

|             | WESTLAND.                    | Brown, Thomas ... | 3   | "             | 1   | 16              | "      | SW, 1 in 3½           |                 | 1   | 11 diam. x 670'      |                    | none   | 12,122 | 1 o.   | engine 48 h. p.       | 5'  | 10" | 670' | fan 15'         | June, 1879 |
|-------------|------------------------------|-------------------|-----|---------------|-----|-----------------|--------|-----------------------|-----------------|-----|----------------------|--------------------|--------|--------|--------|-----------------------|-----|-----|------|-----------------|------------|
| 17          | Wallsend, Greymouth          | ...               | ... | ...           | ... | ...             | ...    | ...                   | ...             | ... | ...                  | ...                | ...    | ...    | ...    | ...                   | ... | ... | ...  | ...             | ...        |
| CANTERBURY. |                              |                   |     |               |     |                 |        |                       |                 |     |                      |                    |        |        |        |                       |     |     |      |                 |            |
| 18          | Springfield, Malvern         | ...               | 3½  | brown         | 1   | 3' 9" to 4' 6"  | "      | SE, 1 in 6 to 1 in 12 | ...             | 2   | 6' x 6', 5' 2" x 12' | engine plane drive | 4,589  | 10,334 | 31 u.  | engine 10 h. p.       | 10" | 3"  | ...  | furnace         | 28/4/80    |
| 19          | Kowai Pass, "                | ...               | 1   | "             | 3   | 1' 7", 9" 1' 6" | "      | E, 1 in 4             | bord and pillar | 1   | 5' x 2' 6"           | shaft drive        | 125    | 125    | 3      | "                     | ... | ... | ...  | natural current | 29/4/80    |
| 20          | Eureka, "                    | ...               | ½   | "             | 1   | ...             | "      | SE, 1 in 6            | "               | 1   | 4' x 4' x 14'        | shaft drive        | 30     | 30     | 2      | "                     | ... | ... | ...  | "               | 21/12/79   |
| 21          | Canterbury, "                | ...               | 17  | "             | 2   | 2               | "      | SE, 1 in 3            | long wall       | 1   | 3' x 4'              | drive              | 150    | 15,980 | 3      | horse                 | ... | ... | ...  | "               | 30/4/80    |
| 22          | Honebush, "                  | ...               | 8   | "             | 2   | 3 and 7         | "      | E 10° S, 1 in 3       | bord and pillar | 2   | 3' 6" x 3' x 60'     | "                  | 4,275  | 12,039 | 15 u.  | "                     | ... | ... | ...  | "               | ...        |
| 23          | Wallsend, "                  | ...               | 3   | ...           | 2   | 3 and 6         | "      | E 10° S, 1 in 3       | "               | 2   | 3' 6" x 3' x 20'     | shaft drive        | none   | 3,478  | none   | engine 8 h. p.        | 12" | 5"  | 91'  | "               | ...        |
| 24          | Rockwood, Mount Pleasant     | ...               | 1   | altered brown | 1   | 2½              | "      | N 20°, W 80°          | ...             | 1   | 3' x 3'              | drive              | ...    | ...    | "      | hand                  | ... | ... | ...  | "               | 25/1/80    |
| 25          | Mount Somers, Mount Somers   | ...               | 15  | brown         | 1   | 25              | 20     | S 8°                  | openwork        | ... | ...                  | ...                | 250    | 3,000  | 2      | ...                   | ... | ... | ...  | "               | 27/12/79   |
| OTAGO.      |                              |                   |     |               |     |                 |        |                       |                 |     |                      |                    |        |        |        |                       |     |     |      |                 |            |
| 26          | Wharekuri, Wharekuri         | ...               | ... | ...           | ... | ...             | ...    | ...                   | ...             | ... | ...                  | ...                | 400    | 5,000  | 1      | hand                  | ... | ... | ...  | ...             | ...        |
| 27          | Prince Alfred No. 1, Oamaru  | ...               | ... | brown         | 2   | 9               | all    | E 10° S, 1 in 5       | bord and pillar | ... | ...                  | drive              | 960    | ...    | 3      | "                     | ... | ... | ...  | natural current | 7/2/80     |
| 28          | Prince Alfred No. 2, "       | ...               | 3   | "             | 2   | 9               | "      | E 10° S, 1 in 5       | ...             | 1   | 4' x 4'              | "                  | 2,430  | 6,925  | 4 u.   | "                     | ... | ... | ...  | "               | "          |
| 29          | St. Andrews, Oamaru          | ...               | 1   | "             | 1   | 6½              | "      | E 13° N, 5°           | "               | 1   | 4' diam. x 26'       | drive              | 12     | 4,912  | 2      | "                     | ... | ... | ...  | "               | 10/2/80    |
