. .. .	" .. .. .	" 12	2260
Charles James Roberts .. .. .	" .. .. .	" 12	2261
James Hamilton Goodfellow .. .. .	" .. .. .	" 12	2262
John Toms .. .. .	" .. .. .	" 12	2263
John Thornton Hutton .. .. .	" .. .. .	" 12	2264
William George Reynolds .. .. .	" .. .. .	" 12	2265
Richard James Arthur .. .. .	" .. .. .	" 12	2266
John Brown .. .. .	" .. .. .	" 12	2267
William Henry Harkless Bunting .. .. .	" .. .. .	" 12	2268
Henry Collins .. .. .	" .. .. .	" 12	2269
Albert William Everest .. .. .	" .. .. .	" 12	2270
John Goodman .. .. .	" .. .. .	" 12	2271
Harold Wesley Harrison .. .. .	" .. .. .	" 12	2272
Thomas James Kimber .. .. .	" .. .. .	" 12	2273
Thomas King .. .. .	" .. .. .	" 12	2274
William Matthews .. .. .	" .. .. .	" 12	2275
Arthur Collinson Witty .. .. .	" .. .. .	" 12	2276
Peter Edmond Birtles .. .. .	" .. .. .	" 12	2277
Frederick John Lemon .. .. .	" .. .. .	" 12	2278
Michael Maloney .. .. .	" .. .. .	" 12	2279
Robert Robinson .. .. .	" .. .. .	November 21	2280
James Leonard .. .. .	" .. .. .	" 21	2281
Roderick William Moore McKenzie .. .. .	" .. .. .	" 21	2282
Richard McLeod .. .. .	" .. .. .	" 21	2283
John Albert Manson .. .. .	" .. .. .	" 21	2284
Samuel Brian Minton .. .. .	" .. .. .	" 21	2285
Reginald Say Foster .. .. .	" .. .. .	" 21	2286
James William May .. .. .	" .. .. .	" 21	2287

No. 8.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
William Charles Watson .. .. .	Locomotive and traction, competency	November 21	2288
William John Joshua Benbow .. .. .	Ditto .. .. .	21	2289
John Archibald Hammond .. .. .	.. .. .	21	2290
Richard Carnall Gollop .. .. .	.. .. .	21	2291
Archibald Henderson .. .. .	.. .. .	21	2292
George Hicks .. .. .	.. .. .	21	2293
Henry Arnold Hoare .. .. .	.. .. .	21	2294
Alfred Ivey .. .. .	.. .. .	21	2295
William Withey .. .. .	.. .. .	21	2296
James Renwick Harvey .. .. .	.. .. .	21	2297
Irwin Clearwater .. .. .	.. .. .	21	2298
Charles Duncan .. .. .	.. .. .	21	2299
Arthur Ernest Fowler .. .. .	.. .. .	21	2300
John McKenzie .. .. .	.. .. .	21	2301
Robert Rutherford .. .. .	.. .. .	21	2302
John Ivan Grey Somerville .. .. .	.. .. .	21	2303
James Reid .. .. .	.. .. .	21	2304
George Edwin Fausett .. .. .	.. .. .	21	2305
Peter Dewar Boag .. .. .	.. .. .	21	2306
John Henderson .. .. .	.. .. .	21	2307
Arthur John Agar .. .. .	.. .. .	21	2308
John Thomas Nankivell .. .. .	.. .. .	21	2309
Gilbert Suiter .. .. .	.. .. .	21	2310
James Comrie .. .. .	.. .. .	21	2311
Peter James Hughes .. .. .	.. .. .	21	2312
Frederick William Adolph .. .. .	.. .. .	21	2313
John Foley .. .. .	.. .. .	21	2314
William James Henry Colwell .. .. .	.. .. .	21	2315
Herbert Cornforth .. .. .	.. .. .	21	2316
Frederick Cullen .. .. .	.. .. .	21	2317
Conrad Gefken, jun. .. .. .	.. .. .	21	2318
Frank Lawrence .. .. .	.. .. .	21	2319
George Lintott .. .. .	.. .. .	21	2320
Ernest Arthur Price .. .. .	.. .. .	21	2321
William Alfred Ernest Uren.. .. .	.. .. .	21	2322
John Henry White.. .. .	.. .. .	21	2323
James Walsh .. .. .	.. .. .	21	2324
Herbert Henry Brown .. .. .	.. .. .	21	2325
John Bertram Congreve .. .. .	.. .. .	21	2326
Frederick Evans .. .. .	.. .. .	21	2327
John Edward Gordon .. .. .	.. .. .	21	2328
Thomas Hamilton .. .. .	.. .. .	21	2329
Edwin Hilton .. .. .	.. .. .	21	2330
Horace Pope .. .. .	.. .. .	21	2331
Richard John Ryan .. .. .	.. .. .	21	2332
John Saunders .. .. .	.. .. .	21	2333
Robert McCallum .. .. .	.. .. .	21	2334
James Beams .. .. .	.. .. .	21	2335
		1911.	
Frederick Robert Lyford .. .. .	.. .. .	February 13	2336
Alfred Climo .. .. .	.. .. .	13	2337
Alexander Ross Gilchrist .. .. .	.. .. .	13	2338
George Charles Taylor .. .. .	.. .. .	13	2339
Robert Paterson Pate .. .. .	.. .. .	13	2340
Harold Edgar Bond .. .. .	.. .. .	13	2341
James Albert Wakelin .. .. .	.. .. .	13	2342
Charles Lambert .. .. .	.. .. .	13	2343
Roland Thomas Barley .. .. .	.. .. .	13	2344
John Cochrane .. .. .	.. .. .	13	2345
John McNutt .. .. .	.. .. .	13	2346
Ernest Turpin .. .. .	.. .. .	13	2347
John Smith .. .. .	.. .. .	13	2348
Ernest Bowman .. .. .	.. .. .	13	2349
Patrick Crossen .. .. .	.. .. .	13	2350

No. 8.—RETURN of LOCOMOTIVE and TRACTION ENGINE DRIVERS—*continued*.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1911.	
Duncan Darroch .. .. .	Locomotive and traction, competency	February 13	2351
John Ellmers .. .. .	Ditto .. .. .	.. 13	2352
James Finlay .. .. .	.. .. .	.. 13	2353
Lance William Ernest Giles .. .. .	.. .. .	.. 13	2354
John Edward Holland .. .. .	.. .. .	.. 13	2355
Henry Archibald Kimberley McNae .. .. .	.. .. .	.. 13	2356
James Henry Collett .. .. .	.. .. .	.. 13	2357
Thomas William Kennedy .. .. .	.. .. .	.. 13	2358
William Hancock .. .. .	.. .. .	.. 13	2359
Joseph Henry Mitchell .. .. .	.. .. .	.. 13	2360
Philip Logue .. .. .	.. .. .	.. 13	2361
James Edward Cunliffe .. .. .	.. .. .	March 28	2362
John Gordon .. .. .	.. .. .	.. 28	2363
Frederick William Franklin .. .. .	.. .. .	.. 28	2364
George Henry Judd .. .. .	.. .. .	.. 28	2365

## No. 9.—RETURN of ENGINEERS to whom EXTRA FIRST-CLASS CERTIFICATES of COMPETENCY have been granted from the 1st April, 1910, to the 31st March, 1911.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
Harold Robert Carey .. .. .	Extra first-class stationary, competency	May 25	61
Robert George Huggins .. .. .	Ditto .. .. .	.. 25	65
Harry Cecil Heays .. .. .	.. .. .	August 12	66
Frederick Walter Robinson .. .. .	.. .. .	.. 12	67
Henry Simson .. .. .	.. .. .	.. 12	68
Norman Eric Walker .. .. .	.. .. .	.. 12	69
Frederick Charles Webb .. .. .	.. .. .	.. 12	70
David Helier Gaudin .. .. .	.. .. .	November 21	71
Frederick Lewis Harrison .. .. .	.. .. .	.. 21	72
Harold Eugene Melhop .. .. .	.. .. .	.. 21	73
John Aitchison .. .. .	.. .. .	.. 21	74
		1911.	
Alexander Riddell .. .. .	.. .. .	February 13	75
James McArthur, jun. .. .. .	.. .. .	.. 13	76
James Buchanan Hay .. .. .	.. .. .	.. 13	77

## No. 10.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from the 1st April, 1910, to the 31st March, 1911.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
Adam Clarke Girven .. .. .	First-class stationary, service	April 25	1689
Frank Herbert Bulford .. .. .	.. .. .	August 12	1690

No. 11.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1910, to the 31st March, 1911.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
John Watson Coulson .. .. .	First-class stationary, competency	April 25	1434
Thomas Albert Lowe .. .. .	Ditto .. .. .	" 25	1435
Charles Archibald Thompson .. .. .	" .. .. .	" 25	1436
William Henry Bredin .. .. .	" .. .. .	May 25	1437
John Morison .. .. .	" .. .. .	" 25	1438
Andrew Carr Shore .. .. .	" .. .. .	" 25	1439
Albert Beswick .. .. .	" .. .. .	" 25	1440
Francis John Lunden .. .. .	" .. .. .	" 25	1441
William John Young .. .. .	" .. .. .	" 25	1442
Charles Ovens .. .. .	" .. .. .	" 25	1443
Samuel Sydney Gordon .. .. .	" .. .. .	" 25	1444
Samuel Wilson .. .. .	" .. .. .	" 25	1445
Sydney Herbert Delgh Godfrey .. .. .	" .. .. .	" 25	1446
George Edgar Smith .. .. .	" .. .. .	" 25	1447
Jay Grover Hooker .. .. .	" .. .. .	" 25	1448
Edward Ross Campbell .. .. .	" .. .. .	" 25	1449
David Hately .. .. .	" .. .. .	" 25	1450
Thomas Graham Scott .. .. .	" .. .. .	" 25	1451
Walter John Morrison .. .. .	" .. .. .	August 12	1452
Thomas Brydone .. .. .	" .. .. .	" 12	1453
John Deason .. .. .	" .. .. .	" 12	1454
William Charles Holland .. .. .	" .. .. .	" 12	1455
John Charles Kennedy .. .. .	" .. .. .	" 12	1456
Alfred Jenkinson .. .. .	" .. .. .	" 12	1457
Reginald James Martin .. .. .	" .. .. .	" 12	1458
Charles John Peaple .. .. .	" .. .. .	" 12	1459
John Thomas Morton .. .. .	" .. .. .	" 12	1460
John Walsh .. .. .	" .. .. .	" 12	1461
David Baldwin .. .. .	" .. .. .	" 12	1462
George Wight .. .. .	" .. .. .	" 12	1463
Joseph Ford .. .. .	" .. .. .	" 12	1464
Henry O'Brien .. .. .	" .. .. .	November 21	1465
William Darcy Clough .. .. .	" .. .. .	" 21	1466
Charles Edward Collins Morgan .. .. .	" .. .. .	" 21	1467
John Thomas Bowler .. .. .	" .. .. .	" 21	1468
Irwin Clearwater .. .. .	" .. .. .	" 21	1469
Hugh McGlinchie .. .. .	" .. .. .	" 21	1470
Henry George Williams .. .. .	" .. .. .	" 21	1471
Roy Lewis Ditcham .. .. .	" .. .. .	" 21	1472
Roy Jocelyn Grainger .. .. .	" .. .. .	" 21	1473
John Sedgeley Keay .. .. .	" .. .. .	" 21	1474
Gerald Stanley Lewis .. .. .	" .. .. .	" 21	1475
Henry William Childs .. .. .	" .. .. .	" 21	1476
William John Fisher .. .. .	" .. .. .	" 21	1477
Nicholas Greenwood .. .. .	" .. .. .	" 21	1478
Henry John Trethowen .. .. .	" .. .. .	" 21	1479
William Wall .. .. .	" .. .. .	" 21	1480
James Buchanan Hay .. .. .	" .. .. .	" 21	1481
Frank Poskitt .. .. .	" .. .. .	" 21	1482
Thomas Dorsey Suddaby .. .. .	" .. .. .	" 21	1483
Ernest Rhind .. .. .	" .. .. .	" 21	1484
William Smith James .. .. .	" .. .. .	" 21	1485
James Leitch .. .. .	" .. .. .	" 21	1486
Vincent Maplesden .. .. .	" .. .. .	" 21	1487
		1911.	
George Johnstone .. .. .	" .. .. .	February 13	1488
Charles Hunt .. .. .	" .. .. .	" 13	1489
Harold Leslie Williams .. .. .	" .. .. .	" 13	1490
James Thomas Levings .. .. .	" .. .. .	" 13	1491
Albert Edward Lindsey .. .. .	" .. .. .	" 13	1492
Francis Valentine Butler .. .. .	" .. .. .	" 13	1493
Charles Henry Cook .. .. .	" .. .. .	" 13	1494
Charles Frederick Morgan .. .. .	" .. .. .	" 13	1495

No. 11.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1911.	
Arthur Reginald Sommerville .. ..	First-class stationary, competency	February 13	1496
Wilfred Curphey .. ..	Ditto .. ..	" 13	1497
Frank William Warrington Oakden .. ..	" .. ..	" 13	1498
Andrew Williamson, jun. .. ..	" .. ..	" 13	1499
Charles George Eade .. ..	" .. ..	" 13	1500
Frederick Samuel Morriss .. ..	" .. ..	" 13	1501
Gilbert Brown .. ..	" .. ..	" 13	1502
Robert Simpson .. ..	" .. ..	" 13	1503
John Thomas Doyle .. ..	" .. ..	" 13	1504
Frederick Edward Cook .. ..	" .. ..	" 13	1505
Alfred William James .. ..	" .. ..	March 28	1506
William Harrison Thomas .. ..	" .. ..	" 28	1507
David James Donald Archer .. ..	" .. ..	" 28	1508

## No. 12.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from the 1st April, 1910, to the 31st March, 1911.

Name of Person.	Class of Certificate.	Date of Issue.	No.
		1910.	
Duncan McLeod .. ..	Second-class stationary, competency	April 25	3256
Ebenezer Gurchen Gibson .. ..	Ditto .. ..	" 25	3257
Joseph Usher Clunan .. ..	" .. ..	" 25	3258
William James Porter .. ..	" .. ..	" 25	3259
Frederick William Rosenberg .. ..	" .. ..	" 25	3260
Thomas Ryan .. ..	" .. ..	" 25	3261
George Burt .. ..	" .. ..	" 25	3262
Leonard Holling .. ..	" .. ..	" 25	3263
Archibald McAllister .. ..	" .. ..	" 25	3264
William Sharp .. ..	" .. ..	" 25	3265
Alfred Wearn .. ..	" .. ..	" 25	3266
William Ryan .. ..	" .. ..	" 25	3267
John Henry Jones .. ..	" .. ..	" 25	3268
Reuben Walter Coulson .. ..	" .. ..	" 25	3269
John Herbert Headley Jackson .. ..	" .. ..	" 25	3270
James Roy Forrest .. ..	" .. ..	" 25	3271
James Frederick Sawyer .. ..	" .. ..	" 25	3272
Lennart Engelbert Hogbacka .. ..	" .. ..	" 25	3273
Henry James Partridge .. ..	" .. ..	" 25	3274
James Brownlee .. ..	" .. ..	" 25	3275
John Halliday .. ..	" .. ..	May 25	3276
James Eddy Hocking .. ..	" .. ..	" 25	3277
John Stott .. ..	" .. ..	" 25	3278
Walter Brewer .. ..	" .. ..	" 25	3279
Arthur Samuel Gordon Collett .. ..	" .. ..	" 25	3280
Albert Cridge .. ..	" .. ..	" 25	3281
Frederick Louis Foster .. ..	" .. ..	" 25	3282
George Edward James .. ..	" .. ..	" 25	3283
Fairley Leshke .. ..	" .. ..	" 25	3284
John Fulford .. ..	" .. ..	" 25	3285
William McIvor .. ..	" .. ..	" 25	3286
Arthur Burrow .. ..	" .. ..	" 25	3287
William Wilson .. ..	" .. ..	" 25	3288
Thomas Thomson Wards .. ..	" .. ..	" 25	3289
Christopher Thirlwall Casson .. ..	" .. ..	" 25	3290
Andrew Dunlop .. ..	" .. ..	" 25	3291
Miles Jukes .. ..	" .. ..	" 25	3292
Leslie Stewart Mackie .. ..	" .. ..	" 25	3293
Ernest Edwin Meyer .. ..	" .. ..	" 25	3294

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

Name of Person.	Class of Certificate.	Date of Issue.		No.
		1910.		
Robert McGowan .. .. .	Second-class stationary, com- petency	May	25	3295
Joseph Porter .. .. .	Ditto .. .. .	"	25	3296
John William Rawlinson .. .. .	" .. .. .	"	25	3297
Francis Thomas Symes .. .. .	" .. .. .	"	25	3298
Robert John Fraser .. .. .	" .. .. .	"	25	3299
James Hamilton .. .. .	" .. .. .	"	25	3300
Thomas Jones .. .. .	" .. .. .	"	25	3301
William Rambaum .. .. .	" .. .. .	"	25	3302
Joseph Patrick Beamish .. .. .	" .. .. .	"	25	3303
Charles Gardener Fitness .. .. .	" .. .. .	"	25	3304
James William Harriman .. .. .	" .. .. .	"	25	3305
Alexander Purvis .. .. .	" .. .. .	"	25	3306
George Francis Priestly Smith .. .. .	" .. .. .	"	25	3307
Walter Stubbs .. .. .	" .. .. .	"	25	3308
Thomas McGill .. .. .	" .. .. .	"	25	3309
Raynor Hargreaves .. .. .	" .. .. .	"	25	3310
Chisholm Grant Hawken .. .. .	" .. .. .	"	25	3311
Richard Gwynne Trimble .. .. .	" .. .. .	"	25	3312
Edward Charles Murton .. .. .	" .. .. .	"	25	3313
John Eckford .. .. .	" .. .. .	"	25	3314
John Craig Robbie .. .. .	" .. .. .	August	12	3315
William Curren .. .. .	" .. .. .	"	12	3316
Cyril Seldon Pike .. .. .	" .. .. .	"	12	3317
John Patrick Mohan .. .. .	" .. .. .	"	12	3318
William Wallace Cook .. .. .	" .. .. .	"	12	3319
James Frederick Goodwin .. .. .	" .. .. .	"	12	3320
Hugo Zeinert .. .. .	" .. .. .	"	12	3321
Alexander Hutton .. .. .	" .. .. .	"	12	3322
George Henry Mansfield .. .. .	" .. .. .	"	12	3323
Allen Godfrey Sampson .. .. .	" .. .. .	"	12	3324
Frederick Ellis, jun. .. .. .	" .. .. .	"	12	3325
Bertie Parsons .. .. .	" .. .. .	"	12	3326
Crief Ross .. .. .	" .. .. .	"	12	3327
Frederick Robert Hamer .. .. .	" .. .. .	"	12	3328
Henry James Latta .. .. .	" .. .. .	"	12	3329
Maurice Barry .. .. .	" .. .. .	"	12	3330
Robert Herriot .. .. .	" .. .. .	"	12	3331
Frederick Charles Hooper .. .. .	" .. .. .	"	12	3332
Frederick Thomas Slater Rhodes .. .. .	" .. .. .	"	12	3333
Francis Driver .. .. .	" .. .. .	"	12	3334
Oswald Crawford .. .. .	" .. .. .	"	12	3335
Thomas Alexander Colson .. .. .	" .. .. .	"	12	3336
James Flavin .. .. .	" .. .. .	"	12	3337
Edwin Moodie Grant .. .. .	" .. .. .	"	12	3338
James Lochhead Cowan .. .. .	" .. .. .	"	12	3339
Leonard Hosking .. .. .	" .. .. .	"	12	3340
Roland Henry Russell .. .. .	" .. .. .	"	12	3341
Henry Andus Smith .. .. .	" .. .. .	"	12	3342
George Alfred Strong .. .. .	" .. .. .	"	12	3343
John Todd .. .. .	" .. .. .	"	12	3344
Matthew Poland .. .. .	" .. .. .	"	12	3345
George Goodall, jun. .. .. .	" .. .. .	"	12	3346
William Roland Dawson .. .. .	" .. .. .	"	12	3347
Charles Quinn .. .. .	" .. .. .	"	12	3348
Charles Gustaf Wiklund .. .. .	" .. .. .	"	12	3349
William Thomas Brown .. .. .	" .. .. .	"	12	3350
Jack Moulard .. .. .	" .. .. .	"	12	3351
Andrew Cague .. .. .	" .. .. .	"	12	3352
Gideon Arthur Thomas Scott Mullan .. .. .	" .. .. .	November	21	3353
Alexander Gordon Leeden .. .. .	" .. .. .	"	21	3354
Lawton Spencer Dyer .. .. .	" .. .. .	"	21	3355
George Gillanders McKerchar .. .. .	" .. .. .	"	21	3356
Claude Smith .. .. .	" .. .. .	"	21	3357
Arthur Paul Lee .. .. .	" .. .. .	"	21	3358
Benjamin Samuel Reed .. .. .	" .. .. .	"	21	3359

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

Name of Person.	Class of Certificate.	Date of Issue.	No.
Stanley Elliot Dillon .. .. .	Second-class stationary, competency	1910. November 21	3360
Charles Cecil Harris Friend .. .. .	Ditto .. .. .	.. 21	3361
Ernest Victor Garlick .. .. .	.. .. .	.. 21	3362
George Ramsay .. .. .	.. .. .	.. 21	3363
George Adams .. .. .	.. .. .	.. 21	3364
William Brooks .. .. .	.. .. .	.. 21	3365
Alfred Henry Cave .. .. .	.. .. .	.. 21	3366
William Henry Faulkner .. .. .	.. .. .	.. 21	3367
Patrick Joseph Farrington .. .. .	.. .. .	.. 21	3368
James Richmond White .. .. .	.. .. .	.. 21	3369
Albert Edward Dyson .. .. .	.. .. .	.. 21	3370
Thomas Macrow Franklin .. .. .	.. .. .	.. 21	3371
Charles Garlick .. .. .	.. .. .	.. 21	3372
Walter Jackson .. .. .	.. .. .	.. 21	3373
Thomas Jordan .. .. .	.. .. .	.. 21	3374
Reginald Roebuck .. .. .	.. .. .	.. 21	3375
Walter Stanners .. .. .	.. .. .	.. 21	3376
Charles Herbert Dobson .. .. .	.. .. .	.. 21	3377
Hugh Townshend Boscawen .. .. .	.. .. .	.. 21	3378
Thomas McQuillan, jun. .. .. .	.. .. .	.. 21	3379
August Henry Wackrow .. .. .	.. .. .	.. 21	3380
Israel Webster .. .. .	.. .. .	.. 21	3381
William Walter Hume .. .. .	.. .. .	.. 21	3382
James Jackson .. .. .	.. .. .	.. 21	3383
Donald Matheson .. .. .	.. .. .	.. 21	3384
Frederick Ahrens .. .. .	.. .. .	.. 21	3385
Sydney John Barrett .. .. .	.. .. .	.. 21	3386
James William Groves .. .. .	.. .. .	.. 21	3387
Mervyn John Procter .. .. .	.. .. .	.. 21	3388
Clifton Long .. .. .	.. .. .	.. 21	3389
William John Christensen .. .. .	.. .. .	.. 21	3390
Thomas William Crowley .. .. .	.. .. .	.. 21	3391
1911.			
Percy Murray Martin .. .. .	.. .. .	February 13	3392
Frederick James Harrison .. .. .	.. .. .	.. 13	3393
Thomas Lidbetter Cooper .. .. .	.. .. .	.. 13	3394
Charles Unverricht .. .. .	.. .. .	.. 13	3395
Martin Sutherland Bain .. .. .	.. .. .	.. 13	3396
William Michael Borlase .. .. .	.. .. .	.. 13	3397
Frederick James Burrell .. .. .	.. .. .	.. 13	3398
Victor Mason .. .. .	.. .. .	.. 13	3399
Stanley Berridge .. .. .	.. .. .	.. 13	3400
James Ashforth .. .. .	.. .. .	.. 13	3401
Douglas James Cowan .. .. .	.. .. .	.. 13	3402
Ivon Raymond Creagh .. .. .	.. .. .	.. 13	3403
Edwin Valentine Sharp .. .. .	.. .. .	.. 13	3404
Walter Alexander Stevens .. .. .	.. .. .	.. 13	3405
James Fleming Kennedy .. .. .	.. .. .	.. 13	3406
George Alexander Silver .. .. .	.. .. .	.. 13	3407
Henry Lapslie .. .. .	.. .. .	.. 13	3408
John Steffens .. .. .	.. .. .	.. 13	3409
Walter Livingstone Hayman .. .. .	.. .. .	.. 13	3410
Hans Neilson .. .. .	.. .. .	.. 13	3411
Charles William Simpson .. .. .	.. .. .	.. 13	3412
Andrew Dalziel .. .. .	.. .. .	.. 13	3413
Thomas Mason Ellis .. .. .	.. .. .	.. 13	3414
John Joseph Hussey .. .. .	.. .. .	.. 13	3415
Archibald John McInnes .. .. .	.. .. .	.. 13	3416
Joseph McCaffery .. .. .	.. .. .	.. 13	3417
Sidney Howard .. .. .	.. .. .	March 28	3418
George Chumley .. .. .	.. .. .	.. 28	3419
Cecil Launcelot McLay .. .. .	.. .. .	.. 28	3420
Albert Edward Birss .. .. .	.. .. .	.. 28	3421
Tasman Gilbertson .. .. .	.. .. .	.. 28	3422
Samuel Milligan .. .. .	.. .. .	.. 28	3423

No. 13.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY during the Year ended the 31st March, 1911.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
William Anderson .. ..	First-class engineer	Foreign trade	4, 5, 6, 7 April, 1910.
Maxwell Devenish Meares .. ..			4, 5, 6, 7 April, ..
Ernest Edward Low .. ..			2, 3, 4 May, ..
Andrew John Mouat .. ..			2, 3, 4 May, ..
John Matthew Smith .. ..			12, 13, 14 May, ..
John McLeod Aikman .. ..			6, 7, 8, 9 July, ..
William Patrick Whyte .. ..			6, 7, 8, 9 July, ..
Hugh Wilson Hutchison .. ..			10, 11, 12 Aug., ..
Walter Goodman Sandes .. ..			20, 21, 22 Oct., ..
William Ozamis .. ..			5, 6, 7 Dec., ..
Cecil Willie Croll .. ..			7 December, ..
Percy James Collins .. ..			8 December, ..
John Patrick Logan .. ..			8 December, ..
John Henry Prendeville .. ..			7, 8, 9 March, ..
Charles John Styche .. ..	Second-class engineer		4, 5, 6 April, ..
John Athol Nicol .. ..			11 April, ..
Horace Alexander Bower .. ..			18, 19 April, ..
Leslie Claude Davies .. ..			18, 19 April, ..
Francis Percival Hewitt .. ..			18, 19, 20 April, ..
James Stanley Miller .. ..			3, 4 May, ..
David Penman .. ..			3, 4 May, ..
John William Nielsen .. ..			24, 25 May, ..
Sydney James Munn .. ..			26, 27, 28 May, ..
Gerald Geoffrey Potts .. ..			8, 9 June, ..
Henry James Stratford Johnston .. ..			4, 5 July, ..
Lorne Murphy .. ..			1, 2, 3 August, ..
Robert Bernard Gerring .. ..			5, 6 September, ..
Percy Robert Hunter .. ..			12, 13, 14 Sept., ..
Charles Thomas Stewart .. ..			11, 12, 14 Nov., ..
Thomas Henry Davidson .. ..			6 December, ..
George Maxton Rennie .. ..			6 December, ..
Thomas Beverley Rutter .. ..			6 December, ..
Frederick Henry Hopkins .. ..			21, 22 Dec., ..
Harold Boyd .. ..	Third-class engineer		1, 2 February, 1911.
William John Webb .. ..			1, 2 February, ..
William Leonard Dodd .. ..			8 March, ..
Joseph Edmond Hamer .. ..			8 March, ..
Oscar Camille Müller .. ..			21 March, ..
William Edward Shannon .. ..			1 April, 1910.
Charles Buchan .. ..			4 April, ..
John Alexander Milne .. ..			4 April, ..
John Murray Scott .. ..			9 April, ..
John Frederick Barber .. ..			12 April, ..
Francis Paul Aloysius Garvey .. ..			14 April, ..
Howard Charles Kerr Harley .. ..			18 April, ..
Duncan Lesley Somerled Campbell .. ..			26 April, ..
William Cochrane Gow .. ..			29 April, ..
Valentine Oliver Ingram .. ..			2 May, ..
Norman James Buchanan .. ..			2 May, ..
William Issell Cranch .. ..			2 May, ..
Robert James Herbert Sheppard .. ..			2 May, ..
Ivan Selwyn Ward .. ..			2 May, ..
James Thomas Brown .. ..			2 May, ..
Gordon Everard Dickey .. ..			2, 3 May, ..
Charles McCowan .. ..			2, 3 May, ..
John Russell Smith .. ..			2, 3 May, ..
George Frank Banfield .. ..			4 May, ..
Alfred Edward Stephenson .. ..			11 May, ..
Robert William Francis Newton .. ..			6 June, ..
David White .. ..			6 June, ..
William Henry Young .. ..			6 June, ..
Reginald James Mentiplay .. ..			15 June, ..
Leonard Thomas .. ..			16 June, ..
Arnold Morrison .. ..			29 June, ..
Samuel Brooking .. ..			4 July, ..



No. 13.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY  
—continued.

Name of Person.	Rank.	Class for which examined.	Date of Examination.
George Brydone .. ..	Third-class engineer	Foreign trade	4 July, 1910.
Ernest Coombes .. ..	"	"	4 July, "
Charles Philip Grant .. ..	"	"	4 July, "
Thomas Henry Lukies .. ..	"	"	4 July, "
Thomas Vivian Humphrey .. ..	"	"	13 July, "
Stanley Ernest Clare Chilman .. ..	"	"	1 August, "
Thomas James Richard Cushen .. ..	"	"	1 August, "
Donald Henry Duthie .. ..	"	"	1 August, "
Godfrey Ledyard Evans .. ..	"	"	1 August, "
Archibald Campbell McKillop .. ..	"	"	1 August, "
George Walker McLay .. ..	"	"	1 August, "
Benjamin George Claude Stephens .. ..	"	"	1 August, "
George Percy Williamson .. ..	"	"	1 August, "
Frank Wilfred Doubleday .. ..	"	"	3 August, "
Herbert William Duff .. ..	"	"	10 August, "
William David Sullivan .. ..	"	"	16 August, "
Fritz Falavai Kronfeld .. ..	"	"	1 September, "
Ronald McDonald .. ..	"	"	1 September, "
George Harnett McLeod .. ..	"	"	1 September, "
John Laing Robertson .. ..	"	"	1 September, "
William Scott .. ..	"	"	1 September, "
Charles O'Connor Haddo Gordon .. ..	"	"	2 September, "
William Gill Jickell .. ..	"	"	2 September, "
George Johnstone .. ..	"	"	2 September, "
Richard William Harvey .. ..	"	"	2 September, "
Arthur John Huggett .. ..	"	"	2 September, "
James Andrew Palmer .. ..	"	"	2 September, "
Charles McGregor McDonald .. ..	"	"	2 September, "
Charles Bignell .. ..	"	"	5, 6 Sept., "
James William George Elley .. ..	"	"	3 October, "
James Ernest Miller .. ..	"	"	3 October, "
John Arthur Palamountain .. ..	"	"	3 October, "
George Rennie .. ..	"	"	3 October, "
Sydney Thomas Stidolph .. ..	"	"	3 October, "
Bertram William Gandell .. ..	"	"	3, 4 October, "
Leslie Gordon Ring .. ..	"	"	3, 4 October, "
John William Gothard .. ..	"	"	4 October, "
Alexander Gilchrist Kyle .. ..	"	"	4 October, "
Percy Hellyer Davey .. ..	"	"	18 October, "
Frank Mowatt .. ..	"	"	18 October, "
Joseph Harrison .. ..	"	"	1 November, "
Alexander Penrice Ussher .. ..	"	"	1 November, "
Malcolm Elliott McLeod .. ..	"	"	1, 3 November, "
Roy Bruce Avey McCurdy .. ..	"	"	3 November, "
Randoll Staples .. ..	"	"	7 November, "
Willie Savage .. ..	"	"	7, 16 Nov., "
Harold Percy Dodson .. ..	"	"	18 November, "
Horace William Newman .. ..	"	"	1 December, "
Joseph Francis Hubble .. ..	"	"	5 December, "
Francis Arthur Parker .. ..	"	"	5 December, "
Henry Hardwick Wilson .. ..	"	"	5 December, "
John Lindsay Ferguson .. ..	"	"	6 December, "
Henry Ernest Mitchell Hart .. ..	"	"	6 December, "
John Arthur Robinson Scott .. ..	"	"	6 December, "
David James Sheriff .. ..	"	"	6 December, "
Claude Arthur Wynn .. ..	"	"	6 December, "
Duilio Ruggero Dandolo Calcinai .. ..	"	"	16 December, "
Oswald Robert Cozens .. ..	"	"	16 December, "
Charles David Graham .. ..	"	"	21 December, "
Christopher Underwood .. ..	"	"	4 January, 1911.
Arthur Richmond Birrel Hendry .. ..	"	"	5 January, "
Mervyn Hershall Keyes .. ..	"	"	5 January, "
Ernest Williams .. ..	"	"	5 January, "
William John Bailey .. ..	"	"	1 February, "

No. 13.—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 Robert Colquhoun .. ..	Third-class engineer	Foreign trade	1 February, 1911.
Hector Charles Hamlin .. ..	"	"	1 February, ..
Victor Stanley Carrel .. ..	"	"	1, 2 February, ..
John Eric Harding .. ..	"	"	3 February, ..
Leigh Easton Baxter .. ..	"	"	6 February, ..
Leonard Prescott Draper .. ..	"	"	6 March, ..
Albert Edward Strange .. ..	"	"	6 March, ..
Edward Grey .. ..	"	"	7 March, ..
Walter Scott Hindmarsh .. ..	"	"	7 March, ..
Bert Smith Marshall .. ..	"	"	7 March, ..
William Clifford Boyd Douglas .. ..	"	"	8 March, ..
Horace Park Matheson .. ..	"	"	8 March, ..
Samuel Malthus .. ..	"	"	14 March, ..
Lionel William Sholl .. ..	River engineer	River trade ..	2, 3 May. 1910.
Edgar Brewster .. ..	"	"	3 May, ..
Robert Andrew James .. ..	"	"	3 May, ..
Alfred George Lovell Bliss .. ..	"	"	7, 8 June, ..
Gilbert Brown Carr .. ..	"	"	11 July, ..
Thomas Francis Malaghan .. ..	"	"	1 August, ..
Nils Einar Robert Nilsen .. ..	"	"	1, 2 Sept., ..
James Jack .. ..	"	"	5 September, ..
Williams Chalmers .. ..	"	"	9 September, ..
Frank Lawrence .. ..	"	"	2 November, ..
Donald McPhee .. ..	"	"	3 November, ..
Frederick Charles Barber .. ..	"	"	4 January, 1911.
Frederick Rudolph Gerhart Jensen .. ..	"	"	4 January, ..
Howard Michael Morris .. ..	"	"	4 January, ..
Albert Edward Neville .. ..	"	"	4 January, ..
John David Urquhart .. ..	"	"	4 January, ..
John Charles Ferguson .. ..	"	"	1 February, ..
Felix Rooney .. ..	"	"	6 March, ..
Harold Croft .. ..	"	"	16 March, ..
Thomas Dromgool .. ..	Marine-engine driver	"	2, 3 June. 1910.
William Richard Cuthbert Stephens .. ..	First-class engineer (powered vessels other than steam)	Sea-going ..	3 May, ..
John Arthur Palamountain .. ..	Ditto .. ..	"	6 June, ..
Charles McCowan .. ..	"	"	1, 3 Sept., ..
William Henry Jackson .. ..	"	"	1, 3, 5 Sept., ..
Frank Hamilton Bell .. ..	"	"	9 September, ..
Frederick Reynolds .. ..	"	"	15 October, ..
Samuel Smith .. ..	"	"	3 November, ..
Alfred Christian Jonassen .. ..	"	"	11 November, ..
Edward Yates Bolton .. ..	Second-class engineer (powered vessels other than steam)	"	2 May, ..
Charles Edward Nicholson .. ..	Ditto .. ..	"	2 May, ..
Hans Petersen .. ..	"	"	2 May, ..
Edwin Mugford Stentiford .. ..	"	"	2 May, ..
Peter Hamilton .. ..	"	"	6 May, ..
Leonard Beaumont Whitwell .. ..	"	"	6 May, ..
John Alexander Milne .. ..	"	"	6 June, ..
John Lindsay Ferguson .. ..	"	"	1 August, ..
Francis Robert Nichols .. ..	"	"	4 August, ..
Leonard Boulton .. ..	"	"	1, 2 Sept., ..
Cyril Probyn Berridge .. ..	"	"	1, 2 Sept., ..
Charles Cuthbert Lucius Fagan .. ..	"	"	2 September, ..
Alfred Stephen Amy .. ..	"	"	1, 5 Sept., ..
Walter John Morrison .. ..	"	"	7 November, ..
Edward Owen Jones .. ..	"	"	5 December, ..
Arnold William Brissenden .. ..	"	"	4 January, 1911.
Arthur Benjamin Cox .. ..	"	"	4 January, ..
Henry Cox .. ..	"	"	4 January, ..
John Taw Waller .. ..	"	"	4 January, ..

