

1901.

NEW ZEALAND.

MARINE DEPARTMENT.

ANNUAL REPORT FOR 1900-1.

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

MY LORD,—

Marine Department, Wellington, 16th September, 1901.

I do myself the honour to transmit herewith, for your Excellency's information, the report of the Marine Department of the colony for the financial year ended the 31st March last.

I have, &c.,

WM. HALL-JONES,

Minister of Marine.

His Excellency the Right Hon. the Earl of Ranfurly,
Governor of New Zealand.

The SECRETARY to the MINISTER of MARINE.

SIR,—

Marine Department, Wellington, 13th September, 1901.

I have the honour to make the following report on the work of this department during the financial year ended the 1st March last:—

Lighthouses.—The cost of maintenance, exclusive of the cost of the attending steamer, was £13,573 10s. 9d. The efficiency of the lighthouses has been properly maintained and everything has worked smoothly.

The new lighthouse on East Island, off East Cape, has been completed. This light was first exhibited on the 9th August last, and has proved to be of great service to shipping. The proposal to connect it with the telegraph system has not been carried out, as the most suitable route has not yet been ascertained; a further survey will be made shortly. Since the completion of the lighthouse, a large landslip has taken place, destroying part of the tramway, burying the landing store, and partly filling-up the landing place.

The site for a lighthouse at Kahurangi Point, about sixty-five miles north of Westport, has been selected by the Marine Engineer and Nautical Adviser. A lantern and apparatus for a second-order fixed white light, to show a sector of 20° of red light over Stewart breaker, have been ordered through the Agent-General, and steps are being taken to proceed with the erection of the tower, dwelling-houses, and other necessary buildings.

Pencarrow Head Lighthouse has been connected with the telegraph system of the colony.

At Nugget Point a new flagstaff and a house for a third keeper have been erected. The flagstaff has been placed where it can be easily seen from passing vessels, and it has been arranged that one of the keepers is to be always on the look-out during the day, so that all vessels may be reported. A contract has been let for the supply of the timber required to renew the keepers' houses at Farewell Spit, and various minor repairs have been effected to the buildings at several stations.

In consequence of the erection of East Cape Lighthouse, the coastal light dues at Gisborne and Tauranga have been altered, so as to provide that vessels visiting those ports and deriving benefit from the light shall contribute towards its maintenance.

The work of inspecting the lighthouses has been performed by Captain Bollons, of the s.s. "Hinemoa."

The sum of £22,240 9s. 3d. has been collected for light dues during the year, as compared with £20,996 8s. 3d. during the previous year, being an increase of £1,244 1s.

Harbours.—Last session Acts were passed to constitute Harbour Boards at Nelson and Mokau, and the Boards have been duly established, and have taken over the control of the harbours.

The Governor in Council has declared that the Whakatane County Council shall exercise the powers of a Harbour Board in Whakatane Harbour. The buoys in the harbours under the control of the department have been overhauled and attended to by the Government steamers.

One of the buoys at Nelson sank in consequence of the master of a cutter using it as a target for rifle practice. The offender was prosecuted and fined, besides having to defray the cost of recovering and repairing the buoy.

The dredging near the wharf at Onehunga has been completed, and has very much improved the approach to the wharf. Shipowners are now urging that a shoal-patch below the wharf should be removed so that vessels may be able to leave at low water.

The wreck of the "Waipara," which for some time obstructed the navigation of Okarito River, has been blown up by Captain Falconer, of the Defence Department, and a party of his men, and the channel is now clear.

Mr. H. W. Dawson, Postmaster at Akaroa, has been appointed Harbourmaster at that place, so as to give him power to license boats plying for hire in the harbour, and to prevent the indiscriminate removal of boulders, gravel, &c., from the foreshore.

A return showing the harbour-works authorised by the Governor in Council and the licenses issued for the occupation of foreshore is appended hereto.

The sum of £3,322 4s. 3d. has been collected for pilotage and port charges in respect of the harbours under the control of the department, as against £3,255 14s. during the previous year. The appended return shows the amount collected at each port.

Fisheries.—Further experimental trawling has been carried out in the North Island, under the direction of Mr. L. F. Ayson, Inspector of Fisheries. The steam trawler "Doto" was again chartered for the work, which was commenced off the Mahia Peninsula at the beginning of February last and finished off at Taranaki at the commencement of May. As flounders were getting scarce in Hawke's Bay it was decided, after the work with the "Doto" was completed, to charter the trawler "Rita" for a week to test the grounds further out than those fished by the ordinary trawlers. The tests were made under the supervision of Mr. Ayson, who will make a special report on the operations carried out both in the "Doto" and "Rita."

The proposed site for a fish-hatchery at Purakanui having been found to be unsuitable, a site has been selected in Otago Harbour, at the end of the Portobello Peninsula, and arrangements are now being made with the owners and lessees of the land abutting on the proposed site for the lease of the land required in connection with the hatchery.

A salmon-hatchery has been constructed at Hakataramea. Early in January last a shipment of quinnat salmon-ova was received from California, having been supplied by the United States Fish Commission free of charge. The ova arrived in good condition, and as there was not room for the whole of it in the Hakataramea Hatchery, which was not then completed, a portion was sent up to Lake Ohau, where it has been successfully hatched. The United States Fish Commission allowed Mr. Lambson, its Californian Inspector, to come to New Zealand in charge of the ova without making any charge for his services, for which, and for the gift of the ova, the thanks of the department are due to the Commission.

Arrangements were made to obtain a shipment of sockeye, or blueback salmon ova, from Canada, but owing to the season being a poor one the Canadian Fisheries Department was unable to obtain the ova; but a promise has been made that a shipment will be sent next season.

Besides being used for salmon the hatchery will be useful in connection with obtaining and distributing trout ova. Arrangements have been made to obtain a supply of trout ova during the coming season for the Westland Acclimatisation Society and the Hobson County Council.

Seals.—The close season for seals, which has been in force since October, 1894, has been extended up to 30th June, 1902.

Oysters.—It has been decided to keep the oyster-beds in the Hauraki Gulf closed this year, as inspection has shown that they require further rest before being fit for picking. When the Inspectors visited the beds just before the termination of the ordinary close season for the North Island they found that one person had picked a large quantity of oysters on Kawau Island, having obtained permission from the owner of the island to take them. It was the intention of the picker to have them in Auckland for sale on the first day of the open season, but, as it was illegal to pick and have them in possession during the close season, they and the vessel which was being used to take them to Auckland were seized. The vessel was, however, returned to the owner, but the oysters, forfeited in accordance with the Act, were sold by the department.

The beds in the Northern and Southern Subdivisions of the Northern Fishery were opened on the 1st April last, but owing to the large number of pickers and to the Auckland Fishery and the Middle Subdivision of the Northern Fishery being closed, the beds in the Southern Subdivision have already had so many oysters taken from them that in order to prevent their being seriously injured it has been found necessary to close them again.

With a view to the beds on Moturua and Motu Maire Islands, near Russell, being reserved for the use of the Maoris, they have been closed for the present. The Tauranga Fishery has been declared open.

In view of the way in which the beds are depleted in many places soon after they are opened, the question of restricting the quantity of oysters that may be taken by each licensed picker will have to be considered at an early date, and it may also be advisable to increase the present license fee of 10s. In order to make these alterations an amendment of the law will be required. Hitherto the department has not interfered with picnickers and others taking a few oysters for their own use, but it is found that some of the beds are so stripped by these persons as to be permanently injured. It is therefore a question whether the privilege should not be withdrawn.

The formation of artificial beds by private persons, for which a good many licenses have been issued, especially in the Pelorus Sound and Tory Channel, has not proved a success, and several of the holders have surrendered their licenses. One company has expended a good deal of money in endeavouring to cultivate oysters in Porirua Harbour, but the venture has proved a failure.

A communication has been received through the Agent-General from Mr. E. W. Streeter, of New Bond Street, London, asking whether the Government would grant him the sole concession to fish for oysters around the islands of New Zealand, and he has been informed that such a concession could not be given to any person.

Weather-reporting.—Captain Edwin continues to make and circulate weather forecasts. A further supply of barographs and thermometers, and of the International Cloud Atlas, has been ordered from England.

Inspection of Machinery.—The work done during the year is fully described in the Chief Inspector's report, which is appended hereto. The provisions of "The Inspection of Machinery Act Amendment Act, 1900," requiring the drivers of stationary engines and boilers above a certain

power to hold certificates, has considerably increased the work of the Chief Inspector's office and of the Inspectors. The increase of work from this and other causes has necessitated the appointment of an additional Inspector and the employment of additional clerical assistance.

Mr. W. J. Jobson, who was one of the first Inspectors appointed after the passing of "The Inspection of Machinery Act, 1874," has retired from the service. He has been stationed in the Auckland District during the whole period of his service, and has been a valuable officer.

Mr. Morrison, one of the Dunedin Inspectors, has resigned his position. Hitherto the work in Southland has been performed by one of the Inspectors stationed at Dunedin, but it is now sufficient to render it advisable to station an Inspector at Invercargill, and it has therefore been decided to make that place the headquarters of Inspector Bethune. Messrs. Dalrymple, Calvert, and Walker have been appointed Inspectors.

Survey of Steamers.—The report of the Principal Engineer Surveyor is appended hereto. There has been one prosecution for a steamer carrying more passengers than allowed by her certificate, and a conviction was obtained.

Examination of Masters, Mates, and Engineers.—The examinations during the year have been satisfactorily carried out. The only alterations made in the regulations have been to provide for the use of the new international code of signals, and to provide for the issue of provisional certificates to enable persons to enter and receive promotion in the Royal Naval Reserve. For certificates of competency 169 persons passed their examinations, and 100 failed. Of those who passed 110 were masters, mates, and engineers of sea-going vessels, and 59 were masters and engineers of vessels plying within restricted limits. The reports of the Principal Examiners of Masters and Mates and of Engineers are appended hereto.

Deck Cargo.—The necessity for the amendment of the regulations governing the carriage of deck cargo, especially as regards the carriage of timber on scows and other vessels, having become apparent, the Nautical Adviser has gone into the matter, and has drafted the amendments which he considers necessary. These are now under consideration. Convictions have been obtained against the masters of two vessels for carrying more cargo than allowed by their licenses, and against one for carrying timber on deck without a license.

Engagement and Discharge of Seamen.—This work has been carried out in a satisfactory manner. Prosecutions have been instituted in some cases where masters have employed men without entering into agreement with them, and convictions secured. In one case a master has been fined for leaving port with two men short of the number of seamen required by law to be carried. It was found that some shipmasters whose vessels carried foreign articles, although trading nearly all their time on the coast, were giving their men discharges for foreign service for the whole of their time. As this practice was considered to be contrary to the regulations, instructions were issued to Superintendents that it must not be allowed, as the service to be shown in the discharges must be such as had actually been performed. At the same time, the Board of Trade was asked for its view of the matter, and the reply received confirms the action of the department.

Government Steamers.—Both steamers have been kept fully employed during the year. The "Tutanekai" has been engaged in the following work—viz., repairing Cook Strait cable, laying a cable between Auckland and Motuihi Island, making a trip to the South Sea Islands, taking the Federal Contingent to Sydney for the Commonwealth celebrations, accompanying the "Britannic" with the Imperial troops round the colony, and in carrying railway rolling-stock, &c., and sleepers. The "Hinemoa" has, as usual, been principally employed in attending to the lighthouses and harbour buoys. She has also visited the Kermadec and the Southern Islands to search for castaways, and to inspect and replenish, when necessary, the provision-depots, and she has towed the Westport dredge from Onehunga to Westport. She will shortly require new decks, as the present ones are becoming worn-out.