| 30          | Ngapara, Ngapara             | ...               | 1½  | brown         | 1   | 12              | 10     | N, 5°                 | bord and pillar | ... | ...                  | "                  | 698    | 1,004  | 3      | hand                  | ... | ... | ...  | natural current | 6/2/80     |
| 31          | Shag Point, Palmerston       | ...               | 17  | "             | 1   | 12              | all    | NE, 1 in 4            | "               | 1   | 4' 9" x 2' 8"        | engine-plane drive | 18,724 | 50,441 | 120    | engine                | ... | ... | ...  | "               | 2/7/80     |
| 32          | Elliott's, "                 | ...               | ½   | "             | 1   | 3' 6"           | "      | ...                   | ...             | ... | ...                  | drive              | ...    | ...    | none   | "                     | ... | ... | ...  | "               | 3/2/80     |
| 33          | Hill's Creek, Naseby         | ...               | ... | "             | ... | ...             | "      | ...                   | ...             | ... | ...                  | drive              | ...    | ...    | 4      | "                     | ... | ... | ...  | "               | "          |
| 34          | Hyde, Hyde                   | ...               | ½   | "             | ... | ...             | "      | ...                   | ...             | ... | ...                  | drive              | ...    | ...    | ...    | "                     | ... | ... | ...  | "               | "          |
| 35          | St. Bathian's, St. Bathian's | ...               | ... | ...           | ... | ...             | "      | ...                   | openwork        | ... | ...                  | ...                | 135    | 140    | 1      | "                     | ... | ... | ...  | "               | ...        |
| 36          | Kyeburn, Naseby              | ...               | 6   | ...           | ... | ...             | "      | ...                   | ...             | ... | ...                  | drive              | 786    | 7,543  | 4      | "                     | ... | ... | ...  | "               | ...        |
| 37          | Welshman's Gully, Cambrian's | ...               | ... | ...           | ... | ...             | "      | ...                   | ...             | ... | ...                  | shaft              | 500    | ...    | 3      | horse                 | ... | ... | ...  | natural current | 24/2/80    |
| 38          | Alexandra, Manuherikia       | ...               | ... | brown         | 1   | 14 to 15        | 6 to 7 | S 75° W, slight NW,   | bord and pillar | 2   | 50' x 5' x 2' 6"     | "                  | 765    | 4,800  | 3      | "                     | ... | ... | ...  | windsail        | 25/2/80    |
| 39          | Manuherikia, "               | ...               | 1   | "             | 1   | 12              | 6      | slight NW, 15°        | "               | 1   | 60' x 5' 6" x 2' 9"  | "                  | 520    | 520    | 1 u.   | "                     | ... | ... | ...  | "               | 22/2/80    |
| 40          | Cromwell, Cromwell           | ...               | ½   | "             | 1   | 3' 6" to 6'     | all    | W, 15°                | "               | 1   | ...                  | drive              | 150    | 300    | 1 u.   | hand                  | ... | ... | ...  | natural current | 20/2/80    |
| 41          | Bannockburn, "               | ...               | ... | "             | 1   | 12              | 6      | N 70° W               | "               | 1   | ...                  | "                  | 1,000  | ...    | 2      | "                     | ... | ... | ...  | "               | 21/2/80    |
| 42          | Kawarau, "                   | ...               | ... | "             | 1   | 5' 6"           | 5      | E, 60°                | "               | ... | ...                  | "                  | ...    | ...    | 2      | "                     | ... | ... | ...  | "               | 20/2/80    |
| 43          | Bannockburn, "               | ...               | ... | "             | ... | ...             | 10     | SE, 6°                | bord and pillar | ... | ...                  | drive              | 820    | ...    | 1      | Carried on man's back | ... | ... | ...  | natural current | 24/2/80    |
| 44          | Clyde, Clyde                 | ...               | 8   | brown         | 1   | 20              | 12     | varies                | "               | 1   | ...                  | "                  | 300    | ...    | 2 u.   | horse                 | ... | ... | ...  | "               | "          |
| 45          | Earnslough, Clyde            | ...               | 3   | "             | 1   | 16              | ...    | ...                   | "               | ... | ...                  | shaft              | none   | 15,500 | none   | "                     | ... | ... | ...  | "               | 23/2/80    |
| 46          | Clyde, "                     | ...               | ... | "             | ... | ...             | ...    | ...                   | "               | 1   | ...                  | ...                | 1,000  | ...    | 3 to 4 | "                     | ... | ... | ...  | "               | ...        |
| 47          | Gibbstown, Gibbstown         | ...               | ... | "             | ... | ...             | ...    | ...                   | "               | ... | ...                  | ...                | ...    | ...    | ...    | "                     | ... | ... | ...  | "               | ...        |