No. 13.—RETURN of ENGINEERS who were examined and passed for CERTIFICATES of COMPETENCY  
—continued

Name of Person.	Rank.	Class for which examined.	Date of Examination.
Samuel Knarston .. .. .	Engineer (powered vessels other than steam)	River trade ..	4 April, 1910.
Walter Clapham Mountain .. .. .	Ditto .. .. .	" ..	14 April, "
Robert Henry Faulkner .. .. .	" .. .. .	" ..	3 May, "
John William Henley .. .. .	" .. .. .	" ..	3 May, "
Arthur McIntosh .. .. .	" .. .. .	" ..	3 May, "
Thomas Matthew Nicholson .. .. .	" .. .. .	" ..	3 May, "
Thomas Bertie Partridge .. .. .	" .. .. .	" ..	3 May, "
William George Partridge .. .. .	" .. .. .	" ..	3 May, "
James Stewart Clark .. .. .	" .. .. .	" ..	5 May, "
George William Tench .. .. .	" .. .. .	" ..	4 July, "
William Richard Elmsley Walmsley .. .. .	" .. .. .	" ..	4 July, "
William Lockwood .. .. .	" .. .. .	" ..	11 July, "
Arthur Ernest Scott .. .. .	" .. .. .	" ..	1 August, "
Alfred Grouville Bertram .. .. .	" .. .. .	" ..	18 August, "
Thomas Joseph Bogue .. .. .	" .. .. .	" ..	1 September, "
John Wood Jeffs .. .. .	" .. .. .	" ..	1 September, "
William Richard Parkinson .. .. .	" .. .. .	" ..	1 September, "
Montague Ernest Shorter .. .. .	" .. .. .	" ..	1 September, "
William Phipps Baker .. .. .	" .. .. .	" ..	1, 2 Sept., "
Charles James Collings .. .. .	" .. .. .	" ..	1, 2 Sept., "
Alexander Hutchinson .. .. .	" .. .. .	" ..	1, 2 Sept., "
John Milne Livingston .. .. .	" .. .. .	" ..	5 September, "
Andrew Chapman .. .. .	" .. .. .	" ..	19 October, "
Maurice Ashton .. .. .	" .. .. .	" ..	11 November, "
Ralph Erskine .. .. .	" .. .. .	" ..	1 December, "
Charles Frederick Baker .. .. .	" .. .. .	" ..	5 January, 1911.
William John Francis .. .. .	" .. .. .	" ..	5 January, "
Thomas Ernest Hutchinson .. .. .	" .. .. .	" ..	5 January, "
Noble Johnstone .. .. .	" .. .. .	" ..	5 January, "
William Sidney McMillan .. .. .	" .. .. .	" ..	5 January, "
Joseph John Multrus .. .. .	" .. .. .	" ..	5 January, "
Augustus Tilby .. .. .	" .. .. .	" ..	5 January, "
Nicolless Henry George Munro .. .. .	" .. .. .	" ..	30 January, "
John Hulme Hart .. .. .	" .. .. .	" ..	24 February, "

Failures to pass engineers' examination: First-class engineer, 2; second-class engineer, 5; third-class engineer, 16; river engineer, 15; second-class engineer (powered vessels other than steam), 6; restricted-limits engineer (powered vessels other than steam), 6.

Total number of applicants examined, 273. Amount of fees, £240 10s.

No. 14.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED during the Financial Year  
ended 31st March, 1911, with PARTICULARS of TONNAGE, &c.

Name of Vessel.	Tons Measure- ment.		Nominal Horse-power of all Steamships and Brigs Horse- power of Snips other than Steam.	Indicated Horse- power of Home- trade Steamers and of Foreign-going Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Admiral .. .. .	121	82	50	..	Compound S. condensing	Single..	..
Advance (Auckland) .. .. .	18	12	8	..	High pressure .. .. .	" ..	..
A.H.B. .. .. .	10 54	5 45	15 B.H.P.	..	Oil-engine .. .. .	" ..	..
Aburiri .. .. .	85	31	17	..	Compound S. condensing	" ..	..
Aida .. .. .	2 37	1 93	5 6	..	" ..	" ..	..
Akaroa .. .. .	76	29	28	105	" ..	" ..	..
Albatross (Auckland) .. .. .	217 8	111	37	..	" ..	Single at each end	..
Albatross (Auckland) .. .. .	50 2	42 5	25 B.H.P.	..	Oil-engine .. .. .	Single..	..

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

## No. 14.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &amp;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 Foreign-going Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Alexander .. ..	377	184	72	350	Compound S. condensing	Twin ..	..
Anna .. ..	28	21	10 B.H.P.	..	Oil engine .. ..	Single..	..
Antelope .. ..	18·8	14	2½ B.H.P.	..	.. ..	.. ..	..
Aorera .. ..	76·5	49	16	67·3	Compound S. condensing	.. ..	..
Apanui .. ..	243	134	27½	212	Trip.e-ex. S. condensing	.. ..	..
Aparima .. ..	5,703	3,683	284	2,887	.. ..	Twin ..	..
Arabura .. ..	1,596	771·2	145	1,726	.. ..	.. ..	..
Arapawa .. ..	291·2	128·3	47	234	.. ..	Single..	..
Ariel .. ..	17·2	12·9	2½ B.H.P.	..	Oil-engine .. ..	.. ..	..
Aupouri .. ..	463	220	55	432	Triple ex. S. condensing	Twin ..	..
Awaroa .. ..	344	210	62	..	.. ..	Single..	..
Baroona .. ..	136	78·7	24	..	Compound S. condensing	.. ..	..
Beatrice .. ..	20	8	10	..	.. ..	.. ..	..
Beil Bird .. ..	88	52	14	..	Triple-ex. S. condensing	.. ..	..
Blenheim .. ..	151	85	50	217	Compound S. condensing	.. ..	..
Bonnie Jean .. ..	7·6	5·7	2½ B.H.P.	..	Oil-engine .. ..	.. ..	..
Bravo .. ..	15	13	5 B.H.P.	..	.. ..	.. ..	..
Br. eze .. ..	552·5	286·1	81	468	Triple-ex. S. condensing	.. ..	..
Breta Tui .. ..	60	35·9	40 B.H.P.	..	Oil-engine .. ..	.. ..	..
Bri annia (Auckland) ..	196·5	108·4	40	..	High pressure .. ..	.. ..	Paddle.
Bri annia (Bluff) .. ..	23·4	17·5	2½ B.H.P.	..	Oil-engine .. ..	Single..	..
Canopus .. ..	1,337	834	250	1,121	Triple-ex. S. condensing	.. ..	..
Canterbury (Lyttelton) ..	..	..	24	..	High pressure .. ..	Twin ..	..
Canterbury (Lyttelton) ..	292	0·88	133	..	Compound S. condensing	.. ..	..
Ca herine .. ..	12·95	9·45	30 B.H.P.	..	Oil-engine .. ..	.. ..	..
Chelmsford .. ..	122	79	24	62	Compound S. condensing	Single..	..
Clansman .. ..	634	379	99	571	.. ..	.. ..	..
Claymore .. ..	257·9	119	54	366	Triple-ex. S. condensing	.. ..	..
Cobar .. ..	158·8	57·8	40	..	Compound S. condensing	.. ..	..
Colleen .. ..	19·6	14·7	2½ B.H.P.	..	Oil-engine .. ..	.. ..	..
Condor .. ..	272	187	24	..	Compound S. condensing	Single at each end	..
Corinna .. ..	1,271	812·3	141	1,053	.. ..	Single..	..
Coromandel .. ..	99	67	25	..	.. ..	.. ..	..
Countess .. ..	141	56·5	28	153	.. ..	.. ..	..
Cygnat .. ..	124	66	43	194	.. ..	.. ..	..
Daphne (Auckland) .. ..	192	112·6	40	..	.. ..	.. ..	..
Dawn .. ..	18·9	14	16 B.H.P.	..	Oil-engine .. ..	.. ..	..
Despatch .. ..	35	24	20	..	Compound S. condensing	.. ..	..
Dolly Varden .. ..	31·4	17·4	26 B.H.P.	..	Oil-engine .. ..	Twin ..	..
Dreadnought .. ..	34·6	25·9	12 B.H.P.	..	.. ..	.. ..	Stern wheel.
Dr dge No. 121 .. ..	657	394	100	..	Compound S. condensing	Twin ..	..
Dredge No. 222 .. ..	906·6	501·7	140	718	.. ..	.. ..	..
Dredge No. 350 .. ..	941	488	117	630	Triple-ex. S. condensing	.. ..	..
Dredge No. 404 .. ..	479	211	78	391	Compound S. condensing	.. ..	..
Duchess .. ..	308	95	81	..	Triple-ex. S. condensing	Single..	..
Eagle .. ..	219	138	70	..	Compound S. condensing	.. ..	Paddle.
Econo .. ..	125	98	60 B.H.P.	..	Oil engine .. ..	Twin ..	..
El'een Ward (2) .. ..	1,023	472	123·6	..	Triple-ex. S. condensing	.. ..	..
Eliza .. ..	..	9	28 B.H.P.	..	Oil-engine .. ..	Single..	..
Elsie (Auckland) .. ..	27	20·5	30 B.H.P.	..	.. ..	Twin ..	..
Elsie (Pic on) (2) .. ..	42·4	22·1	11	..	Compound S. condensing	Single..	..
Elsie Evans .. ..	7·8	5·8	20 B.H.P.	..	Oil-engine .. ..	.. ..	..
Endeavour .. ..	76	54·4	30 B.H.P.	..	.. ..	.. ..	..
Endor .. ..	14	10·5	4 B.H.P.	..	.. ..	.. ..	..
Energy .. ..	63·73	16	15	..	Compound S. condensing	.. ..	..
Ennerdale .. ..	1,147	516	103	649	Triple-ex. S. condensing	.. ..	..
Enterprise .. ..	18·4	13·8	2½ B.H.P.	..	Oil engine .. ..	.. ..	..
Erin .. ..	..	..	3½	..	High pressure .. ..	.. ..	..
Erlin .. ..	5·47	4·1	4	..	Compound S. condensing	.. ..	..
Eveline .. ..	..	..	8	..	High pressure .. ..	.. ..	..
Excelsior (Auckland) (2) ..	48·7	29·2	24 B.H.P.	..	Oil-engine .. ..	Twin ..	..
Excelsior (Waikato) .. ..	6·5	4·9	6·5	..	High pressure .. ..	Single..	..
Express .. ..	53	36	25	82	Compound S. condensing	.. ..	..
Fairburn (2) .. ..	94·7	61	40 B.H.P.	..	Oil-engine .. ..	Twin ..	..
Fairy .. ..	45	32	10½	..	Compound S. condensing	Single..	..
Fannie .. ..	38·9	9·15	20 B.H.P.	..	Oil-engine .. ..	.. ..	..
Fanny .. ..	90	55	30	168·5	Compound S. condensing	.. ..	..
Ferro .. ..	13·9	10·4	20 B.H.P.	..	Oil-engine .. ..	.. ..	..
Frestrader .. ..	132	94	50	..	High pressure .. ..	.. ..	Stern wheel
Gael .. ..	95	55	20	..	Compound S. condensing	Single..	..
Gannet (Blenheim) .. ..	15	10	12	..	.. ..	.. ..	..
Gannet (Bluff) .. ..	23·6	17·7	5 B.H.P.	..	Oil engine .. ..	.. ..	..
Gerlie .. ..	269	118	59	295	Triple-ex. S. condensing	Twin ..	..
Gisborne .. ..	67·7	37·9	12 B.H.P.	..	Oil-engine .. ..	Single..	..
Glenelg .. ..	288·3	155·6	75	262	Compound S. condensing	.. ..	..
Gosford .. ..	89	23	30	..	.. ..	.. ..	..

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

## No. 14.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &amp;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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Goshawk .. ..	238·7	121·9	28	..	Compound S. condensing	Single..	..
Greyhound .. ..	107	83	60 B.H.P.	..	Oil-engine .. ..	" ..	..
Hanaui II .. ..	127	44·3	45	239	Triple-ex. S. condensing	" ..	..
Hapai .. ..	867·2	363·5	154·8	..	" ..	Twin ..	..
Hauptiri .. ..	715	452	88	432	Compound S. condensing	Single..	..
Hauroro .. ..	1,988	1,276	253	1,343	" ..	" ..	..
Himitangi .. ..	323	149	45	248	Triple-ex. S. condensing	" ..	..
Hipi .. ..	37·5	12·5	11	..	" ..	Twin ..	..
Hirere .. ..	48	18	16	..	Compound S. condensing	" ..	..
Hobsonville .. ..	32·5	22·8	15 B.H.P.	..	Oil engine .. ..	Single..	..
Holmdale .. ..	266	197	27	110	Compound S. condensing	" ..	..
Huanui .. ..	139	59	45 B.H.P.	..	Oil-engine .. ..	" ..	..
Huia (Auckland) .. ..	224	200	60 B.H.P.	..	" ..	" ..	..
Huia (Wellington) .. ..	..	..	2	..	High pressure .. ..	" ..	..
Huia (Wellington) .. ..	127	69	25	121	Compound S. condensing	" ..	..
Invercargill .. ..	223	123	41	178	" ..	" ..	..
Ithaca .. ..	17·7	13·2	9	..	" ..	" ..	..
Ivy .. ..	..	..	1·7	..	" ..	" ..	..
Jane .. ..	27	20·3	20 B.H.P.	..	Oil-engine .. ..	" ..	..
Jane Douglas .. ..	95	74	33	163	Compound S. condensing	" ..	..
J.D.O. .. ..	129	88	28	..	" ..	" ..	..
John Anderson .. ..	52	36	20	..	" ..	" ..	..
John Townley .. ..	..	85	39	..	" ..	Twin ..	..
Kaeo .. ..	184	146·3	60 B.H.P.	..	Oil-engine .. ..	" ..	..
Kahu (Napier) .. ..	181·9	99	40	240·5	Compound S. condensing	Single..	..
Kaiaia .. ..	44·9	24·3	24 B.H.P.	..	Oil engine .. ..	Twin ..	..
Kaipara .. ..	..	..	3·8	..	Compound S. condensing	Single..	..
Kaipatiki .. ..	53	19·8	9·5	..	Triple-ex. S. condensing	" ..	..
Kairaki .. ..	462·4	181·7	91·6	561	" ..	Twin ..	..
Kaitangata .. ..	1,981	1,218	200	977	" ..	Single..	..
Kaitoa .. ..	303·6	117·6	65	296	Compound S. condensing	Twin ..	..
Kaituna (Auckland) .. ..	8	6	10 B.H.P.	..	Oil-engine .. ..	Single..	..
Kaituna (Dunedin) .. ..	1,976	1,246	200	1,034	Triple-ex. S. condensing	" ..	..
Kamona .. ..	1,425	903	117	746	" ..	" ..	..
Kanieri .. ..	202	115	20	138	Compound S. condensing	" ..	..
Kapiti .. ..	242	113	35	200	" ..	" ..	..
Kapui .. ..	58·2	29·8	30	..	" ..	" ..	..
Kapuni .. ..	188·4	96·5	30	178	" ..	" ..	..
Karoro .. ..	76	51	17	..	" ..	" ..	..
Kate .. ..	..	..	5	..	High pressure .. ..	" ..	..
Kawau (Auckland) .. ..	99	52·7	20	..	Compound S. condensing	Single..	..
Kawau (Auckland) .. ..	47	37	14	..	" ..	" ..	..
Kennedy .. ..	226	131	38	154	" ..	Twin ..	..
Kekeno .. ..	37	18	14 B.H.P.	..	Oil-engine .. ..	Single..	..
Kestrel .. ..	342	203	43	..	Compound S. condensing	Single at each end	..
Kini .. ..	1,122	702	130	696	Triple-ex. S. condensing	Single..	..
Kiripaka .. ..	132·7	74·5	20	107·6	Compound S. condensing	" ..	..
Kiritona .. ..	136·4	75·2	75 B.H.P.	..	Oil-engine .. ..	Twin ..	..
Kittawa .. ..	1,246	707	120	732	Triple-ex. S. condensing	Single..	..
Kiwi (Auckland) .. ..	21	16	20 B.H.P.	..	Oil-engine .. ..	" ..	..
Kiwi (Kaipara) .. ..	..	..	3	..	High pressure .. ..	" ..	..
Koi .. ..	136	53·7	32	..	Compound S. condensing	Twin ..	..
Komata .. ..	1,993	1,194	260	1,163	Triple-ex. S. condensing	Single..	..
Koonya .. ..	1,090	662	115	740	" ..	" ..	..
Kopu .. ..	..	18	13	..	High pressure .. ..	" ..	Paddle.
Koputai .. ..	153	5	120	484	Compound S. condensing	Single..	..
Koroi .. ..	..	..	9·2	..	Triple-ex. S. condensing	" ..	..
Koromiko .. ..	2,479	1,541	313	1,453	" ..	" ..	..
Kotare .. ..	141	79	20	128	Compound S. condensing	" ..	..
Kotiti .. ..	58	42	14	..	" ..	" ..	..
Kotuku .. ..	1,053	662	112	742	Triple-ex. S. condensing	" ..	..
Koutunui .. ..	170·8	98·3	26	178	Compound S. condensing	Twin ..	..
Kowhai .. ..	791·7	403·7	128	715	Triple-ex. S. condensing	Single..	..
Kuaka .. ..	45	33	90 B.H.P.	..	Oil-engine .. ..	" ..	..
Kurow .. ..	2,580	1,564	333	1,218	Triple-ex. S. condensing	" ..	..
Lady Barkly .. ..	55	39	20	92	Compound S. condensing	" ..	..
Lauderdale .. ..	1,668	1,071	155	744·6	Triple-ex S. condensing	" ..	..
Lena .. ..	..	..	5	..	High pressure .. ..	" ..	..
Little Jack .. ..	..	..	1½	..	" ..	" ..	..
Loyalty .. ..	100·6	24	35	75·9	Compound S. condensing	" ..	..
Lytelton .. ..	207	24	80	231	" ..	" ..	Paddle.
Maheno (Dunedin) .. ..	35	24	90 B.H.P.	..	Oil-engine .. ..	Twin ..	..
Mahurangi .. ..	203	94·5	39	..	Compound S. condensing	Single..	..
Mahuta .. ..	29	13	10½	..	" ..	" ..	..
Mana (Wellington) .. ..	134	76·6	25	135	" ..	" ..	..
Manaroa .. ..	122	77·5	24	151	" ..	" ..	..

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

No. 14.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &c.—*continued.*

Name of Vessel.	Tons Measure- ment.		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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Manchester ..	882	366	160	..	Triple-ex. S. condensing	Twin at each end	..
Mangapapa ..	164	87	28	183	Compound S. condensing	Single..	..
Mangakura ..	74	5.5	9 B.H.P.	..	Oil-engine ..	..	..
Manuka ..	4,505	2,783	357	4,155	Triple-ex. S. condensing	Twin ..	..
Manukau ..	65	45	30	..	Compound S. condensing	Single..	..
Manurere ..	..	..	3½	..	Quadruple-ex. S. conden.	" ..	..
Maori (Auckland) ..	25	17	8	..	High pressure ..	" ..	..
Maori (Dunedin) ..	3,398	1,432	..	5,859	Turbines ..	Triple..	..
Mapourika ..	1,202	718	130	1,245	Triple-ex. S. condensing	Single..	..
Mararoa ..	2,598	1,380	530	3,843	" ..	" ..	..
Mascotte (Auckland) ..	..	..	5	..	High pressure ..	" ..	..
Mascotte (Wanganui) ..	..	..	12	..	" ..	" ..	..
Matarere ..	..	..	1.7	..	Compound S. condensing	" ..	..
Matuku ..	..	..	4	..	High pressure ..	" ..	..
Mavi ..	557.5	250.8	80	414	Triple-ex. S. condensing	Twin ..	..
Mawhera ..	647.9	291.5	168	1,012	" ..	" ..	..
May Howard ..	64	55	45 B.H.P.	..	Oil-engine ..	Single..	..
Mere Mere ..	..	..	3	..	High pressure ..	" ..	..
Merlin ..	..	..	4	..	Compound S. condensing	" ..	..
Mihi Moana ..	24.2	18.2	5 B.H.P.	..	Oil-engine ..	" ..	..
Moa ..	188	95	33	163	Compound S. condensing	" ..	..
Moana (Dunedin) ..	3,914	2,414	372	4,395	Triple-ex. S. condensing	" ..	..
Moana (Greymouth) ..	7.8	5.8	7	..	High pressure ..	" ..	..
Moeraki ..	4,392	2,714	357	4,259	Triple-ex. S. condensing	Twin ..	..
Moerangi ..	24	15	27½ B.H.P.	..	Oil-engine ..	Single..	..
Mokoia ..	3,502	2,154	255	3,032	Triple-ex. S. condensing	" ..	..
Monica ..	61.8	29.4	20	..	Compound S. condensing	" ..	..
Monowai ..	3,433	2,136	290	2,942	Triple-ex. S. condensing	" ..	..
Moura ..	2,026	1,247	275	1,654	" ..	Twin ..	..
Mulloogh ..	59	46	15	..	High pressure ..	Single..	..
Muriel ..	58.9	15.5	18	..	Compound S. condensing	" ..	..
Murihiku ..	558	368	70	521	Triple-ex. S. condensing	Twin ..	..
Napier ..	70.8	48	30	92	Compound S. condensing	Single..	..
Na'one ..	72	49	24	..	" ..	" ..	..
Naumai ..	47	28.6	12	..	" ..	" ..	..
Nautilus ..	46.6	28.7	71 B.H.P.	..	Oil-engine ..	" ..	..
Navua ..	2,929	1,812	220	1,990	Triple-ex. S. condensing	Twin ..	..
Ngahere ..	1,090	556	118	722.5	" ..	Single..	..
Ngapuhi ..	691	299	160	696	" ..	Twin ..	..
Ngatiawa ..	451	220	55	453	" ..	" ..	..
Ngatoro ..	1,137	583	118	720	" ..	Single..	..
Nikau ..	247.6	98.3	54.6	256	Compound S. condensing	Twin ..	..
Nile ..	43.5	7.5	20	32	" ..	Single..	..
Nina ..	..	..	2½	..	" ..	" ..	..
Norval ..	56.5	50	20 B.H.P.	..	Oil-engine ..	" ..	..
Novelty ..	199.7	98.5	11	..	Compound S. condensing	" ..	..
Ohinemuri ..	114	73	30	120	" ..	" ..	..
Ohura ..	50	34	25	..	Quadruple-ex. S. conden.	Twin ..	..
Onewa ..	73.5	31.3	15.5	..	Compound S. condensing	Single..	..
Ongarue ..	..	10	35 B.H.P.	..	Oil-engine ..	" ..	..
Opawa ..	110	64	18	81	Compound S. condensing	" ..	..
Orewa ..	59	37	17	..	" ..	" ..	..
Osprey ..	219	138	70	..	" ..	" ..	Paddle.
Otunui ..	15.3	11.5	35 B.H.P.	..	Oil-engine ..	Single..	..
Paeroa ..	91	45	25	81.8	Compound S. condensing	" ..	..
Pania ..	55.9	34.9	11	..	" ..	" ..	..
Paritutu ..	564.2	232.9	90	654	Triple-ex. S. condensing	Twin ..	..
Pateena ..	1,212	550	250	2,023	Compound S. condensing	Single..	..
Pearl (Kaipara) ..	14	9	7	..	High pressure ..	" ..	..
Pelican ..	161	1	57	282	Triple-ex. S. condensing	Twin ..	..
Pelorus ..	24	18	40 B.H.P.	..	Oil-engine ..	Single..	..
Petone ..	708	388	82	522	Triple-ex. S. condensing	" ..	..
Phantom ..	44	18	11	..	Compound S. condensing	" ..	..
Pilot (Lyttelton) ..	30.9	10.7	13	..	" ..	" ..	..
Pilot (Wellington) ..	39	26	15	..	Triple-ex. S. condensing	" ..	..
Pitoitoti (Auckland) (2) ..	81.1	27.6	13.5	..	Compound S. condensing	" ..	..
Pitoitoti (Waitara) ..	72.5	19	15	..	" ..	" ..	..
Planet ..	14	4	8.5	..	" ..	" ..	..
Plucky ..	81	29	40	277	" ..	" ..	..
Poherua ..	1,174	749	128	725	Triple-ex. S. condensing	" ..	..
Portare ..	11.34	8.5	13½ B.H.P.	..	Oil-engine ..	" ..	..
Presto ..	..	..	3	..	Compound S. condensing	" ..	..
Progress ..	244	112	45	162	" ..	" ..	..
Pukaki ..	1,444	917	110	626	Quadruple-ex. S. conden.	" ..	..
Pupuke ..	137.9	68.2	28	..	Compound S. condensing	Twin ..	..
Purau ..	51	38	18	..	" ..	" ..	..

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

## No. 14.—RETURN of STEAMERS and OIL-ENGINE VESSELS SURVEYED, &amp;c.—continued.

Name of Vessel.	Tons Measure- ment.		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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Putiki ..	408	157	60	293	Compound S. condensing	Single..	..
Queen of Beauty ..	20·7	9·4	35 B.H.P.	..	Oil-engine ..	" ..	..
Queen of the South ..	197	121	40	178	Compound S. condensing	" ..	..
Rakanoa ..	2,246	1,393	200	897	Triple-ex. S. condensing	" ..	..
Rakiura ..	17·8	13·4	10 B.H.P.	..	Oil-engine ..	" ..	..
Rarawa ..	1,071	460	140	945	Triple-ex. S. condensing	Twin ..	..
Regulus ..	584·1	227·2	150	696	Compound S. condensing	" ..	..
Result ..	28	18	10	..	" ..	Single..	..
Rimu ..	358	144	95	500	Triple-ex. S. condensing	Twin ..	..
Ripple (Lyttelton) ..	412	187	80	287	" ..	Single..	..
Rita ..	40	17	11	..	Compound S. condensing	" ..	..
Riwaka ..	31	19	10·5	..	" ..	" ..	..
Rosamond ..	721	462	90	445	" ..	" ..	..
Rosetta ..	12·8	9·6	5 B.H.P.	..	Oil-engine ..	" ..	..
Rotoiti (Auckland) ..	..	..	2·5	..	Triple-ex. S. condensing	" ..	..
Rotoiti (Dunedin) ..	1,158	629	104	1,145	" ..	Twin ..	..
Rotokahu ..	14·6	11	8	..	Compound S. condensing	Single..	..
Rotomahana (Auckland)	183	139	45	240	" ..	" ..	..
Rotorua ..	7·6	5·7	25 B.H.P.	..	Oil-engine ..	" ..	..
Ruru (Auckland) ..	31	11	10	..	Compound S. condensing	" ..	..
Ruru (Napier) ..	158	57	50	223	" ..	" ..	..
Ruruhau ..	21·4	16	12 B.H.P.	..	Oil-engine ..	" ..	..
Savaii ..	55	31	16	..	Compound S. condensing	" ..	..
Sea Queen I. ..	15·8	9·9	25½ B.H.P.	..	Oil-engine ..	" ..	..
Shamrock ..	109	60	120 B.H.P.	..	" ..	Twin ..	..
Sir William Wallace ..	44	30	20	..	Compound S. condensing	Single..	..
Sonoma ..	..	..	13	..	High pressure ..	" ..	..
Southern Cross ..	682	403	117	617	Triple-ex. S. condensing	" ..	..
Sparrow ..	..	..	1½	..	Compound S. condensing	" ..	..
Squall ..	368	133	60	258	" ..	" ..	..
Stella ..	268	157	90	256	" ..	" ..	..
Sterling ..	96	26	39	261	" ..	" ..	..
Storm ..	405	185	70	287	" ..	" ..	..
Stormbird ..	217	129	40	203	" ..	" ..	..
Swan (Napier) ..	23·7	16·1	10	..	" ..	" ..	..
Sylph ..	..	..	8	..	High pressure ..	" ..	..
Tainui ..	128	59·8	24	152	Compound S. condensing	" ..	..
Taipo ..	17·6	13·2	12 B.H.P.	..	Oil-engine ..	" ..	..
Takapuna (Auckland)	77	57	25	..	High pressure ..	" ..	Paddle.
Takapuna (Dunedin) ..	1,036	472	165	1,414	Compound S. condensing	Single..	..
Talune ..	2,086	1,370	255	1718	Triple-ex. S. condensing	" ..	..
Tangaroa ..	189	109	70	..	Compound S. condensing	Twin ..	..
Tangihua ..	31	20	15	..	Ordinary condensing	Single..	..
Taniwha (Auckland) ..	263	191	40	..	Compound S. condensing	Twin ..	..
Taniwha (Timaru) ..	..	16	16	..	Ordinary condensing	Single..	..
Tarakihi ..	..	..	4	..	High pressure ..	" ..	..
Tarawera ..	2,003	1,269	250	1,390	Compound S. condensing	" ..	..
Tarewai ..	22·8	11·4	11	..	" ..	" ..	..
Tasman (2) ..	178·5	87	38	203·2	" ..	Twin ..	..
Taviuni ..	1,465	978·6	135	1,062	Quadruple-ex. S. conden.	Single..	..
Tawera (Auckland) ..	..	..	8	..	High pressure ..	" ..	..
Tawera (Dunedin) ..	..	..	25	..	Compound S. condensing	" ..	..
Tawera (Gisborne) ..	52	44	40 B.H.P.	..	Oil-engine ..	" ..	..
Te Anau ..	1,652	1,028	250	1,241	Compound S. condensing	" ..	..
Te Aroha ..	106·1	56·9	85 B.H.P.	..	Oil-engine ..	Twin ..	..
Te Pioneer ..	86·2	24·5	13	..	Compound S. condensing	Single..	..
Te Whaka ..	323·6	140·5	45	..	" ..	" ..	..
Terawhiti ..	259·8	46·8	99	846	Triple-ex. S. condensing	" ..	..
The Minerva ..	48·2	21·3	14	..	Compound S. condensing	" ..	..
Theresa Ward ..	194	9	95	450	Triple-ex. S. condensing	" ..	..
Thistle ..	96	77	90 B.H.P.	..	Oil-engine ..	Twin ..	..
Thomas King ..	98	70	16	..	High pressure ..	Single..	..
Togo ..	..	..	14	..	Compound S. condensing	Twin ..	..
Tongariro ..	20	4	8·2	..	" ..	Single..	..
Traveller ..	..	..	7½	..	" ..	" ..	..
Tuatea ..	112	58	28	228	" ..	" ..	..
Tu Atu ..	40	30	60 B.H.P.	..	Oil-engine ..	Twin ..	..
Tui ..	..	20	6½	..	High pressure ..	Single..	..
Tuirangi ..	124·4	71·8	22½	..	Triple-ex. S. condensing	" ..	..
Tuna (Kaipara) ..	..	..	3½	..	High pressure ..	" ..	..
Turanga ..	..	18·3	25 B.H.P.	..	Oil-engine ..	" ..	..
Te Waipounamu ..	26·6	19·9	2½ B.H.P.	..	" ..	" ..	..
Uira ..	..	..	3½	..	High pressure ..	" ..	..
Uta ..	31	23·2	50 B.H.P.	..	Oil-engine ..	" ..	..
Variance ..	25·1	18·8	2½ B.H.P.	..	" ..	" ..	..
Vesper ..	46·6	19·7	32 B.H.P.	..	" ..	Twin ..	..
Victoria ..	147	92	40	..	High pressure ..	" ..	Paddle.

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

No. 14.—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-going Steamers only.	Description of Machinery.	Screw.	Paddle.
	Gross.	Register.					
Victory .. ..	33	17	16 B.H.P.	..	Oil-engine .. ..	Twin ..	..
Vivid .. ..	21	6	13	..	Compound S. condensing	Single..	..
Waipapu .. ..	67	57	35 B.H.P.	..	Oil-engine .. ..	" ..	..
Waihi .. ..	97·5	66·7	20	77	Compound S. condensing	" ..	..
Waikana .. ..	153·8	66	200	..	" ..	Twin ..	..
Waimarie (Auckland) ..	245	159	48	..	" ..	" ..	..
Waimarie (Wanganui)	80	53	20	..	High pressure .. ..	" ..	Paddle.
Waimea .. ..	454·4	206·8	100	601	Triple-ex. S. condensing..	Twin ..	..
Waione .. ..	70	48	80	..	" ..	" ..	..
Waioara .. ..	..	..	5	..	Compound S. condensing	Single..	..
Waiotahi .. ..	278	167	56	288·7	" ..	Twin ..	..
Waipori .. ..	1,918	1,229	180	1,034	Triple-ex. S. condensing	Single..	..
Wairau .. ..	143·2	59·2	20	148	Compound S. condensing	" ..	..
Wairaka .. ..	148·8	71·6	49	..	Triple-ex. S. condensing	Twin ..	..
Wairere .. ..	65	41	25	..	High pressure .. ..	" ..	Paddle.
Wairoa (Auckland) ..	100	49	40	137	Compound S. condensing	Single..	..
Wairoa (Nelson) ..	69·8	47·5	20	50·8	" ..	" ..	..
Wairua .. ..	..	..	5	..	" ..	" ..	..
Wairuna .. ..	3,947	2,529	396	1,990	Triple-ex. S. condensing	" ..	..
Wairangi (Auckland) ..	171	34	66	344	Compound S. condensing	Twin ..	..
Waitangi (Matakohi)	45	30	60	..	" ..	Single..	..
Waitemata .. ..	5,431	3,459	258	2,261	Triple-ex. S. condensing	" ..	..
Waitohi .. ..	24	18	10	..	Compound S. condensing	" ..	..
Waiwera (Auckland) ..	..	..	6	..	" ..	" ..	..
Waiwera (Henley) ..	..	..	16 B.H.P.	..	Oil-engine .. ..	" ..	..
Waiwiri .. ..	..	..	7½	..	Compound S. condensing	" ..	..
Wakapai .. ..	..	..	10	..	" ..	" ..	..
Wakatere .. ..	441	157	140	..	" ..	" ..	Paddle.
Wakatu .. ..	157	95	30	141·5	" ..	Single..	..
Wanaka .. ..	2,421	1,572	280	1,042	Triple-ex. S. condensing	" ..	..
Warrimoo .. ..	3,528	2,076	490	3,659	" ..	" ..	..
Waterlily .. ..	25·6	18·1	10 B.H.P.	..	Oil-engine .. ..	" ..	..
Wave .. ..	39·8	28·8	38 B.H.P.	..	" ..	" ..	..
Waverley .. ..	156	93	25	121	Compound S. condensing	Twin ..	..
Weka (Auckland) ..	127	86	27	..	" ..	Single..	..
Weka (Napier) .. ..	89	52	20	97·5	" ..	" ..	..
Westland .. ..	152	8·4	86	401·9	" ..	" ..	Paddle.
Wakarire (2) .. ..	819	449	120	660	" ..	Twin ..	..
Whangape .. ..	2,931	1,900	280	1,202	Triple-ex. S. condensing	Single..	..
Will Watch .. ..	87·5	46	45 B.H.P.	..	Oil-engine .. ..	" ..	..
Wootton .. ..	151	89·6	33	134·6	Compound S. condensing	" ..	..
Young Bungaree ..	80·5	1·6	35	125	" ..	" ..	..

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

## No. 15.—RETURN of SAILING-VESSELS SURVEYED during the Financial Year ended the 31st March, 1911, with Particulars of Tonnage, &amp;c.

Name of Vessel.	Tons Measurement.		Description.	Times surveyed.
	Gross.	Register.		
Alexa .. ..	334·4	286	Brigantine .. ..	1
Bankfields .. ..	859	785	Barque .. ..	1
Clyde .. ..	94	87	Schooner .. ..	1
Helen Denny .. ..	742	695	Barque .. ..	1
Houto .. ..	124·8	99	Schooner .. ..	1
James Craig .. ..	670·9	646	Barque .. ..	1
Jessie Craig .. ..	680	634	" .. ..	1
Joseph Craig .. ..	751	694	" .. ..	1
Jessie Nicol .. ..	93	93	Schooner .. ..	1
Kereru .. ..	123·7	99·7	Ketch .. ..	1
Louisa Craig .. ..	710	683	Barque .. ..	1
Marjorie Craig .. ..	540	499	" .. ..	1
Northern Chief .. ..	287	263	" .. ..	1
Selwyn Craig .. ..	530	486	" .. ..	2



No. 16.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1910. to the 31st March, 1911.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1910. April 5 ..	S.s. Bramley ..	Auckland ..	This vessel was on a voyage from Newcastle to Valparaiso. On the 1st April, when about a hundred miles east of the Three Kings, an accident occurred to her main machinery. On examination it was found that the air-pump links had carried away. Temporary repairs were effected, and the vessel proceeded to Auckland, where a new set of links were made and fitted.
April 13 ..	S.s. Pukaki ..	Nelson ..	On the 12th April, during a voyage from Picton to Westport, and when about ten miles from Stephen's Island, this vessel ran into heavy head weather. She was in light trim, which caused the machinery to race considerably. The main steam-pipe, through the racing, was fractured for about 3 in. at the neck of the flange, and the vessel put into Nelson for repairs. The defective portion of the pipe was cut off, a new flange brazed on, and the pipe was afterwards tested to 340 lb. hydraulic pressure, and found satisfactory.
April 14 ..	S.s. Monica ..	Lyttelton ..	On a voyage from Lyttelton to Laverick's Bay on the 7th April, this vessel touched the rocks near Laverick's Bay wharf. On her return to Lyttelton an examination of her hull was made, when it was found she had received no damage.
April 18 ..	S.s. Lady Barkly	Nelson ..	On the 16th April, whilst berthing at the Nelson wharf, this vessel collided with it, damaging her stem and the bulwarks. A new piece was fitted into the stem, several new stanchions were fitted, the bulwarks were repaired, and two iron breast hooks were fitted.
April 21 ..	S.s. Wairoa ..	Nelson ..	This vessel was on a voyage from Collingwood to Waitapu on the 18th April, when, shortly after leaving Collingwood, her propeller-shaft broke off close to the neck of the liner, probably caused by striking a submerged snag in the river. The vessel was towed back to Collingwood. The old propeller was recovered, and fitted to the spare shaft which was carried on board. The vessel then proceeded on her voyage.
Jan. 18, 28; Feb. 3; Mar. 2, 16, 30; April 7, 14, 15, 16, 17, 18, 19, 20, 21	S.s. Kaipara ..	Auckland ..	On the 14th January this vessel had just left Auckland Harbour for London with a full cargo. When going down Rangitoto Channel she struck an uncharted rock, doing considerable damage to her hull. The water gained access to the holds, which were soon flooded. Divers located the holes in the hull. These holes were plugged up, and a number of salvage pumps employed to pump the vessel out. A portion of the cargo was discharged, and the vessel pumped out. She returned to Auckland on the 20th January, where she was docked for survey and repairs. On examination it was found that she had received extensive damage to her hull plating and frames through coming into contact with the rocks. Sixty-six of the plates were much damaged, forty-nine frames bent or broken, a number of wash and intercostal plates in No. 1 tank buckled, and one tank top, also part of the rolling-chock, damaged. All the damage was on the starboard side. The following repairs were carried out: In the A strake two plates were cut out and renewed; in the B strake two plates were cut out and renewed; in the C strake one plate was cut out and renewed; in the D strake four plates were riveted; in the E strake six plates were cut out and one plate renewed; in the F strake five plates were cut out and renewed; in the bilge strake sixteen plates were cut out and renewed and thirty-four plates taken off, straightened, and riveted. Two frames were straightened, forty-seven frames were cut, and new pieces varying from 8 ft. to 14 ft. in length fitted in. One tank top plate was taken out, straightened, replaced, and new angle irons fitted. Twelve new wash-plates were fitted, and five were taken out, straightened, and replaced. Seventeen new intercostal plates were fitted. 16 ft. of new tee iron was fitted to the rolling-chock and one keel-plate was straightened in position.
April 12, 25	S.s. Bramley ..	Auckland ..	This vessel was on a voyage from Auckland to Valparaiso. At 4 a.m. on the 8th April the vessel was five hundred miles from the New Zealand coast, when all the air- and circulating-pump links carried away. There was a flaw in one of the links, and when this link broke it threw a greater strain on the remaining links, causing them to carry away. The air-, circulating-, feed-, and bilge-pump rods and plungers were also damaged through the links carrying away. The vessel returned to Auckland, where the necessary renewals and repairs were made.