Wages and Effects of Deceased Seamen.—The estates of eleven seamen, amounting to £43 18s. 7d., were dealt with during the year. Of these, eight were new estates. The sum of £25 4s. 2d. was paid to relatives and other claimants.

Wrecks and Casualties.—Tables showing the casualties to ships, and an analysis thereof, is appended hereto. Those on the coasts of the colony numbered forty-eight, representing 19,502 tons, as against forty-two, representing 10,146 tons in the previous year. The total wrecks within the colony were ten, of 1,309 tons, as against six, of 2,247 tons, in the previous year. The number of lives lost was fourteen, as against thirty-five last year. Of these, thirteen were within the colony—viz., seven from the "Wolverine" (all hands), and one each from the "Eliza Firth," "Nancy," "Ronga," "Tararawa," "Hermione," and "Grace Harwar."

I have, &c.,

W. T. GLASGOW, Secretary.

The PRINCIPAL EXAMINER OF MASTERS and MATES to the SECRETARY, MARINE DEPARTMENT.

Office of the Principal Examiner of Masters and Mates, Lambton Quay,

SIR,—

Wellington, 17th May, 1901.

I have the honour to inform you that the examination of masters and mates has been carried out by the Examiners at the four principal ports in a satisfactory manner. I have the pleasure of again being able to express appreciation of the gentlemen who have been appointed as my colleagues in the examination work at the four principal ports, which I have visited during the year at different times.

There has been a considerable increase in the number of candidates who have presented themselves for examination, especially at Wellington, where most of the examination work has been conducted during the last year, and during the last nine months examinations have been held here (with but few exceptions) in every week. Owing to this, and the difficulty of relieving

Captain Smith (the Marine Superintendent and Examiner for Wellington) on examination days, I have myself personally conducted all the examinations in Wellington since the middle of last July, only calling on Captain Smith for relief, and to examine in the *viva voce* part of the examination when necessary, to save a candidate being delayed. All the examination-papers used are of my own setting, and a large number of papers have been printed, so that problems could be constantly varied. All the problems are worked out afresh after the printing, either by myself or by one of my colleagues (whose work I then again check), to insure perfect accuracy and freedom from misprints. I am disappointed to find that the number of failures have again exceeded the number of those who have successfully passed their examinations, though, on the whole, the work of candidates has decidedly improved. In a few instances candidates have passed exceedingly well at first attempt. Messrs. F. A. Worsley and William McBride, who passed the foreign-going masters' examination, and Mr. E. H. Guy, who passed the voluntary examination for the compass syllabus deserve especial mention for the very creditable manner in which they passed their examinations.

I have, &c.,

H. S. BLACKBURN,

Principal Examiner of Masters and Mates.

The Secretary, Marine Department.

The CHIEF INSPECTOR of MACHINERY to the SECRETARY of the MARINE DEPARTMENT.

Office of the Chief Inspector of Machinery, Queen's Chambers,
Wellington, 4th April, 1901.

SIR,—

I have the honour to submit my annual report on the working of the Inspection of Machinery Act of 1882 throughout New Zealand during the financial year ended the 31st March, 1901.

A large amount of additional work has been added to this department through the legislation passed last session making it compulsory for land-engine drivers to hold certificates. By this new law all land-engine drivers who are in charge of land engines with cylinders over 144 circular inches, and boilers over 15-horse power have to hold certificates. Certificates are of three grades—extra first, first, and second class. Extra first and first-class certificates entitle the holder to take charge of any engine or boiler; second-class certificates entitle the holder to take charge of any steam-boiler and of any steam-engine the cylinders of which do not exceed 200 circular inches. The extra first-class certificate is only for those who have served a proper apprenticeship as an engineer for five years, and the examination is a very rigid one, bringing out the education of the candidate in theory as well as practice, and has given great satisfaction to those who have never been to sea, as this certificate, outside the saline and propeller questions, is almost equal to a chief engineer's marine certificate. On the candidate's passing he is designated "engineer."

The regulations for the new class of engine-drivers embrace also all other classes—viz., winding, traction, and locomotive—compiled in book form, and can be had at the offices of the Inspectors of Machinery in Auckland, Christchurch, Dunedin, and at the office of the Chief Inspector of Machinery, Wellington.

Until the 31st December, 1901, service certificates are granted to those who have been in charge of an engine or boiler for twelve months prior to the 31st December, 1900, of the class which requires a certificate.

The work in connection with granting these certificates—such as correspondence, perusal of applications and verification of same by testimonials, preparations for the holding of examinations, arranging papers generally, and for the Board meetings, making out and recording the certificates and distributing the same, and other incidental matters in connection with personal inquiries and general answers to inquiries as to the working of the Act—took up the whole time of three clerks and two Inspectors for nearly the first three months after the Act came into operation, and even at the present time the applications and inquiries are very numerous.

Examinations for competency certificates have been held at numerous places all over the colony, and applicants have been met as far as possible with our limited staff. For the first four months nearly all the time of two Inspectors has been taken up on this work, and some of the regular inspection work has necessarily stood over. This examination work, comprising as it does no less than fourteen different classes of certificates (including marine) has now become a very big thing, and will now necessitate the constant employment of one Examiner under ordinary circumstances.

The following certificates have been granted during the year: Competency certificates granted to land-engine drivers—Extra first-class stationary, 5; first-class stationary, 37; second-class stationary, 201; winding, 28; traction and locomotive, 133. Service certificates granted to land-engine drivers—first-class stationary, 794; second-class stationary, 393; winding, 2; traction and locomotive, 11: making a total of certificates issued, 1,604.

Boiler Inspection.—This class of work is extending all round, and some boilers are in very remote parts of the colony, necessitating long journeys at great expense for very little return. This is especially the case in Auckland, Otago, and some of the Wellington districts. The total number of inspections made, including lifts, water, gas, and oil engines for which certificates were issued, amounts to 4,238.

Accidents in Connection with Boilers.—It is with pleasure that I have again to announce that no accident arising from a boiler explosion has occurred during the financial year, which should prove to the general public not only the care with which the inspection of boilers is carried out, but the safety to the public themselves who live in the neighbourhood of steam-driven work. As manufactures and population increase in any centre, so assuredly will works of all sorts; and were it not for the close inspection, not only of boilers but of the fencing and guarding of machinery in motion, many useful and valuable lives would be lost by accident.

Defects in Boilers and Fittings.—Four hundred and twenty defects in boilers and their fittings were discovered, of which forty-eight were dangerous. Some of these might have caused a serious accident, involving loss of life and property.

New Boilers.—There were 402 new boilers started during the year, representing a total horsepower of 5,877; of these 127 were made in the colony and 275 were imported, including the following classes: Portable, semi-portable, traction, locomotive, Cornish, Cornish tubular, vertical cross-tube, vertical tubular, multitubular, Lancashire tubular, water tubular, and marine.

Lifts and Water-driven Machinery.—There were 135 hydraulic lifts, twenty-eight lifts driven by gas, steam, electricity, &c., eight gas and hydraulic hoists and motors, 169 water-driven machinery, 238 gas engines, and twenty-four oil engines inspected during the year. In sixteen instances new ropes were ordered for lifts, two new chains, and in twenty-one cases the chains were ordered to be annealed. With reference to the water-driven machinery, gas- and oil-engines, 135 notices were given to fence and guard machinery.

Prosecutions.—A number of prosecutions has taken place during the year, which includes owners for working steam-boilers without having the proper certificate, and engine-drivers for driving and taking charge of an engine and boiler without having the proper certificate. In connection with the boiler-inspection fees, a month is given to the owner within which to take up his certificate, and an inducement is offered to him in the form of a rebate if taken up within the month, so that he not only saves money by prompt payment, but also avoids the chance of prosecution later on.

Postal and Police Authorities.—This department is greatly indebted to the postal and police authorities for the very valuable assistance rendered by the former in promptly returning schedules of fees, showing whether owners had paid or not, thus enabling us to deal at once with defaulters; and to the latter for their work, more especially connected with the non-lifting of boiler certificates, and prosecutions arising therefrom, and of persons driving engines or in charge of boilers without holding the proper certificates. In connection with the latter, I would call attention to the penalty incurred by all those who drive engines or have charge of boilers for which certificates are necessary, without holding certificates, and to the owners of such engines or boilers who employ non-certificated drivers for engines or boilers requiring certificated men to be in charge. By clause 12 of "The Inspection of Machinery Act Amendment Act, 1900," any person who, after the 1st January, 1901, acts in the capacity of engine-driver of any steam stationary engine the cylinders of which exceed 144 circular inches, or of a steam-boiler over 15-horse power, without a proper certificate, and every person who employs an uncertificated driver, are liable to a penalty not exceeding £5 for every day or part of a day during which such uncertificated driver so acts.

Accidents in Connection with Machinery.—I regret to have to report some accidents (fatal and non-fatal) to persons employed about machinery, a detailed account of which is given in returns numbered 6 and 7 attached.

Districts and Inspectors.—Several changes have taken place with regard to districts and Inspectors during the year. Mr. Jobson, who had for the long period of twenty-six years been an Inspector in the Auckland District, retired from the service on the 15th January, 1901. During all this long term of public service he bore an excellent character for impartiality, fairness, and courtesy, combined with firmness. No faulty boiler inspection or defective steamer survey can be laid to his account, and during my term as Chief Inspector I can bear testimony to the correctness of his returns and to that carefulness in detail which characterized his work all through. Altogether his loss to the department has been a great one. His place has been filled by Mr. S. Dalrymple. Mr. A. McVicar has been transferred from the Wellington District and permanently appointed to the Canterbury District. Mr. A. Morrison retired from the service in Otago, and was succeeded by Mr. A. W. Bethune, lately of the Canterbury District. Mr. A. Walker was appointed an additional Inspector in the Otago District, and Mr. A. Calvert was appointed to the Wellington District, to fill the place of Mr. McVicar. Altogether three new appointments were made, two to fill vacancies caused by Inspectors retiring from the service, and the third as an addition to the staff.

Returns.—Appended are the returns in detail, numbered from 1 to 16. (1.) Number and class of boilers inspected and fees payable on these, the machinery inspected and the fees payable thereon, and the classes and numbers of engine-drivers' certificates issued and the fees payable therefor. (2.) The different classes of work for which the boilers and machinery are used, showing the motive-power also used. (With reference to this return it should be stated that where there are more boilers than one used in the same class of work at the same works the total number of boilers is returned as one; thus, the large meat companies have, say, six boilers and six digesters boiling down—they are returned as one class only, and in the same way with other works). (3.) Return of defects found on inspection of boilers. (4.) Return of notices given to repair boilers. (5.) Return of notices given to fence dangerous parts of machinery. (6.) Return of accidents which were not fatal. (7.) Return of accident which was fatal. (8.), (9.), (10.), (11.), (12.), (13.), (14.), (15), and (16.) Names of all persons to whom certificates of service and competency have been granted during the year.

I have, &c.,

The Secretary, Marine Department, Wellington.

ROBERT DUNCAN,
Chief Inspector of Machinery.

No. 1.

(a.) RETURN showing NUMBER of LAND BOILERS and MACHINERY INSPECTED for which CERTIFICATES are ISSUED, for the Financial Year ended 31st March, 1901.

Boilers—

Stationary—Five-horse power and under, 890; 10-horse power and over 5-horse power, 490 over 10-horse power, 1,004; digesters, 200: total, 2,584.

Portable—Five-horse power and under, 131; 10-horse power and over 5-horse power, 759; over 10-horse power, 161: total, 1,051.

Machinery—

Hydraulic lifts, 135; gas lifts, 23; electric lifts, 3; steam and water lifts, 2; gas and hydraulic hoists and electric motors, 8; water engines, 56; water wheels, 60; Peltons, 14; turbines, 39; gas engines, 238; oil engines, 24: total, 602.