No. 16.—RETURN OF VESSELS SURVEYED FOR SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1910. April 21, 28	S.s. Kennedy ..	Nelson ..	On the 15th April this vessel arrived off the Greymouth bar from Nelson, and, while standing out to sea during a very strong north-west gale, the rudder-quadrant was damaged. Just about the same time the main steam-pipe of the port engine cracked. The vessel was taken in tow by the s.s. "Alexander," but, owing to the heavy weather, the tow-line broke several times. The "Alexander" ran short of coals, and had to return to Nelson for more. The s.s. "Mangapapa" in the meantime towed the "Kennedy" to an anchorage at Farewell Spit. After coaling, the "Alexander" returned and towed the "Kennedy" safely to Nelson, where the quadrant and main steam-pipe were repaired.
May 13, 14..	O.e.v. Waiapu ..	Auckland ..	On the 25th April, on a voyage from Auckland to Gisborne, and when off Hicks Bay, this vessel was caught in a hurricane and dismasted, the stanchions, rails, and bowsprit being also carried away. A jurmast, rigging, and spare sails were fitted, and the vessel made a little headway. During the afternoon of the 29th the s.s. "Ennerdale" was sighted, bound from Timaru to Auckland, and at 4 p.m. took the schooner in tow and brought her into Auckland. The vessel has since undergone extensive repairs, which include new spars, bulwarks, stanchions, cathead, mooring-bits, rudder-stock, main hatches, and a number of minor repairs.
May 21 ..	S.s. Stella ..	Auckland ..	On the 14th May, off Opito Bay, this vessel came into collision with the scow "Wanderer." The only damage sustained was to her bulwarks, which were temporarily repaired, the vessel otherwise being quite seaworthy.
May 25 ..	S.s. Wootton ..	Lyttelton ..	On the 23rd May, during a voyage from Lyttelton to Kaipara, and when steaming up the Kaipara River, this vessel went aground, the river having shoaled up in the fairway. She was got off by means of her own steam the next day, and on her return to Lyttelton a survey was made. The damage done was slight, consisting of the loss of a few sheets of copper sheathing. The vessel showed no signs of leaking.
June 13, 14, 15	S.s. Wootton ..	Lyttelton ..	This vessel was voyaging from Timaru to Lyttelton on the 11th June when the stern gland became hot and seized on the shaft, carrying away the stern-gland studs. During the process of cooling the gun-metal liner on the shaft cracked. On arrival at Lyttelton the vessel was put on the slip for survey, when all the necessary repairs were effected, including a new liner shrunk on the shaft, a new stern gland and studs, and a lignum-vitæ bush made and fitted.
June 23, 24, 25, 27, 29 : July 2, 4, 5, 6	S.s. Indradevi ..	Auckland ..	On the 22nd June this vessel was lying at the Queen Street wharf, Auckland. A fire broke out among the cargo in the forepart of the 'tween-decks. The forecandle was gutted right out, the deck beams and plates underneath were very much bent and twisted, several stanchions were bent or broken, and the collision bulkhead was bulged in in several places. This necessitated the following repairs being done: Ten main-deck plates were cut out, nine of them were straightened and replaced, and one was renewed; four main-deck beams, running right across the vessel, were cut out, straightened, and replaced, one of them was cracked in the centre and was strengthened with fish-plates; seven short deck-beams between the hull and coamings of No. 1 hatch were straightened in position; four vertical stanchions were straightened and one was renewed; the collision bulkhead was strengthened with I-iron bars fitted horizontally across it; two deck-plates in line of No. 3 hatch were sheathed where they were cracked. A new wooden deck was laid in the forecandle, and all the bunks and fittings were renewed.
July 11 ..	S.s. Poharua ..	Wellington ..	On the 9th July this vessel arrived at Wellington from Greymouth at 3 a.m., and was berthing at the Taranaki Street wharf when she touched the ground and did not answer her helm properly, taking a sheer to port instead of starboard, which caused her to strike the wharf. Both hawse-pipes were broken and two plates on the port bow damaged. Two new hawse-pipes were fitted, a new doubling-plate was fitted under starboard hawse-pipe, two new plates were fitted on port bow, and two frames were cut and new pieces fitted in.
July 16, 21	Bossuet (barque)	Dunedin ..	This vessel was voyaging from Portland, Oregon, to Dunedin. On the 4th July, when entering Otago Harbour, she went aground on a sandspit off Howlett Point. She remained aground from 5 p.m. to 5.35 p.m., when she came off by means of her own sails. A survey was made of the vessel, when she was found to have received no damage.

No. 16.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1910. July 29, 30	O.e.v. Albatross ..	Onehunga ..	On the 28th July this vessel was on a voyage from Auckland to Waitara, and when off the Manukau Harbour entrance she was driven on to a bank in the South Channel at Manukau Heads by a southerly wind. Both anchors were dropped, and after the vessel had been bumping slightly on the bank for about two hours and a half both cables parted. The kedge-anchor was put out astern, and with its help and the flood tide making, the vessel came off the bank. She proceeded to Onehunga, where a survey was made, and it was found that the vessel had sustained only slight damage. A little copper sheathing on the hull required renewing and also one new plank on the bottom of centre-board.
Aug. 13 ..	S.s. Monowai ..	Dunedin ..	The propeller of this vessel worked loose between the 2nd and the 3rd August, on a voyage from Auckland to Gisborne. The vessel continued her voyage to Dunedin, where she was docked. A new feather was fitted to the shaft and the propeller was refitted and securely tightened up.
Aug. 21, 23, 25	S.s. Rosamond ..	Onehunga ..	On the 20th August this vessel was lying at her berth at the Onehunga wharf when she was run into by the s.s. "Kotuku." The collision made two large holes in the sheer-strake plating, and cut through the deck-stringer, bulwark-plating, and rail on the starboard quarter. Repairs were made by renewing one plate in the sheer-strake, piecing the deck-stringer, renewing the bulwark-plate, and repairing the rail.
Aug. 28 ..	S.s. Taviuni ..	Wellington ..	On the 24th August this vessel was swinging at the Westport wharf, preparatory to sailing for Dunedin. A wire hawser, which was being used for swinging the vessel, became slack and got foul of the propeller. The vessel steamed from Westport to Wellington, accompanied by the "Pukaki." On arrival at Wellington a diver made an examination of the propeller and shaft of the "Taviuni," when he found that there were nine turns of wire rope round the shaft. He removed these and tightened up several of the set-pins in the stern-bush, and the vessel then continued on her voyage to Dunedin.
Aug. 27, 29, 30	S.s. Whakatane	Dunedin ..	During the voyage of this vessel from Sydney to Auckland on the 19th August, and when off Mokohinou Point, in latitude 35°56' S., longitude 174°54' E., a slight vibration was felt by those on board, as if the vessel had struck a submerged log or other floating object. After calling at Auckland, the vessel continued her voyage to Wellington and Dunedin. At the latter port the fore-peak and ballast-tanks were examined and sounded. There was a little broken cement in Nos. 1 and 2 tanks, and a slight bulge, evidently not of recent occurrence, was noticed in one of the tanks. All the holds were examined and found in good condition.
Aug. 31; Sept. 3	S.s. Navarino ..	Wellington ..	This vessel was steaming from Newcastle, N.S.W., to Valparaiso on the 22nd August, and when about 750 miles east of New Zealand, the M.P. slide-valve spindle of the main engines broke. It was decided to return to port for repairs. On arrival in Wellington a new mild-steel spindle was made and fitted. The vessel then proceeded on her voyage.
Sept. 30; Oct. 1, 7	S.s. Kotuku ..	Wellington ..	On the 20th September this vessel fell in with heavy weather between Onehunga and Greymouth. About seventy miles south of Onehunga the engines were racing heavily, when the after length of tunnel shafting carried away. The breaking of this shaft also bent the next length of tunnel-shafting and propeller-shaft, and damaged two of the bearings. A Thompson's coupling, which was on board, was fitted to the broken shaft, enabling the vessel to continue on her voyage at a reduced speed, and arrive at Wellington without further mishap. A new propeller-shaft, two new tunnel-shafts, two new tunnel-bearings and a new stern-gland were fitted. On further examination of the shafting a slight flaw was discovered in the thrust-shaft. Four steel clamps were put around this, which made it quite seaworthy.
Oct. 6 ..	S.s. Mana ..	Wellington ..	At 4 p.m. on the 13th September, as this vessel was entering Patea Harbour from Wellington, she grounded on the bar. The vessel remained fast until 9 p.m. of the 3rd October, when she was refloated. She returned to Wellington, and was placed on the slip for survey, when it was found that a number of rivets in the hull were loose, and the cement in the forehold and under the boiler broken. All defective rivets were cut out, new rivets fitted, and the broken cement was renewed.

No. 16.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1910. Nov. 11 ..	S.s. Morayshire ..	Dunedin ..	This vessel was on a voyage from Liverpool to New Zealand. She called at Durban, and on the 21st September, shortly after leaving the latter port, it was found there were 16 in. of water in No. 2 starboard bilge. After the vessel's arrival in New Zealand, she was docked on the 11th November at Port Chalmers. A survey of the hull was made, when sixteen defective rivets were found on the port side of vessel, and forty-eight on the starboard side. These were all cut out and renewed.
Nov. 25 ..	S.s. Maori ..	Wellington ..	A leak was discovered in a length of this vessel's main steam-pipe while on the trip from Lyttelton to Wellington on the 24th November. On arrival in Wellington the pipe was taken off and a new pipe-joint was fitted to it. The pipe was afterwards tested to 300 lb. hydraulic pressure before being fitted on board.
Nov. 26 ..	S.s. Mapourika ..	Nelson ..	On a trip from Westport to Nelson on the 26th November a leak was discovered in the centre combustion-chamber back plate of the main boiler. On arrival at Nelson a survey was made, when a small hole was discovered near one of the screwed stays. Temporary repairs were made at Nelson to enable the vessel to continue her voyage to Wellington, where permanent repairs were effected.
Nov. 30 ; Dec. 2	O.e.v. Oreto ..	Auckland ..	This vessel, on the 26th November, was off Cape Colville, steaming between Auckland and Gisborne, when she was found to be making water. On examination it was discovered that the stern-tube was slack, the water coming in around the tube. The vessel returned to Auckland, and was put on the slip. A survey was made, when it was found that the outer nut on the stern-tube had become slack. This was securely tightened up, which made the vessel quite seaworthy.
Dec. 7, 9 ..	S.s. Wootton ..	Lyttelton ..	At 3.15 p.m. on the 1st December this vessel was attempting to cross the Kaiapoi bar, on a voyage from Greymouth to Kaiapoi, when she grounded and remained fast until 7.15 p.m., when she floated off. After discharging cargo the vessel proceeded to Lyttelton, and was placed on the slip for survey. The vessel was found to have sustained damage to her rudder, sternpost, and forefoot; the stern bush was also much worn down. A new ironbark rudder was made and fitted, the tiller was straightened; two new copper fastenings were put through keel under aperture, and 6 ft. of the false keel under forefoot was renewed. The propeller-shaft was drawn, the after liner was turned up true, and a new lignum-vitæ stern-bush fitted. The hull was caulked and recoopered where necessary.
Dec. 14 ..	S.s. Defender ..	Lyttelton ..	On a voyage from Karamea to Lyttelton, on the 29th November, this vessel grounded on the Karamea bar and remained fast until the following day. An anchor was put out, and by hauling on to this, and at the same time using her own engines, she was floated off, and proceeded on her voyage. The vessel was placed on the slip at Lyttelton, when fifteen new copper fastenings were fitted to hull on starboard side; several butts were caulked, and repairs were made to copper sheathing where necessary.
Dec. 20 ..	S.s. Kairaki ..	Port Ahuriri ..	This vessel had just arrived at Picton from Wellington on the 17th December, and whilst berthing at the wharf came into collision with the s.s. "Pateena," already moored at the wharf. The damage to the vessel was all above the deck, and she was allowed to continue her voyage to Port Ahuriri. On arrival there a survey was made, when the gusset-plate connecting the bulwarks to the after end of forecastle-head was found to be fractured, two bulwark bulb-stays buckled, and the bulwarks set in for a length of 3 ft. All the damage was on the starboard side. The necessary repairs were carried out before the vessel sailed from Napier.
Dec. 5, 8, 28, 30	S.s. Strathelyde	Lyttelton ..	After encountering very heavy weather for several days on the voyage from Newcastle, N.S.W., to Coronel, Chili, and when in south latitude 49-20 and west longitude 158, this vessel's rudder-stock broke in the trunkway on the 28th September. The vessel for the time being was uncontrollable, and the rudder swinging about from side to side badly damaged the rudder-trunk and stuffing-box. On the 5th October a jury-rudder was got into position, and the vessel headed for New Zealand. The weather again increased in violence, and the improvised rudder had to be abandoned. A second jury-rudder was made and shipped; this one lasted for four days, when it was broken by the heavy seas. On the weather moderating a third jury-rudder was made and shipped, which enabled the vessel to make the port of Lyttelton, when the following repairs were effected: A new rudder-stock was made, the trunkway was repaired, one new gudgeon was fitted to rudder, a new bracket was fitted to the rudder-post, and a new stuffing-box fitted to rudder-head.

No. 16.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—continued.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1911. Jan. 18, 20..	O.e.v. Greyhound	Auckland ..	On the 15th January, on a voyage from Auckland to Hohoura, the propeller-shaft broke. The vessel returned to Auckland, where a new propeller-shaft was made and fitted.
Feb. 1, 4, 7	S.s. Sussex ..	Port Chalmers ..	This vessel was on a voyage from Liverpool to New Zealand, via Las Palmas and Sydney. On the 1st December, when in latitude 45-40 south and longitude 100-30 east, and running before a north-west gale, a propeller-blade was thrown off. On the vessel's arrival in Port Chalmers she was docked. The propeller-shaft was drawn, and two new propeller-blades were made and fitted. About a hundred rivets were renewed in the after-peak compartment, and several rivets were also renewed in the two after-tunnel bearing-seats.
Feb. 26 ..	S.s. Rosamond ..	Wellington ..	About twenty miles north of Stephen's Island, during heavy weather on a trip between New Plymouth and Wellington on the 26th February, a leak occurred between the after ballast-tank and the engine-room, at the lower part of the engine-room bulkhead. The tank being full of water, it found its way into the engine-room bilges. The ordinary pumps were unable to keep the water down, and there being a danger of the stokehold platform being washed up, the bilge-injection was opened up. This soon lowered the water, but after running awhile the circulating-pump valves and passages were partly choked with sediment from the bilges. The jet-condenser connection was then used until the pumps were cleared, when the bilge-injection was again used. On the vessel's arrival in Wellington the necessary repairs to the bulkhead and tank were made.
Mar. 3 ..	Kereru (sailing-vessel)	Auckland ..	On the 3rd March this vessel was being towed by the s.s. "Waiwiri" in Auckland Harbour, when she collided with the wharf. The stem was sprung just below the figure-head and the stock of port anchor broken. The necessary repairs were made.
Mar. 6 ..	S.s. Strathendrick	Wellington ..	On the 1st March a crack was discovered in the neck of a portion of the main steam-pipe when the vessel was between Auckland and Wellington. On arrival in Wellington the defective pipe was taken off, the cracked portion was cut out, and a new piece fitted. The pipe was tested to 360 lb. hydraulic pressure before being placed on board.
Mar. 20, 24	S.s. Wairoa ..	Auckland ..	On the 8th March, on a trip from Parua Bay to Auckland, this vessel took the ground, settling on a rock amidships. She remained fast from 2 p.m. till midnight of the same day, when she was got off by means of her own machinery, and proceeded to Auckland. After examination in dock in Auckland it was found that the keelson was broken, and that a number of the hull fastenings were loose. A new portion of keelson, of hardwood 27 ft. long, was fitted, also two sister keelsons, and all the defective fastenings were made good.
Mar. 25 ..	O.e.v. Sea Queen I	Auckland ..	On the 14th March this vessel struck some submerged object in Hauraki Gulf, which did some damage to the stem. A new graving-piece was fitted into the stem, and new fastenings put in where required.

No. 17.—RETURN showing the REVENUE from the Inspection of Machinery Department (including the Examination of Marine Engineers and Land-engine Drivers, and the Amount earned by the Survey of Steamers and Sailing-ships), also the ORDINARY EXPENDITURE of the Inspection of Machinery Department (including the Examination of Marine Engineers and Land-engine Drivers and Survey of Steamers and Sailing-ships), during the Financial Year ended the 31st March. 1911.

<i>Receipts.</i>	£	s.	d.	<i>Expenditure.</i>	£	s.	d.
Inspection of boilers and machinery (less refunds) .. .. .	8,900	15	0	Salaries .. .. .	8,408	2	4
Certificates of land-engine drivers (less refunds) .. .. .	647	5	0	Advertising, books, &c. .. .. .	18	2	0
Survey of steamers (including auxiliary-powered vessels) .. .. .	2,058	10	0	Office furniture, &c. .. .. .	16	8	6
Survey of sailing-ships .. .. .	110	15	0	Collection of inspection-fees .. .. .	150	0	0
Survey of vessels for seaworthiness .. .. .	106	0	0	Compassionate allowance to Kathleen Clements .. .. .	100	0	0
Examination of marine engineers .. .. .	248	0	0	Departmental inquiry .. .. .	68	18	9
				Office equipment and requisites .. .. .	43	11	7
				Postage and telegrams (less refund) .. .. .	236	17	3
				Rent, cleaning offices, fuel, and light .. .. .	227	8	4
				Telephones .. .. .	68	10	0
				Travelling-expenses (less refund) .. .. .	2,527	8	10
				Contingencies .. .. .	29	12	6
	<b>£12,071</b>	<b>5</b>	<b>0</b>		<b>£11,895</b>	<b>0</b>	<b>1</b>

No. 18.—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 DISTRICT.					
Adams, J., and Co. .. ..	Auckland .. ..	Bacon-factory .. ..	30	8½ and 14	First class.
Ambury, English, and Co. .. ..	Mangere .. ..	Butter-factory .. ..	36	12	Second class.
" " " " .. ..	Newton .. ..	" " " " .. ..	18	10	"
Arkell, D. .. ..	Auckland .. ..	Brewery .. ..	16	Nil	"
Auckland Brick Company .. ..	Avondale .. ..	Brickworks .. ..	71	20	First class.
Auckland City Council .. ..	Auckland .. ..	Electric lighting .. ..	115	13 and 22	"
" " " " .. ..	" " " " .. ..	Pumping .. ..	40	10 and 17½	"
" " " " .. ..	" " " " .. ..	Road-wagon .. ..	6½	4 and 7	Locomotive and traction.
" " " " .. ..	" " " " .. ..	" " " " .. ..	6	4 and 7	Ditto.
" " " " .. ..	Mount Eden .. ..	Stone-crushing .. ..	61	14½ and 11	First class.
" " " " .. ..	" " " " .. ..	Pumping .. ..	42	11 and 22	"
" " " " .. ..	Otahuhu .. ..	Steaming .. ..	45	6 and 10	Second class.
" " " " .. ..	Western Springs .. ..	Pumping .. ..	40	26 and 42	First class.
" " " " .. ..	" " " " .. ..	" " " " .. ..	40	26 and 42	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	40	26 and 42	"
Auckland Electric Tramway Company .. ..	Auckland .. ..	Road-roller .. ..	5	6½	Locomotive and traction.
" " " " .. ..	" " " " .. ..	Electric traction .. ..	123	17 and 34, 18½, 27, and 38½	First class.
" " " " .. ..	" " " " .. ..	" " " " .. ..	123	Ditto	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	123	"	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	123	"	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	123	"	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	123	"	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	123	"	"
Auckland Farmers' Freezing Company .. ..	Southdown .. ..	Freezing .. ..	84	18½, 27, and 38½	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	84	8 and 10	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	84	8 and 10	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	84	8 and 10	"
" " " " .. ..	Auckland .. ..	" " " " .. ..	45	11 and 20	"
Auckland Gas Company .. ..	" " " " .. ..	Gasworks .. ..	100	12	Second class.
Auckland Harbour Board .. ..	" " " " .. ..	Sand-dredge .. ..	65	6 and 14, 14 and 24, 16, 26, and 43, 12	First class.
" " " " .. ..	" " " " .. ..	Dredging .. ..	93	and 24	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	93	Ditto	"
" " " " .. ..	" " " " .. ..	Pumping .. ..	22	12	Second class.
" " " " .. ..	" " " " .. ..	Dredging .. ..	10	Two 9	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	7	Two 9	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	10	Two 9	"
" " " " .. ..	" " " " .. ..	Pile-driving .. ..	20	Two 8½	"
" " " " .. ..	" " " " .. ..	Pumping .. ..	56	Two 33	First class.
" " " " .. ..	" " " " .. ..	Sheer-legs .. ..	42	Two 14	"
" " " " .. ..	" " " " .. ..	Pumping .. ..	56	Two 33	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	56	Two 33	"
" " " " .. ..	" " " " .. ..	Machine-shop .. ..	25	12	Second class.
" " " " .. ..	" " " " .. ..	" " " " .. ..	25	12	"
" " " " .. ..	" " " " .. ..	Sheer-legs .. ..	42	Two 14	First class.
Auckland Hospital Board .. ..	" " " " .. ..	Steaming .. ..	45	5	Second class.
Auckland Meat Company .. ..	" " " " .. ..	Freezing .. ..	55	13	"
" " " " .. ..	Westfield .. ..	Bone-crushing .. ..	16	10	"
Auckland Steam Laundry Company .. ..	Auckland .. ..	Laundry .. ..	43	9	"
Avondale Brick and Tile Company .. ..	Avondale .. ..	Brickworks .. ..	72	26	First class.
Bagnall Bros. .. ..	Auckland .. ..	Box-factory .. ..	64	13	Second class.
" " " " .. ..	Turua .. ..	Sawmill .. ..	84	16	First class.
Bertleson and Rasmussen .. ..	Waihou .. ..	Flax-mill .. ..	32	12	Second class.
Black, J. .. ..	Ness Valley .. ..	Sawmill .. ..	16	9½	"
Bourke, M. F. .. ..	Kerepeehi .. ..	Flax-mill .. ..	25	12½	"
Brett Publishing Company .. ..	Auckland .. ..	Printing .. ..	35	13 and 14½	First class.
" " " " .. ..	" " " " .. ..	" " " " .. ..	61	13 and 14½	"
Burt, A. and T. (Limited) .. ..	" " " " .. ..	Shop tools .. ..	20	9½	Second class.
Bycroft and Co. .. ..	" " " " .. ..	Flour-mill .. ..	65	18	First class.
Carder Bros. .. ..	" " " " .. ..	Brickworks .. ..	38	11½	Second class.
" " " " .. ..	Ponsonby .. ..	" " " " .. ..	20	9	"
Cassels and Nisbet .. ..	Hobsonville .. ..	" " " " .. ..	21	Two 8½	"
Clark, R. O. (Limited) .. ..	Waikino .. ..	Hauling .. ..	74	9½	"
Clow, T. R. .. ..	Hobsonville .. ..	Brickworks .. ..	74	9½	"
" " " " .. ..	Papatoetoe .. ..	Hauling .. ..	5	8	Locomotive and traction.
" " " " .. ..	" " " " .. ..	" " " " .. ..	7	7	Ditto.
Comrie, James .. ..	Runciman District .. ..	Chaff-cutting .. ..	5	7½	"
Comrie and Ferguson .. ..	Pukekohe District .. ..	Threshing and chaff-cutting .. ..	5	8	"
Colonial Ammunition Company .. ..	Mount Eden .. ..	Ammunition-works .. ..	70	8½	Second class.
Colonial Sugar-refining Company .. ..	Chelsea .. ..	Sugar-refining .. ..	168	11 and 18½, 12 and 14, 16 and 18	First class.
" " " " .. ..	" " " " .. ..	" " " " .. ..	35	Two 24	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	35	Two 24	"
" " " " .. ..	" " " " .. ..	" " " " .. ..	35	Two 24	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>AUCKLAND DISTRICT—<i>continued.</i></b>					
Colonial Sugar-refining Company	Chelsea	Sugar-refining	35	Two 24	First class.
"	"	"	35	Two 24	"
"	"	"	35	Two 24	"
"	"	"	35	Two 24	"
"	"	"	35	Two 24	"
"	"	"	168	11 and 18½, 12 and 14, 16 and 18	"
"	"	"	170	Ditto	"
Cook, H. F., and Co.	Whangamumu	Whaling-station	83	Two 7½, two 6½	Second class.
Costley Home	Epsom	Heating	50	6	"
Craig, J. J.	Mount Eden	Stone-crushing	14	Two 8½	"
Dangen and Thomas	Fairburn	Sawmill	25	10	"
Dawson, R.	Papatoetoe District	Hauling	6	6	Locomotive and traction.
Devonport Corporation	Lake Takapuna	Pumping	16	9 and 16	First class.
"	"	"	16	9 and 16	"
"	"	"	30	13 and 24	"
"	"	"	30	13 and 24	"
Direct Supply Furniture Company	Auckland	Furniture-factory	65	10 and 17	"
Donaghy's Rope and Twine Company (Limited)	"	Ropeworks	35	Two 10½	"
Donald, Alexander	Cox's Creek	Tanning	18	6½	Second class.
Drury Brick Company	Drury	Brickworks	25	15	First class.
"	"	Hauling	8	Two 7	Locomotive and traction.
Faithful, McConnel, and Co.	Neavesville	Log-hauling	18	Two 8½	Second class.
"	"	"	20	Two 8	"
Faithful, A.	Waimamaku	Idle	8	6½ and 10	Locomotive and traction.
Fitt and Co.	Parnell	Soapworks	15	14	Second class.
Foreshore Gold-dredging Company	Thames	Dredging	20	8 and 12	First class.
Fraser, G., and Sons	Auckland	Ironworks	25	10 and 6½	Second class.
Frost, E. C.	Tuakau	Flax-mill	24	10	"
Gardner and Parker	New Lynn	Brickworks	43	14½	First class.
"	"	"	56	14	Second class.
Gibbons, R. P. (Limited)	Hikurangi	Sawmill	52	16	First class.
"	"	Hauling logs	9	Two 6½	Locomotive and traction.
"	"	"	"	"	"
"	"	"	"	"	"
Goldie, D.	Kopu	Sawmill	50	16½	First class.
"	Breakwater Road	Sawmill	25	20	"
"	"	"	25	20	"
Great Northern Brewery Company	Auckland	Brewery	25	9½	Second class.
Halliday, J.	Oromahoe	Flax-mill	21	10	"
Hancock and Co.	Kyber Pass	Brewery	45	Two 10	"
"	"	"	45	Two 10	"
Harrison, J., and Sons	Kamo	Mining-work	25	Two 9, two 4	"
Hellaby, R. and W.	Auckland	Freezing	79	12 and 8	First class
"	"	"	79	12 and 8	"
"	"	Hauling	4	Two 5	Locomotive and traction.
"	"	"	"	"	"
"	Richmond	Wool-scouring	45	Two 6½	Second class.
"	Westfield	Manure-works	26	13	"
"	"	Preserving	62	One 13, one 10, two 5	"
Hikurangi Coal Company	Hikurangi	Hauling coal and pumping	25	Two 10	"
"	"	Hauling coal	15	Two 8½	"
Holgate, Col. W. D., and Co.	Ngunguru	Sawmill	20	Two 13	First class.
"	"	"	68	Two 13	"
Hunter Bros.	Waitakerei	"	16	10	Second class.
Jagger, F., and Co.	Richmond	Tannery	43	10	"
Jamieson, D. and W.	Auckland	Hoisting	18	Two 8½	"
Kapanga Gold-mining Company	Coromandel	Pumping	68	20	First class.
Kauri Timber Company (Limited)	Auckland	Sawmill	35	25	"
"	"	"	50	Two 20	"
"	"	"	50	Two 20	"
"	"	"	50	Two 20	"
"	"	"	50	Two 20	"
"	Great Barrier Island	"	50	Two 16	"
"	"	"	50	Two 16	"
"	"	"	50	Two 16	"
"	"	"	50	Two 16	"
"	Kohukohu	"	35	Two 16	"
"	"	"	35	Two 16	"
"	"	"	35	Two 16	"
"	Koutu	"	56	16	"
"	"	"	56	16	"
"	Mount Eden	"	23	11½	Second class.
"	Pukete Bush	Hauling	20	Two 8½	Locomotive and traction.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
Kauri Timber Company (Limited) ..	Te Kopuru ..	Fire-pump ..	24	16	First class.
" ..	" ..	Planing-mill ..	22	14 $\frac{3}{8}$	"
" ..	" ..	Sawmill ..	50	20	"
" ..	" ..	" ..	40	14	Second class.
" ..	" ..	" ..	65	20	First class.
" ..	Waikino ..	Hauling ..	10	Two 7	Locomotive and traction.
" ..	Owera ..	" ..	10	Two 8	Ditto.
" ..	Waimamaku ..	Idle ..	28	Two 12	First class.
Keith, J. H. ..	Pukekohe District ..	Threshing and chaff-cutting ..	5	6 $\frac{1}{2}$	Locomotive and traction.
" ..	" ..	Ditto ..	8	5 and 9	Ditto.
Kempthorne, Prosser, and Co. ..	Westfield ..	Chemical-works ..	18	14	Second class.
" ..	" ..	" ..	25	14	"
" ..	" ..	" ..	118	16	First class.
Komata Reefs Gold-mining Company ..	Komata ..	Crushing ..	38	13	Second class.
" ..	" ..	" ..	25	14 $\frac{1}{2}$	First class.
Kurunui Caledonian Gold-mining Company ..	Thames ..	Winding ..	20	11 $\frac{3}{4}$	Winding.
Lane and Sons ..	Opua ..	Log-hauling ..	16	Two 9 $\frac{1}{2}$	Second class.
" ..	Totara North ..	Sawmill ..	20	Two 11	First class.
" ..	" ..	" ..	14	Two 8 $\frac{1}{2}$	Second class.
Laurie, C. G. ..	Auckland ..	Confectionery ..	15	Two 10	"
Laurie Bros. ..	Waikumete ..	Brickworks ..	30	10	"
Leyland and O'Brien ..	Auckland ..	Sawmill ..	36	12	"
" ..	" ..	" ..	36	Two 10	"
" ..	Mechanics Bay ..	" ..	74	16 $\frac{1}{2}$	First class.
McAndrew, James, and Co. ..	Paeroa ..	" ..	27	11	Second class.
McCoskrie and Son ..	Auckland ..	Shop-tools ..	16	8	"
McIntyre, James ..	Onehunga ..	Ironworks ..	25	10	"
McKinstry and Wilkinson ..	Whangarei ..	Sawmill ..	14	12 $\frac{1}{2}$	"
McLennan, M. ..	Kaiaua ..	Hauling ..	8	6 $\frac{3}{4}$ and 11 $\frac{1}{2}$	Locomotive and traction.
Macklow Bros. ..	Mechanics Bay ..	Sawmill ..	40	18	First class.
Manukau Water-supply Board ..	Onehunga ..	Pumping ..	25	9 $\frac{1}{2}$ and 16	"
" ..	" ..	" ..	25	9 $\frac{1}{2}$ and 16	"
Maungatapere Co-operative Dairy Company ..	Maungatapere ..	Butter-factory ..	17	8	Second class.
Mennie, J. M. ..	Auckland ..	Steaming ..	88	Nil	"
Mitchelson Timber Company ..	Owhata ..	Sawmill ..	16	Two 10	"
" ..	" ..	" ..	70	Two 10	"
" ..	Whangape ..	" ..	25	14 $\frac{1}{2}$	First class.
Morningside Quarries (Limited) ..	Morningside ..	Stone-crushing ..	67	13	Second class.
Mount Albert Road Board ..	Avondale ..	Pumping ..	20	11 $\frac{1}{2}$ and 17 $\frac{1}{2}$	First class.
" ..	" ..	" ..	20	11 and 17 $\frac{1}{2}$	"
Mount Eden Borough Council ..	Mount Eden ..	Road-roller ..	5	5 $\frac{1}{2}$ and 11	Locomotive and traction.
Nesbitt and Irving ..	Waitawhata ..	Hauling ..	21	Two 8 $\frac{1}{2}$	Second class.
New May Queen Gold-mining Company ..	Thames ..	Winding ..	20	9 and 16	Winding.
New Saxon Gold-mining Company ..	" ..	" ..	32	12	"
New Sylvia Gold-mining Company ..	" ..	Crushing ..	40	12 and 20	First class.
New Zealand Crown Mines Gold-mining Company ..	Karangahake ..	Electric generator ..	107	14, 20 $\frac{1}{2}$ , and 30	"
Ditto ..	" ..	Crushing ..	56	17 and 25	"
" ..	" ..	" ..	56	17 and 25	"
" ..	" ..	Electric generator ..	107	14, 20 $\frac{1}{2}$ , and 30	"
" ..	" ..	Pumping and winding ..	45	14, two 10	Winding.
" ..	" ..	Ditto ..	45	14, two 10	"
New Zealand Dairy Association ..	Pukekohe ..	Dairy-factory ..	35	Two 10	Second class.
New Zealand Glue-works ..	Onehunga ..	Glue-works ..	28	10	"
New Zealand Government (Defence Department) ..	Takapuna ..	Electric light ..	16	12	Exempt.
New Zealand Government (Lands Department) ..	Waitakaruru ..	Dredging ..	9	Two 9 $\frac{1}{2}$	"
Ditto ..	Kerepehi ..	" ..	9	Two 9 $\frac{1}{2}$	"
New Zealand Government (Mental Hospitals Department) ..	Avondale ..	Steaming ..	16	4	"
New Zealand Government (Prisons Department) ..	Mount Eden ..	Stone-breaking ..	16	Two 9 $\frac{1}{2}$	"
New Zealand Laundry Company ..	Auckland ..	Laundry ..	25	10	Second class.
" ..	" ..	" ..	43	10	"
New Zealand Paper-mills ..	Riverhead ..	Papermaking ..	42	17 and 34	First class.
" ..	" ..	" ..	42	17 and 34	"
" ..	" ..	" ..	76	17 and 34	"
New Zealand Portland Cement Company ..	Limestone Island ..	Cement-works ..	96	16 and 24	"
" ..	" ..	" ..	96	16 and 24	"
" ..	" ..	" ..	50	16 and 24	"
" ..	" ..	" ..	50	16 and 24	"
" ..	" ..	" ..	90	16 and 24	"



No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>AUCKLAND DISTRICT—<i>continued.</i></b>					
Nicol, G. .. ..	Auckland .. ..	Pumping on punt ..	12	Two 7	Second class.
Northern Coal Company .. ..	Hikurangi .. ..	Hauling coal .. ..	10	Two 4½	Locomotive and traction.
" .. ..	" .. ..	" .. ..	20	Two 5½	Ditto.
" .. ..	" .. ..	" .. ..	14	Two 9	Second class.
" .. ..	Kiripaka .. ..	Pumping and hauling coal ..	65	Two 9½	"
" .. ..	" .. ..	Hauling coal .. ..	20	Two 5½	Locomotive and traction.
" .. ..	" .. ..	Pumping and hauling coal ..	50	Two 9½	Second class.
Northern Roller Mills Company .. ..	Auckland .. ..	Flour-mill .. ..	56	16 and 30	First class.
" .. ..	" .. ..	" .. ..	80	16 and 30	"
Northern Wairoa Timber Company .. ..	Tatarariki .. ..	Sawmill .. ..	60	12½ and 23	"
" .. ..	" .. ..	" .. ..	40	30	"
" .. ..	" .. ..	" .. ..	48	14	Second class.
" .. ..	" .. ..	" .. ..	48	14	"
Onehunga Sawmilling Company .. ..	Onehunga .. ..	" .. ..	40	18½ and 15	First class.
" .. ..	" .. ..	" .. ..	22	18½ and 15	"
Onehunga Woollen-mills .. ..	" .. ..	Woollen-mills .. ..	50	Two 16	"
" .. ..	" .. ..	" .. ..	50	Two 16	"
Parker, Lamb, and Co. .. ..	Auckland .. ..	Sawmill .. ..	35	Compound, 10 and 16, 20	"
" .. ..	" .. ..	" .. ..	20	Ditto	"
Parker, J. H. .. ..	Maungatawhiri Valley .. ..	" .. ..	20	13	Second class.
Pascoe, E. .. ..	Newmarket .. ..	Stone-crushing .. ..	17	9	"
Premier Joinery Company .. ..	Auckland .. ..	Sawmill .. ..	50	18	First class.
Price, A. and G. .. ..	Thames .. ..	Ironworks .. ..	42	8	Second class.
" .. ..	" .. ..	" .. ..	50	8	"
Rangiora Timber Company .. ..	Rangiora .. ..	Sawmill .. ..	60	12 and 13½	First class.
Redshaw, J. .. ..	Richmond .. ..	Bone-crushing .. ..	18	8	Second class.
Reid and McKenzie .. ..	Kaikohe .. ..	Idle .. ..	20	10	"
Roke Bros. .. ..	Matakana .. ..	Sawmill .. ..	31	14	"
Sharland and Co. .. ..	Auckland .. ..	Steaming .. ..	25	Nil	"
Short, H. .. ..	Onehunga District .. ..	General work .. ..	7	8½	Locomotive and traction.
Slater and King .. ..	Kauri .. ..	" .. ..	8	Compound 6½ and 10	Ditto.
Smith Bros. .. ..	Deep Creek .. ..	Sawmill .. ..	20	10	Second class.
Smith, T. L. .. ..	Clevedon District .. ..	Hauling .. ..	6	8½	Locomotive and traction.
Stewart and Hall .. ..	Opua .. ..	Sawmill .. ..	30	12½	Second class.
Stokes, A. L. .. ..	Whakapara .. ..	" .. ..	20	Two 9½	"
Sulenta, G. .. ..	Waipapakauri .. ..	Idle .. ..	20	10	"
Sutcliffe and Mounce .. ..	Auckland .. ..	Hoisting on punt .. ..	40	Two 8½	"
Sutherland, W., and Co. .. ..	Onehunga .. ..	Tannery .. ..	37	8 and 15	First class.
Suttie Bros. .. ..	" .. ..	" .. ..	22	10	Second class.
Takapuna Tramways Company (Limited)	Takapuna .. ..	Hauling .. ..	25	Two 12	Locomotive and traction.
Talisman Consolidated Gold-mining Company	Karangahake .. ..	Crushing .. ..	106	18 and 34	First class.
Ditto .. ..	" .. ..	" .. ..	106	18 and 34	"
Talisman Gold-mining Company .. ..	" .. ..	Mining machinery .. ..	95	18½ and 34	"
" .. ..	" .. ..	" .. ..	95	18½ and 34	"
" .. ..	" .. ..	Crushing and air-compressing .. ..	95	18½ and 34, 20	"
" .. ..	" .. ..	Ditto .. ..	95	18½ and 34, 20	"
Taupo Totara Timber Company .. ..	Newmarket .. ..	Woodwork .. ..	20	10	Second class.
Thames Drainage Board .. ..	Thames .. ..	Air-compressing, pumping, and winding .. ..	40	30 and 60, 18 and 29½, two 14	First class and winding.
" .. ..	" .. ..	Ditto .. ..	40	Ditto	Ditto.
" .. ..	" .. ..	" .. ..	40	"	"
" .. ..	" .. ..	" .. ..	40	"	"
" .. ..	" .. ..	" .. ..	40	"	"
" .. ..	" .. ..	" .. ..	40	"	"
" .. ..	" .. ..	" .. ..	40	"	"
" .. ..	" .. ..	" .. ..	40	"	"
Thames Valley Co-operative Dairy Company	Paeroa .. ..	Butter-factory .. ..	21	10	Second class.
Thompson and Hills .. ..	Auckland .. ..	Steaming .. ..	30	10½	"
Tipper, John .. ..	" .. ..	Motor-bus .. ..	25	Two 4	"
Union Box and Packing Company .. ..	Rawene .. ..	Sawmill .. ..	70	16	First class.
" .. ..	Whakarapa .. ..	" .. ..	40	14½	"
Union Collieries Company .. ..	Maramarua .. ..	Pumping and winding .. ..	33	10 and two 7	Second class and winding.
" .. ..	" .. ..	Ditto .. ..	25	10 and two 7	Ditto.
Union Hauraki Gold-mining Company .. ..	Coromandel .. ..	Winding .. ..	25	Two 7	Winding.
Union Steamship Company .. ..	Hulk "Helen" .. ..	Hoisting .. ..	22	Two 8	Second class.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>AUCKLAND DISTRICT—<i>continued.</i></b>					
Victoria Gold-mining Company	Thames .. ..	Winding .. ..	16	Two 9 $\frac{5}{8}$	Winding.
Waihi Gold-mining Company	Waihi .. ..	Union Battery ..	45	11 and 20	First class.
"	" .. ..	Sawmill .. ..	40	14 $\frac{1}{2}$	"
"	" .. ..	Crushing .. ..	54	12 and 20, 15 and 30, 12 $\frac{1}{2}$ and 20	"
"	Waihi Battery ..	" .. ..	50	Ditto	"
"	" .. ..	" .. ..	50	"	"
"	" .. ..	Pumping and electric light	70	10 and 14 $\frac{1}{2}$	"
"	" .. ..	Crushing .. ..	50	12 and 20, 15 and 30, 12 $\frac{1}{2}$ and 20	"
"	" .. ..	" .. ..	52	Ditto	"
"	No. 2 shaft, Waihi ..	Winding .. ..	70	Two 11 $\frac{1}{2}$ and two 9 $\frac{1}{2}$	Winding.
"	No. 5 shaft, Waihi ..	Pumping, winding, and air-compressing	145	60 and 110, 35 and 70, 15 and 30, two 8 and two 12	First class and winding.
"	" .. ..	Ditto .. ..	145	Ditto	Ditto.
"	" .. ..	" .. ..	88	"	"
"	" .. ..	" .. ..	88	"	"
"	" .. ..	" .. ..	88	"	"
"	" .. ..	" .. ..	88	"	"
"	" .. ..	" .. ..	64	"	"
"	" .. ..	" .. ..	64	"	"
"	No. 6 shaft, Waihi ..	Winding .. ..	70	Two 30	Winding.
"	Waikino .. ..	Stone-crushing	16	Two 10	Second class.
"	" .. ..	General work ..	8	10	Locomotive and traction.
"	" .. ..	Crushing .. ..	40	12 and 21	First class.
"	" .. ..	" .. ..	50	19 and 36	"
"	" .. ..	" .. ..	50	19 and 36	"
"	" .. ..	" .. ..	50	19 and 36	"
"	" .. ..	" .. ..	50	19 and 36	"
"	" .. ..	" .. ..	50	19 and 36	"
"	" .. ..	Producer-gas ..	40	Two 8	Second class.
"	Waikino to Waihi ..	Hauling .. ..	18	Two 9	Locomotive and traction.
"	" .. ..	" .. ..	18	Two 9	Ditto.
"	" .. ..	" .. ..	18	Two 9	"
"	" .. ..	" .. ..	22	Two 10	"
"	" .. ..	" .. ..	18	Two 10	"
Waihi Consolidated Gold-mining Company	Waihi .. ..	Winding and pumping	50	16 and 26, two 10	First class and winding.
Ditto .. ..	" .. ..	Ditto .. ..	63	16 and 26, two 10	Ditto.
Waihi Extended Gold-mining Company	" .. ..	" .. ..	62	Two 8 and two 10	Winding.
Waihi Grand Junction Gold-mining Company	" .. ..	Electric generator ..	184	Three turbines each 580 b.h.p.	First class.
Ditto .. ..	" .. ..	Power-house ..	184	Ditto	"
" .. ..	" .. ..	" .. ..	184	"	"
Waihi Sawmilling Company ..	Tamaki .. ..	Sawmill .. ..	45	14 $\frac{1}{2}$ and 11	"
Waima Sawmilling Company ..	Taheke .. ..	" .. ..	26	10	Second class.
Waiotahi Gold-mining Company ..	Thames .. ..	Crushing and winding	35	14 and 14	Winding.
Waitangi Gold-mining Company ..	" .. ..	Air-compressing ..	25	5 and 12	Second class.
Waitemata Sawmilling Company ..	Breakwater road ..	Sawmill .. ..	35	16	First class.
Warnock Bros. .. ..	Richmond .. ..	Tannery .. ..	50	16	"
West Coast Sawmilling Company ..	Karekare .. ..	Sawmill .. ..	51	Two 11	"
" .. ..	" .. ..	Log-hauling .. ..	20	Two 7	Second class.
Whangarei Borough Council ..	Whangarei .. ..	Stone-crushing ..	8	Compound 6 $\frac{1}{2}$ and 10	Locomotive and traction.
Whangarei Co-operative Dairy Company	" .. ..	Butter-factory ..	23	Two 8	Second class.
Whangarei County Council ..	" .. ..	Stone-crushing ..	8	6 $\frac{1}{2}$ and 10	Locomotive and traction.
White-pine Company .. ..	Naumai .. ..	Sawmill .. ..	40	Two 18	First class.
" .. ..	" .. ..	Hauling logs ..	16	Two 8	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	65	Two 18	First class.
Wilson and Horton .. ..	Auckland .. ..	Printing .. ..	53	9 and 13	"
" .. ..	" .. ..	" .. ..	100	9 and 13	"
Wilson, J. T. .. ..	Mercer .. ..	Sawmill .. ..	20	15 $\frac{1}{2}$	"
Wilson's Portland Cement Company ..	Warkworth .. ..	Cement-works ..	236	21 $\frac{1}{2}$ and 44	"
<b>AUCKLAND SOUTH DISTRICT.</b>					
Allwill, J. .. ..	Hautapu .. ..	Threshing .. ..	4	6	Locomotive and traction.
" .. ..	" .. ..	" .. ..	10	7 and 11	Ditto.
Ambury and English .. ..	Frankton Junction ..	Dairy-factory ..	27	11	Second class.
Arahiwi Sawmilling Company ..	Arahiwi .. ..	Sawmill .. ..	30	13	"
Baldwin, S. .. ..	Cambridge District ..	Chaffcutting ..	4	6 $\frac{1}{2}$	Locomotive and traction.
Bycroft Bros. .. ..	" .. ..	Threshing .. ..	6	8	Ditto.
Coates Limited .. ..	Huntly .. ..	Brickworks .. ..	36	10	Second class.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>AUCKLAND SOUTH DISTRICT—<i>continued.</i></b>					
Ellis and Burnand .. ..	Hamilton ..	Joinery-works ..	44	15½	First class.
" .. ..	Mangapeehi ..	Log-hauling ..	23	Two 9	Second class.
" .. ..	" ..	Sawmill ..	50	Two 14	First class.
" .. ..	" ..	" ..	65	Two 14	"
" .. ..	" ..	" ..	16	Two 8½	Second class.
" .. ..	" ..	Traction ..	17	Two 9½	Locomotive and traction.
" .. ..	Manunui ..	" ..	12	Two 9	Ditto.
" .. ..	" ..	Sawmill ..	59	18½, 14½, and two 12	First class.
" .. ..	" ..	" ..	59	Ditto	"
" .. ..	" ..	" ..	51	18 and 14½	"
" .. ..	Otorohanga ..	" ..	14	Two 10	Second class.
" .. ..	" ..	" ..	25	14	First class.
Fraser, G... ..	Rototuna ..	" ..	6	7	Locomotive and traction.
Gardner and Sons .. ..	Manunui ..	" ..	73	17	First class.
" .. ..	" ..	Traction ..	8	Two 7	Locomotive and traction.
Gilberd, D. .. ..	" ..	Log-hauling ..	17	Two 8½	Second class.
" .. ..	Auckland Province	Well-sinking ..	3	3½ and 6	Locomotive and traction.
Jarrett, C. .. ..	Cambridge District	Threshing ..	5	7½	Ditto.
Jarrett, C. and Son ..	Waikato District ..	" ..	5	5 and 8½	"
Lee and McKenzie .. ..	Mamaku ..	Sawmill ..	16	Two 10	Second class.
McPherson and Stevens ..	Manunui ..	" ..	20	13	"
Mountain Rimu Timber Company	Mamaku ..	" ..	51	16	First class.
" .. ..	" ..	" ..	76	16	"
" .. ..	" ..	Hauling ..	12	Two 7½	Locomotive and traction.
New Zealand Dairy Association	Ngaruawahia ..	Dairy-factory ..	34	16	First class.
Northern Timber Company ..	Taupiri ..	Sawmill ..	86	14	Second class.
" .. ..	" ..	Log-hauling ..	15	Two 9	"
" .. ..	" ..	Traction ..	9	Two 8	Locomotive and traction.
Ongarue Sawmilling Company	Ongarue ..	Log-hauling ..	15	Two 8½	Second class.
" .. ..	" ..	Sawmill ..	38	18	First class.
Primrose, John .. ..	Waikato District ..	Threshing ..	6	8	Locomotive and traction.
Pukuweka Sawmilling Company	Matapuna ..	Hauling ..	5½	6	Ditto.
" .. ..	" ..	Sawmill ..	38	12	Second class.
" .. ..	" ..	" ..	38	14	"
" .. ..	" ..	Traction ..	20	Two 9½	Locomotive and traction.
" .. ..	Piriaka ..	Sawmill ..	42	16	First class.
Roe, A. W. .. ..	Mamaku ..	" ..	27	12	Second class.
" .. ..	" ..	Traction ..	12	Two 6	Locomotive and traction.
Roose, C. .. ..	Mercer ..	Pumping ..	25	7	Second class.
Rotorua Rimu Timber Company	Mamaku ..	Sawmill ..	50	16	First class.
Seifert, F. .. ..	Towai ..	Flax-mill ..	12	7 and 11½	Second class.
Steele, W... ..	Oxford Bush ..	Sawmill ..	32	13	"
Taringamutu Timber Company	Waitangi..	" ..	45	15½	First class.
" .. ..	" ..	Traction ..	12	Two 10	Locomotive and traction.
" .. ..	" ..	Sawmill ..	44	16	First class.
" .. ..	" ..	" ..	44	16	"
Taupiri Coal Company ..	Huntly ..	Winding and air-compressing	35	Two 18, two 18, 12	First class and winding.
" .. ..	" ..	Winding and hauling ..	30	18, two 18, 12	Ditto.
" .. ..	" ..	Hauling coal ..	20	Two 11½	First class.
" .. ..	" ..	Pumping and winding	14	Two 9	Winding.
" .. ..	" ..	Pumping and air-compressing	75	18, 17½, and 10	First class.
" .. ..	" ..	Pumping, winding, and air-compressing	42	Two 14½, 14, 9, 2	First class and winding.
" .. ..	" ..	Traction ..	18	Two 10	Locomotive and traction.
" .. ..	" ..	Pumping and air-compressing	14	Two 7, two 10	First class.
" .. ..	" ..	Winding and hauling	30	Two 18, two 18, 12	First class and winding.
" .. ..	" ..	Pumping ..	75	9½ and 18	First class.
" .. ..	" ..	Pumping and winding	77	Two 8, two 9, two 11½	First class and winding.
Taupo Totara Timber Company	Mokai ..	Log-hauling ..	18	Two 10	Second class.
" .. ..	" ..	Traction ..	20	Two 12	Locomotive and traction.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>AUCKLAND SOUTH DISTRICT—<i>continued.</i></b>					
Taupo Totara Timber Company ..	Mokai ..	Traction ..	20	Two 12	Locomotive and traction.
" ..	" ..	" ..	12	Two 7½	Ditto.
" ..	" ..	Sawmill ..	58	11	Second class.
" ..	" ..	Log-hauling ..	71	Two 10	"
" ..	" ..	Traction ..	13	Two 8	Locomotive and traction.
" ..	" ..	Sawmill ..	60	14½	First class.
" ..	" ..	Traction ..	10	Two 8½	Locomotive and traction.
Taylor, W. ..	Taupiri ..	Threshing ..	5	7½	Ditto.
Te Aroha Co-operative Dairy Company ..	Waihou ..	Dairy factory ..	25	10	Second class.
Te Rapa Flax Company ..	Te Rapa ..	Flax-mill ..	28	12	"
Watkins, W. ..	Raglan ..	Stone-crushing ..	6	8½	Locomotive and traction.
<b>CANTERBURY DISTRICT.</b>					
Allen, R. ..	Riccarton ..	Flour-mill ..	12	6½ and 11½	Second class.
Allinson, R. ..	" ..	General ..	8	9½	Locomotive and traction.
Alston, E. A. ..	Christchurch ..	" ..	8	9	Ditto.
Andersons Limited ..	Lyttelton ..	Shop-tools ..	45	9 and 17	First class.
Andrews, J. C. ..	Waikuku ..	General ..	8	6½ and 10½	Locomotive and traction.
" ..	" ..	Twine-making ..	90	12 and 21	First class.
Andrews, S. P. ..	Heathcote ..	Stone-crushing ..	16	8 and 12½	"
Ashburton Dairy Company ..	Ashburton ..	Dairy ..	22	10	Second class.
Aulsebrook and Co. ..	Christchurch ..	Confectionery ..	15	8½ and 12¾	First class.
" ..	" ..	" ..	18	8½ and 12¾	"
" ..	" ..	" ..	20	8½ and 12¾	"
Bailey, G. W. ..	Templeton ..	General ..	9	6½ and 11	Locomotive and traction.
Baker, T. H. and Co. ..	Woolston ..	Fellmongery ..	20	12	Second class.
Barnes, C. ..	Cheviot ..	General ..	8	9½	Locomotive and traction.
Batchelor, W. J. ..	Culverden ..	" ..	6	8	Ditto.
Belford Mills Company ..	Timaru ..	Flour-mill ..	30	14 and 24	First class.
Bennett, H. ..	Lincoln ..	General ..	8	9	Locomotive and traction.
Bennett, James ..	Rangiora ..	" ..	9	6½ and 10	Ditto.
Blackball Coal Company ..	Lyttelton ..	Hoisting ..	20	Two 5	Second class.
Blackmore, J. F. ..	Springston ..	General ..	8	9	Locomotive and traction.
Boag, John, jun. ..	Brookside ..	" ..	8	6 and 10½	Ditto.
Boag, P. D. ..	Prebbleton ..	Chaffcutting ..	8	6½ and 10	"
Booth, D. ..	Cheviot ..	General ..	6	8	"
Bowman, John ..	Riccarton ..	General ..	8	9	"
Bowman, R. ..	West Oxford ..	Chaffcutting ..	8	9½	"
Bowron Bros. ..	Woolston ..	Tannery ..	16	11	Second class.
" ..	" ..	" ..	17	11	"
" ..	" ..	" ..	17	11	"
" ..	" ..	" ..	20	11	"
Brightling, J. ..	St. Martin's ..	Brickmaking ..	30	12	"
Brown, D. H. ..	Addington ..	Flour-mill ..	30	8 and 12½, 7 and 11	First class.
Brown, Mrs. ..	Christchurch ..	Laundry ..	20	10	Second class.
Burgess, W. ..	Dunsandel ..	Sawmill ..	8	8½	Locomotive and traction.
" ..	" ..	General ..	8	9	Ditto.
" ..	" ..	Threshing ..	8	9	"
Burgin, A. ..	Swannanoa ..	General ..	7	8½	"
" ..	" ..	" ..	8	6 and 10	"
Burley and Co. ..	Christchurch ..	Planing-mill ..	26	12	Second class.
Burns, J. ..	Lyttelton ..	Road-roller ..	6	8	Locomotive and traction.
Burns, W. ..	Broadfield ..	General ..	8	6½ and 10	Ditto.
Busch, H. H. ..	Christchurch ..	" ..	8	6 and 10½	"
Calder, J. ..	Halkett ..	Threshing ..	9	10	"
Canterbury Central Dairy Company ..	Addington ..	Dairy-factory ..	16	10½	Second class.
Canterbury Frozen Meat Company ..	Belfast ..	Manure-works ..	15	Nil	"
" ..	" ..	" ..	15	"	"
" ..	" ..	" ..	15	"	"
" ..	" ..	Freezing and electricity ..	30	8 and 14, 10 and 17, two 9, 14½, and 25	First class.
" ..	" ..	Ditto ..	70	Ditto	"
" ..	" ..	Wool-drying, &c. ..	36	Nil	Second class.
" ..	" ..	" ..	36	"	"
" ..	" ..	Loco. work ..	20	Two 10	Locomotive and traction.
" ..	" ..	Freezing ..	40	9, 14½, and 25	First class.
" ..	" ..	" ..	40	9, 14½, and 25	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>CANTERBURY DISTRICT—<i>continued.</i></b>					
Canterbury Seed Company ..	Heathcote ..	Seed-cleaning ..	20	12½	Second class.
Chapman, D., and Son ..	Kaiapoi ..	General ..	6	8	Locomotive and traction.
Christchurch Brick Company ..	Addington ..	Brickmaking ..	30	12 and 22	First class.
" ..	" ..	" ..	30	12 and 22	"
" ..	St. Martin's ..	" ..	56	12½	Second class.
" ..	" ..	" ..	50	12½	"
" ..	" ..	Hauling ..	4	4½ and 7	Locomotive and traction.
Christchurch City Council ..	Christchurch ..	Road-roller ..	6	5½ and 9	Ditto.
" ..	" ..	Electricity ..	210	Three 12 and 19, three 13 and 19, three 9 and 15, three 8 and 12	First class.
" ..	" ..	" ..	208	Ditto	"
" ..	" ..	" ..	103	"	"
" ..	" ..	" ..	103	"	"
" ..	" ..	Road-roller ..	7	8½	Locomotive and traction.
" ..	" ..	Road-wagon ..	4	4½ and 6	Ditto.
" ..	" ..	Road-roller ..	6	5 and 8	"
" ..	" ..	Heating ..	17	10	Second class.
Christchurch Dairy Company ..	Sockburn ..	Dairy ..	24	7 and 11	"
Christchurch Drainage Board ..	Christchurch ..	Pumping ..	25	15 and 26	First class.
Christchurch Gas Company ..	Linwood ..	Pumping ..	36	10, 7, and 9	Second class.
" ..	Christchurch ..	Gasmaking ..	36	10, 7, and 9	"
" ..	" ..	Hauling ..	7	Two 7	Locomotive and traction.
" ..	" ..	" ..	" ..	" ..	Second class.
Christchurch Hospital Board ..	Springfield ..	Pumping ..	20	7	"
" ..	Christchurch ..	Heating, &c. ..	27	One 11, one 5	"
Christchurch Meat Company ..	" ..	" ..	50	11½	"
" ..	Islington ..	Freezing and electricity ..	40	16 and 30, 15 and 27, two 10 and 18	First class.
" ..	" ..	Ditto ..	40	Ditto	"
" ..	" ..	" ..	40	"	"
" ..	" ..	" ..	80	"	"
" ..	" ..	" ..	80	"	"
" ..	" ..	Wool-cleaning ..	30	Nil	Second class.
" ..	" ..	Hauling ..	10	Two 7	Locomotive and traction.
Christchurch Tramway Board ..	Christchurch ..	Hauling cars ..	8	Two 6½	Ditto.
" ..	" ..	" ..	8	7½ and 7½	"
" ..	" ..	Hauling ..	8	Two 7½	"
" ..	" ..	" ..	8	Two 7½	"
" ..	" ..	" ..	8	Two 7½	"
" ..	" ..	" ..	8	Two 7½	"
" ..	" ..	" ..	8	Two 7½	"
" ..	" ..	Electricity ..	110	Three turbines each 1,000 n.h.p.	First class.
" ..	" ..	Electric trams ..	110	Turbines	"
" ..	" ..	Roller ..	110	"	"
" ..	" ..	" ..	4	5	Locomotive and traction.
" ..	" ..	Electric trams ..	208	Turbines	First class.
" ..	" ..	Hauling ..	20	10 and 10	Locomotive and traction.
Clark, Mrs. H. J. ..	Flaxton ..	General ..	8	8½	Ditto.
Clinton, N. ..	Greendale District ..	Threshing, &c. ..	8	9	"
Clinton, W. F. ..	Darfield ..	" ..	8	9	"
Coe Bros. ..	Irwell ..	General ..	8	9	"
Conway, W. F. ..	Selwyn ..	" ..	8	9	"
Cook, W. ..	Kaikoura ..	Sawmill ..	20	12	Second class.
Cooper and Duncan ..	Christchurch ..	Shop-tools ..	20	8½ and 12½	First class.
Costello, M. ..	Cheviot ..	General ..	6	8½	Locomotive and traction.
Courtenay Road Board ..	Kirwee District ..	Road-work ..	6	5½ and 9	Ditto.
Cox Bros. and Power ..	Templeton ..	General ..	4	6	"
Curragh Bros. ..	" ..	" ..	8	9	"
" ..	" ..	" ..	8	9	"
Dalzell and Purvis ..	" ..	" ..	8	9	"
Dalzell and Purvis ..	Rangiora ..	" ..	9	6½ and 10	"
Darroch, R. ..	Cheviot ..	Hauling ..	8	6½ and 10	"
Davies, H. E. ..	Irwell ..	Threshing, &c. ..	8	9	"
" ..	" ..	General ..	9	6½ and 10	"
Dean, John ..	Glentunnel ..	Hauling ..	7	Two 6	"
" ..	" ..	Brickworks ..	45	14½	First class.
Dearsley and Taylor ..	Christchurch ..	Sawmill ..	30	10½	Second class.
Duncan, P. and D. ..	" ..	Steam-hammer ..	30	8 and 10	"
East, F. ..	Prebbleton ..	General ..	7	8	Locomotive and traction.
Evans, R. ..	Kaiapoi ..	Flour-mill ..	30	12	Second class.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>CANTERBURY DISTRICT—<i>continued.</i></b>					
Evans, R. . . . .	Kaiapoi . . . . .	General . . . . .	8	8 $\frac{7}{8}$	Locomotive and traction.
Everest, George . . . . .	Greenpark . . . . .	" . . . . .	10	9 $\frac{1}{8}$	Ditto.
" . . . . .	" . . . . .	" . . . . .	8	6 $\frac{1}{2}$ and 11	"
Feather, Edward . . . . .	North Loburn . . . . .	" . . . . .	8	8 $\frac{3}{4}$	"
Finlay, J. D. . . . .	Courtenay . . . . .	" . . . . .	8	6 $\frac{1}{2}$ and 10 $\frac{1}{2}$	"
Gardiner, H. . . . .	Irwell . . . . .	Threshing . . . . .	8	9	"
Gardner, R. . . . .	Cust . . . . .	Flour-mill . . . . .	20	7 and 12	Second class.
Gibb, H. . . . .	Halswell . . . . .	Chaffcutting . . . . .	6	8	Locomotive and traction.
" . . . . .	" . . . . .	Threshing . . . . .	8	6 $\frac{1}{4}$ and 10 $\frac{3}{4}$	Ditto.
Gilbert, J., and Sons . . . . .	Dunsandel . . . . .	General . . . . .	8	9	"
Giles, R. . . . .	Balcarn . . . . .	" . . . . .	6	8	"
Gillander Bros. . . . .	Darfield . . . . .	Farm-work . . . . .	8	9 $\frac{1}{2}$	"
Glenmore Brick Company . . . . .	Woolston . . . . .	Brickmaking . . . . .	50	15	First class.
Goss, W., and Co. . . . .	Christchurch . . . . .	Sawmill . . . . .	30	12 and 21	"
" . . . . .	" . . . . .	" . . . . .	30	12 and 21	"
Greenslade, J. . . . .	Prebbleton . . . . .	Threshing . . . . .	8	6 $\frac{1}{2}$ and 10 $\frac{1}{2}$	Locomotive and traction.
Greer Bros. . . . .	Papanui . . . . .	General . . . . .	8	9	Ditto.
Hadler, B. . . . .	Amberley . . . . .	" . . . . .	5	7 $\frac{3}{4}$	"
Halswell Quarry Company . . . . .	Halswell . . . . .	Stone-crushing . . . . .	22	10 $\frac{1}{4}$ and 10 $\frac{1}{2}$	First class.
" . . . . .	" . . . . .	Hauling . . . . .	9	6 $\frac{3}{4}$ and 12	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	8	6 $\frac{3}{4}$ and 11	Ditto.
Hampton, C. . . . .	Southbridge . . . . .	Stone-crushing . . . . .	16	Two 9	Second class.
" . . . . .	" . . . . .	General . . . . .	8	9	Locomotive and traction.
Harman, E. . . . .	West Oxford . . . . .	" . . . . .	8	6 $\frac{1}{2}$ and 10 $\frac{1}{2}$	Ditto.
Henshall, T. . . . .	Papanui . . . . .	Sash and door factory . . . . .	20	7 $\frac{1}{2}$ and 11 $\frac{1}{2}$	Second class.
Hill, W. . . . .	Woolston . . . . .	Tannery . . . . .	35	12 and 19	First class.
" . . . . .	" . . . . .	" . . . . .	30	12 and 19	"
Holborough, G. . . . .	Hawarden District . . . . .	General . . . . .	8	6 $\frac{1}{2}$ and 10	Locomotive and traction.
Holland and Giles . . . . .	Clarkville . . . . .	" . . . . .	8	8 $\frac{3}{4}$	Ditto.
Holland, A. . . . .	Kirwell District . . . . .	Threshing, &c. . . . .	7	8 $\frac{1}{2}$	"
Humm, W. . . . .	Waddington . . . . .	Chaffcutting, &c. . . . .	4	7	"
Hunsley, W. . . . .	Christchurch . . . . .	Sawmill . . . . .	15	12 and 21	First class.
" . . . . .	" . . . . .	" . . . . .	15	12 and 21	"
Johnston, W. . . . .	Yaldhurst . . . . .	General . . . . .	8	9	Locomotive and traction.
Johnstone, J. A. . . . .	Kaikoura . . . . .	" . . . . .	7	8 $\frac{1}{4}$	Ditto.
Jones, T. . . . .	Hororata . . . . .	Hauling, &c. . . . .	8	6 and 10	"
" . . . . .	" . . . . .	" . . . . .	9	6 $\frac{1}{2}$ and 10	"
" . . . . .	" . . . . .	" . . . . .	8	9 $\frac{1}{2}$	"
" . . . . .	" . . . . .	General . . . . .	10	7 and 11	"
Kaiapoi Shipping Company . . . . .	Kaiapoi . . . . .	Sawmill . . . . .	14	7 and 12	Second class.
" . . . . .	Rangiora . . . . .	" . . . . .	14	Two 8 $\frac{3}{4}$	"
Kaiapoi Woollen Company . . . . .	Kaiapoi . . . . .	Woollen-mill . . . . .	65	20 and 36	First class.
" . . . . .	" . . . . .	" . . . . .	30	20 and 36	"
" . . . . .	" . . . . .	" . . . . .	30	20 and 36	"
Kimber, A. H. . . . .	Springston . . . . .	General . . . . .	8	6 $\frac{1}{2}$ and 10	Locomotive and traction.
Langdown and Sons . . . . .	Sydenham . . . . .	Oat-mill . . . . .	17	9	Second class.
Lavers, C. E. . . . .	Prebbleton . . . . .	General . . . . .	8	6 and 10 $\frac{1}{2}$	Locomotive and traction.
Lemmon Bros. . . . .	Doyleston . . . . .	For sale . . . . .	8	9	Ditto.
" . . . . .	" . . . . .	General . . . . .	8	6 $\frac{1}{2}$ and 11	"
Lyford, F. . . . .	Kaikoura . . . . .	" . . . . .	8	9 $\frac{1}{2}$	"
Lyttelton Borough Council . . . . .	Lyttelton . . . . .	Pumping . . . . .	20	Two 12	First class.
" . . . . .	" . . . . .	" . . . . .	12	Two 12	"
Lyttelton Harbour Board . . . . .	" . . . . .	" . . . . .	15	Two 13 $\frac{1}{2}$	"
" . . . . .	" . . . . .	" . . . . .	15	Two 13 $\frac{1}{2}$	"
" . . . . .	" . . . . .	" . . . . .	15	Two 13 $\frac{1}{2}$	"
" . . . . .	" . . . . .	Slip . . . . .	38	8 $\frac{1}{2}$ and 8 $\frac{1}{2}$	Second class.
" . . . . .	" . . . . .	Electric light . . . . .	16	Two 9 and two 14	First class.
" . . . . .	" . . . . .	" . . . . .	16	Two 9 and two 14	"
Lyttelton Times Company . . . . .	Christchurch . . . . .	Printing . . . . .	15	9 and 14	"
" . . . . .	" . . . . .	" . . . . .	15	9 and 14	"
McCartney, R. . . . .	Tai Tapu . . . . .	General . . . . .	8	9	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	8	6 $\frac{1}{2}$ and 11 $\frac{1}{2}$	Ditto.
McConnell, R. J. . . . .	Southbridge . . . . .	Threshing . . . . .	8	9	"
" . . . . .	" . . . . .	General . . . . .	6	8	"
McCrostie and Westwood . . . . .	Greendale District . . . . .	Threshing, &c. . . . .	9	9	"
McDonald, Estate of T. M. . . . .	Waikuku . . . . .	Fellmongery . . . . .	20	8	Second class.
McIntosh, R. . . . .	Loburn . . . . .	General . . . . .	8	9	Locomotive and traction.
McLachlan, A. . . . .	Doyleston . . . . .	" . . . . .	8	9	Ditto.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
McLachlan, J. . . . .	Waikari District . .	General . . . . .	9	6½ and 10	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	10	6¾ and 11¾	Ditto.
" . . . . .	" . . . . .	" . . . . .	8	6½ and 10½	"
McLean, John . . . . .	Chatham Islands . .	Freezing . . . . .	16	6	Second class.
McMillan, R. T. . . . .	Irwell . . . . .	General . . . . .	8	6¼ and 10½	Locomotive and traction.
McQuillan, Robert . . . . .	Woodend . . . . .	" . . . . .	8	9	Ditto.
Maddren Bros. . . . .	Christchurch . . . .	Twine-works . . . .	20	12 and 21	First class.
Maindonald, M. . . . .	West Eyreton . . . .	General . . . . .	8	6¼ and 10½	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	8	9¾	Ditto.
" . . . . .	" . . . . .	" . . . . .	8	9	"
" . . . . .	" . . . . .	" . . . . .	8	6 and 10½	"
" . . . . .	" . . . . .	" . . . . .	8	8½	"
Manning and Co. . . . .	Christchurch . . . .	Brewery . . . . .	50	7	Second class.
Mathews, Mrs. B. . . . .	Rangiora . . . . .	General . . . . .	8	9	Locomotive and traction.
Mehrtens, H. . . . .	" . . . . .	" . . . . .	6	8	Ditto.
Mill, J. . . . .	Waikuku . . . . .	" . . . . .	8	6½ and 10	"
Mills and Cullen . . . . .	Greendale District . .	General, &c. . . . .	10	7 and 11	"
Mills, John . . . . .	Waikuku . . . . .	General . . . . .	8	6½ and 10	"
Moffett, R. . . . .	Christchurch . . . .	" . . . . .	8	6 and 10½	"
Moir, William, and Co. . . . .	Southbrook . . . . .	Flour-mill . . . . .	30	12 and 20	First class.
Moody, W. . . . .	Woodend . . . . .	General . . . . .	8	8¼	Locomotive and traction.
Moore and Strachan . . . . .	Kaipoi . . . . .	" . . . . .	9	6½ and 10½	Ditto.
Morgan, E. . . . .	Ashley . . . . .	" . . . . .	6	8½	"
Nelson Bros. . . . .	Hornby . . . . .	Freezing-works . . . .	30	13 and 25, 18 and 29	First class.
" . . . . .	" . . . . .	" . . . . .	30	13 and 25, 18 and 29	"
New Zealand Glue Company . . . . .	Woodston . . . . .	Glue-factory . . . . .	35	10	Second class.
New Zealand Government (Defence Department) . . . . .	Lyttelton . . . . .	Electric light . . . . .	20	12	Exempt.
New Zealand Government (Mental Hospitals Department) . . . . .	Christchurch . . . .	Heating, &c. . . . .	30	Two 9	"
Ditto . . . . .	Sunnyside . . . . .	" . . . . .	30	Two 9	"
New Zealand Government (Public Works Department) . . . . .	Christchurch . . . .	General . . . . .	8	7½ and 11	"
Ditto . . . . .	" . . . . .	" . . . . .	12	8 and 12¾	"
" . . . . .	" . . . . .	" . . . . .	8	6½ and 10½	"
New Zealand Provision and Produce Company . . . . .	Belfast . . . . .	Soapworks . . . . .	20	6 and 10	Second class.
Ditto . . . . .	" . . . . .	" . . . . .	17	9	"
Nicholas, William . . . . .	" . . . . .	Wool-scouring . . . . .	30	11	"
Osborne, Job . . . . .	Doyleston . . . . .	Threshing . . . . .	8	9	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	8	9	Ditto.
Parkinson, W. . . . .	Kaituna . . . . .	General . . . . .	8	9	"
Pearson, W. . . . .	Southbrook . . . . .	" . . . . .	8	9½	"
Perryman, A. T. . . . .	Tai Tapu . . . . .	" . . . . .	8	6¼ and 10¾	"
Philpott, W., and Sons . . . . .	Christchurch . . . .	" . . . . .	7	7½	"
Pierson and Taylor . . . . .	Brookside . . . . .	" . . . . .	8	9	"
Piteaithly and Co. . . . .	Christchurch . . . .	Hauling . . . . .	10	7 and 11	"
Powis and Fitzgerald . . . . .	Waiau . . . . .	General . . . . .	8	6½ and 10	"
Pulley, P. J. . . . .	Loburn . . . . .	" . . . . .	8	8¾	"
Reid, R. . . . .	Bennett's . . . . .	" . . . . .	8	9	"
" . . . . .	" . . . . .	" . . . . .	8	6½ and 10½	"
Riccarton Road Board . . . . .	Riccarton . . . . .	Road-roller . . . . .	7	5¼ and 9	"
Robson, T. T. . . . .	Avonside . . . . .	Fellmongery . . . . .	22	Nil	Second class.
Royal Cafe Company . . . . .	Christchurch . . . .	Heating . . . . .	17	"	"
Russell and Keltie . . . . .	Hororata . . . . .	Hauling, &c. . . . .	6	8	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	8	9	Ditto.
Saunders, F. J. . . . .	South Hill End . . . .	Threshing and chaff-cutting . . . . .	6	7¼	"
Scott Bros. . . . .	Christchurch . . . .	Shop-tools . . . . .	20	14	Second class.
Scott, George . . . . .	" . . . . .	Biscuit-factory . . . .	24	Nil	"
Sefton Dairy Company . . . . .	Sefton . . . . .	Dairy . . . . .	30	8	"
Sharp, John . . . . .	Ladsbrook . . . . .	General . . . . .	8	6¼ and 10¾	Locomotive and traction.
Simpson, G. F. . . . .	Southbridge . . . . .	Threshing . . . . .	8	9	Ditto.
Smart and Son . . . . .	Hornby . . . . .	Stone-crushing . . . .	18	10¾ and 10¾	First class.
Smith and Co. . . . .	Prebbleton . . . . .	Threshing . . . . .	8	6½ and 10½	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	8	6½ and 10½	Ditto.
Smith and Smith . . . . .	Christchurch . . . .	Sawmill . . . . .	35	11½	Second class.
" . . . . .	" . . . . .	" . . . . .	25	12 and 21, 12 and 21	First class.
" . . . . .	" . . . . .	" . . . . .	25	12 and 21, 12 and 21	"
" . . . . .	" . . . . .	" . . . . .	53	12 and 21, 12 and 21	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued</i> .					
Smith, W., and Sons .. ..	Southbrook .. ..	General .. ..	8	6½ and 11	Locomotive and traction.
Smith, Hay .. ..	Clarkville .. ..	" .. ..	8	6 and 10½	Ditto.
Strange and Co. .. ..	Christchurch .. ..	Cabinetmaking .. ..	25	12½	Second class.
Swanston, A. .. ..	" .. ..	Sawmill .. ..	35	12	"
" .. ..	" .. ..	General .. ..	7	8½	Locomotive and traction.
" .. ..	" .. ..	" .. ..	8	9½	Ditto.
Terry Bros. .. ..	Lincoln .. ..	" .. ..	8	9	"
" .. ..	" .. ..	" .. ..	8	6 and 10½	"
Tyler, Charles .. ..	Rangiora .. ..	Road-wagon .. ..	5	5 and 9	"
Union Steamship Company .. ..	Lyttelton .. ..	Hoisting coal .. ..	21	5, 6, and 8	Second class.
" .. ..	" .. ..	" .. ..	21	5½, 9, 6, 10, 5½, 8½	"
Waimakariri Harbour Board .. ..	Kaiapoi .. ..	Dredge .. ..	14	7 and 11	"
Walker, W. .. ..	Southbridge .. ..	General .. ..	9	6½ and 10	Locomotive and traction.
Wallace and Smith .. ..	Woolston .. ..	Brickmaking .. ..	20	11½	Second class.
Wardell Bros. .. ..	Christchurch .. ..	Freezing .. ..	50	8 and 13½	First class.
Watson Bros. .. ..	Kirwee District .. ..	Threshing, &c. .. ..	7	8½	Locomotive and traction.
Watson, Gavin .. ..	Christchurch .. ..	Sawmill .. ..	25	10½	Second class.
Watts, T. J. .. ..	Rakaia .. ..	General .. ..	8	9	Locomotive and traction.
Westport Coal Company .. ..	Lyttelton .. ..	Hoisting coal .. ..	18	One 8, two 7, one 9	First class.
White, A. J., and Co. .. ..	Christchurch .. ..	Woodwork .. ..	12	6 and 10½	Second class.
Whyte, James .. ..	West Oxford .. ..	Chaffcutting .. ..	7	8	Locomotive and traction.
Williams, Stephens, and Co. .. ..	Christchurch .. ..	Sawmill .. ..	35	15 and 20	First class.
Withell Bros. .. ..	Brookside .. ..	General .. ..	8	6½ and 10½	Locomotive and traction.
Wood Bros. (Limited) .. ..	Addington .. ..	Flour-mill .. ..	45	13 and 23	First class.
Zealandia Soap Company .. ..	Heathcote .. ..	Soapworks .. ..	30	8	Second class.
" .. ..	Woolston .. ..	" .. ..	25	8	"
CANTERBURY SOUTH DISTRICT.					
Adams, S. J. .. ..	Waimate .. ..	Sawmill .. ..	16	9½	Second class.
Anderson, W. and D. .. ..	Methven .. ..	Chaffcutting .. ..	8	6 and 10	Locomotive and traction.
Anderson, William .. ..	Flemington .. ..	Threshing .. ..	8	8½	Ditto.
Andrews, Matthew .. ..	Pleasant Point .. ..	" .. ..	8	9	"
" .. ..	" .. ..	General .. ..	8	6½ and 10½	"
" .. ..	" .. ..	" .. ..	8	6½ and 11	"
Armer, Orr, and Co. .. ..	Ashburton .. ..	" .. ..	8	9	"
Ashburton Woollen-mills .. ..	" .. ..	Woollen-mills .. ..	38	18	First class.
" .. ..	" .. ..	" .. ..	30	Nil	Second class.
" .. ..	" .. ..	" .. ..	30	"	"
Austin and O'Neil .. ..	Orari .. ..	General .. ..	8	6½ and 11½	Locomotive and traction.
Batchelor, R. F.* .. ..	St. Andrew's .. ..	Threshing .. ..	8	8½	Ditto.
Bean, Thomas .. ..	Hook .. ..	General .. ..	8	9	"
Beattie, Alexander .. ..	Geraldine .. ..	" .. ..	8	6½ and 11½	"
Beattie, James .. ..	Orari .. ..	" .. ..	8	9	"
Bell, W. H. .. ..	Tinwald .. ..	Chaffcutting .. ..	8	6½ and 11	"
Benbow, W. C. .. ..	Temuka .. ..	General .. ..	8	9	"
Bennison Bros. .. ..	Ashburton .. ..	" .. ..	8	6½ and 11	"
Bill, J. W. .. ..	Temuka .. ..	" .. ..	6	7½	"
Bray, G. E. .. ..	Fairlie .. ..	" .. ..	6	8	"
Bray, John .. ..	Cricklewood .. ..	" .. ..	8	9	"
Buckingham Bros. .. ..	Waimate .. ..	" .. ..	8	6½ and 11	"
Burgess, John .. ..	Mayfield .. ..	" .. ..	8	6½ and 10½	"
" .. ..	" .. ..	Chaffcutting .. ..	7	6 and 10	"
Campbell Bros.* .. ..	Totara Valley .. ..	Threshing .. ..	8	9½	"
" .. ..	" .. ..	" .. ..	8	9	"
Campbell, Peter D. .. ..	Hakataramea .. ..	General .. ..	10	6½ and 11½	"
Campbell, Ronald .. ..	Dromore .. ..	Threshing .. ..	8	9	"
Campbell, W. G. .. ..	Timaru .. ..	General .. ..	8	9½	"
Canterbury Farmers' Co-operative Association .. ..	Waddington .. ..	" .. ..	6	7½	"
Canterbury Frozen Meat Company .. ..	Fairfield .. ..	Freezing .. ..	70	9, 14½, and 25	First class.
" .. ..	" .. ..	" .. ..	70	9, 14½, and 25	"
" .. ..	" .. ..	" .. ..	70	9, 14½, and 25	"
" .. ..	" .. ..	Hauling .. ..	15	Two 8½	Locomotive and traction.
" .. ..	" .. ..	Freezing .. ..	160	9, 14, and 25	First class.
" .. ..	Pareora .. ..	" .. ..	150	14, 22, and 36	"
" .. ..	" .. ..	" .. ..	150	14, 22, and 36	"
" .. ..	" .. ..	" .. ..	150	14, 22, and 36	"
" .. ..	Timaru .. ..	Hauling .. ..	15	Two 8½	Locomotive and traction.
Capon Bros. .. ..	Winchmore .. ..	General .. ..	8	6½ and 10½	Ditto.
" .. ..	" .. ..	" .. ..	8	9	"
Chapman Bros. .. ..	Willowby .. ..	Chaffcutting .. ..	7	8	"