Grand total, 4,237.

- (b.) RETURN showing FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY and for the ISSUE of ENGINE-DRIVERS' CERTIFICATES during the Financial Year ended 31st March, 1901.

Fees payable on boilers, £4,021 10s.; fees payable on machinery, £92 10s.; fees payable for engine-drivers' certificates issued, £373: total, £4,487. Government boilers and lifts inspected, but not charged for, represent the further sum of £16.

- (c.) RETURN showing NUMBER of SERVICE and COMPETENCY CERTIFICATES ISSUED to Winding-, Traction-, and Locomotive-engine Drivers, and to Steam Stationary-engine Drivers during the Financial Year ended the 31st March, 1901.

Steam winding: Service 2, fees 5s.; competency 28, fees £14: total fees, £14 5s.

Traction and locomotive: Service 11, fees £1 7s. 6d.; competency 133, fees £66 10s.: total fees, £67 17s. 6d.

Steam stationary: Service—First class 794, fees £99 5s.; second class 393, fees £49 2s. 6d.: total service 1,187; total fees, £148 7s. 6d. Competency—Extra first-class 5, fees £5; first class 37, fees £37; second class 201, fees £100 10s.: total competency, 243; total fees, £142 10s.

Summary of certificates issued: Service—Steam winding, 2; traction and locomotive, 11; stationary, 1,187: total service, 1,200; total fees, £150. Competency—Steam winding, 28; traction and locomotive, 133; stationary, 243: total competency, 404; total fees, £223.

Totals: Steam winding certificates, 30; fees, £14 5s. Traction and locomotive certificates, 144; fees, £67 17s. 6d. Stationary certificates, 1,430; fees, £290 17s. 6d. Total certificates, 1,604; total fees, £373.

The cash actually received and paid into the Public Account for drivers' fees amounts to £469 14s. for the financial year ended the 31st March, 1901, and this includes fees for certificates not yet issued, &c.

No. 2.—RETURN of BOILERS and MACHINERY INSPECTED during the Financial Year ended 31st March, 1901, showing the Number of Factories, Workshops, &c., in which they are used, and the Power used.

Description of Works.	Driven by				Description of Works.	Driven by			
	Steam.	Steam and Water.	Water.	Gas, Electricity, Oil, &c.		Steam.	Steam and Water.	Water.	Gas, Electricity, Oil, &c.
Abattoirs	2	..	..	..	Cement-mixing	3	..	..	..
Agricultural implements	15	..	..	..	Cement- and lime-making	16	..	..	..
Air-compressing	1	..	..	..	Chaff-cutting	177	..	4	8
Ammonia-works	1	..	..	..	Chaff-cutting and other work combined	20	..	40	..
Ammunition-factory	1	..	..	..	Chemical laboratory	1	..	..	..
Asphalt-works	1	..	..	1	Chemical-works and acid-mills	8	..	..	..
Assaying	1	..	..	..	Chicory-mill	1	..	..	..
Bacon-factories	10	..	1	..	Cider-factory	2	..	..	..
Bakeries	16	..	2	1	Clothing-factories .. .. .	..	..	..	2
Barrel-stave making	1	..	..	..	Coach- and carriage-factories	12	..	..	4
Bark-mill	1	..	..	..	Coal-mining (including pumping and winding)	20	..	..	..
Basket-making	1	..	..	..	Coffee- and spice-works	16	..	2	6
Baths	4	..	..	..	Confectionery	7	..	1	5
Bicycle-works	2	..	..	6	Cooking, heating, steaming, warming, and laundry-work	35	..	..	2
Biscuit- and jam-factories	2	..	..	..	Copperages	12	..	..	..
Biscuit and confectionery and jam	2	..	..	..	Cordial-factories (including aerated-water works and mineral springs)	39	..	4	14
Blackening-works .. .. .	..	..	..	1	Creameries	278	..	6	1
Blacksmiths and wheelwrights	12	..	..	..	Cutlery-work .. .. .	..	..	1	..
Block- and pumping-works	1	..	..	..	Dairy-factories	237	..	20	..
Boiling-down (excluding refrigerating and soap-works plant)	75	..	..	..	Dentist .. .. .	..	..	1	..
Bone-mills	11	..	..	..	Diamond drill	1	..	..	..
Boot-factories	2	..	2	6	Docks and slips	8	..	..	..
Boring and drilling	3	..	..	..	Dredges (harbour-works)	19	..	..	..
Box- and case-making	4	..	..	..	Drug-making	2	..	..	..
Brass-foundries and copper-smiths	5	..	1	4	Dye-works	2	..	..	..
Breweries	58	..	..	1	Electric-light plants	11	..	3	8
Brick- and tile-works and brick- and pipe-works	49	..	..	..	Elevators .. .. .	..	..	8	6
Brush-works	1	..	..	2	Engineers' tools, engine-works, and smiths' shops	54	..	8	6
Builders' tools	2	..	..	2	Fellmongeries	14	..	..	1
Cable tramways	2	..	..	..	Fire-engines	20	..	..	..
Cabinetmaking (including wood-working, joinery, and turnery)	45	..	5	27	Firewood-cutting	61	..	9	7
					Fish-preserving	7	..	..	..

No. 2.—RETURN of BOILERS and MACHINERY INSPECTED during the Financial Year ended 31st March, 1901, &c.—*continued.*

Description of Works.	Driven by				Description of Works.	Driven by			
	Steam.	Steam and Water.	Water.	Gas, Electricity, Oil, &c.		Steam.	Steam and Water.	Water.	Gas, Electricity, Oil, &c.
Flax-mills	87	..	9	..	Pottery and colliery	1	..	..	..
Flock-mills	3	..	..	..	Printing-works	23	..	6	49
Flour-mills	56	3	32	..	Pumice-works	1	..	..	..
Foundries and ironworks ..	40	..	..	..	Pumping (including harbour-works, drainage-works, water-works, and general pumping only)	58	..	4	2
Fruit-preserving	3	..	..	..	Quartz-reduction works ..	1	..	1	..
Galvanised-iron works .. .	1	..	..	..	Refrigerating-works .. .	36	..	2	..
Gas-works	18	..	..	2	Refrigerating-works and sausage-making	1	..	..	..
Glass-grinding	1	..	..	..	River-clearing	1	..	..	..
Glue-works	3	..	..	..	Road-rollers	7	..	..	..
Gold-mining (including all work thereat)	65	..	8	..	Root-extractor	1	..	..	..
Gold-dredging	190	..	..	..	Rope and twine-works .. .	2	..	1	..
Hairdressing .. .. .	..	..	1	..	Roundabouts	3	..	..	..
Harbour reclamation .. .	2	..	..	..	Sailmaking .. .. .	..	..	..	1
Hat-making	3	..	..	..	Sash and door-factories ..	45	..	2	..
Hauling (including log and road hauling)	109	..	..	..	Sausage-making	86	..	13	19
Heel and toe-plate works ..	..	..	1	..	Sawmills and planing-mills ..	368	..	8	1
Hosiery-factory	1	..	..	..	Searchlight	1	..	..	..
Hoists (including hydraulic plant for cranes, also winches and pile-driving)	118	..	..	..	Seed-dressing	10	..	1	12
Instrument-making .. .. .	..	..	1	2	Sheep-shearing	26	..	2	3
Iron-rolling mills	1	..	..	..	Sheep-shearing and other work	7	..	..	..
Irrigation-works	1	..	..	..	Shipbuilding-yards .. .	3	..	..	..
Jam-factories	4	..	..	..	Shirt-factory .. .. .	..	..	..	1
Jam and pickle-factories ..	1	..	..	..	Soap and sheep-dip factory ..	1	..	..	..
Knitting-factory	2	..	..	1	Spinning .. .. .	..	..	2	..
Landing service	1	..	..	..	Station work (general) ..	18	..	..	1
Lapidary-works	2	..	..	..	Stone-crushing	26	..	..	..
Laundries	12	..	..	..	Stone-cutting	3	..	..	..
Lifts for goods .. .. .	..	2	124	26	Stove-making	3	..	..	..
Lifts for passengers .. ..	..	..	11	..	Sugar-refinery	1	..	..	..
Locomotives	38	..	..	..	Starch-works	2	..	..	..
Machine-shops	42	..	8	8	Tanneries	19	..	..	..
Malting	1	..	..	2	Threshing (portable) .. .	89	..	..	..
Manure-works (including those attached to refrigerating-works)	15	..	..	1	Threshing and chaff-cutting (portable)	23	..	..	..
Match-factories	2	..	..	1	Threshing and chaff-cutting and firewood-cutting (portable)	3	..	..	..
Mattress-making .. .. .	..	..	..	1	Threshing (traction) .. .	149	..	..	..
Meat-preserving	13	..	..	..	Threshing and chaff-cutting (traction)	5	..	..	..
Milk-condensing, preserving, and pasteurising	4	..	..	..	Threshing and firewood-cutting (traction)	1	..	..	..
Monumental mason	2	..	..	..	Tinsmiths' shops .. .. .	..	..	..	3
Mortar-mills	4	..	..	..	Tobacco-cutting .. .. .	..	..	3	3
Oatmeal-mills	2	..	..	..	Toy-factories	2	..	..	..
Oil-, soap-, and candle-works ..	15	..	..	..	Tram-engines	7	..	..	..
Oleo-works	2	..	..	..	Varnish-works	1	..	1	..
Organ-blowing .. .. .	..	..	10	..	Venetian-blind works .. .	..	..	3	..
Organ-making	1	..	..	..	Vinegar-works	1	..	..	..
Paint manufacture	1	..	1	..	Water-works (included in pumping)	..	..	..	..
Paper-mills	3	..	..	..	Well-sinking	19	..	..	..
Pickle-factories	2	..	..	..	Woollen-mills	11	..	..	..
Pig-feed boiling and grinding ..	5	..	1	..	Wool-pressing	15	..	..	14
Pipe-making	1	..	..	..	Wool-scouring	18	..	..	..
Plumbers	2	..	..	1					
Potteries	11	..	..	..		

No. 3.—RETURN of DEFECTS found on INSPECTION of BOILERS during the Financial Year ended 31st March, 1901.

Three hundred and forty-seven defects were found out, forty of which were dangerous. Seventy-three defective fittings were found on inspection, of which eight were dangerous.

No. 4.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended 31st March, 1901.

Three hundred and thirteen notices were given to repair boilers, and include boilers of the following types: Cornish, Lancashire, marine, multitubular, portable, semiportable, semitubular traction, vertical flue, and water-tube.

No. 5.—RETURN of NOTICES given to FENCE DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ended 31st March, 1901.

One hundred and thirty-five notices were given to fence dangerous parts of machinery, and included fly-wheels, gearing, spindles, emery-wheels, driving-belts, ends of shafts, scutchers, and pulleys.