\* This plant has two years' certificate.



No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>CANTERBURY SOUTH DISTRICT—<i>continued.</i></b>					
Christchurch Meat Company	Smithfield	Freezing	40	12 and 22	First class.
"	"	"	40	12 and 22	"
"	"	"	50	16 and 29	"
"	"	"	83	16 and 29	"
"	Timaru	Hauling	6	Two 5½	Locomotive and traction.
Clark, W. J.	Levels	General	8	6½ and 11	Ditto.
"	"	"	8	6½ and 11	"
Cleeve Bros.	Highbank	"	6	6 and 9¾	"
Collins, W. H.	Ashburton	Sawmill	20	9½	Second class.
Copeland, James	Chertsey	Threshing	8	9	Locomotive and traction.
Crothers, D. H.	Ashburton	General	8	6½ and 10½	Ditto.
Crowley, Michael	Makikihi	"	8	8½	"
Crumb Bros.	Ashburton	Brickmaking	16	6½ and 11½	Second class.
Cummings Bros.	Waimate	General	8	8½	Locomotive and traction.
"	"	Threshing	8	6½ and 11½	Ditto.
Dann, Edwin	Geraldine	General	8	8½	"
Davison, William	Rakaia	Chaffcutting	6	8	"
Dawson, Walter	Waterton	"	8	9½	"
Dixon, Charles	Morven	General	8	6½ and 11½	"
Doak, David John	Wakanui	"	8	6½ and 11	"
Donnithorne, F. J.	Winchester	"	8	8½	"
Drummond, Alexander	Lauriston	"	8	8½	"
Drummond, Peter	Barrhill	"	8	6 and 10	"
Eden, H.	Waimate	"	8	9	"
Elworthy Bros.	Pareora	"	8	6½ and 11	"
Evans Atlas Flour-mills	Timaru	Flour-mill	30	14 and 24	First class.
Ewan, Morris	Waihao Downs	General	8	9	Locomotive and traction.
Fetchney, D.	Westerfield	"	8	9½	Ditto.
Fitzgerald Bros.	Ashburton	Threshing	8	9	"
"	"	General	8	6 and 10	"
"	"	"	8	9	"
Frost, L.	Lismore	"	8	6 and 10	"
Fybbs and Clymer	Timaru	"	8	7½ and 10	"
Gaiger, W. W.	"	"	9	5½ and 9½	"
Gallagher Bros.	Mayfield	Chaffcutting	8	7 and 11	"
Geddes, George	Waihao Downs	General	8	6½ and 10½	"
Geig, William	Glen-iti	"	8	9	"
Grigg, E. F.	Eiffelton	"	8	6½ and 10	"
Grigg, John	Longbeach	"	8	6½ and 10	"
"	"	"	9	6½ and 10	"
"	"	"	10	6½ and 11½	"
Gudsell and Monaghan	Albury	"	8	9	"
Hamilton, Andrew	Timaru	"	9	6½ and 11½	"
Hammond and Walker	Geraldine	"	6	7¾	"
Hanefin, William	Morven	"	8	8½	"
Hall, E., and Son	Ashley Bridge	Pile-driving	8	9	"
Harkness, Walter	Levels	General	8	6½ and 10	"
"	"	"	8	6½ and 10½	"
Harris, W.	Washdyke	Fellmongery	30	9	Second class.
Harrison, H. J.	Rakaia	General	10	6½ and 11½	Locomotive and traction.
Hartnell, George	"	"	8	6½ and 11½	Ditto.
"	"	"	8	9	"
Hawkins Bros.	Waimate	"	8	9½	"
Hawkins, Thomas	"	"	8	8½	"
Hayman, Henry	Studholme Junction	"	8	6½ and 10½	"
Hayman, Walter	"	"	7	9	"
Hearn and Stevens	Rangitata Island	"	8	6½ and 10½	"
Henderson, James	Washdyke	Threshing	8	9	"
Hicks, George	Makikihi	General	8	9½	"
Holland, Hugh	Winslow	"	10	6½ and 11½	"
Holland, Robert	"	"	8	9	"
Holmes, Alexander	Rakaia	"	8	9	"
Hopkinson Bros.	Temuka	"	8	9	"
Ivey, A.	Timaru	"	8	6½ and 10½	"
Jackson, A. J.	Makikihi	Chaffcutting	8	9	"
Jackson, John	Timaru	Sawmill	25	14	Second class.
Joyce, Valentyne	Ashburton	General	4	6	Locomotive and traction.
Kelcher, L.*	Waihao Downs	Threshing	8	9	Ditto.
Kellahan, J.	Timaru	General	7	5½ and 9½	"
King, George	Washdyke	Chaffcutting	7	9	"
Kingsbury, Robert H.	Rakaia	General	8	6½ and 10½	"
Knox, S. and M.	Ashburton	"	8	6 and 10	"
"	"	"	8	6½ and 10½	"
"	"	Chaffcutting	6	8½	"

\* This plant has two years' certificate.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>CANTERBURY SOUTH DISTRICT—<i>continued.</i></b>					
Lamb, William .. .. .	Ashburton .. .. .	General .. .. .	8	6 and 10	Locomotive and traction.
Lithgow, J. .. .. .	Timaru .. .. .	" .. .. .	8	9	Ditto.
Lynch, Morgan .. .. .	Chertsey .. .. .	" .. .. .	8	6½ and 10½	"
Lyon, W., and Son .. .. .	Temuka .. .. .	Threshing .. .. .	8	6½ and 10½	"
McCormick Bros. .. .. .	Pleasant Point .. .. .	General .. .. .	8	9½	"
McCrenor, James .. .. .	Methven .. .. .	" .. .. .	8	6½ and 11	"
" .. .. .	" .. .. .	" .. .. .	8	6½ and 10½	"
McIlhennery, James .. .. .	Ashburton .. .. .	Chaffcutting .. .. .	6	6 and 10	"
" .. .. .	" .. .. .	" .. .. .	6	6 and 10	"
McIntyre, John .. .. .	" .. .. .	General .. .. .	10	7 and 11½	"
Manchester, James* .. .. .	Waimate .. .. .	Threshing .. .. .	8	9	"
Martin, Alexander .. .. .	Temuka .. .. .	Chaffcutting .. .. .	6	8½	"
" .. .. .	" .. .. .	" .. .. .	6	8	"
Meaclem, William .. .. .	Ashburton .. .. .	Threshing .. .. .	8	9	"
" .. .. .	" .. .. .	" .. .. .	8	10	"
Meredith and Co. .. .. .	Waimate .. .. .	General .. .. .	6	8	"
" .. .. .	" .. .. .	" .. .. .	8	6 and 10	"
Meyers Bros. .. .. .	" .. .. .	" .. .. .	8	9	"
Moorhead, John .. .. .	Lyndhurst .. .. .	Owners' threshing .. .. .	8	8½	"
Mulvihill, Cornelius .. .. .	Geraldine .. .. .	General .. .. .	8	9	"
O'Connor, Brian .. .. .	Rakaia .. .. .	" .. .. .	8	9	"
Oliver, J. W. .. .. .	Green Street .. .. .	" .. .. .	7	9	"
" .. .. .	" .. .. .	" .. .. .	9	6½ and 10½	"
Orr, J. .. .. .	Waitohi Flat .. .. .	" .. .. .	8	6½ and 10½	"
Palmer Bros. .. .. .	Rangitoto Island .. .. .	" .. .. .	8	9	"
Paterson, James .. .. .	Waterton .. .. .	Threshing .. .. .	8	6 and 10	"
Peach, Executors of the late A. E. .. .. .	Mount Somers .. .. .	Hauling .. .. .	10	Two 7½	"
Pelvin Bros. .. .. .	Glenavy .. .. .	General .. .. .	9	6½ and 11½	"
" .. .. .	" .. .. .	" .. .. .	8	6½ and 10½	"
Prue, Thomas .. .. .	Waimate .. .. .	" .. .. .	8	9	"
Quinn, William .. .. .	Makikihi .. .. .	" .. .. .	8	6½ and 11½	"
" .. .. .	" .. .. .	" .. .. .	8	9	"
Rae, James .. .. .	St. Andrew's .. .. .	" .. .. .	8	9½	"
Rainey, Thomas .. .. .	Ashburton .. .. .	" .. .. .	8	6½ and 10½	"
Robertson and Co. .. .. .	" .. .. .	Flour-mill .. .. .	14	8½ and 12½	First class.
Ross and McLintock* .. .. .	Waimate .. .. .	Threshing .. .. .	8	9½	Locomotive and traction.
" .. .. .	" .. .. .	" .. .. .	8	6½ and 10½	Ditto.
Ross, William .. .. .	Lyndhurst .. .. .	" .. .. .	8	8½	"
Ruddenklau, H. .. .. .	Waimate .. .. .	General .. .. .	8	6½ and 10½	"
Saunders and Heuchan .. .. .	Fairlie .. .. .	" .. .. .	8	6½ and 11½	"
Scannell, J. M. .. .. .	Ma Waro .. .. .	Threshing .. .. .	8	9	"
Scannell, Michael .. .. .	" .. .. .	" .. .. .	8	9½	"
Scott Bros. .. .. .	Timaru .. .. .	Electric light .. .. .	57	14 and 24	First class.
" .. .. .	" .. .. .	" .. .. .	57	14 and 24	"
" .. .. .	" .. .. .	" .. .. .	57	14 and 24	"
Scott, J. .. .. .	Geraldine .. .. .	Sawing .. .. .	9	9½	Locomotive and traction.
Sheppard Bros. .. .. .	St. Andrew's .. .. .	General .. .. .	9	6½ and 11½	Ditto.
Sheppard and Douglas .. .. .	Temuka .. .. .	" .. .. .	8	9½	"
Slee, Frank S. .. .. .	Waimate .. .. .	" .. .. .	8	9½	"
Smith, J., and Son .. .. .	Ashburton .. .. .	Sawmill .. .. .	52	11	Second class.
Snell, John .. .. .	Orton .. .. .	General .. .. .	8	8½	Locomotive and traction.
" .. .. .	" .. .. .	" .. .. .	"	"	Ditto.
South and Gellatly .. .. .	St. Andrew's .. .. .	Threshing .. .. .	8	6½ and 10½	"
South, J. C. .. .. .	Geraldine .. .. .	General .. .. .	8	9	"
" .. .. .	" .. .. .	" .. .. .	6	8½	"
" .. .. .	" .. .. .	" .. .. .	8	9½	"
South Canterbury Woollen-mills .. .. .	Timaru .. .. .	Woollen-mills .. .. .	40	14	Second class.
Stevens, W. H. .. .. .	Lowcliffe .. .. .	Threshing .. .. .	8	9	Locomotive and traction.
Stewart, Arthur .. .. .	Hinds .. .. .	General .. .. .	8	9	Ditto.
" .. .. .	Rakaia .. .. .	" .. .. .	8	9	"
Stewart, J. .. .. .	Chertsey .. .. .	" .. .. .	8	8½	"
Stocker, Frank .. .. .	Timaru .. .. .	" .. .. .	8	9	"
" .. .. .	Washdyke .. .. .	" .. .. .	9	6½ and 11½	"
Taylor, W. T. .. .. .	Ashton .. .. .	Chaffcutting .. .. .	8	9½	"
Tiffen, James .. .. .	Makikihi .. .. .	General .. .. .	6	8	"
Timaru Borough Council .. .. .	Timaru .. .. .	Hauling and road-rolling .. .. .	8	7 and 11	"
Timaru Harbour Board .. .. .	" .. .. .	Hauling .. .. .	33	Two 12½	"
Timaru Milling Company .. .. .	" .. .. .	Flour-mill .. .. .	140	16 and 29	First class.
Tiny, Michael .. .. .	Peel Forest .. .. .	General .. .. .	6	8	Locomotive and traction.
Tozer, Frederick .. .. .	Levels .. .. .	" .. .. .	8	9	Ditto.
" .. .. .	" .. .. .	" .. .. .	8	6½ and 11	"
Tully, M. .. .. .	Rakaia .. .. .	" .. .. .	10	6½ and 11½	"
Vincent, A. .. .. .	Timaru .. .. .	" .. .. .	8	9	"

\* This plant has two years' certificate.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>CANTERBURY SOUTH DISTRICT—<i>continued.</i></b>					
Walker, James .. .. .	Temuka .. .. .	General .. .. .	8	9	Locomotive and traction.
Ward, Thomas .. .. .	Fairview .. .. .	Threshing .. .. .	8	6½ and 11	Ditto.
Washington, Thomas .. .. .	Temuka .. .. .	" .. .. .	8	6½ and 10½	"
Westland and Timaru Timber Company	Timaru .. .. .	Sawmill .. .. .	30	12	Second class.
White, Leonard .. .. .	Rakaia .. .. .	Threshing .. .. .	8	9	Locomotive and traction.
Willetts, J. M. .. .. .	Fairlie .. .. .	General .. .. .	8	6½ and 10½	Ditto.
Wilson, Thomas .. .. .	Tinwald .. .. .	" .. .. .	8	6 and 10	"
" .. .. .	" .. .. .	" .. .. .	6	8	"
" .. .. .	" .. .. .	" .. .. .	6	6 and 10	"
Winter Bros. .. .. .	Cave .. .. .	Threshing .. .. .	8	6½ and 10½	"
Withell, J. .. .. .	Otipua .. .. .	General .. .. .	16	6½ and 10½	"
Young, M. .. .. .	Kohika .. .. .	Chaffcutting .. .. .	8	9	"
<b>HAWKE'S BAY DISTRICT.</b>					
Amner, W. A. .. .. .	Napier .. .. .	Hauling .. .. .	7	Two 7	Locomotive and traction.
Barry, D. .. .. .	Gisborne .. .. .	Brewery .. .. .	18	Nil	Second class.
" .. .. .	" .. .. .	" .. .. .	30	12	"
Benson, Henry .. .. .	Ormond .. .. .	Chaffcutting .. .. .	6	8½	Locomotive and traction.
Borthwick, T., and Sons .. .. .	Pakipaki .. .. .	Freezing .. .. .	100	14 and 26	First class.
" .. .. .	" .. .. .	" .. .. .	100	14 and 26	"
" .. .. .	" .. .. .	" .. .. .	100	14 and 26	"
Bourke, J. J., and Co. .. .. .	Clive .. .. .	Wool-scouring .. .. .	50	Nil	Second class.
Bowring and Cattermote .. .. .	Takapau .. .. .	Hauling .. .. .	7	8½	Locomotive and traction.
Brausch, Charles .. .. .	Hastings .. .. .	" .. .. .	8	6½ and 11	Ditto.
Broad and Griffiths .. .. .	Wanstead .. .. .	Flax-mill .. .. .	16	Two 8½	Second class.
Burgess, Frederick .. .. .	Ongaonga .. .. .	Sawmill .. .. .	14	Two 9	"
Carr, S. .. .. .	" .. .. .	Hauling .. .. .	7	5½ and 9	Locomotive and traction.
" .. .. .	" .. .. .	Threshing .. .. .	4	7½	Ditto.
" .. .. .	Ongaonga District .. .. .	Hauling .. .. .	6	6 and 10	"
Codd, Charles .. .. .	Puketapu .. .. .	Threshing .. .. .	6	8	"
Colley, John .. .. .	Gisborne .. .. .	Woodwork .. .. .	23	13½	Second class.
Douglas, W. J. and A. F. .. .. .	Te Mahanga .. .. .	Station-work .. .. .	6	10	Locomotive and traction.
Frimley Canning Company .. .. .	Hastings .. .. .	Fruit-preserving .. .. .	37	7	Second class.
" .. .. .	" .. .. .	" .. .. .	37	7	"
Fulford, J. .. .. .	Havelock North .. .. .	Brickworks .. .. .	16	Two 9	"
Gisborne Borough Council .. .. .	Gisborne .. .. .	Hauling .. .. .	6	Two 5½	Locomotive and traction.
" .. .. .	" .. .. .	Road-roller .. .. .	6	5½ and 9½	Ditto.
" .. .. .	" .. .. .	Pumping .. .. .	4	Two 5	"
" .. .. .	Kaiteratahi .. .. .	Dredge 5-ton crane .. .. .	6	Two 7½	"
Gisborne Brick Company .. .. .	Gisborne .. .. .	Brickworks .. .. .	58	14½	First class.
Gisborne Harbour Board .. .. .	" .. .. .	Hauling on slip .. .. .	10	Two 10	Second class.
" .. .. .	" .. .. .	Pile-driving .. .. .	26	Two 8	"
Gisborne Oil Company .. .. .	Waitangi .. .. .	Oil-wells .. .. .	28	10	"
Gisborne Sheep-farmers' Frozen Meat Company	Gisborne .. .. .	Freezing .. .. .	120	9 and 16, 12 and 22	First class.
Ditto .. .. .	" .. .. .	" .. .. .	78	9 and 16, 12 and 22	"
" .. .. .	" .. .. .	" .. .. .	35	9 and 16, 12 and 22	"
" .. .. .	" .. .. .	" .. .. .	40	9 and 16, 12 and 22	"
Green Bros. .. .. .	Tikokino .. .. .	Threshing .. .. .	6	Two 5 and 9	Locomotive and traction.
" .. .. .	" .. .. .	" .. .. .	7	Two 6 and 10	Ditto.
Griffin, J. .. .. .	Napier .. .. .	Brickworks .. .. .	20	9	Second class.
Hall, F. .. .. .	Matawhero .. .. .	Threshing .. .. .	6	10	Locomotive and traction.
" .. .. .	Waihora .. .. .	Sawmill .. .. .	25	10 and 16	First class.
Hastings Fire Brigade .. .. .	Hastings .. .. .	Pumping water .. .. .	8	Two 7	Locomotive and traction.
Hawke's Bay Dairy Company (Limited)	Dannevirke .. .. .	Butter-factory .. .. .	20	8½	Second class.
Hawke's Bay Laundry Company .. .. .	Napier .. .. .	Laundry .. .. .	25	7½	"
Hawke's Bay Soap and Tannery Company	Awatoto .. .. .	Soapworks .. .. .	50	7½	"
Hawke's Bay Timber Company .. .. .	Napier .. .. .	Hauling .. .. .	7	6 and 10	Locomotive and traction.
" .. .. .	" .. .. .	" .. .. .	7	6 and 10	Ditto.
" .. .. .	Puketitiri .. .. .	Sawmill .. .. .	35	15½	First class.
Heretaunga Butter-factory Company	Hastings .. .. .	Steaming .. .. .	25	9	Second class.
Higgins, L. .. .. .	Puketapu .. .. .	Threshing .. .. .	8	6½ and 8½	Locomotive and traction.
Hills, J. E. .. .. .	Patutahi .. .. .	" .. .. .	7	8½	Ditto.
Holt, R., and Sons .. .. .	Hastings .. .. .	Hauling .. .. .	6	6 and 10	"
" .. .. .	" .. .. .	" .. .. .	6	6 and 10½	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>HAWKE'S BAY DISTRICT—<i>continued.</i></b>					
Holt, R., and Sons .. ..	Napier .. ..	Sash and door factory ..	50	22	First class.
" .. ..	" .. ..	" .. ..	40	22	"
" .. ..	" .. ..	" .. ..	25	22	"
" .. ..	Puketitiri .. ..	Sawmill .. ..	12	Two 8½	Second class.
Jones, James .. ..	Waerengaahika .. ..	Threshing .. ..	8	6½ and 11	Locomotive and traction.
Jones, W. S. .. ..	Puketapu .. ..	Hauling .. ..	5	5½ and 10	Ditto.
Kaiti Brick Company .. ..	Kaiti .. ..	Brickworks .. ..	20	12	Second class.
Kennedy, C., and Co. .. ..	Napier South .. ..	Sand-pump .. ..	25	12 and 22	First class.
Kia Ora Co-operative Dairy Company .. ..	Makaraka .. ..	Butter-factory .. ..	21	9	Second class.
Leipst, A. .. ..	Hastings .. ..	Well-sinking .. ..	6	6½	Locomotive and traction.
McDonald Bros. .. ..	Puhihou .. ..	Hauling .. ..	6	6 and 11	Ditto.
McKay, G. .. ..	Kaikoura .. ..	" .. ..	6	8	"
Manson and Co. .. ..	Port Ahuriri .. ..	" .. ..	8	6½ and 11½	"
" .. ..	" .. ..	Sawmill .. ..	12	Two 8½	Second class.
Napier Brewery Company .. ..	Napier .. ..	Brewery .. ..	30	8	"
Napier City Council .. ..	" .. ..	Pumping .. ..	100	10, 17½, 20, 40	First class.
" .. ..	" .. ..	" .. ..	40	10, 17½, 20, 40	"
Napier Harbour Board .. ..	Port Ahuriri .. ..	Hauling .. ..	8	Two 6	Locomotive and traction.
" .. ..	" .. ..	" .. ..	10	Two 8	Ditto.
" .. ..	Napier .. ..	40-ton crane .. ..	8	Two 8	"
" .. ..	" .. ..	" .. ..	8	Two 8	"
Napier Woollen Company (Limited) .. ..	Onopoto Gully .. ..	Steaming .. ..	20	Nil	Second class.
Neilson, C. E. .. ..	Dannevirke .. ..	General .. ..	6	8	Locomotive and traction.
" .. ..	" .. ..	" .. ..	6	5½ and 9	Ditto.
Nelson Bros. .. ..	Gisborne .. ..	Freezing .. ..	40	12, 13, and 25	First class.
" .. ..	" .. ..	" .. ..	50	12, 13, and 25	"
" .. ..	" .. ..	" .. ..	50	13 and 25	"
" .. ..	" .. ..	" .. ..	43	13 and 25	"
" .. ..	" .. ..	" .. ..	43	13 and 25	"
" .. ..	Tomoana .. ..	" .. ..	90	19, 28, 18, 30½	"
" .. ..	" .. ..	" .. ..	90	19, 28, 18, 30½	"
" .. ..	" .. ..	" .. ..	90	19, 28, 18, 30½	"
" .. ..	" .. ..	" .. ..	90	19, 28, 18, 30½	"
Newbiggen, E. .. ..	Hastings .. ..	Steaming .. ..	20	6	Second class.
Newrick, F. C. .. ..	" .. ..	Hauling .. ..	6	6 and 10	Locomotive and traction.
" .. ..	" .. ..	Hauling and general .. ..	6	6 and 10½	Ditto.
Newrick, J. A. .. ..	" .. ..	" .. ..	6	6½ and 11	"
New Zealand Leather-rubber Company (Limited) .. ..	" .. ..	Steaming .. ..	32	Nil	Second class.
North British and Hawke's Bay Freezing Company .. ..	West Shore .. ..	Freezing .. ..	50	19 and 28	First class.
Ditto .. ..	" .. ..	" .. ..	50	19 and 28	"
" .. ..	" .. ..	" .. ..	50	19 and 28	"
" .. ..	" .. ..	Steaming .. ..	30	Nil	Second class.
Ongaonga Flour-mill Company .. ..	Ongaonga .. ..	Flour-mill .. ..	14	14	"
Parke and Co. .. ..	Maharahara .. ..	General .. ..	6	8	Locomotive and traction.
Peacocke, Henry .. ..	Waihora .. ..	Sawmill .. ..	14	10 and 14	First class.
Peddle, S. W. .. ..	Henley .. ..	" .. ..	35	15½	"
Powdrell Bros. .. ..	Hastings .. ..	Hauling .. ..	6	6 and 10½	Locomotive and traction.
" .. ..	" .. ..	" .. ..	6	6 and 10½	Ditto.
" .. ..	" .. ..	" .. ..	6	6 and 10½	"
Ramlose Bros. .. ..	Wairoa .. ..	" .. ..	6	7½	"
Russell and Ramsay .. ..	Twynford .. ..	Threshing .. ..	6	8	"
Sands, George .. ..	Hastings .. ..	Hauling .. ..	7	6½ and 11½	"
Tiratu Timber Company .. ..	Mangatera .. ..	Planing-mill .. ..	17	11	Second class.
" .. ..	Tiratu .. ..	Sawmill .. ..	40	15	First class.
Tohara Sawmill Company .. ..	Rawharoa .. ..	" .. ..	16	Two 9	Second class.
Tokomaru Sheep-farmers' Freezing Company .. ..	Tokomaru Bay .. ..	Pile-driving .. ..	30	Two 8½	"
Ditto .. ..	" .. ..	Freezing-works .. ..	107½	16, 28, 12, 18, 6, 10, 6½, 10, two 4½, two 7, 8½, 5	First class.
" .. ..	" .. ..	" .. ..	107½	Ditto	"
" .. ..	" .. ..	" .. ..	107½	"	"
Turpin, Ernest .. ..	Takapu .. ..	Hauling .. ..	6	5½ and 9	Locomotive and traction.
Waikopiro Sawmilling Company (Limited) .. ..	Rahaiatai .. ..	Sawmill .. ..	35	14	Second class.
Wakarara Timber Company .. ..	Wakarara .. ..	" .. ..	20	Two 9	"
Williams, A. G. .. ..	Rissington .. ..	Hauling .. ..	6	6 and 10	Locomotive and traction.
Winiata, T. K. .. ..	Roy's Hill .. ..	Hauling .. ..	8	6½ and 11½	Ditto.
Woodville Bacon Company (Limited) .. ..	Woodville .. ..	Boiling-down .. ..	25	21	First class.
" .. ..	" .. ..	" .. ..	25	21	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>MARLBOROUGH DISTRICT.</b>					
Barton Bros. . . . .	Pelorus Sound . . . . .	Log-hauler . . . . .	15	Two 8½	Second class.
" . . . . .	" . . . . .	Sawmill . . . . .	12	Two 8½	"
Brownlee and Co. . . . .	Carluka . . . . .	Hauling . . . . .	10	Two 8	Locomotive and traction.
" . . . . .	" . . . . .	" . . . . .	10	Two 8½	Ditto.
" . . . . .	" . . . . .	" . . . . .	12	Two 9	"
" . . . . .	" . . . . .	Log-hauler . . . . .	15	Two 8½	Second class.
" . . . . .	" . . . . .	" . . . . .	15	Two 9	"
" . . . . .	" . . . . .	" . . . . .	20	Two 8½	"
" . . . . .	" . . . . .	Sawmill . . . . .	43	Two 14	First class.
" . . . . .	" . . . . .	" . . . . .	43	Two 14	"
" . . . . .	Havelock . . . . .	" . . . . .	40	16	"
" . . . . .	" . . . . .	" . . . . .	40	16	"
" . . . . .	" . . . . .	Hauling . . . . .	20	Two 11	Locomotive and traction.
Daikee, Henry George . . . . .	The Elevation . . . . .	Brickmaking . . . . .	16	9	Second class.
Fowler, W. T.* . . . . .	Wairau Valley . . . . .	Chaffcutting . . . . .	6	8	Locomotive and traction.
Hewitson, Arthur J. . . . .	Havelock . . . . .	General . . . . .	7	6 and 10	Ditto.
Litchfield, A. J. . . . .	" . . . . .	Chaffcutting . . . . .	6	6 and 10	"
Marlborough Timber Company . . . . .	Nydia Bay . . . . .	Sawmill . . . . .	73	17	First class.
" . . . . .	" . . . . .	Hauling on incline . . . . .	21	Two 7½	Second class.
Nees and McLean . . . . .	Rai Valley . . . . .	Sawmill . . . . .	8	6½ and 11½	"
Robertson Bros. . . . .	" . . . . .	" . . . . .	34	14½	First class.
Smart, Charles W. . . . .	Wakamarina . . . . .	" . . . . .	36	16½	"
Smart, F. A. . . . .	" . . . . .	" . . . . .	20	8 and 12½	"
Tapp and Eagle . . . . .	Pelorus Sound . . . . .	" . . . . .	12	Two 9½	Second class.
White, Charles . . . . .	Onamalutu . . . . .	" . . . . .	20	Two 10½	First class.
<b>NELSON NORTH DISTRICT.</b>					
Anchor Foundry and Shipping Company . . . . .	The Port . . . . .	Engineering-works . . . . .	23	9, 6, and 8	Second class.
Anglesey, William, jun. . . . .	Upper Tadmor . . . . .	Traction-engine and sawmill . . . . .	8	9	Locomotive and traction.
Baigent, H. . . . .	Bonnie Doon . . . . .	Sawmill . . . . .	12	7 and 11½	Second class.
" . . . . .	Nelson . . . . .	Sash and door factory . . . . .	23	10	"
" . . . . .	West Takaka . . . . .	Sawmill . . . . .	25	13	"
Baigent, Executors of the late Thomas . . . . .	East Takaka . . . . .	" . . . . .	14	Two 9½	"
Bockmann, F. A. J. . . . .	Upper Moutere . . . . .	Traction-engine . . . . .	6	8	Locomotive and traction.
Challis Bros. . . . .	Waimeas . . . . .	Traction-engine and farm-work . . . . .	8	5 and 8½	Ditto.
Coleman Bros. . . . .	Motupiko . . . . .	Traction-engine . . . . .	8	9	"
Curran, F. . . . .	Wangapeka . . . . .	Sawmill . . . . .	28	7, 11, and 10½	First class.
Dodson, J. R., and Son . . . . .	Nelson . . . . .	Brewery . . . . .	20	6	Second class.
Falconer, F. W., and Co. . . . .	Rockville . . . . .	Cheese-factory . . . . .	30	7 and 11	"
Fauchelle and Co. . . . .	Uruwhenua . . . . .	Sawmill . . . . .	14	Two 8½	"
Golden Bay Cement Company (Limited) . . . . .	Tarakoho . . . . .	Cement-works . . . . .	219	16½, 24½, 37½, 12 and 18	First class.
" . . . . .	" . . . . .	" . . . . .	219	Ditto	"
Golden Bay Co-operative Dairy Factory Company . . . . .	Takaka . . . . .	Butter-factory . . . . .	17	8½	Second class.
Grant, William . . . . .	Collingwood District . . . . .	Traction-engine and pumping . . . . .	6	8 and 11	Locomotive and traction.
" . . . . .	Kaituna . . . . .	Sawmill . . . . .	20	10	Second class.
" . . . . .	Silver Stream . . . . .	" . . . . .	40	9½	"
Griffin and Sons (Limited) . . . . .	Nelson . . . . .	Biscuit and confectionery factory . . . . .	20	8 and 12	First class.
Hewetson, Thomas . . . . .	Upper Moutere . . . . .	Traction-engine . . . . .	5	5½ and 9½	Locomotive and traction.
Hill, H. . . . .	Spring Grove . . . . .	Traction-engine, chaff and wood cutting . . . . .	4	6½	Ditto.
Hunt, G. and A. . . . .	Wantwood . . . . .	Chaff and wood cutting . . . . .	5	7½	"
Kirkpatrick, S., and Co. . . . .	Nelson . . . . .	Canning . . . . .	50	9, 6, 4	Second class.
Miller, A. . . . .	Croixelles . . . . .	Sawmill . . . . .	33	10½	"
Nelson City Council . . . . .	" . . . . .	Traction-engine and road-roller . . . . .	6	8	Locomotive and traction.
" . . . . .	" . . . . .	Air-compressing and exhausting gas . . . . .	20	Two 8 and two 5	Second class.
" . . . . .	" . . . . .	Ditto . . . . .	20	Two 8 and two 5	"
Nelson Freezing Company . . . . .	Stoke . . . . .	Pumping and steam-ing . . . . .	24	Two 8 and two 4	"
Nelson Harbour Board . . . . .	Nelson . . . . .	Dredging . . . . .	55	20 and 36	First class.
" . . . . .	" . . . . .	" . . . . .	55	20 and 36	"

\* This plant has two years' certificate.