No. 6.—RETURN of ACCIDENTS (not Fatal) in connection with Machinery during the Financial Year ended 31st March, 1901.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Nature of Accident, and Date.	Cause of Accident, and Remarks.
W. Cable and Co., Wellington	Drilling-machine ..	George Forbes, aged 20	Top of finger cut off; 2nd June, 1900	Finger caught in cogwheels of drilling-machine.
John Anderson, Lyttelton	Drilling-machine ..	E. Demicheli, aged 16	Third finger right hand taken off; 12th July, 1900	Through cleaning machine while running, and allowing finger to get caught in cogwheels.
W. Cable and Co., Wellington	Circular-saw ..	H. Levinsohn, aged 15	Top of finger taken off; 6th August, 1900	While cutting piece of wood with circular-saw.
Waimumu Gold-dredging Company, Mataura	Gold-dredge ..	Ernest R. Collins, aged 23	Broken arm; 20th August, 1900	Hand-winch handle flying round struck the arm.
Hart Udy, Petone	Planing and sawing	Alexander Parker, aged 34	Arm broken in two places and bruised about body; 3rd September, 1900.	While leaning over the shaft to put on belt the key in the pulley caught his clothes, and he was carried round several times, and stripped of his clothes, and was thrown to the ground, distance about 8 ft.
Smith and Smith, Tuam Street, Christchurch	Saw-bench ..	Alfred Smith, aged 23	Thumb of right hand partly severed; 17th September, 1900	Hand slipped while saw was running, and was caught by saw.
Geo. Fraser and Son, Auckland	Facing lathe ..	Charles Williams, aged 30	Right leg and arm broken; 1st October, 1900	While lacing belt he allowed the belt to rest on the revolving shaft. The belt caught on the shaft, and he became entangled in it, and was thrown up between the shaft and floor, and leg and arm broken.
Mitchell and Co., Wanganui	Electrical ..	Joseph Cronin, aged 31	Thumb and fore-finger crushed; 18th October, 1900	While attending electric engine, thumb and fore-finger were caught by the eccentric.
John Bunn, of Melbourne, at present at Christchurch	Mitchell's Scroll Flour-mill	Andrew Bunn, aged 16	Right arm pulled off a few inches below shoulder; 5th November, 1900.	While putting on belt while shaft was in motion the belt caught on pulley and shaft; his right arm was caught by bite of belt which jerked the arm clean off.
G. Seifert, Oroua Bridge	Flax-machine ..	George Seifert, aged 28	Five fingers taken off right hand; 5th December, 1900	Fingers were caught in the machine, and were taken off.
Gifford and Heuson, Rongotea	Flax-stripper ..	G. J. Love, aged 24	Finger crushed; 13th February, 1900	Finger caught in between roller and mouthpiece of stripper.
Gifford and Heuson, Rongotea	Flax-scutcher ..	Kuku, aged 26	Two fingers taken off; 26th February, 1900	Fingers caught in fibre while scutching.
Rolling-stone Gold-dredging Company, Dunedin	Gold-dredge ..	Philip Duffy, aged 30	Left fore-arm broken; 13th April, 1900	While winding forward mooring winch-handle slipped out of his hand and struck his arm.
Rolling-stone Gold-dredging Company, Dunedin	Gold-dredge ..	John Robinson, aged 37	Right arm mangled to shoulder, amputated; 20th April, 1900	Through getting his right arm caught between top tumbler driving-wheel and pinion, while oiling friction gear.
John Anderson, Canterbury Foundry, Christchurch	Hand-crane ..	Ernest John Heal, aged 21	Right hand severely crushed; 19th May, 1900	The hand caught in the cog-wheel through turning it with the hand instead of by the handle.
Smith and Smith, Christchurch	Circular-saw ..	Daniel Savage, aged 28	Lost little finger of right hand; 31st March, 1900	Hand came in contact with saw while sawing a piece of timber.
Robertson and Co., Wellington	Punching-machine	T. King, aged 25	End of finger taken off; 11th December, 1900	By carelessly putting his finger under punch.
Robertson and Co., Wellington	Expanding-mandril	A. Hyde, aged 18	Eye injured; 12th December, 1900	By a piece of steel flying off mandril and striking the eye.
Webster and Co., Christchurch	Glazing-machine ..	P. Cornford, aged 24	Finger bruised; 12th February, 1901	Carelessness of Cornford.
Lucas Brothers, Kilmore Street, Christchurch	Emery-wheel ..	G. H. Williams, aged 45	Lacerated fore-arm and bruised thigh; 12th February, 1901	Bursting of emery-wheel.
Robertson and Co., Wellington	Pneumatic-rivetter	James Trask, aged 39	Flesh-wound on hand; 15th February, 1901	Carelessness of Trask.
Edmonds and Page, Christchurch	Emery-wheel ..	Edwin Edmonds, aged 50	Injuries to face and loss of teeth; 20th March, 1901	Bursting of emery wheel.
Skelton, Frostick, and Co. (Limited), Christchurch	Moulding-machine ..	Arthur Dunkley, aged 47	Fingers on both hands crushed; 26th March, 1901	Carelessness of Dunkley

No. 7.—RETURN of ACCIDENTS which proved Fatal in connection with Machinery during the Financial Year ended 31st March, 1901.

Name and Address of Owner.	Description of Machinery.	Name of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
Ballance Co-operative Dairy Company, Konini	Shafting in dairy-factory	James Frederick Gawith	Body mangled	Gawith was putting on belt with machinery working, when he was caught by belt and carried up and wound around shafting. The machinery had been re-erected since Inspector's visit, and had not been examined before resuming work.

No. 8.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been GRANTED from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue, 1900.	No. and Name of Person.	Date of Issue, 1901.
42. Walter Barrott	Dec. 28	43. Mark Longshan	Feb. 6

No. 9.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue, 1900.	No. and Name of Person.	Date of Issue, 1900.
180. Henry McLean	May 16	195. George Donald Grier Armour	Dec. 28
181. William James Bonetti	" 16	196. Otho Scherff	" 28
182. Samuel Glenn	" 16		1901.
183. William John McQuillan	" 16	197. Nicholas Lawn	Feb. 6
184. Alexander Glenn	" 16	198. Charles Ernes Rillstone	" 12
185. Robert Murray	" 16	199. Arthur James Roach	" 12
186. John Neil	" 16	200. Robert Bainbridge	" 12
187. Moses Barrowman	" 16	201. George Foote McInnes	" 12
188. Joseph Simpson Clout	Aug. 20	202. Ralph Thompson Rayner	" 12
189. Joseph Hardie Robertson	" 20	203. George Gardner	" 12
190. Colin McDonald	" 20	204. Walter Fisher	" 12
191. William James Mitchell	Dec. 28	205. Michael Johnston	" 12
192. James Willoughby	" 28	206. Antoni Raphael Bonetti	Mar. 26
193. Thomas Harris Harrison	" 28	207. Gabriel Kerr	" 26
194. John Hume	" 28		

No. 10.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been GRANTED from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue, 1900.	No. and Name of Person.	Date of Issue, 1901.
513. George Albert Lishman	May 16	519. James Hughes	Jan. 21
514. John Hodge	" 16	520. John Leask	" 21
515. George Kenner Douglas	" 16	521. Frederick Sands	Mar. 26
516. John Blair	Aug. 20	522. Samuel Harris	" 26
517. John Henderson	Dec. 28	523. Frederick Thomas Johnston	" 26
518. William Ross Buchanan	" 28		

The CHIEF EXAMINER of ENGINEERS to the SECRETARY of the MARINE DEPARTMENT.

Office of Chief Examiner of Engineers, Queen's Chambers,
Wellington, 4th April, 1901.

SIR,—

I beg leave to submit my annual report for the year ended the 31st March, 1901.

During the year 137 candidates applied to be examined, and fees amounting to £137 were received. The following classes of applicants applied: Chief engineers, second engineers, third engineers, river engineers, marine-engine drivers.

General.—A considerable number of failures have taken place during the year, but on the whole I have to bear testimony to the many excellent examinations passed, and it is my opinion that we have just as good material here as is to be found anywhere in the engineering profession. I trust that after passing these examinations the applicants will not lay back on their freshly won laurels, but will continue to improve themselves, for the "plums" in life later on will be for those who very largely combine theory with every-day practice.

Examinations away from Centres.—A number of examinations have been held away from the centres during the year, to save candidates' expenses in travelling, when Examiners were on their annual rounds of inspection of machinery work in the different districts.

Examination-papers.—All the examinations are now uniform throughout. All examination-papers are issued from my office in Wellington. This saves the Examiners' time, and leads to the better carrying-out of the work.

Disputes.—No disputes or trouble of any kind have arisen during the year between either the department, Examiner, or candidate. And I can bear testimony to the zeal the ten Examiners throughout New Zealand have displayed in carrying-out the law to the letter.

I have, &c.,

ROBERT DUNCAN,
Chief Examiner of Engineers.

The PRINCIPAL ENGINEER-SURVEYOR of STEAMERS to the SECRETARY of the MARINE
DEPARTMENT.

Principal Engineer Surveyor's Office, Queen's Chambers,
Wellington, 4th April, 1901.

SIR,—

I have the honour to submit my annual report for the financial year ended 31st March, 1901.

General.—During the year just closed a large amount of survey work has been overtaken, and the usual amount of repairs and defects discovered. In Auckland, Wellington, and Dunedin all the time of one surveyor at each of these ports is taken up with this work alone. In Auckland considerable relief has been afforded by having non-condensing boats surveyed once a year instead of twice, as was the custom.

Mishaps.—Several mishaps have occurred during the year to vessels in New Zealand waters, the principal being the total loss of s.s. "Taupo" on Greymouth Bar. The crew, however, were all saved. Broken stern-shafts and other minor defects in the engine-room have shown up, but nothing so serious as to detain vessels under repairs for any lengthened time.

Instructions.—Specific instructions have been issued from time to time to all the surveyors re alteration and improvement in methods of survey, and the latest Board of Trade requirements are adopted, so that nothing may be wanting to make our system of providing for the public safety as complete as possible. Special attention is paid to the periodical withdrawal of stern-shafts and the testing of main steam-pipes. The usual yearly survey of steamers is a very thorough one, and our efforts are ably assisted by the officers of the various vessels by their having all obstacles removed, and all parts, as far as possible, thoroughly clean and dry.

Shipping.—The steam shipping has increased during the year, and the improvements in speed and outfit have been very marked in recent arrivals.

Government Steamers.—Considerable structural additions and repairs have been made to several of our Government steamers. A new boat deck has been fitted with patent detaching gear for boats for the C.G.S. "Hinemoa," which has facilitated the work of transport at the different stations very largely. A launch has been supplied to this vessel, and also to the C.G.S. "Tutaneki." The steamers, torpedo-boats, &c., belonging to the Defence Department, have all been attended to, the work connected with these surveys alone is considerable, and is all unremunerative work to this department.

Government Transports.—Several Government transports have been surveyed, their boats, distilling apparatus, machinery, and equipments being specially seen to.

Excursions.—Excursion steamers have carried their passengers without mishap during the year, and the deep-sea boats have nearly all carried their full complement.

The following table shows the number of steamers engaged in the respective trades, their tonnage, horse-power, and fees payable for survey :—

Number of Steamers.	Number of Certificates issued.	Trade in which engaged.	Aggregate Registered Tonnage.	Registered Nominal Horse-power.	Fees payable.
35	35	Foreign trade	28,686	5,751	£ s. d. 431 10 0
74	81	Home trade	12,032	3,959	527 10 0
135	135	River and extended river ...	4,035	2,490½	454 0 0
244	251				1,413 0 0

Appended is a table giving returns of steamers to which certificates of survey were issued in New Zealand during the year ended 31st March, 1901, including the names of steamers, tons register, horse-power, nature of machinery and propeller, also trade in which employed.

I have, &c.,

ROBERT DUNCAN,
Principal Engineer Surveyor.

The Secretary, Marine Department, Wellington.

No. 11.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of
COMPETENCY have been granted from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue.	No. and Name of Person.	Date of Issue.
	1900.		1900.
455. Joseph George Morton Machon..	.. May 16	468. John Hugh Munro Hadler ..	.. May 16
456. Victor Robert Howes ..	.. " 16	469. Charles Francis Hearn ..	.. " 16
457. Gavin Andrew Sneddon ..	.. " 16	470. John Thomas Kilworth ..	.. " 16
458. Karaitiana Panapa ..	.. " 16	471. James Christian Christensen ..	.. " 16
459. George Jamieson ..	.. " 16	472. James Barr ..	.. " 16
460. James Joseph Maloney ..	.. " 16	473. William Watson ..	.. " 16
461. Thomas Dawson ..	.. " 16	474. Frederick William Soppet ..	.. " 16
462. William Henry Camden Howard ..	.. " 16	475. Alexander Stewart ..	.. " 16
463. Edward Mossman Milburn ..	.. " 16	476. William Greig ..	.. Aug. 20
464. William Ashcroft ..	.. " 16	477. John Findlay Gibson ..	.. " 20
465. John Kelly ..	.. " 16	478. James Withey ..	.. " 20
466. Harry William Mitchell ..	.. " 16	479. Charles Codd.. ..	.. " 20
467. Charles Robinson ..	.. " 16	480. Charles Sutton ..	.. " 20

No. 11.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted, &c.—*continued.*

No. and Name of Person.	Date of Issue. 1900.	No. and Name of Person.	Date of Issue. 1900.
481. David Alwyn Morgan ..	Aug. 20	535. Cornelius Stubbs ..	Dec. 28
482. John Hampton ..	" 20	536. Samuel Gibson ..	" 28
483. John Neil ..	" 20	537. Robert Amus Maw ..	" 28
484. Peter William Borrie ..	" 20	538. Robert Massey ..	" 28
485. William Frederick Bishop ..	" 20		1901.
486. Francis John Greenaway ..	" 20	539. Frank Hardy ..	Jan. 21
487. Thomas Edwin Kilworth ..	" 20	540. John Kidd ..	" 21
488. Joseph Horgan ..	" 20	541. Walter Frederick Beazer ..	Feb. 6
489. Ernest Augustus McConnel ..	" 20	542. Axel Fredrik Peterson ..	" 6
490. George Edward Whyte ..	" 20	543. Edmund Ira Simms ..	" 6
491. Thomas Lawson Hart ..	" 20	544. Richard Spencer Fleming ..	" 6
492. Pierce Power ..	" 20	545. Henry Thomas Hunt ..	" 6
493. Charles Charke ..	" 20	546. Francis Edward Moore ..	" 6
494. John Thomas Tuck ..	" 20	547. Alfred Preddy ..	" 6
495. Albert Edmond Snowdon ..	" 20	548. Alexander Charles Firth ..	" 6
496. Thomas Briggs Christie ..	Dec. 28	549. George Julius Hall ..	" 6
497. William Muir ..	" 28	550. Charles Bennett ..	" 6
498. Andrew Balloch ..	" 28	551. Frederic Pierson ..	" 6
499. James Samuel Rose ..	" 28	552. William Templeton Gilmour ..	" 6
500. William Stanley Jones ..	" 28	553. Charles Arthur Taylor ..	" 6
501. Alexander Petrie ..	" 28	554. Alexander Hunter ..	" 6
502. Charles Muggeridge ..	" 28	555. William Albert Fisher ..	" 6
503. Frank Muggeridge ..	" 28	556. Samuel Rountree ..	" 6
504. Arthur Pollard ..	" 28	557. George Edward Lilley ..	" 6
505. James Greig ..	" 28	558. Charles John Clarke ..	" 12
506. Henry Irvine ..	" 28	559. Francis Geddes ..	" 12
507. Sidney Victor Smith ..	" 28	560. William Cross ..	" 12
508. Harry Aloysius Lockington ..	" 28	561. Robert Aitken ..	" 12
509. Patrick Joseph Henley ..	" 28	562. James Patterson ..	" 12
510. Frederick Christain Schwass ..	" 28	563. Daniel Forbes ..	" 12
511. John Hodgson ..	" 28	564. Walter Anderson ..	" 12
512. William Bainbridge ..	" 28	565. William Marshall ..	" 12
513. John Thorne ..	" 28	566. James Kinloch ..	" 12
514. Hector McLeod ..	" 28	567. Samuel Turner ..	" 12
515. Thomas Lyon ..	" 28	568. John Denniston ..	" 12
516. John McIntyre ..	" 28	569. Robert Hugh Craig ..	" 12
517. Herbert Ross ..	" 28	570. James Hannah ..	" 12
518. Ernest Woods Palmer ..	" 28	571. Thomas Rogers Clow ..	" 12
519. William James Lyons ..	" 28	572. Andrew D mpster, jun. ..	" 12
520. William Henry Hayman ..	" 28	573. James Primrose ..	" 12
521. John William Passman ..	" 28	574. Gabriel McElroy ..	" 20
522. John Adamson ..	Dec. 28	575. William Levett ..	" 20
523. John Calder ..	" 28	576. Joseph Gladhill ..	" 20
524. Wallace Mills ..	" 28	577. Alexander Guise ..	Mar. 26
525. Charles Henry Bitmead ..	" 28	578. William Arthur Milligan ..	" 26
526. John Hunt ..	" 28	579. William S. Adams ..	" 26
527. Francis Clement Websdale ..	" 28	580. Frank Newman ..	" 26
528. James Manson ..	" 28	581. John Henry Ferguson ..	" 26
529. Charles Cowan Kidd ..	" 28	582. Thomas Hugh Latimer ..	" 26
530. George Milne ..	" 28	583. George Albert Soper ..	" 26
531. Henry Alfred Ladbroke ..	" 28	584. John Allan ..	" 26
532. John Shaw ..	" 28	585. John William Keith ..	" 26
533. Walter Rule Dunstan ..	" 28	586. Charles George Thurston ..	" 26
534. William Henry Dunstan ..	" 28	587. Harry Eden ..	" 26

No. 12.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue. 1900.	No. and Name of Person.	Date of Issue. 1901.
1. William Allen ..	Dec. 28	31. Charles Hern ..	Dec. 28
2. Edwin John Booth ..	" 28	32. George William Horn ..	" 28
3. James Bridgland ..	" 28	33. Arthur Wellington Howe ..	" 28
4. George Bolton ..	" 28	34. Frederick Stanley John Hutt ..	" 28
5. John Booth ..	" 28	35. Clarence William Irving ..	" 28
6. Peter Beard ..	" 28	36. Peter Jack ..	" 28
7. Henry Bainbridge ..	" 28	37. John King ..	" 28
8. Louth Bycroft ..	" 28	38. David FitzHowell Jones ..	" 28
9. Robert Boswell ..	" 28	39. David Rowlands Jones ..	" 28
10. Alexander Cochrane ..	" 28	40. John Kirkland ..	" 28
11. David Henry Clarkson ..	" 28	41. Mungo Kirkwood ..	" 28
12. Peter Cruickshank ..	" 28	42. Adam Gibson ..	" 28
13. Walter Croton ..	" 28	43. Henry Alfred Ladbroke ..	" 28
14. Frederick John Chapman ..	" 28	44. John Leishman ..	" 28
15. James Curtis ..	" 28	45. William F. Leonard ..	" 28
16. Thomas Henry Dawe ..	" 28	46. Thomas McKersey ..	" 28
17. Jonathan Dixon, jun. ..	" 28	47. William McRae ..	" 28
18. William Gover Dudding ..	" 28	48. Frederick Charles McLure ..	" 28
19. George Edward Draper ..	" 28	49. Stephen Frederick Moulden ..	" 28
20. Joseph Davidson ..	" 28	50. John McInness ..	" 28
21. James Murphy Foohey ..	" 28	51. Peter McColl ..	" 28
22. Jerry Foohey ..	" 28	52. Stewart McDonald ..	" 28
23. John Henry Furness ..	" 28	53. Thomas McAlpine ..	" 28
24. Frank Lewin Gibbons ..	" 28	54. William Mather ..	" 28
25. Alfred Owen Grundy ..	" 28	55. Henry Newton Morrison ..	" 28
26. William George Hallaway ..	" 28	56. Peter Murphy ..	" 28
27. Walter Hampton ..	" 28	57. David Mitchell ..	" 28
28. Walter James Harden ..	" 28	58. James Joseph Maloney ..	" 28
29. William Bennick Harding ..	" 28	59. John McConnell ..	" 28
30. Charlton Arthur Hedditch ..	" 28	60. James Nixon ..	" 28

RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS, ETC.—*continued.*

No. and Name of Person.	Date of Issue, 1900.	No. and Name of Person.	Date of Issue, 1900.
61. George Murray Ness	Dec. 28	148. James Lindsay	Dec. 28
62. John Pringle	" 28	149. Kenneth McLennan	" 28
63. John Peterson	" 28	150. David Smart Meffan	" 28
64. John George Purvis	" 28	151. Francis William Niddrie	" 28
65. John Rouch	" 28	152. Arthur James Roach	" 28
66. John Henry Curtis Roberts	" 28	153. Alfred Charles John Smith	" 28
67. Michael John Reardon	" 28	154. Edward Venning	" 28
67A. Robert Robertson	" 28	155. David Watt	" 28
68. Griffith George Roberts	" 28	156. Watson Whitwell	" 28
69. Alexander Richard Smith	" 28	157. Matthew James Woodward	" 28
70. Reuben Shaw	" 28	158. James Ayton	" 28
71. Benjamin Schofield	" 28	159. John Wood Bell	" 28
72. George Scott	" 28	160. George Park Burns	" 28
73. George Henry Symons	" 28	161. Joseph Aylmer Biltcliff	" 28
74. Frederick George Stone	" 28	162. John Boag	" 28
75. Edmund Simmonds	" 28	163. Thomas Henry Broadbelt	" 28
77. Richard John Speck	" 28	164. Archibald Campbell	" 28
78. John Allen Sloane	" 28	165. Patrick Crawford	" 28
79. Ernest James Sales	" 28	166. Walter Douglas Dalglish	" 28
80. Philip Scott	" 28	167. Herbert Alexander Dobson	" 28
81. George Covington Troy	" 28	168. Thomas Gage	" 28
82. James Milne Tough	" 28	169. Alfred Horace Hodge	" 28
83. William Tennent	" 28	170. Henry Ohio Ivey	" 28
84. George Thomas Tupp	" 28	171. Edward Bond Kennedy	" 28
85. William Robert Twigg	" 28	172. James King	" 28
86. John Tollan	" 28	173. Martin Edward George Richard Lock	Dec. 28
87. George Vause	" 28	174. John Mason	" 28
88. William David Wilkinson	" 28	175. William Mason	" 28
89. James Weir	" 28	176. Charles Walter Perry	" 28
90. Samuel Wood	" 28	177. Thomas Alexander Petrie	" 28
91. John Dawley Wood	" 28	178. Francis Pringle	" 28
92. Henry Wood	" 28	179. Peter Semmens	" 28
93. George Archibald Wills	" 28	180. Alexander Stevenson Sinclair	" 28
94. John Aitchison	" 28	181. Francis George Skilton	" 28
95. James Alexander Allen	" 28	182. James Smith	" 28
96. John Dennerly	" 28	183. Francis Sprague	" 28
97. Benjamin Exell	" 28	184. Henry Steen	" 28
98. Alfred Craig Ferguson	" 28	185. Thomas Thompson	" 28
99. Edward Percy Willis Ford	" 28	186. John Adamson Wallace	" 28
100. John Gray	" 28	187. John Williams	" 28
101. William John Grundy	" 28	188. Henderson Wilson	" 28
102. Godfrey Reece Gould	" 28	189. John Wilson	" 28
103. Niels Peter Green	" 28	190. Thomas Robert Barrer	" 28
104. George Samuel Hall	" 28	191. Benjamin George Davis	" 28
105. Thomas Hampton	" 28	192. George Hardie	" 28
106. Archibald Keith	" 28	193. John Buchanan Hay	" 28
107. William Henry Kent	" 28	194. William Hay	" 28
108. Charles Mair	" 28	195. George William Hayden	" 28
109. John McGill	" 28	196. William Hunter	" 28
110. Arthur Morris	" 28	197. James Miller	" 28
111. Charles Murphy	" 28	198. Charles Vining	" 28
112. James Nealis	" 28	199. James Thomas Cross	" 28
113. James Renshaw	" 28	200. Joseph Hicks	" 28
114. William Edwin Rixon	" 28	201. Thomas Hall Lukin	" 28
115. John Sinclair	" 28	202. John McGill	" 28
116. John Stewart	" 28	203. George Albert Ritson	" 28
117. Augustus Thomas, jun.	" 28	204. John Colligan	" 28
118. James Robert Ward	" 28	205. John Colligan, sen.	" 28
119. John Williamson	" 28	206. Alexander James Pickering Connell	" 28
120. George Willis	" 28	207. William Crawford	" 28
121. Charles Wilson	" 28	208. Robert Elliott	" 28
122. Thomas James Wilson	" 28	209. James Gibson	" 28
123. Alfred Edward Percy Dyett	" 28	210. Samuel Glenn	" 28
124. David Wilson	" 28	211. Thomas Graham Niven	" 28
125. Alexander Thomas Blair	" 28	212. Thomas O'Brien	" 28
126. Walter Barfield Blizard	" 28	213. Edmond Power	" 28
127. Eri Hardaker	" 28	214. Francis William Smith	" 28
128. Andrew McKerrow	" 28	215. Joseph Smith	" 28
129. David Caldwell McMath	" 28	216. Henry Edward Tandy	" 28
130. Charles Henry Monson	" 28	217. Alfred George Wright	" 28
131. John Lawrence Neilson	" 28		1901.
132. Francis Lee Nicholls	" 28	218. John Richard Baker	Jan. 11
133. Alexander Ross	" 28	219. James Johnson Burns	" 11
134. Henry William Roy	" 28	220. Adolphie Rufus Collier	" 11
135. John Stewart	" 28	221. Albert John Craig	" 11
136. Walter Williamson	" 28	222. Albert John Daniel	" 11
137. William Henry Anderson	" 28	223. James Joseph Drew	" 11
138. Edwin Barlow	" 28	224. John Dewar	" 11
139. William Fincher Coutts	" 28	225. James Dunstan	" 11
140. Richard Artis Cruickshank	" 28	226. John Patrick Elwood	" 11
141. Samuel Dauson	" 28	227. Eric Gustaf Eriksson	" 11
142. Robert Nelson Ferguson	" 28	228. George Wellington Goodger	" 11
143. James Freeman	" 28	229. Walter Louis Grundy	" 11
144. Peter Gardiner	" 28	230. James Arthur Heir	" 11
145. Edward Granger	" 28	231. George Pow Henderson	" 11
146. Andrew Harper	" 28	232. John Fletcher Herbert	" 11
147. James Harper	" 28	233. George Renwick Herriot	" 11