No. 18. —RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>NELSON NORTH DISTRICT—<i>continued.</i></b>					
Price, T. A. .. ..	Pretty Bridge Valley	Traction-engine and sawmill .. ..	6	7 $\frac{3}{4}$	Locomotive and traction.]
Prouse and Saunders .. ..	Mangarakau .. ..	Sawmill .. ..	45	16 $\frac{1}{4}$ and two 6	First class.
" .. ..	Paturau .. ..	Bush-engine .. ..	17	Two 8	Second class.
Puponga Coal Company .. ..	Puponga .. ..	Hauling, pumping, air-compressor and fan .. ..	40	Two 8, one 8, one 18, and one 9	First class.
" .. ..	" .. ..	Ditto .. ..	40	Ditto	"
" .. ..	" .. ..	Locomotive .. ..	8	Two 7	Locomotive and traction.
Reilly, W. J. .. ..	Long Plain .. ..	Sawmill .. ..	14	Two 9 $\frac{3}{16}$	Second class.
Robertson Bros. .. ..	Nelson .. ..	Sash and door factory .. ..	30	12 $\frac{3}{16}$	"
Satherly and Nieman .. ..	Waimeas .. ..	Traction-engine .. ..	6	8	Locomotive and traction.
Schwass, H. H. .. ..	" .. ..	Traction-engine and farm-work .. ..	8	8	Ditto.
Schroder, Charles H. J. .. ..	" .. ..	Ditto .. ..	6	8	"
Snowden, John T. .. ..	" .. ..	Traction-engine .. ..	6	8	"
Soper, R. .. ..	Takaka .. ..	Traction-engine and general works .. ..	6	8	"
Starnes, F. W. .. ..	Motueka .. ..	Traction-engine .. ..	6	5 $\frac{1}{4}$ and 8 $\frac{1}{2}$	"
Stilwell and Co. (Limited) .. ..	" .. ..	Sash and door factory .. ..	16	8 $\frac{1}{2}$	Second class.
Walker Bros. .. ..	Bainham .. ..	Sawmill .. ..	20	12 $\frac{1}{4}$	"
Watson, William C. .. ..	Wai-iti Valley .. ..	Traction-engine and chaffcutting .. ..	6	8 $\frac{1}{16}$	Locomotive and traction.
Webby, George E. .. ..	Waimeas .. ..	Traction-engine .. ..	6	6 and 10 $\frac{1}{2}$	Ditto.
Whelham, A. and Co. .. ..	Takaka .. ..	Sash and door factory .. ..	16	8 $\frac{1}{2}$	Second class.
Wilson, J. and A. (Limited) .. ..	Tonga Bay .. ..	Stone-cutting .. ..	16	7 and 11 $\frac{1}{4}$	"
Win, J. W. .. ..	Dovedale .. ..	Traction-engine .. ..	6	8	Locomotive and traction.
" .. ..	" .. ..	" .. ..	6	6 and 11	Ditto.
<b>NELSON SOUTH DISTRICT.</b>					
Bowater and Bryan .. ..	Cape Foulwind .. ..	Sawmill .. ..	28	Two 10	Second class.
" .. ..	Westport .. ..	" .. ..	32	15	First class.
" .. ..	" .. ..	" .. ..	30	13	Second class.
" .. ..	" .. ..	Idle .. ..	23	8	"
Consolidated Goldfields of New Zealand (Limited) .. ..	Black Point .. ..	Crushing .. ..	60	Three 14 and one 22	First class.
Ditto .. ..	Crushington .. ..	Hauling .. ..	8	9	Locomotive and traction.
" .. ..	" .. ..	" .. ..	8	6 $\frac{3}{4}$ and 11 $\frac{1}{2}$	Ditto.
" .. ..	Energetic Mine .. ..	Winding .. ..	50	Two 18	Winding.
" .. ..	" .. ..	" .. ..	48	Two 18	"
" .. ..	" .. ..	" .. ..	48	Two 18	"
" .. ..	Globe Mine .. ..	" .. ..	85	Two 16	"
" .. ..	" .. ..	" .. ..	20	Two 11	"
" .. ..	" .. ..	" .. ..	85	Two 16	First class and winding.
" .. ..	Golden Fleece Mine .. ..	Compressor and battery .. ..	60	Three 14 and one 22	First class.
" .. ..	Progress Battery .. ..	Reduction-works and smelting .. ..	20	7 and 11 $\frac{1}{4}$	Second class.
" .. ..	Waireta .. ..	Winding .. ..	56	Two 14 and one 12	First class.
Dobson Sawmilling Company .. ..	Dobson .. ..	Sawmill .. ..	25	8 and 12 $\frac{1}{4}$	"
Gilberd, J. B., and Son .. ..	Westport .. ..	For sale .. ..	23	Nil	Second class.
Hessey, Cameron, and Tacon .. ..	Boatman's .. ..	Dredging .. ..	20	8 and 12 $\frac{3}{4}$	First class.
Karamea Sawmilling Company .. ..	Karamea .. ..	Sawmill .. ..	20	7, 11, and 8	"
" .. ..	Oaparara .. ..	" .. ..	30	14 $\frac{1}{16}$	"
Keep-it-dark Gold-mining Company .. ..	Crushington .. ..	Compressor .. ..	20	7 and 11 $\frac{1}{4}$	Second class.
" .. ..	" .. ..	Winding .. ..	25	Two 11	Winding.
Lockingham, E. .. ..	Waitahu .. ..	Sawmill .. ..	20	8 and 12 $\frac{3}{4}$	First class.
Marris, J. and S. .. ..	St. Helens .. ..	" .. ..	28	14	Second class.
Moonlight Gold-dredging Syndicate .. ..	Moonlight Creek .. ..	Dredging .. ..	20	8 and 13	First class.
Mumm, D. P. .. ..	St. Helens .. ..	Sawmill .. ..	25	12	Second class.
Neighbours and Sons .. ..	Waimangaroa .. ..	Brickworks .. ..	17	9	"
New Big River Gold-mining Company .. ..	Big River Mine .. ..	Winding .. ..	14	Two 8 $\frac{3}{4}$	Winding.
New Zealand Government (State Coal-mines) .. ..	Dunollie .. ..	Coal-mining .. ..	60	Two 10, 7 and 11	Exempt.
Ditto .. ..	Point Elizabeth .. ..	" .. ..	60	Two 10, 7 and 11	"
" .. ..	" .. ..	" .. ..	20	7 and 11 $\frac{1}{4}$	"
" .. ..	" .. ..	" .. ..	49	Two 4, two 9, one 7, one 11, one 10	"
" .. ..	" .. ..	" .. ..	55	Two 10, 7 and 11	"
" .. ..	" .. ..	" .. ..	64	Two 10, 7 and 11	"
" .. ..	" .. ..	" .. ..	49	Two 10 $\frac{1}{4}$	"
" .. ..	" .. ..	" .. ..	64	Two 10, 7 and 11	"
" .. ..	" .. ..	" .. ..	64	Two 10, 7 and 11	"
" .. ..	" .. ..	" .. ..	49	Two 9, one 10, one 11	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>NELSON SOUTH DISTRICT—<i>continued.</i></b>					
New Zealand Government (State Coal-mines)	State Mine Extension	Air-compressor ..	36	12	Exempt.
Ditto .. .. .	"	"	43	14	"
" .. .. .	Seddonville ..	Hauling ..	60	15	"
" .. .. .	"	Coal-mining ..	43	One 8, two 6	"
" .. .. .	Westport ..	Briquette-works ..	64	Two 14	"
" .. .. .	"	"	64	Two 14	"
" .. .. .	"	"	64	Two 14	"
Point Elizabeth Coal Company	Brunner ..	Mining ..	35	12, 13½, two 8, two 7½	Second class.
" .. .. .	"	"	35	12, 13½, two 8, two 7½	"
Reefton Electric Light Company	Reefton ..	Dynamo ..	40	10 and 16	First class.
Simpson, J. R. ..	Oparara ..	Flax-mill ..	17	10	Second class.
Stratford and Blair ..	Karamea ..	Sawmill ..	28	14 <sup>5</sup> / <sub>16</sub>	First class.
Success Gold-dredging Company	Ho Ho ..	Dredging ..	43	9 and 15	"
Westport Borough Council ..	Westport ..	Hauling ..	6	5 and 7	Locomotive and traction.
" .. .. .	"	Fire-engine ..	7	Three 7	Second class.
Westport Coal Company ..	Burnett's Face ..	Hauling and dynamo	86	10, 16, 6	First class.
" .. .. .	Coalbrookdale ..	Compressor ..	84	Three 14	"
" .. .. .	"	"	80	Three 14	"
" .. .. .	"	"	80	Three 14	"
" .. .. .	Denniston ..	Hauling ..	84	Two 18	"
" .. .. .	"	"	84	Two 18	"
" .. .. .	"	"	84	Two 18	"
" .. .. .	"	"	84	Two 18	"
" .. .. .	Kiwi Section ..	Compressor ..	50	Three 14	"
" .. .. .	"	"	50	Three 14	"
" .. .. .	Millerton ..	Mining ..	58	Two 14, three 9	"
" .. .. .	Mine-mouth, Miller-ton	Air-compressor, fan, and dynamo	10	Two 14, three 9	"
" .. .. .	Ditto ..	Ditto ..	10	Two 14, three 9	"
" .. .. .	"	"	10	Two 14, three 9	"
" .. .. .	Mines Creek ..	Fans and dynamo ..	58	Four 14½, one 20, one 6½, one 13	"
" .. .. .	"	"	58	Ditto	"
" .. .. .	"	"	86	"	"
" .. .. .	"	"	55	"	"
" .. .. .	"	"	55	"	"
" .. .. .	"	Mining ..	55	Four 14½, one 20	"
Westport Harbour Board ..	Cape Foulwind ..	25-ton crane ..	9	Two 9	Second class.
" .. .. .	"	20-ton crane ..	10	Two 9	"
" .. .. .	Cape Foulwind Rail-way	Locomotive ..	30	Two 10½	Locomotive and traction.
" .. .. .	Cape Foulwind ..	25-ton crane ..	9	Two 9	Second class.
" .. .. .	"	"	9	Two 9	"
" .. .. .	Westport ..	Hauling ..	35	Two 10 <sup>5</sup> / <sub>16</sub>	Locomotive and traction.
" .. .. .	"	"	20	Two 9 <sup>11</sup> / <sub>16</sub>	Ditto.
" .. .. .	"	"	30	Two 10 <sup>5</sup> / <sub>16</sub>	"
Westport-Stockton Coal Company	Ngakawau ..	Power-station ..	95	Two 12, two 17, two 26	First class.
" .. .. .	"	"	95	Ditto	"
" .. .. .	"	"	95	"	"
" .. .. .	"	"	95	"	"
Williams, W. ..	Westport ..	Brewery ..	23	6	Second class.

**OTAGO DISTRICT.**

Advance Gold-dredging Company ..	Molyneux River ..	Gold-dredge ..	20	8 and 12½	One first class and two second class.
Alexandra Coal Company ..	Alexandra ..	Winding and pump-ing	20	Two 10	Winding.
" .. .. .	"	Ditto ..	20	Two 7 and two 8	"
Anderson's Bay Quarry Syndicate ..	Anderson's Bay ..	Brickworks ..	25	10 and 16	First class.
Ardmore Gold-dredging Company ..	Kelso ..	Gold-dredge ..	20	9 and 13	"
Bagrie, Joseph ..	Clinton District ..	General hauling ..	9	9	Locomotive and traction.
Balloch, R. ..	Clinton ..	Thrashing ..	8	9	Ditto.
Barewood Gold-mining Company ..	Barewood ..	Auxiliary pumping and winding	16	Two 10	Winding.
" .. .. .	"	Ditto ..	20	Two 12	"
Bartlett, George ..	Waitahuna ..	Thrashing ..	6	8	Locomotive and traction.
Bayley, John, and Sons ..	Burnside ..	Tannery ..	25	14 <sup>13</sup> / <sub>16</sub>	First class.
Bauchop, R., and Co. ..	Port Chalmers ..	Sawmill ..	28	13½	Second class.
Biohan, George, and Co. ..	Otanomomo ..	Flax-mill ..	20	8 and 12½	First class.
Brown Bros. ..	Mosgiel District ..	Thrashing ..	8	9	Locomotive and traction.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
Brown Bros. .. ..	Mosgiel District ..	Threshing and chaff-cutting ..	8	9	Locomotive and traction.
Brown, A. and R. .. ..	Blue Mountains ..	Sawmill ..	14	7½ and 11½	Second class.
Brown, G. E. .. ..	Warepa ..	General ..	8	9	Locomotive and traction.
Bruce Railway and Coal Company ..	The Fortification ..	Hauling ..	12½	Two 8	Ditto.
" .. ..	" ..	" ..	56	Two 8½	Second class.
" .. ..	Coombe Hay ..	" ..	16	9	"
Bruce Dredging Company ..	Glenore ..	Gold-dredge ..	18	8 and 13	First class.
Bruce Woollen-mills ..	Milton ..	Woollen-mills ..	159	12 and 21	"
Buchanan, W. .. ..	Beaumont ..	General ..	8	9	Locomotive and traction.
Burt, A. and T. (Limited) ..	Dunedin ..	Chaffcutting ..	8	9	Ditto.
" .. ..	" ..	Machine-tools ..	30	Nil	Second class.
" .. ..	" ..	" ..	30	"	"
Cameron and Party ..	Glenore ..	Gold-dredge ..	25	8 and 12½	First class.
Chambers, Robert ..	Oamaru District ..	General ..	8	9	Locomotive and traction.
Chicago Gold-dredging Company ..	Molyneux River ..	Gold-dredge ..	20	8½ and 12½	One first class and two second class.
Christchurch Meat Company ..	Burnside ..	Freezing-works ..	80	12 and 22	First class.
" .. ..	" ..	" ..	80	12 and 22	"
" .. ..	Oamaru ..	Refrigerator ..	45	11 and 20	"
" .. ..	" ..	" ..	45	11 and 20	"
Christie Bros. .. ..	Abbotsford ..	Hauling ..	12	Two 8½ and one 10	"
Christie, H. F. .. ..	Clydevale ..	Chaffcutting ..	8	9	Locomotive and traction.
Christie, Thomas ..	Allanton ..	Threshing ..	6	8	Ditto.
" .. ..	" ..	" ..	6	6 and 10½	"
Clark Bros. .. ..	Maheno ..	Hauling ..	8	5½ and 9½	"
" .. ..	" ..	Hoist ..	6	8	"
" .. ..	" ..	Hauling ..	9	5½ and 8	"
Clark, D. .. ..	" ..	General ..	8	9	"
Clark's Laundry ..	North-east Valley ..	Laundry ..	16	8½	Second class.
Clyde Collieries (Limited) ..	Clyde ..	Colliery ..	22	Two 8	"
Cossens and Black ..	Dunedin ..	Machine-shop ..	25	11	"
Craig, James, and Co. ..	Oamaru ..	Sawmill ..	20	14	"
Creighton and Reid Bros. ..	Kokonga District ..	Threshing ..	8	9	Locomotive and traction.
Crossan, Alexander. ..	Kelso ..	Chaffcutting ..	8	9	Ditto.
Crown Roller Mills ..	Dunedin ..	Flour-mill ..	40	14 and 24	First class.
Currie Bros. .. ..	Clinton District ..	Threshing and chaff-cutting ..	8	9	Locomotive and traction.
Dawson and McKechnie ..	Ratanui ..	Sawmill ..	20	10	Second class.
Denton Hat-mills ..	Dunedin ..	Hat-factory ..	50	7	"
Dewar, William .. ..	Totaratahi District ..	Threshing ..	8	9	Locomotive and traction.
Donaghy's Rope and Twine Company ..	South Dunedin ..	Ropeworks ..	40	16 and 26	First class.
" .. ..	" ..	Idle ..	40	13½ and 19	"
Donaldson, W. and G. ..	Mount Highley ..	Quartz-crushing ..	16	7 and 11½	Second class.
Dunedin Abattoirs ..	Burnside ..	Boiling ..	25	Nil	"
Dunedin City Corporation ..	Anderson's Bay Road ..	Gasworks ..	40	Two 5½	"
" .. ..	Dunedin ..	Electric light and power ..	95	13 and 22	First class.
" .. ..	" ..	Ditto ..	95	13 and 22	"
" .. ..	" ..	" ..	95	13 and 22	"
" .. ..	" ..	Road-roller ..	6	6 and 10	Locomotive and traction.
Dunedin Drainage Board ..	" ..	Pumping ..	16	7 and 11	Second class.
Dunedin Hospital Board ..	" ..	Laundry and heating ..	56	7	"
" .. ..	" ..	Heating ..	56	7	"
Dunedin and Kaikorai Tramway Company ..	Kaikorai ..	Hauling ..	25	14½	First class.
Ditto .. ..	" ..	" ..	48	16 and 14½	"
Earnsleugh Gold-dredging Company ..	Earnsleugh ..	Gold-dredge ..	46	9 and 14	One first class and two second class.
" .. ..	" ..	" ..	16	9 and 14	Ditto.
" .. ..	" ..	" ..	16	9 and 14	"
Electric Gold-dredging Company (No. 2) ..	Waenga ..	" ..	20	8 and 12½	First class.
Empire Gold-dredging Syndicate ..	Kelso ..	" ..	20	8½ and 12½	"
Eureka Gold-dredging Company ..	Clutha River ..	" ..	20	8 and 12½	One first class and two second class.
Falconer, James .. ..	Kakanui District ..	Threshing ..	8	9	Locomotive and traction.
Forbes Bros. .. ..	Herbert District ..	" ..	6	8	Ditto.
" .. ..	" ..	" ..	8	9	"
Gardner and Co. .. ..	Port Chalmers ..	Machine-tools ..	16	7 and 11½	Second class.
Golden Beach Gold-dredging Company ..	Molyneaux River ..	Gold-dredge ..	30	9 and 14	One first class and two second class.
" .. ..	" ..	" ..	16	9 and 13	Ditto.



No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
Golden Bed Gold-dredging Company ..	Miller's Flat ..	Gold-dredge ..	30	9 and 14	One first class and two second class.
Golden Gate Gold-dredging Syndicate ..	" ..	" ..	16	7 $\frac{3}{16}$ and 12 $\frac{1}{4}$	Ditto.
Golden Gem Gold-dredging Company ..	" ..	" ..	20	9 and 14	"
Golden Treasure Gold-dredging Company ..	" ..	" ..	30	8 and 12 $\frac{3}{4}$	"
Good Chance Gold-dredging Company ..	Alexandra Gorge ..	" ..	20	8 and 12 $\frac{3}{4}$	"
Gore, C. and W. ..	Wingatui ..	Brickworks ..	25	14 $\frac{1}{2}$	First class.
Graham, T. A. ..	Allanton District ..	Threshing ..	8	9	Locomotive and traction.
Green Island Mineral Company ..	Abbotsford ..	Hauling and pump- ing ..	28	8	Second class.
Gregg, William, and Co. ..	Dunedin ..	Starchworks ..	18	10	"
Grogan and Party ..	Anderson's Flat ..	Gold-dredge ..	14	8 and 13	First class.
Gwynne, W. ..	Houipapa ..	Sawmill ..	18	10	Second class.
Hamilton, Harry ..	Milton ..	General ..	8	9	Locomotive and traction.
" ..	" ..	" ..	8	9	Ditto.
Harraway, H. ..	Green Island ..	Hauling ..	5	4 $\frac{1}{2}$ and 6 $\frac{1}{2}$	"
Hartley and Riley Gold-dredging Com- pany ..	Cromwell ..	Gold-dredge ..	20	8 and 12 $\frac{3}{4}$	One first class and two second class.
Heenan and Hardy ..	Greenfield ..	Threshing ..	8	9	Locomotive and traction.
Heenan, T. D. ..	" ..	Chaffcutting ..	7	8 $\frac{1}{2}$	Ditto.
" ..	" ..	General ..	4 $\frac{1}{2}$	6 $\frac{1}{2}$	"
Hill and Frame ..	Herbert District ..	Threshing ..	8	9	"
" ..	" ..	" ..	8	9	"
Hogg and Co. (Limited) ..	Dunedin ..	Sawmill ..	27	9 and 14	First class.
" ..	" ..	" ..	25	13	Second class.
Hudson, R., and Co. ..	" ..	Biscuit and confec- tionery ..	80	12 and 21, 9 $\frac{1}{2}$ and 16	First class.
Hutton Bros. ..	Roxburgh ..	General ..	8	9	Locomotive and traction.
Irvine and Stevenson ..	Silverstream ..	Steaming ..	20	7	Second class.
" ..	" ..	Milk-condensing ..	30	7	"
Island Basin Gold-dredging Company ..	Alexandra Gorge ..	Gold-dredge ..	26	9 and 14	One first class and two second class.
Jackman and Dillon ..	Oamaru District ..	Chaffcutting ..	7	5 $\frac{1}{2}$ and 9 $\frac{1}{2}$	Locomotive and traction.
Jenkins, George ..	Moa Flat ..	" ..	6	8	Ditto.
Jones, E. B. ..	Milton ..	Pottery-works ..	18	14	Second class.
Kahikatea Sawmill Company ..	Kahikatea ..	Sawmill ..	17	14 $\frac{1}{2}$	First class.
" ..	" ..	" ..	18	14 $\frac{1}{2}$	"
Karanui Gold-dredging Company ..	Alexandra ..	Pumping ..	20	8 and 12 $\frac{3}{4}$	"
" ..	" ..	Gold-dredge ..	5	10 and 16	One first class and two second class.
Kean, Thomas ..	Balcutha ..	Threshing ..	8	9 $\frac{1}{2}$	Locomotive and traction.
Kemphorne, Prosser, and Co. ..	Burnside ..	Chemical works ..	16	12 and 20	First class.
" ..	" ..	" ..	20	8 $\frac{1}{2}$	Second class.
" ..	" ..	" ..	80	12 and 20	First class.
Kirkland, William ..	East Taieri ..	General ..	6	6 and 10	Locomotive and traction.
Knowles, William ..	Clinton ..	General hauling ..	8	9	Ditto.
Kohinoor Dredging Party ..	Roxburgh ..	Gold-dredge ..	39	9 and 14	One first class and two second class.
Koppert, H. ..	Enfield ..	Chaffcutting ..	8	9	Locomotive and traction.
Lady Annie Gold-dredging Company ..	Manuhereka River ..	Gold-dredge ..	20	8 and 12 $\frac{3}{4}$	One first class and two second class.
Lady Roxburgh Gold-dredging Company ..	Roxburgh ..	" ..	20	9 and 14	Ditto.
Lambert Bros. and Co. ..	Kensington ..	Pipeworks ..	16	7 and 11	Second class.
Latta Bros. ..	Pounawea ..	Sawmill ..	16	Two 10	"
Latta, Thomas ..	Catlin's ..	" ..	14	6 $\frac{1}{2}$ and 10 $\frac{1}{2}$	"
" ..	Hunt's Road ..	" ..	16	Two 10	"
Ledingham, George ..	Georgetown District ..	Threshing ..	8	9	Locomotive and traction.
Leonard Bros. ..	Balcutha ..	General ..	8	6 $\frac{1}{2}$ and 11 $\frac{1}{2}$	Ditto.
Leonard, J. ..	" ..	" ..	8	9	"
" ..	" ..	" ..	8	9 $\frac{1}{2}$	"
Leslie, Alexander ..	Millburn ..	Threshing ..	8	9	"
Limestone Brick Company ..	Tahuna ..	Making sand-bricks ..	56	16	First class.
McCallum and Co. ..	Oamaru ..	Sawmill ..	20	15	"
McCulloch, Thomas ..	Ngapara District ..	Threshing ..	8	9	Locomotive and traction.
McGavin and Co. ..	Dunedin ..	Brewing ..	50	8	Second class.
McGill, Peter (Limited) ..	Milton ..	Flour-mill ..	25	12 and 22	First class.
McKenzie, John ..	Dunrobin District ..	General hauling ..	8	9	Locomotive and traction.
McLeod Bros. ..	Dunedin ..	Soapworks ..	20	Nil	Second class.
" ..	" ..	Candle-factory ..	25	"	"
" ..	" ..	Stearine ..	25	"	"
" ..	" ..	Soap-boiling ..	20	"	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
McSkimming, P., and Son .. ..	Benhar .. ..	Pipe and tile works ..	20	7 and 11½	Second class.
.. ..	.. ..	.. ..	16	7½ and 11½	.. ..
Main, J. A. .. ..	Waiwera South ..	Threshing .. ..	64	14, 22, and 8	First class.
Manuherehia Gold-dredging Company ..	Alexandra Gorge ..	Gold-dredge .. ..	39	8½ and 12½	Locomotive and traction.
Meek Bros. .. ..	Enfield .. ..	Threshing .. ..	7	8½	One first class and two second class.
Meek, J. and T. .. ..	Oamaru .. ..	Flour-mill .. ..	43	9 and 20	Locomotive and traction.
Michaelis, Hallenstein, and Farquhar ..	Sawyer's Bay .. ..	Tannery .. ..	30	12	First class.
Milligan and Bond .. ..	Ngapara .. ..	Flour-mill .. ..	16	12	Second class.
Mitchell Bros. .. ..	Oamaru District ..	Threshing .. ..	8	6½ and 10½	.. ..
Molyneux Hydraulic Gold-dredging Company	Alexandra .. ..	Gold-dredge .. ..	18	8 and 12½	Locomotive and traction.
Mornington Borough Council .. ..	Mornington .. ..	Hauling .. ..	16	Two 13 and one 15	One first class and two second class.
Mosgiel Woollen-factory .. ..	Mosgiel .. ..	Woollen-factory ..	30	Two 13 and one 15	First class.
.. ..	.. ..	.. ..	18	Nil	.. ..
.. ..	.. ..	.. ..	18	.. ..	Second class.
.. ..	.. ..	.. ..	18	.. ..	.. ..
.. ..	.. ..	.. ..	82	16½ and 30	.. ..
Moss, H. F. .. ..	Catlin's .. ..	Sawmill .. ..	30	9½	First class.
New Alexandra Coal Company .. ..	Alexandra .. ..	Hauling and pumping ..	20	Two 7 and two 8	Second class.
.. ..	.. ..	.. ..	.. ..	.. ..	Winding.
New Golden Run Gold-dredging Company	Miller's Flat .. ..	Ditto .. ..	20	Two 10	.. ..
New Roxburgh Jubilee Gold-dredging Company	Roxburgh .. ..	Gold-dredge .. ..	40	10 and 16	One first class and two second class.
New Zealand Coal and Oil Company ..	.. ..	.. ..	36	9 and 14	First class.
.. ..	Castle Hill .. ..	Hauling .. ..	50	Two 20	.. ..
.. ..	.. ..	.. ..	50	Two 20	.. ..
.. ..	Kaitangata .. ..	.. ..	25	Two 30	.. ..
.. ..	.. ..	.. ..	20	Two 10½	Locomotive and traction.
.. ..	.. ..	.. ..	70	Two 20	First class.
.. ..	.. ..	Fan and winding ..	16	Two 8	Winding.
.. ..	.. ..	Hauling .. ..	25	Two 30	First class.
.. ..	.. ..	.. ..	20	Two 30	.. ..
.. ..	.. ..	Pumping .. ..	16	10	Second class.
.. ..	.. ..	Hauling .. ..	18	Two 9½	Locomotive and traction.
.. ..	.. ..	.. ..	20	Two 30	First class.
.. ..	.. ..	.. ..	23	Two 30	.. ..
New Zealand Government (Mental Hospitals Department)	Seacliff .. ..	Electric light .. ..	43	8 and 13	Exempt.
Ditto .. ..	.. ..	.. ..	43	8 and 13	.. ..
New Zealand Government (Mines Department)	Earnsclough .. ..	Keystone-borer .. ..	4	6	.. ..
New Zealand Government (Public Works Department)	Houipapa .. ..	Stone-crusher .. ..	16	8 and 13	.. ..
New Zealand Government (State Coal-mines)	Dunedin .. ..	Motor-wagon .. ..	6	3½ and 6½	.. ..
New Zealand Paper-mills .. ..	Woodhaugh .. ..	Paper-mills .. ..	25	Nil	Second-class.
.. ..	.. ..	.. ..	30	.. ..	.. ..
.. ..	.. ..	.. ..	80	14 and 25	First class.
Newbigging Bros. .. ..	Milton District ..	Threshing .. ..	6	8	Locomotive and traction.
.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Newson and Petrie .. ..	Clinton District ..	.. ..	6	8	Ditto.
Ngapara Extended Gold-dredging Company	Alexandra .. ..	Gold-dredge .. ..	20	8½ and 13	One first class and two second class.
Nine-hundred-and-nine Gold-dredging Company	Shingle Creek .. ..	.. ..	38	9 and 14	Ditto.
Oamaru Harbour Board .. ..	Oamaru .. ..	Sand-pump .. ..	30	12½ and 18	First class.
Oamaru Woollen-factory .. ..	.. ..	Woollen-mills .. ..	60	15 and 27	.. ..
.. ..	.. ..	.. ..	60	15 and 27	.. ..
Otago Central Foundry .. ..	Alexandra .. ..	Machine-tools .. ..	16	8	Second class.
Otago Fat and Tallow Company .. ..	Burnside .. ..	Steaming .. ..	18	Nil	.. ..
Otago Gold-dredging Company (No. 1)	Miller's Flat .. ..	Gold-dredge .. ..	20	7½ and 14	One first class and two second class.
.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Otago Gold-dredging Company (No. 2)	.. ..	.. ..	36	9 and 14	Ditto.
Otago Harbour Board .. ..	Port Chalmers .. ..	Freezing .. ..	30	11½ and 16	First class.
.. ..	.. ..	.. ..	30	11½ and 16	.. ..
Otago Iron-rolling Mills .. ..	Burnside .. ..	Ironworks .. ..	15	20	.. ..
.. ..	.. ..	.. ..	20	20	.. ..
.. ..	.. ..	.. ..	20	20	.. ..
.. ..	.. ..	.. ..	35	20	.. ..
Otago Sawmilling Company .. ..	Dunedin .. ..	Sawmill .. ..	20	14½	.. ..
Otago Steam Laundry .. ..	North-east Valley ..	Laundry .. ..	62	6½ and 10½	Second class.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>OTAGO DISTRICT—<i>continued.</i></b>					
Overton Bros. .. .. .	Henley District ..	Threshing ..	6	8	Locomotive and traction.
Overton, B. .. .. .	Henley ..	Chaffcutting ..	8	9	Ditto.
Pearson, L. .. .. .	Glenledi District ..	Threshing ..	7	8½	"
Porter, Gibson .. .. .	Fairfax District ..	General ..	8	9	"
Pringle and Party .. .. .	Miller's Flat ..	Gold-dredge ..	20	9 and 14	One first class and two second class.
Reid and Gray .. .. .	Dunedin ..	Machine-shop ..	166	9 and 16½	First class.
" .. .. .	" ..	For sale ..	8	9	Locomotive and traction.
Reid, J. B. .. .. .	Otokia ..	Flax-mill and threshing ..	8	9½	Ditto.
Robertson and Co. .. .. .	Catlin's ..	Sawmill ..	10	Two 7½	Second class.
" .. .. .	" ..	" ..	8	9½	"
Robinson, Charles .. .. .	Berwick District ..	General ..	6	8	Locomotive and traction.
Roslyn Tramway Company .. .. .	Kaikorai ..	Hauling ..	25	15 and 26	First class.
" .. .. .	" ..	" ..	25	11 and 22	"
Ross and "Glendining .. .. .	Dunedin ..	Hat-factory ..	49	12	Second class.
" .. .. .	" ..	Steam-wagon ..	5	Two 4½	Locomotive and traction.
" .. .. .	Kaikorai ..	Woollen-mills ..	50	18 and 32	First class.
" .. .. .	" ..	Carbonizing ..	20	8	Second class.
" .. .. .	" ..	Hosiery-factory ..	80	11 and 19	First class.
" .. .. .	" ..	Motor-wagon ..	6	Two 6½	Locomotive and traction.
Ross, Robert .. .. .	Makikihi ..	Brickworks ..	20	9 and 14	First class.
Ryan Bros. .. .. .	Waitahuna ..	General ..	8	9	Locomotive and traction.
" .. .. .	" ..	" ..	8	9	Ditto.
" .. .. .	" ..	" ..	8	8½	"
Sailors' Bend Gold-dredging Company .. .. .	Alexandra Gorge ..	Gold-dredge ..	20	8 and 12½	One first class and two second class.
Sandy Point Gold-dredging Company .. .. .	Earnsclough ..	" ..	25	9 and 14	Ditto.
Scoullar and Chisholm .. .. .	Dunedin ..	Woodworking ..	32	12	Second class.
Shiel, C. and W. .. .. .	Caversham ..	Brickmaking ..	58	16	First class.
Smith, Robert* .. .. .	Kelso District ..	Threshing ..	8	9	Locomotive and traction.
Speight and Co., J. .. .. .	Dunedin ..	Brewery ..	55	10	Second class.
" .. .. .	" ..	" ..	26	10	"
" .. .. .	" ..	" ..	30	8	"
Steel Gold-dredging Syndicate .. .. .	Coal Creek ..	Gold-dredge ..	39	9 and 14	First class.
Stevenson and Cook .. .. .	Port Chalmers ..	Machine-tools ..	50	8 and 13	"
" .. .. .	" ..	" ..	30	8 and 13	"
Surprise Gold-dredging Company .. .. .	Alexandra ..	Gold-dredge ..	18	8½ and 16	One first class and two second class.
Sutherland, W. .. .. .	Balclutha ..	Chaffcutting ..	5	6	Locomotive and traction.
Taiari and Peninsula Milk-supply Company .. .. .	Dunedin ..	Dairy-factory ..	45	8 and 14	First class.
Ditto .. .. .	" ..	" ..	20	8 and 14	"
Taiari Drainage Board .. .. .	Maungatua ..	Pumping ..	16	Two 8½	Second class.
Taratu Coal Company .. .. .	Taratu ..	Hauling ..	13	Two 8	Locomotive and traction.
" .. .. .	" ..	Winding ..	16	Two 10	Winding.
" .. .. .	" ..	" ..	16	Two 10	"
Thomson, Bridger, and Co. .. .. .	Dunedin ..	Woodworking ..	40	18	First class.
Thurston, F. J. .. .. .	Heriot ..	Threshing and chaff-cutting ..	8	9	Locomotive and traction.
Tough, John .. .. .	Milton ..	General ..	8	9	Ditto.
Trusler, Samuel .. .. .	Waipahi ..	General hauling ..	8	9	"
T. T. and O. K. Quarry Company .. .. .	Totara ..	Hauling ..	10	8 and 11	"
Vereoe, John .. .. .	Clyde ..	Hauling coal ..	22	Two 8	Second class.
Waite, John .. .. .	Kaikorai Valley ..	Tannery ..	28	8	"
Wilson, J. and J. .. .. .	Te Houka ..	Threshing ..	7	5½ and 9½	Locomotive and traction.
<b>SOUTHLAND DISTRICT.</b>					
Albert Town Gold-dredging Company .. .. .	Bowman's Flat ..	Gold-dredge ..	16	6½ and 11½	Second class.
Angus, William .. .. .	Otautau District ..	General ..	9	9	Locomotive and traction.
Baldy, F. W. .. .. .	Ryal Bush District ..	General work ..	6	8	Ditto.
Bennetts, W. .. .. .	Chatton ..	Gold-dredge ..	16	7 and 11½	Three second class.
Bird Bros. .. .. .	Scott's Gap ..	Sawmill ..	20	Two 10	Second class.
Bird and Swhan .. .. .	Otautau ..	" ..	25	12	"
Blair Bros. .. .. .	Otara ..	Flax-mill ..	14	7½ and 11½	"