RETURN of FIRST-CLASS STATIONERY-ENGINE DRIVERS, ETC.—*continued.*

No. and Name of Person.	Date of Issue. 1900.	No. and Name of Person.	Date of Issue. 1901.
234. John Wallace King	Jan. 11	323. Donald Gordon Fraser	Jan. 11
235. Samuel George Langford	" 11	324. Thomas Aitken Gardyne	" 11
236. Robert Patrick	" 11	325. Robert Johnson	" 11
237. George Rewcastle	" 11	326. David John Morgan	" 11
238. James Rose	" 11	327. Hull Ingram Murphy	" 11
239. John Henry Stubbs	" 11	328. John McConneil	" 11
240. George Wallace	" 11	329. George McKenzie	" 11
241. Robert Ashley Westcott	" 11	330. Edmund Francis Noonan	" 11
242. Oscar Wilson	" 11	331. John Joseph O'Malley	" 11
243. Henry Arthur	" 11	332. James Prentice	" 11
244. William Bonetti	" 11	333. Thomas Jenkin Roach	" 11
245. Thomas Lennox	" 11	334. Thomas Roff	" 11
246. George Francis Murch	" 11	335. Thomas Rose	" 11
247. Henry Lewis Stapley	" 11	336. Henry Sayring	" 11
248. Robert Bolton	" 11	337. Edward John Shields	" 11
249. Matthew Benjamin Brown	" 11	338. Albert John Stewart	" 11
250. John Alfred Collins	" 11	339. William Skinner Strongman	" 11
251. William Coutts	" 11	340. John Albert Turner	" 11
252. John Benjamin Denford	" 11	341. William Walker Wallis, jun.	" 11
253. Anders Enok Eriksson	" 11	342. Alexander Cockburn Walker	" 11
254. George Harraway	" 11	343. George Warne	" 11
255. Arthur James	" 11	344. James Watson	" 11
256. John Lord Mansfield	" 11	345. Robert Scott Watson	" 11
257. William Henry Martin	" 11	346. Fredrick Hugh Wilson	" 11
258. Thomas Moore	" 11	347. Robert Wishart	" 11
259. Harry Morrison	" 11	348. William Saunders Woodhouse	" 11
260. John McKenzie	" 11	349. William Wright	" 11
261. John Hunter McLaren	" 11	350. William Beecroft	" 11
262. James McMurtrie	" 11	351. John Blacklock	" 11
263. John Nelson	" 11	352. John Burnip	" 11
264. William Miller Orr	" 11	353. Benjamin Davis	" 11
265. Samuel Patterson	" 11	354. William Clarke	" 11
266. Charles Foster	" 11	355. Patrick Cotter	" 11
267. William Jamieson	" 11	356. George Coup	" 11
268. James George Powdrill	" 11	357. John Donn	" 11
269. Herbert Dawson Warin	" 11	358. Charles Alfred Barnes	" 21
270. Thomas Simson	" 11	359. Robert Beck	" 21
271. Robert Woodrow	" 11	360. John Bergin	" 21
272. David Ballintyne	" 11	361. William Henry Bevin	" 21
273. Robert Borthwick	" 11	362. John Boyle	" 21
274. George White Bradley	" 11	363. James Broome	" 21
275. Walter Broadley	" 11	364. Samuel Brown	" 21
276. Peter Brand	" 11	365. Richard William Bryant	" 21
277. Samuel Cameron	" 11	366. James Clarke	" 21
278. Charles Ching	" 11	367. John Clements	" 21
279. Adam Sprott Borrowman Clark	" 11	368. Reuben Thomas Robert Conley	" 21
280. William Cook	" 11	369. Benjamin Charles Curno	" 21
281. Joseph Empen	" 11	370. Robert Donaldson	" 21
282. Walter Fisher	" 11	371. Michael Donovan	" 21
283. Alexander Fraser	" 11	372. Michael Doyle	" 21
284. Edward Gray	" 11	373. Edgar William Eaton	" 21
285. Maunsell Frederick Harding	" 11	374. Max Enter	" 21
286. Frank Harrison	" 11	375. John Frederick Alexander Evans	" 21
287. John Hind	" 11	376. Charles Finlay	" 21
288. William Ingram	" 11	377. William Ernest Frost	" 21
289. James Kellett	" 11	378. William Ernest Galbraith	" 21
290. George Miller	" 11	379. William Gallagher	" 21
291. Patrick Joseph McCarthy	" 11	380. David Galt	" 21
292. Ralph Rayner	" 11	381. Alexander Gillies	" 21
293. Joseph Stanton	" 11	382. Owen Glynn	" 21
294. Richard Jennison Ball	" 11	383. William Grant	" 21
295. James Begg	" 11	384. Andrew Hedley	" 21
296. Arthur George Fraser	" 11	385. Ernest Herbert Hobday	" 21
297. Charles Chapman	" 11	386. Joseph Hunter	" 21
298. Sampson Gillespie	" 11	387. Edward Augustus Johnston	" 21
299. John Glessing	" 11	388. Walter Lewis	" 21
300. George Hayes	" 11	389. John Thomas Manning	" 21
301. Robert McGeorge Hay	" 11	390. Nathaniel Murphy	" 21
302. Richard Jenkins	" 11	391. John McArthur	" 21
303. John Kerr	" 11	392. Bernard McCrory	" 21
304. Edward Tague Kitto	" 11	393. Coline Gunn McDonald	" 21
305. Max Kliess	" 11	394. Peter McVicar	" 21
306. Henry Laver	" 11	395. John McKenzie	" 21
308. Thomas William Lee	" 11	396. Hugh Yorston McWhirter	" 21
309. Robert Lindsay	" 11	397. James Edmondston Nairn	" 21
310. Alfred Edwin Maitland	" 11	398. James Nixon	" 21
311. John Marks	" 11	399. Samuel Pearce	" 21
312. Joseph Morgan	" 11	400. George William Poulter	" 21
313. James Parker McCrae	" 11	401. James H. Rivers	" 21
314. Donald Marshall	" 11	402. John Taylor	" 21
315. William John McCullogh	" 11	403. John Robertson	" 21
316. Daniel Holliday Renkin	" 11	404. William John Rodgers	" 21
317. Edward Shoatt	" 11	405. Matthew Gardner Scott	" 21
318. George Thom	" 11	406. Thomas Smith	" 21
319. John Marshall	" 11	407. Alexander Taylor	" 21
320. William Marshall	" 11	408. Duncan Urganhart	" 21
321. George Henry Richard Bardsley	" 11	409. Julius Herman Von Haast	" 21
322. Neil Bradley	" 11	410. John Watt	" 21

RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS, ETC.—*continued*.