\* This plant has two years' certificate.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
Bradley, C. .. ..	Owaka .. ..	Sawmill .. ..	13	Two 8½	Second class.
Broad, Small, and Co. .. ..	Long Bush .. ..	" .. ..	20	12½	"
" .. ..	Waihoaka .. ..	" .. ..	14	Two 8½	"
" .. ..	" .. ..	Hauling .. ..	12	Two 7½	Locomotive and traction.
Brock, Henry .. ..	Gore District .. ..	General work .. ..	7	8½	Ditto.
Brown Bros. .. ..	Invercargill .. ..	Fellmongery .. ..	18	8	Second class.
" .. ..	" .. ..	" .. ..	34	6	"
Brown and Grant .. ..	Arrowtown .. ..	General hauling .. ..	8	9	Locomotive and traction.
Butler, C. J. .. ..	Winton .. ..	General work .. ..	3½	6½	Ditto.
Butler, E. W. .. ..	Otautau District .. ..	Chaffcutting .. ..	4½	6½	"
Cain, A. .. ..	Waikaka .. ..	Hauling .. ..	14	One 7 and two 4½	Winding.
Cairnsmuir Coal Company .. ..	Bannockburn .. ..	Hoisting .. ..	16	8	Second class.
Carriek Gold-mining Company .. ..	Carriek .. ..	Crushing quartz .. ..	16	7 and 11½	"
Central Charlton Gold-dredging Company .. ..	Charlton Valley .. ..	Gold-dredge .. ..	16	6½ and 11½	Three second class.
Clutha River Gold-dredging Company .. ..	Clutha River .. ..	" .. ..	20	8 and 12½	One first class and two second class.
Collett, C. .. ..	Invercargill .. ..	General .. ..	8	6½ and 10½	Locomotive and traction.
" .. ..	Makarewa District .. ..	General work .. ..	8	9	Ditto.
Crew Gold-dredging Company (No. 1) .. ..	Upper Nevis .. ..	Gold-dredge .. ..	16	7 and 11½	Three second class.
Crew Gold-dredging Company (No. 2) .. ..	Lower Nevis .. ..	" .. ..	16	7 and 11½	Ditto.
Cromwell and Bannockburn Coal Company .. ..	Bannockburn .. ..	Coal-pit .. ..	20	10	Second class.
Ditto .. ..	" .. ..	" .. ..	10	8½	"
" .. ..	" .. ..	" .. ..	16	10	"
" .. ..	" .. ..	" .. ..	16	10	"
Cromwell Gold-dredging Syndicate .. ..	Kawarau .. ..	Gold-dredge .. ..	20	7½ and 13	One first class and two second class.
Crooks, John .. ..	Gummie's Bush .. ..	General work .. ..	8	9	Locomotive and traction.
Cruikshanks, W. .. ..	Rosedale .. ..	Twine-works .. ..	27	13 and 24	First class.
Cunningham, R.* .. ..	Garston .. ..	Threshing .. ..	8	9	Locomotive and traction.
Cushnie, George* .. ..	Wyndham .. ..	" .. ..	8	9	Ditto.
Dixon, Forrest .. ..	Mataura .. ..	Chaffcutting .. ..	3½	6½	"
" .. ..	" .. ..	" .. ..	8	9	"
Duncan, J. .. ..	Gibbston .. ..	Coal-pit .. ..	30	Two 10½	First class.
Edendale Dairy Factory .. ..	Edendale .. ..	Cheese-factory .. ..	16	8	Second class.
Electric Gold-dredging Company (No. 1) .. ..	Kawarau River .. ..	Gold-dredge .. ..	20	8 and 12½	One first class and two second class.
Ewan, Henry .. ..	Dipton District .. ..	Threshing .. ..	8	9	Locomotive and traction.
Excell and Co. .. ..	Garden Gully .. ..	Gold-dredge .. ..	16	7 and 11½	Three second class.
Excelsior Gold-dredging Company .. ..	Lowburn .. ..	" .. ..	16	7 and 11½	Second class.
Farrier, Robert .. ..	Waituna District .. ..	Threshing .. ..	8	9	Locomotive and traction.
Ferrier, A. .. ..	Riverton District .. ..	" .. ..	8	9	Ditto.
Fleming and Co. .. ..	Gore .. ..	Flour-mill .. ..	25	8½ and 14	First class.
" .. ..	" .. ..	" .. ..	18	Two 4½	Second class.
" .. ..	Invercargill .. ..	" .. ..	25	10 and 16	First class.
Gilder, G. .. ..	South Hillend .. ..	General work .. ..	8	9	Locomotive and traction.
Girdler and Co., G. .. ..	Hokonui .. ..	Flax-mill .. ..	10	6½ and 10½	Second class.
Glenham Sawmilling Company .. ..	Glenham .. ..	Hauling timber .. ..	17	Two 7½	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	20	Two 10	Second class.
" .. ..	" .. ..	Hauling .. ..	12	Two 7½	Locomotive and traction.
Golden Sun Gold-dredging Company .. ..	On Clutha River .. ..	Gold-dredge .. ..	20	8 and 12½	First class.
Green, Thomas .. ..	Gore .. ..	Hauling on incline .. ..	16	5 and 10	Winding.
Halliday, William .. ..	Kamahi .. ..	Hauling logs .. ..	8	9	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	20	Two 10	Second class.
Hamer and Party .. ..	Muddy Creek .. ..	Gold-dredge .. ..	20	7 and 11	Three second class.
Hamilton and Co. .. ..	Te Tua .. ..	Sawmill .. ..	12	Two 8½	Second class.
" .. ..	Tutapere .. ..	" .. ..	52	14	"
Hamilton and Grant .. ..	Winton District .. ..	General work .. ..	8	9	Locomotive and traction.
Harrington Bros. .. ..	Fairfax .. ..	Sawmill .. ..	20	Two 10	Second class.
Hedgehope Sawmilling Company .. ..	Hedgehope .. ..	" .. ..	50	13	"
Hodgkinson, T. E. .. ..	Makarewa .. ..	Brickworks .. ..	25	Two 7½	"

\* This plant has two years' certificate.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>SOUTHLAND DISTRICT—<i>continued.</i></b>					
Holland, James .. ..	Gore .. ..	Threshing and hauling ..	8	6½ and 10½	Locomotive and traction.
Hutton Bros. .. ..	Waikaia .. ..	Stone-crusher ..	12	7½ and 11½	Second class.
.. ..	.. ..	Hauling .. ..	8	6½ and 10½	Locomotive and traction.
Invercargill Borough Council ..	Invercargill ..	Pumping .. ..	18	Two 12	First class.
" .. ..	" .. ..	" .. ..	18	Two 12	"
" .. ..	" .. ..	Road-roller .. ..	5½	5½ and 8½	Locomotive and traction.
" .. ..	Otatara .. ..	Hauling .. ..	10	Two 7	Ditto.
Invercargill Shipping Company ..	Stewart Island ..	Sawmill .. ..	14	Two 8½	Second class.
Jenkins, A. R. .. ..	Wallacetown District	General work ..	8	9	Locomotive and traction.
Johnston and Sons (Limited) ..	Invercargill ..	Engineering-works ..	28	7 and 11	Second class.
Johnston, G. P. (leased to D. Cameron)	East Chatton ..	Hauling .. ..	20	Two 6½	"
Jones, W. .. ..	Waikaka Valley ..	Hauling on incline ..	16	Two 7½	Winding.
Kay, David .. ..	Mataura .. ..	Hauling and general work ..	8	9	Locomotive and traction.
" * .. ..	" .. ..	Threshing and chaff-cutting ..	8	9	Ditto.
Keith, J. A. .. ..	Winton .. ..	General work ..	8	9	"
Kilkelly Bros. .. ..	Forest Hill ..	Sawmill .. ..	54	15½	First class.
" .. ..	Grove Bush ..	" .. ..	14	Two 8½	Second class.
Kingsland, D., and Sons .. ..	Invercargill ..	Confectionery ..	20	8 and 12½	First class.
Knipe, George .. ..	" .. ..	General work ..	6	8	Locomotive and traction.
Knuckey and Junker .. ..	Muddy Terrace ..	Hauling .. ..	3	6½	Winding.
Koputai Gold-dredging Company ..	Waikaia .. ..	Gold-dredge ..	20	8 and 13	One first class and two second class.
Kura Gold-dredging Company ..	Muddy Creek ..	" .. ..	20	8½ and 12½	Ditto.
Kyle, William .. ..	Waikaia .. ..	Hauling .. ..	8	Two 5	Winding.
Lady Florence Gold-dredging Company	Waikaka Valley ..	Gold-dredge ..	16	7½ and 11	Three second class.
Lambie, William .. ..	Orawia .. ..	General work ..	8	9	Locomotive and traction.
Laurence, A. T. .. ..	Oteramika Road ..	Sawing and ploughing ..	6	8½	Ditto.
Laurie, James .. ..	Orawia District ..	Chaffcutting ..	6	8	"
Leggate and Campbell .. ..	Kennington ..	Sawmill .. ..	12	Two 8½	Second class.
" .. ..	Oraki .. ..	" .. ..	20	Two 10½	First class.
Lillies Leaf Gold-dredging Syndicate ..	Waikaka Valley ..	Gold-dredge ..	16	7½ and 11½	Three second class.
Lindsay, A. W. .. ..	Drummond District	Threshing .. ..	8	9	Locomotive and traction.
Lindsay, C. .. ..	Waianawa District	General work ..	8	9	Ditto.
Lowburn Gold-dredging Company ..	Clutha River ..	Gold-dredge ..	20	8 and 12½	First class.
" .. ..	Lowburn .. ..	" .. ..	20	8 and 12½	One first class and two second class.
Lower Nevis Gold-dredging Company ..	Lower Nevis ..	" .. ..	16	7 and 11½	Three second class.
McCallum and Co. .. ..	Colac .. ..	Hauling .. ..	6	Two 6	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	20	15½	First class.
" .. ..	Fairfax .. ..	" .. ..	25	14½	"
" .. ..	Kaipipi, Stewart Island	" .. ..	12	Two 8½	Second class.
" .. ..	North Arm, Stewart Island	" .. ..	16	11	"
McDonald, J. and J. .. ..	Waikaia .. ..	General work ..	9	9	Locomotive and traction.
McDonald, P. .. ..	Dipton .. ..	Chaffcutting ..	6	7½	Ditto.
McDonald, R. .. ..	Roslyn District ..	General work ..	8	9	"
McGeorge's Freehold Gold-dredging Company	Waikaka Valley ..	Gold-dredge ..	38	9 and 14	One first class and two second class.
Ditto .. ..	" .. ..	" .. ..	20	8 and 13	Ditto.
" .. ..	" .. ..	" .. ..	39	8 and 12½	"
McGregor and Party .. ..	Waikaka .. ..	" .. ..	12	7½ and 11½	Three second class.
McGregor, D. .. ..	Limehills .. ..	Sawmill .. ..	16	Two 10	Second class.
McIntosh, N. .. ..	Fortrose .. ..	Chaffcutting ..	4½	6½	Locomotive and traction.
McIntyre, John .. ..	Orepuki .. ..	Sawmill .. ..	30	12½	Second class.
McKay, Donald .. ..	Oraki .. ..	" .. ..	14	Two 8½	"
McKenzie and Co. .. ..	Nightcaps .. ..	Hauling on incline ..	5	Two 5	Winding.
McKenzie and Sons .. ..	Barkly .. ..	Sawmill .. ..	16	Two 10	Second class.
" .. ..	Hokonui .. ..	" .. ..	20	Two 10	"
McKerrow, A. .. ..	Waimahaka ..	Hauling and threshing ..	6	8	Locomotive and traction.
McKinnon, A., jun. .. ..	Gore District ..	Threshing and chaff-cutting ..	8	6½ and 10½	Ditto.

\* This plant has two years' certificate.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>SOUTHLAND DISTRICT—<i>continued.</i></b>					
McLeod, Alexander* .. ..	Mabel Bush .. ..	Threshing .. ..	8	9	Locomotive and traction
McLeod, Mrs. .. ..	Chatton District .. ..	" .. ..	8	9	Ditto.
McMaster, J. .. ..	Arrowtown .. ..	" .. ..	8	9	"
McPherson, A. and D. .. ..	Scott's Gap .. ..	Sawmill .. ..	20	Two 10	Second class.
McRae Bros. .. ..	Mokoreta .. ..	Flax-mill .. ..	14	Two 8½	"
Magnum Bonum Gold-dredging Company .. ..	Muddy Creek .. ..	Gold-dredge .. ..	26	8 and 12¾	One first class and two second class.
Marshall Bros.* .. ..	Wyndham District .. ..	Threshing and chaff-cutting .. ..	8	9	Locomotive and traction.
Marshall's Freehold Gold-dredging Company .. ..	Waimumu .. ..	Gold-dredge .. ..	14	7 and 11½	Three second class.
Massey, H. A., New Zealand Pine Company .. ..	Colac .. ..	Sawmill .. ..	30	16¾	First class.
Ditto .. ..	" .. ..	Hauling .. ..	12	Two 8	Locomotive and traction.
" .. ..	Gorge Road .. ..	Sawmill .. ..	52	Two 14	First class.
" .. ..	" .. ..	Hauling .. ..	6	Two 6½	Locomotive and traction.
" .. ..	Grove Bush .. ..	Sawmill .. ..	35½	Two 9½	Second class.
" .. ..	Mabel Bush .. ..	" .. ..	20	15½	First class.
" .. ..	Seaward Bush .. ..	Hauling .. ..	10	Two 7	Locomotive and traction.
" .. ..	Spar Bush .. ..	Sawmill .. ..	20	15½	First class.
" .. ..	" .. ..	Hauling .. ..	10	Two 7	Locomotive and traction.
" .. ..	Woodend .. ..	Sawmill .. ..	28	Two 15	First class.
" .. ..	" .. ..	" .. ..	28	Two 15	"
Masterton Gold-dredging Company .. ..	Waikaia .. ..	Gold-dredge .. ..	33	8 and 12¾	One first class and two second class.
Mee Chang and Milne .. ..	Waikaka Valley .. ..	Hauling and pumping .. ..	20	6 and two 4½	Second class.
Melvin, J. .. ..	Tokonui .. ..	Sawmill .. ..	20	Two 11	First class.
Menzie's Ferry Dairy Factory Company .. ..	Edendale .. ..	Cheese-factory .. ..	29	8	Second class.
Mill, J., and Co. .. ..	Bluff .. ..	Wool-dumping .. ..	16	10½	"
Moffett Bros. .. ..	Curio Bay .. ..	Sawmill .. ..	16	Two 9½	"
" .. ..	Waikawa .. ..	" .. ..	36	13½	"
More, James, and Sons .. ..	Longwood .. ..	" .. ..	16	12½	"
" .. ..	" .. ..	Hauling .. ..	8	Two 6½	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	22	Two 10	Second class.
" .. ..	Riverton .. ..	Hauling .. ..	8	Two 6½	Locomotive and traction.
Moss, H. F., and Co. .. ..	Longwood .. ..	Sawmill .. ..	25	15	First class.
Murrays Limited .. ..	Underwood .. ..	Milk-preserving .. ..	130	One 10, one 10, one 10, one 7	Second class.
" .. ..	" .. ..	" .. ..	130	Ditto	"
Mystery Flat Gold-dredging Company .. ..	Waikaia .. ..	Gold-dredge .. ..	32	8 and 13	One first class and two second class.
Nees and Scott .. ..	Charlton Valley .. ..	" .. ..	16	7 and 11½	Three second class.
Neiderer, W. A. .. ..	Gorge Road .. ..	Sawmill .. ..	20	Two 10	Second class.
Nevis Crossing Gold-dredging Company .. ..	Lower Nevis .. ..	Gold-dredge .. ..	16	7 and 11	Three second class.
New Zealand Paper-mills (Limited) .. ..	Mataura .. ..	Paper-mills .. ..	35	13	Second class.
Ngahere Sawmill Company .. ..	Ngahere .. ..	Sawmill .. ..	50	9 and 14	First class.
Niagara Sawmill Company .. ..	Niagara .. ..	" .. ..	16	8 and 13	"
Nichol, W. (leased to W. Knowles) .. ..	Gore .. ..	Chaffcutting .. ..	6	7	Locomotive and traction.
Nightcaps Coal Company (Limited) .. ..	Nightcaps .. ..	Winding .. ..	20	Two 10	Winding.
" .. ..	" .. ..	Pumping and winding .. ..	60	Two 10, two 4	Second class.
" .. ..	" .. ..	Air-compressor .. ..	60	Two 8, two 10, one 8	"
Ocean Beach Freezing-works .. ..	Ocean Beach .. ..	Freezing .. ..	40	14 and 22½, 16 and 28	First class.
" .. ..	" .. ..	" .. ..	40	14 and 22½, 16 and 28	"
" .. ..	" .. ..	" .. ..	70	14 and 22½, 16 and 28	"
" .. ..	" .. ..	Manure-works .. ..	25	7½ and 11½	Second class.
Pahia Sluicing Company .. ..	Pahia .. ..	Pumping .. ..	14	Two 8½	"
Patterson and Thurston .. ..	Mossburn District .. ..	Chaffcutting .. ..	4½	6½	Locomotive and traction.
Patterson, W. J. .. ..	Mossburn .. ..	General work .. ..	9½	9	Ditto.
Patterson's Freehold Gold-dredging Company (No. 1) .. ..	Waikaka Valley .. ..	Gold-dredge .. ..	16	7 and 11½	Three second class.
Ditto .. ..	" .. ..	" .. ..	20	8 and 13	One first class and two second class.
Perry Bros. .. ..	Wakapatu .. ..	Sawmill .. ..	14	14	Second class.
Phoenix Gold-dredging Company .. ..	Dome Creek .. ..	Gold-dredge .. ..	20	8½ and 12¾	One first class and two second class.
Printz Bros. .. ..	Pahia .. ..	Chaffcutting .. ..	8	9	Locomotive and traction.

\* This plant has two years' certificate.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—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 DISTRICT—continued.					
Punt Gold-dredging Company	Lowburn ..	Gold-dredge ..	20	7 and 11½	Two second class.
Quin and Party .. ..	Charlton Valley ..	" ..	16	7 and 11½	Three second class.
Raymond, I. W. .. ..	Papatotara ..	Hauling ..	10	Two 7	Locomotive and traction.
Reid, William, jun. ..	" ..	Sawmill ..	55	Two 9½	Second class.
" ..	Nightcaps District	General work ..	8	9½	Locomotive and traction.
Riley's Revival Gold-dredging Company	Lowburn ..	Gold-dredge ..	20	8 and 12½	One first class and two second class.
Rimu Sawmilling Company ..	Murray River, Stewart Island	Sawmill ..	14	Two 8½	Second class.
Rise and Shine Gold-dredging Company (No. 1)	Clutha River ..	Gold-dredge ..	38	8 and 12½	One first class and two second class.
Rise and Shine Gold-dredging Company (No. 2)	" ..	" ..	39	8½ and 17	Ditto.
Rising Sun Gold-dredging Company ..	Clutha River ..	Gold-dredge ..	40	10 and 16	"
Rodger, A. W. .. ..	Birchwood ..	General work ..	8	9	Locomotive and traction.
Rosedale Gold-dredging Company ..	Waikaka Valley ..	Gold-dredge ..	20	7 and 11½	Three second class.
Royal Venture Gold-dredging Company	Waimumu ..	" ..	20	8 and 13	One first class and two second class.
Star Gold-dredging Company ..	Waikaka Valley ..	" ..	20	7½ and 11	Three second class.
Saunders, F. J. .. ..	South Hillend ..	Threshing and chaff-cutting	8	9	Locomotive and traction.
Scott, D. .. ..	Hokonui ..	Chaffcutting ..	6	8½	Ditto.
" ..	" ..	General work ..	8	9	"
Seifert, Alford, and Co. ..	Gorge Road ..	Flax-mill ..	16	7½ and 11½	Second class.
Shaw, John .. ..	Otautau District ..	General work ..	6	8	Locomotive and traction.
Shaw, William .. ..	Mataura Island ..	Flax-mill ..	14	Two 8½	Second class.
Sheedan Bros. .. ..	Otautau District ..	General work ..	8	7	Locomotive and traction.
Sinclair Bros. .. ..	Dipton ..	General work ..	8	8½	Ditto.
Sinclair, F. .. ..	Invercargill ..	Steam laundry ..	22	10	Second class.
Smith and Co. .. ..	" ..	Sawmill ..	27	13½	"
" ..	Te Waeuac ..	" ..	14	Two 8½	"
Soper, G. A. .. ..	Athol ..	Threshing ..	8	6 and 9½	Locomotive and traction.
Southland County Council ..	Southland ..	Hauling ..	6	5½ and 9½	Ditto.
Southland Engineering Company (Limited)	Invercargill ..	Engineers' shop ..	14	7 and 13½	First class.
Southland Frozen Meat Company ..	Bluff ..	Electric light and freezing works	102	11 and 22, 13 and 24	"
" ..	Invercargill ..	Manure-works ..	35	10	Second class.
" ..	Mataura ..	Freezing and electric light	128	15 and 21	First class.
Southland "Sawmilling" Company ..	Bluff ..	Ditto ..	50	11 and 22, 13 and 24	"
" ..	Papatotara ..	Sawmill ..	20	Two 11	"
" ..	Te Waeuac ..	" ..	20	Two 10	Second class.
" ..	Waimimi ..	" ..	20	Two 10	"
Southland Timber Company ..	Waikouro ..	" ..	20	Two 10	"
" ..	Otautau ..	" ..	16	Two 9½	"
Southland Woollen-mills ..	Rosedale ..	Woollen-mills ..	14	7 and 11	"
South Waikaka Gold-dredging Company	Waikaka ..	Gold-dredge ..	20	8 and 12½	One first class and two second class.
Sutherland, William ..	Gorge Road ..	Sawmill ..	14	Two 8½	Second class.
Sutton, Joseph .. ..	Winton ..	General work ..	8	9	Locomotive and traction.
Tait, W. E., Woodlands Meat-works ..	Woodlands ..	Meat-works ..	42	8	Second class.
Taylor, William .. ..	Aparima District ..	General work ..	8	6½ and 10½	Locomotive and traction.
Timpany Bros. .. ..	Pahia ..	Sawmill ..	25	Two 12½	First class.
" ..	Waimatua ..	" ..	16	Two 10	Second class.
Todd, T., and Sons .. ..	West Plains ..	Brickworks ..	52	14½	First class.
Traill Bros., and Smythies ..	Longwood ..	Sawmill ..	20	Two 10	Second class.
" ..	" ..	" ..	36	12	"
Trapski, J. .. ..	Wyndham ..	Machine-shop ..	16	5	"
Waikaka Gold-dredging Company ..	Waikaka ..	Gold-dredge ..	26	9 and 13	One first class and two second class.
Waikaka Forks Gold-dredging Company	Little Waikaka ..	" ..	20	7½ and 11½	Three second class.
Waikaka Syndicate Gold-dredging Company (No. 1)	Waikaka Valley ..	" ..	16	7 and 11	Ditto.
Waikaka Syndicate Gold-dredging Company (No. 2)	" ..	" ..	16	7 and 11	"
Waikaka United Gold-dredging Company	Little Waikaka ..	" ..	30	8½ and 17	One first class and two second class.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
Waikaka United Gold-dredging Company	Little Waikaka	Gold-dredge	20	7 and 11½	Three second class.
Waikawa Sawmilling Company	Waikawa	Sawmill	14	Two 8½	Second class.
Wairio Coal Company	Nightcaps	Hauling on incline	8	9½	Winding.
Walker, L.	Lumsden	Threshing and chaff-cutting	8	9	Locomotive and traction.
Wallis, R. and F.	East Gore	Fellmongery	20	One 6, one 6, one 6	Second class.
Ward, J. G., and Co.	Limehills	Lime-works	16	7 and 11½	"
Willowbank Gold-dredging Company	Waikaka Valley	Gold-dredge	40	8 and 12½	One first class and two second class.
Wilson, J. L.	Waianaa	Chaffcutting	7	6½	Locomotive and traction.
Woodlands Dairy Company	Woodlands	Cheese-factory	32	7½	Second class.
Wright, Stephenson, and Co.	Brown's	Crushing lime	14	Two 8½	"
"	Invercargill	Manure-mixing	20	Two 10	"
Wyndham Sawmilling Company	Near Wyndham	Sawmill	20	8 and 13	First class.
TARANAKI DISTRICT.					
Awatuna Co-operative Dairy Company	Awatuna East	Dairy and cheese-factory	22	9	Second class.
Bassett, W. G.	Wanganui	Sash and door factory	36	12	"
Borthwick, T., and Sons	Waitara	Freezing	85	Compound 11 and 20	First class.
"	"	"	65	Compound 11 and 20	"
"	"	"	70	Compound 11 and 20	"
Brown, H., and Co.	Inglewood	Sawmill	25	15	"
"	New Plymouth	Sash and door factory	26	12	Second class.
Buchanan, J., and Co.	Okoiā	Dairy factory	17	8	"
Cameron and Brooking	Stratford District	General work	5	5½ and 8½	Locomotive and traction.
Cape Egmont Co-operative Dairy Company	Pungarehu	Cheese-factory	17	6½	Second class.
Cardiff Co-operative Dairy Company	Cardiff	"	17	9	"
Castlecliff Railway Company	Wanganui	Hauling goods and passengers	18	Two 10	Locomotive and traction.
Charteris, Robert*	Around Wanganui	Ditto	12	Two 10	Ditto.
"	"	Threshing and chaff-cutting	6	7½	"
Derby Bros.	Huiroa	Sawmill	20	13½	Second class.
"	Stanley Road	"	20	13½	"
Derrett Bros.*	Patea	Threshing and chaff-cutting	6	9	Locomotive and traction.
Dickie, R. A.	Wanganui	Flour-mill	17	10	Second class.
Dive, W. E.	Mokau River	Sawmill	42	16	First class.
Edgar and Pease	Hawera District	Threshing and chaff-cutting	6	8	Locomotive and traction.
Edwards, H.	Fordell	General	6	7½	Ditto.
Egmont Co-operative Box Company	Eltham	Box-factory	40	11½ and 14½	First class.
Egmont County Council	Around Egmont County	Stone-crushing	7	Compound 5 and 8½	Locomotive and traction.
Eltham Co-operative Dairy Company	Eltham	Butter-factory	30	10½	Second class.
"	"	Creamery	16	10½	"
Fowler, James*	Patea	Threshing and chaff-cutting	6	5 and 9	Locomotive and traction.
Gilberd, J. B., and Sons	Castlecliff	Soapworks	40	5½	Second class.
Hawera County Council	Hawera District	Road-roller	8	5 and 9	Locomotive and traction.
Johnston, C. H.	Around Waitara	Threshing and chaff-cutting	9	6½ and 10½	Ditto.
Joll, T. L., Co-operative Dairy Company	Kapuni	Creamery and cheese-factory	20	9	Second class.
"	Okaiawa	Dairy factory	16	9	"
"	"	Cheese-factory	17	6	"
"	Otakeho	"	21	6	"
"	Te Ngutu	"	17	6	"
Kakaramea Co-operative Dairy Company	Kakaramea	Butter and cheese-factory	20	9	"
Kaponga Co-operative Dairy Company	Riverlea	Creamery and cheese-factory	17	8	"
"	Kaponga	Butter and cheese-factory	16	10	"
Kaupokonui Co-operative Dairy Company	Kaupokonui	Dairy and cheese-factory	25	8	"
Levett, W.	Fordell	General	6	Compound 5½ and 8½	Locomotive and traction.
McKenna and Matthews	Patea	Brickworks	22	10½	Second class.
McNeil, Peter	Kapuni District	Stone-crushing	6	6 and 10	Locomotive and traction

\* This plant has two years' certificate.



No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>TARANAKI DISTRICT—<i>continued.</i></b>					
Mangatoki Co-operative Dairy Factory Company	Mangatoki ..	Dairy factory ..	21	8	Second class.
Ditto ..	" ..	Butter-factory ..	20	8	"
Manutahi Co-operative Dairy Company	Manutahi ..	Cheese-factory ..	16	9	"
Mells Co-operative Dairy Company ..	Mokoia ..	Butter-factory ..	16	10	"
Muggeridge Bros. ..	Around Manaia ..	Threshing and chaff-cutting ..	6	7½	Locomotive and traction.
Murray, D., and Co. ..	Wanganui ..	Engineering-shop ..	20	10	Second class.
New Plymouth Borough Council ..	New Plymouth ..	Road-rolling ..	6	Compound 5½ and 9	Locomotive and traction.
New Plymouth Firewood Company ..	" ..	Hauling ..	6	Compound 4 and 7½	Ditto.
New Plymouth Harbour Board ..	Moturoa ..	" ..	14	Two 10	"
" ..	The Breakwater ..	" ..	10	Two 8	"
New Plymouth Sash and Door Factory and Timber Company	New Plymouth ..	Sash and door factory ..	40	13	Second class.
Opunake Sawmilling Company ..	Te Kiri ..	Sawmill ..	28	10 and 19	First class.
Parkes and Brooker ..	" ..	" ..	30	12	Second class.
Parsons and Cockburn ..	Stanway District ..	General ..	6	6 and 10	Locomotive and traction.
Patea Meat Company ..	Patea ..	Steaming fat ..	23	9	Second class.
Pleasants, Owen C. ..	Halcombe ..	General ..	6	5½ and 8½	Locomotive and traction.
Quinn Bros. ..	Hawera ..	Sawmill ..	20	12 and 24	First class.
Rahotu Co-operative Dairy Company ..	Rahotu ..	Dairy and cheese-factory ..	17	9	Second class.
Riverdale Co-operative Dairy Company	Inaha ..	Ditto ..	20	8	"
Scott Bros. ..	Castlecliff ..	Wool-scouring ..	30	10	"
Spiral Steel-pipe Company of New Zealand	Wanganui ..	Steel-pipe works ..	73	12	"
Stratford County Council ..	Midhirst ..	Crushing metal ..	8	9½	Locomotive and traction.
Stratford Farmers' Co-operative Dairy Company	Stratford ..	Butter-factory ..	16	10	Second class.
Surrey, A. E. ..	Mangoni Road ..	Sawmill ..	14	Two 8½	"
Syme, G. ..	Hawera ..	" ..	23	12	"
" ..	Huiroa ..	" ..	40	14	"
Symons, Thomas H. ..	Tariki ..	" ..	35	10½ and 10¾	First class.
Taranaki County Council ..	Around Taranaki County ..	Stone-crushing ..	8	Compound 6 and 9½	Locomotive and traction.
Taranaki Petroleum Company ..	Moturoa ..	Oil-boring ..	12	Compound 7 and 11	Second class.
" ..	" ..	" ..	25	9	"
Taranaki Producers' Freezing-works ..	" ..	Freezing-works ..	30	9 and 15, 10½ and 21½	First class.
Waimate County Council ..	Manaia District ..	Road-work and hauling ..	5	5 and 8½	Locomotive and traction.
Waitara Harbour Board ..	Waitara ..	Priestman dredge and pile-driving ..	11	Two 9	Second class.
Wanganui Corporation Gasworks ..	Wanganui ..	Pumping gas ..	30	5	"
Wanganui Harbour Board ..	North Head ..	Hauling ..	10	Two 10	Locomotive and traction.
" ..	South Head ..	" ..	10	Two 7	Ditto.
" ..	Wanganui ..	Dredging ..	25	9 and 13	First class.
Wanganui Meat-freezing Company ..	Castlecliff ..	Freezing ..	80	Compound 12 and 28, 15 and 27	"
" ..	" ..	" ..	80	Ditto	"
" ..	" ..	" ..	80	"	"
" ..	" ..	" ..	80	"	"
" ..	" ..	" ..	118	"	"
Wanganui Sash and Door Factory and Timber Company	Wanganui ..	Sash and door factory ..	50	Two 14½	"
West Coast Milling Company ..	Waipapa ..	Flax-mill ..	40	12	Second class.

**WELLINGTON DISTRICT.**

Akitio Sawmilling Company ..	Akitio ..	Sawmill ..	25	13	Second class.
Alexander Bros. ..	Whiteman's Valley ..	" ..	16	Two 9	"
" ..	" ..	Idle ..	37	13	"
Allen, Isaac, jun. ..	Around Masterton ..	Threshing and chaff-cutting ..	8	9	Locomotive and traction.
Allen, Isaac, sen. ..	" ..	Ditto ..	6	6 and 10	Ditto.
Allender and Co. ..	Petone ..	Soapworks ..	20	Nil	Second-class.
Anderson, J. ..	Ihuraua ..	Sawmill ..	16	13	"
Ballance Co-operative Dairy Company	Ballance ..	Creamery ..	19	10	"
" ..	Makuri ..	Butter-factory ..	18	10	"
" ..	Scarborough ..	Creamery ..	16	10	"
Bartholomew, P. ..	Ohau Valley ..	Sawmill ..	44	16	First class.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 DISTRICT— <i>continued.</i>					
Bird Bros. .. ..	Manakau .. ..	Sawmill .. ..	16	Two 9	Second class.
Bisdee, S. C. .. ..	Pahiatua .. ..	Brickmaking .. ..	17	8½	"
Blackball Coal Company .. ..	Hulk "Blackwall" .. ..	Hoisting .. ..	18	Two 7	"
" .. ..	Hulk "Elinor Vernon" .. ..	" .. ..	22	Two 5 and two 6	"
Booth, W., and Co. .. ..	Carterton .. ..	Sawmill .. ..	40	Two 11½	First class.
Broad and Ingram .. ..	Kea Mill .. ..	Flax-mill .. ..	23	11	Second class.
Cable, William, and Co. .. ..	Kaiwarra .. ..	Shop-tools .. ..	40	7½ and 13	First class.
" .. ..	" .. ..	Idle .. ..	70	18	"
" .. ..	Wellington .. ..	Steam-wagon .. ..	7	4 and 7	Locomotive and traction.
Campbell Land and Timber Company .. ..	Shannon .. ..	Idle .. ..	37	14½	First class.
Chalmers, William .. ..	Wellington .. ..	Cooperage .. ..	28	12	Second class.
Chamberlain and Son .. ..	Masterton .. ..	Threshing, &c. .. ..	6	8	Locomotive and traction.
" .. ..	" .. ..	Flour-mill .. ..	20	9 and 14	First class.
Chapman and Co. .. ..	Martinborough .. ..	Chaffcutting .. ..	8	7 and 10	Locomotive and traction.
" .. ..	" .. ..	" .. ..	6	6 and 10	Ditto.
" .. ..	" .. ..	" .. ..	8	6½ and 10½	"
Cook, Thomas .. ..	Petone .. ..	Cooperage .. ..	26	5½ and 8	Second class.
Couchmann, C. T. .. ..	" .. ..	Laundry .. ..	17	6	"
Cox and Murrell .. ..	Hukanni .. ..	Sawmill .. ..	8	10	"
" .. ..	" .. ..	" .. ..	10	Two 6½	"
Crabtree and Son .. ..	Wellington .. ..	Engineers' tools .. ..	16	11	"
Craw Bros. .. ..	Tokomaru .. ..	Idle .. ..	12	7 and 10½	"
Craw, George .. ..	Linton .. ..	Flax-mill .. ..	14	7½ and 12	First class.
Crease, E. H., and Son .. ..	Wellington .. ..	Heating water .. ..	19	Nil	Second class.
Cunningham, J. (leased to Strand Bros.) .. ..	Akatarawa .. ..	Sawmill .. ..	14	Two 8½	"
Dalefield Dairy Company .. ..	Dalefield .. ..	Dairy factory .. ..	24	9	"
Daniell, C. E. .. ..	Masterton .. ..	Saw and planing mill .. ..	44	16	First class.
Dimock, William, and Co. .. ..	Ngahauranga .. ..	Steaming .. ..	50	Nil	Second class.
Drysdale, James .. ..	Nireaha .. ..	Sawmill .. ..	38	12½	"
Easson, J. W. .. ..	Kilbirnie .. ..	" .. ..	40	13½	"
Eketahuna Brick and Tile Company .. ..	Eketahuna .. ..	Brickworks .. ..	17	9½	"
Evans Bay Timber Company .. ..	Kilbirnie .. ..	Sawmill .. ..	38	13	"
Ewington, J. C. .. ..	Masterton .. ..	General work .. ..	6	5½ and 8½	Locomotive and traction.
Featherston Co-operative Dairy Company .. ..	Featherston .. ..	Cheese-factory .. ..	21	8	Second-class.
Fisher and Minton .. ..	Carterton .. ..	Threshing, &c. .. ..	6	8	Locomotive and traction.
Fresh Food and Ice Company .. ..	Wellington .. ..	Butter-factory .. ..	27	12	Second class.
Gardiner, George, and Sons .. ..	Putara .. ..	Sawmill .. ..	23	12½	"
Gardiner and Yeoman .. ..	Makuri .. ..	" .. ..	20	11 and 8½	"
" .. ..	Pukehinau .. ..	" .. ..	30	13½	"
Gear Meat Company (Limited) .. ..	Petone .. ..	Hauling .. ..	28	Two 8½	Locomotive and traction.
" .. ..	" .. ..	Meatworks .. ..	65	17 and 34	First-class.
" .. ..	" .. ..	" .. ..	65	17 and 34	"
" .. ..	" .. ..	Freezing .. ..	65	17 and 34	"
" .. ..	" .. ..	" .. ..	73	17 and 34	"
" .. ..	" .. ..	" .. ..	65	17 and 34	"
" .. ..	" .. ..	Locomotive .. ..	12	Two 8	Locomotive and traction.
Gosling and Son .. ..	Maku .. ..	Sawmill .. ..	27½	Two 7½	Second class.
Green Flax-dressing Company .. ..	Moutoa .. ..	Idle .. ..	26	Two 8	"
" .. ..	" .. ..	Flax-mill .. ..	30	6½ and 10½	"
Greenaway, Thomas .. ..	Martinborough .. ..	Chaffcutting .. ..	6	5½ and 8½	Locomotive and traction.
" .. ..	" .. ..	" .. ..	6	5½ and 8½	Ditto.
Greenwood and Whiteman .. ..	Akatarawa .. ..	Sawmill .. ..	22	12	Second class.
Hill, H. .. ..	Wellington .. ..	Brickworks .. ..	25	13½	"
Hirst and Co. .. ..	Kaiwarra .. ..	Tannery .. ..	46	9	"
Horowhenua County Council .. ..	Levin .. ..	Road-wagon .. ..	6	4½ and 7	Locomotive and traction.
Humphries Bros. .. ..	Wellington .. ..	Sawmill .. ..	22	10	Second class.
Hutt Borough Council .. ..	Lower Hutt .. ..	Road-roller .. ..	6	4½ and 8	Locomotive and traction.
Hutt Valley Timber Company .. ..	" .. ..	Sawmill .. ..	25	12	Second class.
Isbister, Robert, and Co. .. ..	Wellington .. ..	" .. ..	18	10½	"
Jackson, E. H. .. ..	Greytown .. ..	Ploughing .. ..	10	7 and 11½	Locomotive and traction.
Johnson Bros. .. ..	Carterton .. ..	Threshing, &c. .. ..	6	8	Ditto.
" .. ..	" .. ..	" .. ..	6	6 and 10	"
" .. ..	Parkvale .. ..	" .. ..	6	6 and 10	"
Jones, C. E. .. ..	Matarawa .. ..	Chaffcutting .. ..	6	8	"
Jones, Edward .. ..	Around Masterton .. ..	Threshing and chaff-cutting .. ..	8	6½ and 10	"
Karori Borough Council .. ..	Karori .. ..	Hauling .. ..	6	4 and 7	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>WELLINGTON DISTRICT—<i>continued.</i></b>					
Kelburne Tramway Company ..	Kelburne ..	Cable tram ..	26	9 and 16	First class.
Kirkcaldie, Sydney ..	Wellington ..	Freezing ..	23	10	Second class.
Kohatu Quarry Company ..	Northlands ..	Hauling ..	7½	4 and 7	Locomotive and traction.
Koputaroa Fibre Company (Limited) ..	Koputaroa ..	Stone-crushing ..	14	Two 9½	Second class.
Levin Co-operative Dairy Company ..	Levin ..	Flax-mill ..	14	7½ and 12	First class.
" ..	Linton ..	Butter-factory ..	18	11½	Second class.
Liggins, Joseph ..	" ..	Creamery ..	17	6½	"
Luke and Co. ..	Tokomaru ..	Flax-mill ..	12	7 and 10½	"
McCarthy, T. G. ..	Wellington ..	Engineering-works ..	45	7½ and 11	"
McDonald and Bevan ..	" ..	Brewery ..	30	7	"
McEwan and Carter ..	Opae ..	Flax-mill ..	28	8 and 6½	"
" ..	Petone ..	Motor-wagon ..	6	4 and 7	Locomotive and traction.
McGregor Bros. ..	Ngutuawa ..	Shearing and chaff-cutting ..	6	8	Ditto.
McLachlan Bros. ..	Masterton ..	Threshing, &c. ..	8	6½ and 10½	"
" ..	" ..	" ..	6	8	"
McLeod, Weir, and Hopkirk ..	Wellington ..	Sawmill ..	17	17	First class.
" ..	" ..	Sash and door factory ..	17	17	"
McPhee, Hugh ..	Carterton ..	Threshing, &c. ..	6	8	Locomotive and traction.
" ..	" ..	" ..	6	8	Ditto.
Mace and Nicholson ..	Ngahauranga ..	Hauling ..	5	4 and 6½	"
Mangatainoka Co-operative Dairy Factory ..	Mangatainoka ..	Steaming-factory ..	21	10	Second class.
Martin, Hurrell, and Snaddon ..	Wainuiomata ..	Stone-crushing ..	30	12	"
" ..	" ..	Pumping ..	24	Nil	"
Masterton Borough Council ..	Masterton ..	Road-roller ..	7	6½ and 10	Locomotive and traction.
Masterton Co-operative Dairy Company ..	" ..	Dairy factory ..	19	11	Second class.
Mauriceville Dairy Company ..	Mauriceville ..	" ..	30	8	"
Mill, John, and Co. ..	Hulk "Ganymede" ..	Hoisting ..	22	Three 8 and two 6	"
Miramar Athletic Park and Wonderland Company ..	Miramar ..	Hauling ..	2	Two 3	Locomotive and traction.
Murphy, W., and Sons ..	Wellington ..	Brickworks ..	24	12	Second class.
Naismith, W. ..	" ..	Laundry ..	50	10 and 15	First class.
Neilson, Murray, and Fredric ..	" ..	Foundry ..	17	8	Second class.
Newton, John ..	Kaiwarra ..	Soapworks ..	25	6	"
New Zealand Candle Company (Limited) ..	" ..	" ..	45	8½	"
" ..	" ..	Manure-works ..	27	9	"
" ..	" ..	" ..	18	9	"
New Zealand Farmers' Dairy Union ..	Eketahuna ..	Butter-factory ..	36	10	"
New Zealand Government (Defence Department) ..	Mahanga Bay ..	Electric light ..	27	10 and 16	Exempt.
Ditto (Mental Hospitals Department) ..	Porirua ..	Steaming ..	20	9½ and 15	"
" ..	" ..	" ..	20	9½ and 15	"
" ..	" ..	" ..	43	9½ and 15	"
" (Printing Office) ..	Wellington ..	Printing ..	35	9 and 15	"
" ..	" ..	" ..	35	9 and 15	"
" (Prisons Department) ..	" ..	Brickmaking ..	38	14	"
" (State Coal-mines) ..	" ..	Hauling ..	6	4 and 7	"
" ..	" ..	" ..	6	5 and 8½	"
" ..	Coal-hulk "Coro-mandel" ..	Hoisting ..	24	Two 8	"
Norling and Read ..	Pleckville ..	Chaffcutting ..	4	4½ and 6½	Locomotive and traction.
Odlin, C. and A. ..	Reikorangi ..	Sawmill ..	25	12½ and two 9	First class.
" ..	" ..	" ..	25	12½ and two 9	"
Oldham, O. ..	Wellington ..	Laundry ..	32	12	Second class.
Otaki Dairy Company ..	Otaki ..	Butter-factory ..	17	8½	"
Parker and Co. ..	Kaiparoro ..	Sawmill ..	12	Two 8½	"
Patent Slip Company ..	Evans Bay ..	Hauling ..	23	Two 16	First class.
" ..	" ..	" ..	23	Two 16	"
Patterson, A. and E. ..	Wirakino ..	Idle ..	27	12	Second class.
Pitcaithly and Co. ..	Belmont ..	Stone-crushing ..	20	11 and 14½	First class.
" ..	" ..	Hauling ..	20	Two 6	Second class.
Porter, E. ..	Koputaroa ..	Flax-mill ..	12	7 and 11	"
Powell, B. W. ..	Wellington ..	Steam-wagon ..	6	4 and 7	Locomotive and traction.
Price, C., and Co. ..	Akatarawa ..	Sawmill ..	36	16	First class.
Price, Thomas ..	Petone ..	" ..	50	12	Second class.
Prouse Bros. (Limited) ..	Weraroa ..	Planing-mill ..	50	12	"
Prouse Lumber Company ..	Wellington ..	Sawmill ..	60	Two 12½	First class.
Quinlan, A. ..	Nireaha ..	" ..	10	10	Second class.
" ..	" ..	" ..	10	9	"
Ransfield, Robert ..	Manakau ..	Cutting firewood ..	14	Two 8½	"
Rathbone, Thomas ..	Admirals ..	Sawmill ..	35	13	"
" ..	Carterton ..	" ..	19	10½	"
" ..	" ..	Hauling ..	8	6½ and 10	Locomotive and traction.

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>WELLINGTON DISTRICT—<i>continued.</i></b>					
Raynor, B. R. .. ..	Taratahi ..	Ploughing ..	10	7 and 11½	Locomotive and traction.
Robertson, D. .. ..	Wellington ..	Foundry ..	45	12	Second class.
Ross and Redshaw .. ..	Makerua ..	Flax-mill ..	25	10	"
Sanders Bros. .. ..	Miramar Wharf ..	Steam-shovel ..	8	Two 6½	Locomotive and traction.
Schmidt and Saunders .. ..	Shannon ..	Sawmill ..	30	13½	Second class.
Scorrer, J. .. ..	Around Masterton ..	Chaffcutting ..	5	7	Locomotive and traction.
Seifert, H. and F. .. ..	Shannon ..	Flax-dressing ..	38	12 and 20	First class.
Seifert, George, and Co. .. ..	Tokomaru ..	Flax-mill ..	12	7 and 11	Second class.
" .. ..	" ..	" ..	47	8½ and 16	First class.
Seifert, Louis .. ..	Rangitane ..	" ..	12	7 and 11	Second class.
Seifert's Flax-dressing Company ..	Miranui ..	Locomotive ..	6	Two 6	Locomotive and traction.
Shannon Land and Sawmilling Company	Tararua Ranges ..	Sawmill ..	32	14	Second class.
Silverstream Brick and Tile Company ..	Silverstream ..	Brickworks ..	35	13	"
Smith, G. .. ..	Whitman's Valley ..	Log-hauling ..	15	Two 8½	"
" .. ..	" ..	Sawmill ..	14	7 and 11	"
Staples and Co. .. ..	Wellington ..	Brewery ..	35	10	"
" .. ..	" ..	" ..	66	10	"
Stewart Timber Company .. ..	" ..	Sawmill ..	23	20	First class.
" .. ..	" ..	" ..	42	20	"
Strand Bros. .. ..	Akatarawa ..	Log-hauling ..	15	Two 8½	Second class.
" .. ..	" ..	Sawmill ..	16	10½	"
Swainson and Bevan .. ..	Manakau ..	Idle ..	6	8	Locomotive and traction.
" .. ..	" ..	" ..	19	12	Second class.
" .. ..	" ..	Flax-mill ..	12	Two 8½	"
" .. ..	" ..	Traction-engine ..	6	5 and 9	Locomotive and traction.
Te Mukanui (Limited) .. ..	Tokomaru ..	Flax-mill ..	12	7 and 11	Second class.
" .. ..	" ..	" ..	12	7 and 11	"
Te Opakate (Limited) .. ..	Koputarua ..	" ..	20	10	"
Tonks, E. .. ..	Wellington ..	Brickmaking ..	24	10	"
Toogood Bros. .. ..	Featherston ..	Flax-mill ..	12	Two 8½	Locomotive and traction.
Udy, A. V. .. ..	Hukanui ..	Sawmill ..	25	16½	First class.
Udy, Hart .. ..	Petone ..	" ..	35	9	Second class.
Union Steamship Company (Limited)	Hulk "Arawata" ..	Hoisting ..	21	Two 5, two 5, and two 6	"
" .. ..	Hulk "Lutterworth" ..	" ..	34	Two 7, two 7, two 6, two 6, one 8, and two 6	"
" .. ..	Hulk "Occident" ..	Hoisting coal ..	46	Two 6, two 7, two 8, and two 10	"
" .. ..	Hulk "Tobias" ..	" ..	21	Two 6, two 5, and two 5½	"
" .. ..	Wellington ..	Machine-tools ..	20	10	"
Union Timber Company .. ..	Moturimu ..	Sawmill ..	32	16½	First class.
" .. ..	" ..	Bush engine ..	15	Two 8½	Second class.
" .. ..	" ..	" ..	17	Two 8	"
" .. ..	" ..	Winch on incline ..	19	Two 9	"
Upper Hutt County Council ..	Upper Hutt ..	Idle ..	6	8	Locomotive and traction.
Wairarapa Brick and Tile Company ..	Carterton ..	Brick and pipe making ..	18	8½ and 14	First class.
Wakelin Bros. .. ..	" ..	Steam-wagon ..	6	Two 3	Locomotive and traction.
" .. ..	" ..	Flour-mill ..	19	6½ and 9	Second class.
Wakely, W. W. .. ..	Kahautara ..	Flax-mill ..	16	8 and 12½	First class.
Wellington Biscuit Factory Company ..	Wellington ..	Confectionery ..	30	12	Second class.
" .. ..	" ..	" ..	30	12	"
Wellington City Council .. ..	" ..	Electric trams ..	65	17, 24½, and 37½	First class.
" .. ..	" ..	" ..	65	17, 24½, and 37½	"
" .. ..	" ..	" ..	65	17, 24½, and 37½	"
" .. ..	" ..	" ..	65	17, 24½, and 37½	"
" .. ..	" ..	" ..	65	17, 24½, and 37½	"
" .. ..	" ..	" ..	65	17, 24½, and 37½	"
" .. ..	" ..	" ..	65	17, 24½, and 37½	"
" .. ..	" ..	" ..	65	17, 24½, and 37½	"
" .. ..	" ..	Destructor ..	115	9½, 15, and 23	"
" .. ..	" ..	" ..	115	9½, 15, and 23	"
" .. ..	" ..	Pumping ..	115	9½, 15, and 23	"
" .. ..	" ..	Power-station ..	65	12, 14, and 26	"
" .. ..	" ..	Electric lighting ..	455	Turbine	"
" .. ..	" ..	" ..	350	Turbine	"
" .. ..	" ..	" ..	130	Turbine	"
" .. ..	" ..	" ..	100	Turbine	"
" .. ..	" ..	" ..	100	Turbine	"
" .. ..	" ..	" ..	350	13½, 19½, and 28	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>WELLINGTON DISTRICT—<i>continued.</i></b>					
Wellington City Council .. ..	Wellington .. ..	Electric-lighting .. ..	100	15 and 30	First class.
" .. ..	" .. ..	Road-roller .. ..	6	9	Locomotive and traction.
" .. ..	" .. ..	Fire-engine .. ..	10	Two 8	Ditto.
" .. ..	" .. ..	Motor-wagon .. ..	6	4 and 7	"
" .. ..	Lyall Bay .. ..	Stone-crushing .. ..	14	Two 8½	Second class.
" .. ..	" .. ..	" .. ..	25	9	"
" .. ..	Wellington .. ..	Road-roller .. ..	8	8½	Locomotive and traction.
Wellington Farmers' Co-operative Meat Company .. ..	Waingawa .. ..	Freezing .. ..	64½	12½ and 20, and 8 and 11½	First class.
Ditto .. ..	" .. ..	" .. ..	64½	Ditto	"
Wellington Fresh Food and Ice Company .. ..	Wellington .. ..	Butter-factory .. ..	27	12	Second class.
Wellington Gas Company .. ..	" .. ..	Hauling .. ..	6	4½ and 7	Locomotive and traction.
" .. ..	" .. ..	Pumping .. ..	36	7, 8, and 9	Second class.
" .. ..	" .. ..	Gas-works .. ..	36	7, 8, and 10	First class.
" .. ..	" .. ..	" .. ..	30	6	Second class.
Wellington Harbour Board .. ..	" .. ..	Dredging .. ..	9	Two 9	"
" .. ..	" .. ..	Pumping .. ..	106	15 and 30	First class.
" .. ..	" .. ..	" .. ..	106	15 and 30	"
" .. ..	" .. ..	" .. ..	140	15 and 30	"
Wellington Hospital Board .. ..	" .. ..	Steaming and laundry work .. ..	24	8½	Second class.
" .. ..	" .. ..	Ditto .. ..	24	8½	"
Wellington Meat Export Company .. ..	Alicetown .. ..	Pumping .. ..	40	12	"
" .. ..	Ngahauranga .. ..	Gas-making .. ..	56	Nil	"
" .. ..	" .. ..	Hauling .. ..	5	4 and 7	Locomotive and traction.
" .. ..	" .. ..	Preserving-works .. ..	38	Nil	Second class.
" .. ..	" .. ..	Fellmongery .. ..	84	Nil	"
" .. ..	" .. ..	Gas-making .. ..	56	Nil	"
" .. ..	" .. ..	Steaming .. ..	124	Nil	"
" .. ..	" .. ..	" .. ..	60	Nil	"
" .. ..	" .. ..	" .. ..	35	Nil	"
" .. ..	" .. ..	Hauling .. ..	16½	Two 11	Locomotive and traction.
" .. ..	Wellington .. ..	Preserving-works .. ..	124	Nil	Second class.
" .. ..	" .. ..	Freezing .. ..	40	19 and 28	First class.
" .. ..	" .. ..	" .. ..	100	19 and 28	"
" .. ..	" .. ..	" .. ..	40	19 and 28	"
Wellington Woollen-mills .. ..	Petone .. ..	Woollen-mills .. ..	65	17½ and 35	"
" .. ..	" .. ..	" .. ..	65	17½ and 35	"
Westland Timber Company .. ..	Lower Hutt .. ..	Sawmill .. ..	25	12	Second class.
Westport Coal Company .. ..	Hulk " Alameda " .. ..	Hoisting .. ..	6	Two 6, two 5, and two 5	"
" .. ..	" .. ..	" .. ..	10	Ditto	"
" .. ..	Hulk " Jubilee " .. ..	" .. ..	10	Two 5, two 5, two 5, and two 5	"
Whiteman, G. .. ..	Admirals .. ..	Sawmill .. ..	28	11	"
Wills, P. .. ..	Wellington .. ..	Laundry .. ..	87	8 and 5	"
Wynn-Williams, H. P. .. ..	Around Masterton .. ..	Threshing and chaff-cutting .. ..	6	8	Locomotive and traction
<b>WELLINGTON NORTH DISTRICT.</b>					
Abraham, King, and Co. .. ..	Foxton .. ..	Flax-mill .. ..	12	Two 8½	Second class.
Andrew, Robert C. .. ..	Sanson District .. ..	General .. ..	6	5½ and 10	Locomotive and traction.
Bartholomew Bros. .. ..	Ohakune .. ..	Sawmill .. ..	20	12	Second class.
Beazer, Mark .. ..	Feilding District .. ..	General .. ..	6	5 and 9	Locomotive and traction.
Bell and Levien .. ..	Oroua Bridge .. ..	Flax-mill .. ..	14	Two 8½	Second class.
Berg Bros. .. ..	Taihape .. ..	Sawmill .. ..	36	14	"
Booth and Co., William .. ..	Hihitahi .. ..	" .. ..	42	16	First class.
" .. ..	" .. ..	" .. ..	19	16	"
Broad and Ingram .. ..	Rangitane .. ..	Flax-mill .. ..	14	7½ and 12	"
Bunnythorpe Dairy Company .. ..	Bunnythorpe .. ..	Dairy factory .. ..	16	8	Second class.
Cairncross, David .. ..	Bull's District .. ..	General .. ..	8	9	Locomotive and traction.
Chambers, John, and Son (leased to Rongotea Co-operative Dairy Company) .. ..	Rongotea .. ..	Butter-factory .. ..	12	7½ and 11½	Second class.
Cheltenham Co-operative Dairy Company .. ..	Cheltenham .. ..	" .. ..	26	9	"
Clement and Hutton .. ..	Manui .. ..	Sawmill .. ..	25	10½	"
Coley Bros. .. ..	Foxton .. ..	Flax-mill .. ..	26	10½	"
Cook, William .. ..	Palmerston North .. ..	Cooperage .. ..	48	13	"
Defiance Butter Company .. ..	Makino .. ..	Dairy factory .. ..	30	13½	"
Easton, Fred. S. .. ..	Moutoa .. ..	Flax-mill .. ..	12	Two 8½	"
" .. ..	Foxton .. ..	" .. ..	39	12	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>WELLINGTON NORTH DISTRICT—<i>continued.</i></b>					
Edwards, R. G. .. ..	Marton Junction ..	General .. ..	6	8	Locomotive and traction.
Egmont Co-operative Box Company ..	Ohutu .. ..	Sawmill .. ..	14	Two 8½	Second class.
Feilding Sash and Door Company ..	Feilding .. ..	" .. ..	55½	13	"
" .. ..	Kimbolton Road ..	Sash and door factory	37	12 ⅝	"
Flower, Thomas .. ..	Bull's .. ..	Flour-mill ..	17	9	"
Frederick, August .. ..	Porewa .. ..	Ploughing ..	6	8	Locomotive and traction.
Gamman and Co. .. ..	Ohakune East ..	Sawmill .. ..	45	20	First class.
" .. ..	" .. ..	Hauling .. ..	22-5	Two 9	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	55	20	First class.
" .. ..	" .. ..	" .. ..	45	16	"
" .. ..	" .. ..	" .. ..	45	16	"
Gardner and Sons .. ..	Turangarere ..	" .. ..	16	12	Second class.
" .. ..	" .. ..	" .. ..	36	12	"
Gibbs, A. F., and Co. .. ..	Utiku .. ..	" .. ..	38	16	First class.
Gibbs, Albert J. .. ..	Near Foxton ..	Flax-mill ..	12	7 and 11	Second class.
Gifford and Henson .. ..	Rongotea District ..	General .. ..	6	7½	Locomotive and traction.
Hadley Bros. .. ..	Near Utiku ..	Sawmill .. ..	50	10	Second class.
Hanson, John .. ..	Marton District ..	General .. ..	6	8	Locomotive and traction.
Harvey, W. J. M. .. ..	Marton District ..	" .. ..	7	8½	Ditto.
" .. ..	" .. ..	" .. ..	7	8½	"
Henderson Bros. .. ..	Marton .. ..	Flour-mill ..	25	8½ and 14	First class.
Hennessey and Gibbs .. ..	Foxton .. ..	Flax-mill ..	14	7 and 12	Second class.
Hihira, Keepa .. ..	Moutoa .. ..	" .. ..	12	7 and 11	"
Howard, James .. ..	Greatford District ..	General .. ..	6	8	Locomotive and traction.
Imperial Dried-milk Company ..	Bunnythorpe ..	Dried-milk factory	30	16	First class.
" .. ..	" .. ..	" .. ..	150	16	"
James, Thomas P. .. ..	Stanway District ..	General .. ..	6	6 and 10	Locomotive and traction.
Jarvis, Harold .. ..	Kairanga .. ..	Flax-mill ..	14	Two 8½	Second class.
Knight, B. L. .. ..	Utiku .. ..	Hauling .. ..	15	Two 8	Locomotive and traction.
Lewis and Kuhtze .. ..	Palmerston North ..	Sash and door factory	17	Two 8	Second class.
Longburn Freezing Company ..	Longburn .. ..	Freezing .. ..	40	10 and 20	First class.
" .. ..	" .. ..	" .. ..	40	10 and 20	"
McElroy, Owen .. ..	Halcombe District ..	General .. ..	6	6 and 10	Locomotive and traction.
Managh, J. and G. .. ..	" .. ..	" .. ..	7	5½ and 9	Ditto.
Manawatu County Council .. ..	Palmerston ..	Hauling .. ..	16	Two 10	"
Manawatu Meat and Cold-storage Company ..	Awapuni .. ..	Bone-mill ..	32	9½	Second class.
Manawatu Timber Company ..	Near Taihape ..	Sawmill .. ..	36	12½	"
Marton Sash, Door, and Timber Company ..	Marton .. ..	Sash and door factory	22	11	"
Matthews Bros. .. ..	Sanson District ..	General .. ..	6	5½ and 9½	Locomotive and traction.
Melton, John .. ..	Apiti .. ..	" .. ..	8	8½	Ditto.
Milverton and Co. .. ..	Palmerston District ..	" .. ..	6	5½ and 8½	"
New Zealand Government (Public Works Department), (leased to Harland, Morris, and Tiwha)	Horopito .. ..	Sawmill .. ..	12	8½ and 12½	First class.
New Zealand Powell Wood Process Company (Limited)	Rangataua ..	Wood - preserving process	32	8 and 13	"
Ditto .. ..	" .. ..	Ditto .. ..	32	8 and 13	"
" .. ..	" .. ..	Sawmill .. ..	56	16½	"
" .. ..	" .. ..	" .. ..	37	13	Second class.
" .. ..	" .. ..	Wood - preserving process	90	8 and 13	First class.
Oldfield, William .. ..	Marton District ..	General .. ..	6	8 and 10	Locomotive and traction.
Palmerston North Borough Council ..	Palmerston North ..	Road-rolling ..	6	6 and 9½	Ditto.
Perham, Larsen, and Co. .. ..	Rangataua ..	Sawmill .. ..	24	16	First class.
" .. ..	" .. ..	" .. ..	42	16	"
" .. ..	" .. ..	Log-hauling ..	23	Two 9	Locomotive and traction.
Pukenaia Sawmilling Company ..	Mataroa Road ..	" .. ..	15	Two 8½	Second class.
" .. ..	" .. ..	Sawmill .. ..	30	14	"
Quin Bros. .. ..	Hihitahi .. ..	" .. ..	67	19	First class.
" .. ..	" .. ..	Log-hauling ..	8½	Two 6½	Locomotive and traction.
Rangataua Timber Company ..	Rangataua ..	Sawmill .. ..	23	12	Second class.
" .. ..	" .. ..	" .. ..	35	16½	First class.
Rongotea Co-operative Dairy Company ..	Rongotea ..	Butter-factory ..	18	12	Second class.
Saunders Bros. .. ..	Near Shannon ..	Flax-mill ..	17	12	"
Seifert, A., and Co. .. ..	Koputarua ..	" .. ..	12	7 and 11	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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 NORTH DISTRICT— <i>continued.</i>					
Seifert, Louis .. ..	Oroua Bridge ..	Flax-mill .. ..	13	8 $\frac{1}{2}$ and 12	First class.
" .. ..	Rangitane .. ..	" .. ..	12	7 and 11	Second class.
Simpson, R. K. .. ..	Heaton Park ..	General .. ..	6	5 and 8	Locomotive and traction.
Smith and Donald .. ..	Mataroa .. ..	Sawmill .. ..	26	12	Second class.
Smith, Robert M. .. ..	" .. ..	Log-hauling .. ..	15	Two 8 $\frac{1}{2}$	"
" .. ..	" .. ..	Sawmill .. ..	45	15	First class.
Syme, George .. ..	Tangiwai .. ..	Hauling .. ..	8	Two 6 $\frac{1}{2}$	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	30	16	First class.
Tanner, Robert .. ..	Karere .. ..	General .. ..	6	8 $\frac{1}{2}$	Locomotive and traction.
Tennant, James .. ..	Oroua Bridge ..	Flax-mill .. ..	12	7 and 11	Second class.
Trevor, James, and Sons .. ..	Boundary Road ..	Brickmaking .. ..	12	12 $\frac{5}{16}$	"
Turangare Sawmilling Company .. ..	Hihitahi .. ..	Sawmill .. ..	33	Two 9	"
Warring, Joseph .. ..	Marton District ..	General .. ..	8	9	Locomotive and traction.
" .. ..	" .. ..	" .. ..	7	6 $\frac{1}{2}$ and 8	Ditto.
Waugh Bros. .. ..	Kimbolton District ..	" .. ..	7	8	"
Whitanui Limited .. ..	Foxton .. ..	Flax-mill .. ..	95	12 $\frac{3}{4}$ and 19	First class.
Wright and Carter .. ..	Ohakune .. ..	Sawmill .. ..	10	Two 9	Second class.
WESTLAND DISTRICT.					
Antonio's Gold-dredging Company .. ..	Reefton .. ..	Dredging .. ..	25	8 and 12 $\frac{3}{4}$	First class.
Armstrong Gold-dredging Company .. ..	Coromandel .. ..	" .. ..	20	8 and 13	"
Baxter Bros. .. ..	Baxter's Siding ..	Sawmill .. ..	16	Two 9 $\frac{1}{2}$	Second class.
" .. ..	" .. ..	Hauling .. ..	15	Two 9	Locomotive and traction.
" .. ..	Greymouth .. ..	Sawmill .. ..	43	16 $\frac{1}{2}$	First class.
Benjamin and Malcock .. ..	Kanieri .. ..	" .. ..	12	Two 8 $\frac{1}{2}$	Second class.
" .. ..	" .. ..	" .. ..	13	Two 8 $\frac{1}{2}$	"
Blackball Coal Company .. ..	Blackball .. ..	Mining .. ..	20	Two 15	First class.
" .. ..	" .. ..	" .. ..	20	Two 15	"
" .. ..	" .. ..	" .. ..	20	9 and 12	"
" .. ..	" .. ..	" .. ..	52	Two 15	"
Blackwater Gold-dredging Company .. ..	Blackwater .. ..	Dredging .. ..	25	8 and 13 $\frac{1}{4}$	"
Butler Bros. .. ..	Ruatapu .. ..	Sawmill .. ..	43	Three 16	"
" .. ..	" .. ..	" .. ..	43	Three 16	"
" .. ..	" .. ..	" .. ..	43	Three 16	"
" .. ..	" .. ..	" .. ..	43	Three 16	"
" .. ..	" .. ..	Hauler .. ..	25	Two 8	Second class.
" .. ..	" .. ..	" .. ..	16	Two 8	"
Cambridge and Grant .. ..	Cameron's .. ..	Flax-mill .. ..	16	7 $\frac{1}{4}$ and 11 $\frac{1}{4}$	"
Coates, T. E. .. ..	Ruanga .. ..	Dynamo .. ..	20	6 and 10	"
Consolidated Goldfields of New Zealand (Limited) .. ..	Crushington .. ..	Mining .. ..	16	Two 8 $\frac{1}{2}$	"
Ditto .. ..	Waiuta .. ..	" .. ..	30	Two 8	"
" .. ..	" .. ..	Sawmill .. ..	20	Two 7	"
" .. ..	" .. ..	Winding .. ..	50	Two 14 and one 12	Winding.
Diedrich, H. .. ..	Koiterangi .. ..	Flax-mill .. ..	12	Two 8 $\frac{1}{2}$	Second class.
Dispatch Foundry Company .. ..	Greymouth .. ..	Shop-tools .. ..	37	11 and 20	First class.
Dobson Stone Syndicate .. ..	Dobson .. ..	Stone-cutting .. ..	20	8 and 12 $\frac{1}{2}$	"
Erickson, G. .. ..	Ahaura .. ..	Hauling .. ..	8	6 and 10	Locomotive and traction.
" .. ..	Orwell Creek ..	Sawmill .. ..	25	16 $\frac{1}{2}$	First class.
Flowery Creek Sawmilling Company .. ..	Stafford .. ..	" .. ..	32	18	"
Greenstone Three-mile Gold-dredging Company .. ..	Kumara .. ..	Gold-dredge .. ..	20	7 $\frac{1}{4}$ and 11 $\frac{1}{4}$	Second class.
Greymouth Borough Council .. ..	Greymouth .. ..	Road-roller .. ..	5	5 $\frac{1}{4}$ and 8 $\frac{1}{2}$	Locomotive and traction.
Greymouth Harbour Board .. ..	" .. ..	Hauling .. ..	10	Two 8	Ditto.
" .. ..	" .. ..	" .. ..	15	Two 10	"
" .. ..	" .. ..	" .. ..	9	Two 7	"
Ikamatua Sawmilling Company .. ..	Ikamatua .. ..	Locomotive .. ..	8	Two 7	"
" .. ..	" .. ..	Sawmill .. ..	20	Two 11	First class.
Jack Bros. .. ..	Kotuku .. ..	" .. ..	35	11 and 17 $\frac{1}{2}$	"
" .. ..	" .. ..	Locomotive .. ..	8	Two 6	Locomotive and traction.
Just-in-Time Gold-dredging Company .. ..	Boatman's .. ..	Winding .. ..	20	Two 14	Winding.
Karoro Brick Company .. ..	Karoro .. ..	Brickmaking .. ..	15	8 $\frac{1}{2}$ and 14 $\frac{1}{2}$	First class.
K. K. Sawmilling Company .. ..	Awatuna .. ..	Bush locomotive .. ..	9	Two 7	Locomotive and traction.
" .. ..	" .. ..	Sawmill .. ..	20	Two 10	Second class.
" .. ..	Kumara Junction ..	" .. ..	37	14	"
Kotuku Sawmilling Company .. ..	Aratiki .. ..	" .. ..	60	18	First class.
Kumara Gold-dredging Syndicate .. ..	Kumara .. ..	Gold-dredge .. ..	23	8 and 13	"

No. 18.—RETURN showing the NAMES of OWNERS of BOILERS which require to be in Charge of CERTIFICATED ENGINE-DRIVERS—*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.
<b>WESTLAND DISTRICT—<i>continued.</i></b>					
Lake Brunner Sawmill Company ..	Ruru ..	Hauling ..	8	Two 6	Locomotive and traction.
" ..	" ..	Sawmill ..	16	Two 10	Second class.
" ..	" ..	" ..	16	Two 10	"
Long and Daly ..	Blackball ..	" ..	16	Two 9½	"
McLean, J. ..	Gladstone ..	Hauling ..	8	Two 7	Locomotive and traction.
McLean, J., and Sons ..	Otira ..	Idle ..	37	12	Second class.
Malfroy, J. C., and Co. ..	Ho Ho ..	Hauling ..	9	Two 7	Locomotive and traction.
" ..	Three-mile ..	Sawmill ..	40	16	First class.
Mananui Sawmilling Company ..	Mananui ..	" ..	60	Two 11	"
Manson and Co. ..	Te Kinga ..	" ..	60	Two 12½	"
" ..	" ..	" ..	35	17	"
Moana Sawmilling Company ..	Moana ..	" ..	36	14½	"
Morris, W., and Co. ..	Rimu ..	" ..	20	7½ and 11½	Second class.
Morris, W. ..	Teremakau ..	" ..	25	14	"
Nelson Creek Gold-dredging Company ..	Nelson Creek ..	Gold-dredge ..	30	9 and 14	First class.
New Trafalgar Gold-dredging Company ..	" ..	" ..	20	8 and 12½	"
New Zealand Government (State Coal-mines) ..	Point Elizabeth ..	Hauling ..	20	Two 10	Exempt.
Ditto ..	" ..	Mining ..	20	7 and 11½	"
New Zealand Stove-pipe Company ..	Hokitika ..	Stove-pipe making ..	16	9 and 13½	First class.
Ngahere Sawmill Company ..	Ngahere ..	Locomotive ..	6	Two 7	Locomotive and traction.
North Brunner Coal Company ..	Stillwater ..	Mining ..	61	8½, 12½, and 12½	First class.
No Town Creek Gold-dredging Company ..	No Town Creek ..	Dredging ..	20	8 and 12½	"
Ogilvie and Co. ..	Gladstone ..	Sawmill ..	49	16½	Second class.
Pactolus Gold-dredging Company ..	Nelson Creek ..	Dredging ..	32	9 and 14	First class.
Paparoa Coal Company ..	Roa ..	Driving fans ..	19	14½	"
Perry, Hegan, and Co. ..	Takutai ..	Sawmill ..	20	Two 10	Second class.
Red Jacks Sawmill Company ..	Ngahere ..	" ..	20	14	"
" ..	" ..	" ..	20	14	"
" ..	" ..	Locomotive ..	7	Two 7	Locomotive and traction.
" ..	" ..	Sawmill ..	20	Nil	Second class.
Ruatapu Sawmilling Company ..	Ruatapu ..	" ..	20	8 and 12½	First class.
Slab Hut Gold-dredging Company ..	Tawhai ..	Dredging ..	20	7 and 11½	Second class.
Stafford Gold-dredging Company ..	Stafford ..	" ..	33	8 and 12½	First class.
Stratford and Blair ..	Greymouth ..	Sawmill ..	35	16	"
" ..	Kaimata ..	" ..	16	8 and 12½	"
" ..	Paroa ..	" ..	17	8 and 12½	"
" ..	Patara ..	" ..	47	14½	"
" ..	" ..	Locomotive ..	7	Two 7½	Locomotive and traction.
" ..	" ..	Hauling ..	20	Two 8½	Ditto.
" ..	Snowy River ..	Sawmill ..	16	Two 9½	Second class.
" ..	" ..	" ..	16	Two 10	"
" ..	" ..	Locomotive ..	22	Two 7	Locomotive and traction.
Stuart and Chapman ..	Rimu ..	Sawmill ..	35	14	Second class.
" ..	" ..	Hauling ..	25	Two 6½	Locomotive and traction.
Tarawera Sawmilling Company ..	Inchbonnie ..	" ..	25	Two 7	Ditto.
" ..	" ..	Sawmill ..	60	9½ and 10	Second class.
Taylor, J. ..	North Beach ..	Dredging ..	20	8 and 12½	First class.
Turner Bros. ..	Moonlight ..	Sawmill ..	20	7 and 14	"
Watson, R., and Son ..	Dillmanstown ..	" ..	38	14	Second class.
Westland Brick Company ..	Karoro ..	Brickmaking ..	16	7 and 11½	"
Workshop Gold-dredging Company ..	Antonio's Creek ..	Dredging ..	30	8 and 12½	First class.

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