No. and Name of Person.	Date of Issue. 1901.	No. and Name of Person.	Date of Issue 1901.
411. Charles Watkinson	Jan. 21	508. Frederick T. Going	Eeb. 12
412. James White	" 21	509. John Marquis Graham	" 12
413. Frederick Arthur Williams	" 21	510. William Henderson	" 12
414. Alfred Louis Wiscombe	" 21	511. Benjamin Hill	" 12
415. Albert Wood	" 21	512. Hugh Jones	" 12
416. John Dyke Acland	" 21	513. Walter H. Charles Langdon	" 12
417. Abednego Allen	" 21	514. Donald McAffer	" 12
418. Robert John Allen	" 21	515. Colin Campbell Ballantyne	" 12
419. Edwin Edmund Aymes	" 21	516. William Barnett	" 12
420. George Anderson	" 21	517. Arthur Barrett	" 12
421. Thomas Armstrong	" 21	518. Walter Brooker	" 12
422. James Austin	" 21	519. William Harrigan	" 12
423. Charles Ball	" 21	520. William Francis Janus	" 12
424. Thomas Barry	" 21	521. Gabriel Kerr	" 12
425. George Bartlett	" 21	522. Cornelius Leary	" 12
426. John Daniel Bently	" 21	523. Edward McKee	" 12
427. William Frederick Bishop	" 21	524. Wm. Montgomery Passmore	" 12
428. Charles Henry Bowman	" 21	525. George Richard Wyld	" 12
429. Stephenson Boyd	" 21	526. Neil Raby Wylie	" 12
430. John Bourke, jun.	" 21	527. Francis John Cherry	" 12
431. Joseph Brokenshire	" 21	528. William Millburn	" 12
432. Elias Buchanan	" 21	529. John Thomas	" 12
433. Henry Fox Chaffey	" 21	530. Thomas George Bean	" 12
434. Henry Augustus Dando	" 21	531. Thomas Betts	" 12
435. Adam Davidson	" 21	532. George Alexander Buchan	" 12
436. Matthew Dixon	" 21	533. John Butcher	" 12
437. Daniel Henry Edmonds	" 21	534. David Craig	" 12
438. James Edwards	" 21	535. Thomas Hibbs	" 12
439. Stephen Eltringham	" 21	536. John White	" 12
440. Ernest Pearson Graham	" 21	537. Brainerd Moore	" 12
441. John Hamilton	" 21	538. James Roseman	" 12
442. William Thomas Hanley	" 21	539. William John Sanders	" 12
443. John Duncan Huston	" 21	540. John Owen Skilton	" 12
444. Thomas Gibson Jefferson	" 21	541. James Murray	" 12
445. Edwin Alexander Jolly	" 21	542. Thomas McClune	" 12
446. James Lees	" 21	543. Frederick McDowall	" 12
447. Robert Lindsay	" 21	544. James McGlynn	" 12
448. George Frederick Laurie	" 21	545. Charles Allen Nicholson	" 12
449. John Maxwell	" 21	546. William Pressley	" 12
450. Hugh McGregor	" 21	547. James Ramsay	" 12
451. Adam Nelson	" 21	548. James Patrick Ryan	" 12
452. James Nelson	" 21	549. George James Buck	" 20
453. George Partington	" 21	550. Walter Gibb	" 20
454. William Patterson	" 21	551. James Winton Noble	" 20
455. John Peterson	" 21	552. Henry Roche	" 20
456. Alfred Richard Pook	" 21	553. James Hugh Scott	" 20
457. Thomas Sanders	" 21	554. John William Shanley	" 20
458. John Robertson	" 21	555. John Frederick Smith	" 20
459. John Robert Smith	" 21	556. James Ansley	" 20
460. John Welsh	" 21	557. William Dawson	" 20
461. Thomas Wilkinson	" 21	558. James Frame	" 20
462. Thomas Williams	" 21	559. William Fitzpatrick	" 20
463. Thomas Winter	" 21	560. Arthur Frederick Gammon	" 20
464. Thomas Marsh	" 21	561. John Archibald Jeffries	" 20
465. James A. Milne	" 21	562. Francis Johnston	" 20
466. John William McLean	" 21	563. Peter Kelly	" 20
467. Thomas Currie McLennan	" 21	564. Alexander Lockie	" 20
468. John Willis	" 21	565. Thomas Henry Maclin	" 20
469. John Joseph Roughan	" 21	566. James Edward Morilleau	" 20
470. John William Shirley	" 21	567. William McAnulty	" 20
471. Alexander Thomson	" 21	568. George Grey McGregor	" 20
472. Frank Buddle	" 21	569. Ernest William Neumann	" 20
473. Walter Cressey	" 21	570. Thomas Summerton	" 20
474. Joseph Dunn	" 21	571. George Robert Becroft	" 20
475. Albert Edwin Edmonds	" 21	572. Charles Jones Broomfield	" 20
476. Lewellyn Geo. Denton James	" 21	573. John B. Crowley	" 20
477. William Plummer Johnson	" 21	574. Rd. John Albert Gordon	" 20
478. John Rees Jones	" 21	575. George Alexander Gray	" 20
479. Edward Morrison Mackie	" 21	576. Arthur William Luff	" 20
480. Charles Mossman Milburn	" 21	577. James Samuel Rose	" 20
481. Madget Murray	" 21	578. William Henry Steele	" 20
482. Daniel McLennan	" 21	579. Alfred Wearn	" 20
483. William McMillan	" 21	580. Thomas Thomas	" 20
484. John Teer Patterson	" 21	581. Thomas Asquith	" 20
485. George Roberts	" 21	582. James Wilson Bower	" 20
486. George Claydon	" 21	583. William Barnsdale	" 20
487. James Lowe	" 21	584. William Lovell Gregg	" 20
488. Joseph McArthur	" 21	585. Donald McIntosh	" 20
489. William Cain	Feb. 6	586. Frederick Williams	" 20
490. George Adams Cairns	" 6	587. John Bridgman	" 20
491. John Dale	" 6	588. Charles Black	" 20
492. Charles Fenn	" 6	589. Joel Stubbs	" 20
493. David Golding	" 6	590. Walter Smith Thom.	" 20
494. William Alexander Grogan	" 6	591. Daniel Gow	" 20
495. Ernest Middleton	" 6	592. Archibald Lindsay	" 20
496. Joseph Shore	" 6	593. Ebenezer Lindsay	" 20
497. Russell Weeks	" 6	594. Charles Edward Mace	" 20
498. Henry Albert Alexander	" 12	595. George Pettigrew	" 20
499. Rene Beauvais	" 12	596. Thomas James Smith	" 20
500. Charles Black	" 12	597. Charles Arthur Smith	" 20
501. Peter Bone	" 12	598. Robert Williamson	" 20
502. Samuel Campbell	" 12	599. James Thompson	" 20
503. George Frederick Clarke	" 12	600. Robert Troughear	" 20
504. Martin Thos. Downing Cole	" 12	601. James Coutts	" 20
505. Alexander William Doran	" 12	602. John Wheeler	" 20
506. John Alexander	" 12	603. William Robert Young	" 20
507. Thomas Davies	" 12	604. John Gibson	" 20

RETURN OF FIRST-CLASS STATIONARY-ENGINE DRIVERS, ETC.—continued.

No. and Name of Person.	Date of Issue. 1901.	No. and Name of Person.	Date of Issue 1901.
605. James Dick	March 20	700. Thos. Augustus Illingham	March 26
606. Joseph Adcock Rolling	" 20	701. George Clarkson	" 26
607. John Crabb Galloway	" 20	702. Joseph Downes	" 26
608. James Leander Poulter	" 20	703. William Spence	" 26
609. William Sim	" 20	704. Samuel Stevens	" 26
610. Frederick Chas. Bunyard	" 26	705. Henry Turner	" 26
611. John Copeland	" 26	706. Geo. Brotherton Thompson Brunton	" 26
612. John Cousins	" 26	707. Andrew Cathey	" 26
613. Thomas Donnelly	" 26	708. John Lyons	" 26
614. Robt. Thos. Theodore Davis	" 26	709. William Moyle	" 26
615. John Lewis Hughes	" 26	710. James McGregor	" 26
616. James Edward Jefcoate	" 26	711. Thomas McMath	" 26
617. William Keig	" 26	712. John William Passman	" 26
618. William Henry French	" 26	713. George Robertson	" 26
619. George Hardin	" 26	714. Charles Henry Smith	" 23
620. Arthur Lett	" 26	715. Daniel Ross Saunders Smith	" 26
621. Joseph Lowden	" 26	716. Edward Smith	" 26
622. George Alfred Lord	" 26	717. Henry Sparrow	" 26
623. Isaac Maslin	" 26	718. Thomas Wilkinson	" 26
624. Thomas Maynard	" 26	719. Laurence Young	" 26
625. Archibald Hale Monro	" 26	720. William Weir Tannock	" 26
626. James McArthur	" 26	721. James Hewitt Coeshire	" 26
627. Arthur John Wm. Middrie	" 26	722. Henry Roper Porter	" 26
628. Frederick Charles Osborne	" 26	723. William Lang Thorburn	" 26
629. John Paterson	" 26	724. Alexander Wishart	" 26
630. Richard Perry	" 26	725. Edward Greenhalgh	" 26
631. Alex. Felicien Rocard	" 26	726. David Johnston	" 26
632. William Shearer	" 26	727. Adam Anmerell Mathers	" 26
633. Alexander Nibloch Shore	" 26	728. William Henry McFarlane	" 28
634. James Mackay Simpson	" 26	729. Robert Clark McKay McLeod	" 28
635. Frederick Snowling	" 26	730. John Neil	" 28
636. Ronald Sutherland	" 26	731. William Henry Rodgers	" 28
637. Andrew Watson	" 26	732. Henry Herbert Smith	" 28
638. John Stuart White	" 26	733. John Vincent Stewart	" 28
639. James William Wilson	" 26	734. William Turner	" 28
640. William James Wilson	" 26	735. Angus Wallace	" 28
641. Frederick Ziegler	" 26	736. William Harkins	" 28
642. Robert Bruce	" 26	737. Henry James Curtis	" 28
643. Michael Dalton	" 26	738. Cuthbert Leathart	" 28
644. George W. Edwards	" 26	739. John Walding	" 28
645. Alexander Glenn	" 26	740. Albert Edward Young	" 28
646. Claudius Albion Hooper	" 26	741. Percy Edmund Bonney	" 28
647. Thomas Mulholland	" 26	742. William Hansen	" 28
648. Alexander McLean	" 26	743. Thomas Johnson	" 28
649. Jesper Henry Bright	" 26	744. Allan William Stuart King	" 28
650. Jeremiah Davern	" 26	745. Richard Harvey Michelle	" 28
651. Robert Haworth	" 26	746. James McKenzie	" 28
652. James Howie	" 26	747. William John McQuillan	" 28
653. Thomas Dewes Jamieson	" 26	748. Peter Peterson	" 28
654. Frederick George Knight	" 26	749. William George Reeve	" 28
655. Harry McCord	" 26	750. Alexander Smith	" 28
656. Benjamin Officer	" 26	751. William Nichol Wilson	" 28
657. Per Otto Peterson	" 26	752. James Wingham	" 28
658. Hugh Rankin	" 26	753. Robert Nash	" 28
659. Thomas Leonard Roberts	" 26	754. James W. Sunderland	" 28
660. John Robinson	" 26	755. Thos. Jas. Hamilton Wallace	" 28
661. Harry Tom Smith	" 26	756. Stephen Laurence Wilson	" 28
662. Henry Smith	" 26	757. Albert Crumpton	" 28
663. William John White	" 26	758. Francis Wm. Gilzean Evans	" 28
664. Thomas Worthington	" 26	759. John McDonald	" 28
665. Edward Mossman Milburn	" 26	760. George William Nicholl	" 28
666. Charles Thomas Austin	" 26	761. Robert George Ralph	" 28
667. Alfred Bruce Coghlan	" 26	762. James Vincent	" 28
668. Richard Fallowfield	" 26	763. John Sanders	" 28
669. Samuel Cullen Fallwell	" 26	764. Charles James Waugh	" 28
670. Charles Oscar Fischer	" 26	765. William James Churstain	" 28
671. Herbert Gaby	" 26	766. William Henry Kitto	" 28
672. Thomas Hodgen	" 26	767. Robert Henry Liddicoat	" 28
673. Alfred James	" 26	768. Henry Isaac Woodward	" 28
674. Edwin A. McDonald	" 26	769. Sidney Man Youmans	" 28
675. George McKnight	" 26	770. Jonathan Harrison	" 28
676. Hugh McQuillan	" 26	771. Archibald Leckie McGill	" 28
677. John Sproul Rankin	" 26	772. Herbert Power Sanders	" 28
678. Philip Reeder	" 26	773. Charles Simmonds	" 28
679. William Henry Redfern	" 26	774. Thomas Richard Smith	" 28
680. Richard John Tremain	" 26	775. James Thomson	" 28
681. William Albert Walters	" 26	776. Alfred Thomas Welsh	" 28
682. Jaketh Joseph Wearne	" 26	777. Philip William Wickham	" 28
683. G.-o. Henry Sutcliffe	" 26	778. John Wills	" 28
684. William Archibald	" 26	779. George Calder	" 28
685. Edward Ross Campbell	" 26	780. George Greenaway	" 28
686. John Carter	" 26	781. Victor Ulric Ernest Vandy	" 28
687. John Henry Cook	" 26	782. Patrick O'Keefe	" 28
688. John Thomas Cornish	" 26	783. Charles James Aickin	" 28
689. Alexander Gibson	" 26	784. Robert Reid Cameron	" 28
690. Richd. Herbert Harrison	" 26	785. Daniel Carlin	" 28
691. Duncan McGregor	" 26	786. James Carruthers	" 28
692. William Nicol	" 26	787. Charles Henry Harris	" 28
693. Albert Christie Pengelly	" 26	788. Gavin McVie	" 28
694. Alexander Sinclair	" 26	789. James Paterson	" 28
695. Edwin Harvey Tremain	" 26	790. James Ruston	" 28
696. George Williamson	" 26	791. George Stevenson	" 28
697. Thomas Woodhill	" 26	792. Thomas Telfer	" 28
698. Donald McDonald	" 26	793. William Arthur Turner	" 28
699. Robert Scott	" 26	794. Edward Wilson, jun.	" 28

No. 13.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been GRANTED from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.			Date of Issue.	No. and Name of Person.			Date of Issue.
			1900.				1900.
1.	Arthur Adsett	..	Dec. 28	87.	Robert Smith	..	Dec. 28
2.	William Brickley	..	" 28	88.	Robert Colligan	..	" 28
3.	Edward Bentley	..	" 28	89.	Thomas Christain Frank	..	" 28
4.	William Brunnsden	..	" 28	90.	Thomas Hazeldine	..	" 28
5.	Hugh Calder	..	" 28	91.	Richard James Murphy	..	" 28
6.	Thomas Copnall	..	" 28	92.	William Alfred Ralph	..	" 28
7.	James Alexander Clarke	..	" 28	93.	Joseph Saunders	..	" 28
8.	Joseph Henry Chaney	..	" 28	94.	Thomas Saunders	..	" 28
9.	William Clampitt	..	" 28				1901.
10.	James Charleston	..	" 28	95.	William Adsett	..	Jan. 11
11.	Andrew George Dreaver	..	" 28	96.	Charles Allen	..	" 11
12.	William Geo. Drysdale	..	" 28	97.	John Hollow Coad	..	" 11
13.	John Dent	..	" 28	98.	Walter Ernest Potts	..	" 11
14.	John Duncan	..	" 28	99.	Burr Gould St. John	..	" 11
15.	Ernest Hooper Dyer	..	" 28	100.	Alexander Smith	..	" 11
16.	Albert George Eagle	..	" 28	101.	Arthur Ernest Welsey Elton	..	" 11
17.	James Ferris	..	" 28	102.	Charles Flavell	..	" 11
18.	William Foubister	..	" 28	103.	Wilfred Arthur Lankshear	..	" 11
19.	David Duke Gibb	..	" 28	104.	Benjamin Bateson	..	" 11
20.	George Gibson	..	" 28	105.	Hy. Charles Alfred Christensen	..	" 11
21.	Frederick Golding	..	" 28	106.	Alexander George Currie	..	" 11
22.	Thomas George Govan	..	" 28	107.	George Drummond	..	" 11
23.	Frank Gordon	..	" 28	108.	Victor Osborne Richardson	..	" 11
24.	James Grant	..	" 28	109.	James Dunwoodie	..	" 11
25.	John Wall Hartwell	..	" 28	110.	John Cowie Gow	..	" 11
26.	William Hiscox	..	" 28	111.	Edmund Bolton Jones	..	" 11
27.	Hy. Wm. Cawood Henderson	..	" 28	112.	David Kilpin	..	" 11
28.	David Daniel Jenkins	..	" 28	113.	James Macandrew Macandrew	..	" 11
29.	John William Jenkins	..	" 28	114.	Charles McKenny	..	" 11
30.	Thomas Michael King	..	" 28	115.	John George Paul	..	" 11
31.	William Christie Lawrence	..	" 28	116.	William George Pullar	..	" 11
32.	Malcolm McCurkindale	..	" 28	117.	Hugh Blaikie Ross Crozier	..	" 11
33.	William Henry Melvin	..	" 28	118.	Henry James Curdis	..	" 11
34.	Robert James Montgomery	..	" 28	119.	William Dempster	..	" 11
35.	Alexander Neason	..	" 28	120.	Thomas Fraser	..	" 11
36.	Benjamin Officer	..	" 28	121.	William Anderson	..	" 11
37.	William Pope	..	" 28	122.	Stewart Campbell	..	" 11
38.	Alfred Pay	..	" 28	123.	William Robert Leach Bird	..	" 11
39.	James William Reynolds	..	" 28	124.	Thomas George Govan	..	" 11
40.	Frederick Seager	..	" 28	125.	Joseph Herbert	..	" 11
41.	Robert Stevenson	..	" 28	126.	Thomas Inglis	..	" 11
42.	James Scott	..	" 28	127.	William Jones	..	" 11
43.	William Smaill	..	" 28	128.	James Junk	..	" 11
44.	John Thomas May Smith	..	" 28	129.	James Larking	..	" 11
45.	Stephen Tankersley	..	" 28	130.	Henry Jos. Mathers	..	" 11
46.	Thomas Tonkin	..	" 28	131.	Walter Montgomery	..	" 11
47.	William Warren	..	" 28	132.	Frank Percy Moren	..	" 11
48.	Charles Adams	..	" 28	133.	Sydney Morris	..	" 11
49.	William Ernest Aston	..	" 28	134.	Maurice Moore	..	" 11
50.	Henry Boman	..	" 28	135.	John McColl	..	" 11
51.	Thomas Henry Brack	..	" 28	136.	Charles McGough	..	" 11
52.	Alexander Broadfoot	..	" 28	137.	William McKirdy	..	" 11
53.	Joseph Day	..	" 28	138.	Murdoch McKenzie	..	" 11
54.	James Ferster Davidson	..	" 28	139.	William Graham McKenzie	..	" 11
55.	Peter Dandie	..	" 28	140.	John Pender	..	" 11
56.	George Farquharson	..	" 28	141.	Alexander Rattray	..	" 11
57.	Nathaniel Grindrod	..	" 28	142.	Alexander Robertson	..	" 11
58.	Jabez Hay	..	" 28	143.	Alexander Robertson	..	" 11
59.	James Hay	..	" 28	144.	Jack Robson	..	" 11
60.	Hans Hendriksen	..	" 28	145.	James Rooney	..	" 11
61.	William Hill	..	" 28	146.	Albert Schnardorff	..	" 11
62.	Henry Martin Hume	..	" 28	147.	Joseph Shore	..	" 11
63.	James Mancer	..	" 28	148.	Edwin Smallman	..	" 11
64.	Andrew Maxwell	..	" 28	149.	George Stevenson	..	" 11
65.	James McArthur	..	" 28	150.	Francis Stewart	..	" 11
66.	William Taylor McKenzie	..	" 28	151.	Robert Taylor	..	" 11
67.	George McVicker	..	" 28	152.	Hugh Toneycliffe	..	" 11
68.	John Murray	..	" 28	153.	Frederick George Tonks	..	" 11
69.	Frederick Joseph Olds	..	" 28	154.	Andrew Wedderspoon	..	" 11
70.	Joseph Oliver	..	" 28	155.	George Wallace	..	" 11
71.	Joshua Oliver	..	" 28	156.	James Watbew	..	" 11
72.	Alexander Rhynd	..	" 28	157.	Robert Warrington	..	" 11
73.	Samuel Robinson	..	" 28	158.	James Watts	..	" 11
74.	John Joseph Ryan	..	" 28	159.	Thomas Woodward	..	" 11
75.	George Scoles	..	" 28	160.	Daniel Young	..	" 11
76.	Henry Mills Stowe Seon	..	" 28	161.	John William Bench	..	" 11
77.	Thomas Richard Smith	..	" 28	162.	John Hislop Blaikie	..	" 11
78.	Alexander Stewart	..	" 28	163.	Walter Baker	..	Jan. 21
79.	Francis Stitson	..	" 28	164.	Hugh Blaikie	..	" 21
80.	Alexander Campbell	..	" 28	165.	Ed. Henry George Blick	..	" 21
81.	Reuben Blakeley Hopleston	..	" 28	166.	Jeremiah Callaghan	..	" 21
82.	Philip Lopes	..	" 28	167.	John Campbell	..	" 21
83.	Arthur Miller	..	" 28	168.	David Carson	..	" 21
84.	Karl Percy Bismark Retter	..	" 28	169.	Latimer Clark	..	" 21
85.	James Kearney	..	" 28	170.	Ed. Cornish	..	" 21
86.	Thomas William King	..	" 28	171.	William Morrison Fraser	..	" 21

RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS, ETC.—*continued.*

No. and Name of Person.	Date of Issue. 1901.	No. and Name of Person.	Date of Issue. 1901.
172. Samuel John Gare	Jan. 21	260. John Nyberg	Feb. 12
173. Christian Gartner	" 21	261. William Redpath	" 12
174. Richard Glanville	" 21	262. William Collins	" 20
175. Michael Glynn	" 21	263. Frederick Thomas Gilbert	" 20
176. George William Greenbrook	" 21	264. William Stubbles	" 20
177. Francis Hesketh Kevey	" 21	265. Richard Nelson Warin	" 20
178. James Lawford	" 21	266. Edward Chew	" 20
179. John Montgomery	" 21	267. George Bowler	" 20
180. John Mitchell	" 21	268. William Morris Cook	" 20
181. Henry McCarthy	" 21	269. James Glass	" 20
182. Andrew McKean	" 21	270. William Henry Gore	" 20
183. Archibald McNeil	" 21	271. Wallace Greenhalgh	" 20
184. John Meynard Prebble	" 21	272. Henry Hall	" 26
185. George Rennie	" 21	273. William James Larcombe	" 20
186. James Richardson	" 21	274. Pascoe Spriddle Marks	" 20
187. Charles Taylor	" 21	275. David Mitchell	" 20
188. James Oxenbury Vercoe	" 21	276. James Muir	" 20
189. Christian Alberthsen	" 21	277. William McKenzie	" 20
190. John Austin	" 21	278. John W. McRae	" 20
191. Henry William Bobin	" 21	279. David Ness	" 20
192. Charles Brown	" 21	280. Thomas Samuel	" 20
193. Lewis Howard Currin	" 21	281. Walter H. Stanton	" 20
194. William Alexander Dick	" 21	282. Laurits Früs	" 20
195. Peter Dow	" 21	283. John Amies	" 20
196. Charles Joseph Drain	" 21	284. Benjamin Duthie	" 20
197. Albert Pearson Gardner	" 21	285. William Glenn	" 20
198. Charles Hannigan	" 21	286. Horace Ray Newitt	" 20
199. Samuel Henry Hollows	" 21	287. Henry Charles Reeves	" 20
200. William James Inwood	" 21	288. Charles Rose	" 20
201. George Edward Jones	" 21	289. Logan Wilson	" 20
202. William Magneill	" 21	290. Herbert Allan Wise	" 20
203. Charles Edward Montague	" 21	291. Herbert Henry Evans	" 20
204. John McLeod	" 21	292. Andrew Carr Shore	" 20
205. Robert McLeod	" 21	293. Walter Burnside	" 20
206. Edgar Nelson	" 21	294. Walter H. Dixon	" 20
207. William Slater	" 21	295. Charles Fletcher Hewitt	" 20
208. William Thwaites	" 21	296. Arthur Irvine	" 20
209. Charles Francis Tronsdell	" 21	297. Michael O'Reilly	" 20
210. Albert White	" 21	298. John Trembath	" 20
211. Cecil Bertie Williams	" 21	299. John Lord Wylde	" 20
212. Jess Herbert Wood	" 21	300. Eugene Joseph Driffin	" 20
213. W. R. Wood	" 21	301. William Hareus	" 20
214. Edwin Salter Cole	" 21	302. John Black	March 26
215. Charles Maddren	" 21	303. Henry Bosher	" 26
216. James Maddren, junr.	" 21	304. William George Goss	" 26
217. Samuel Harvey Maddren	" 21	305. Moses Hampton	" 26
218. William John Maddren	" 21	307. William Martin	" 26
219. Thomas Stead	" 21	308. Robert Agnew McCallum	" 26
220. Arthur Norman Wakefield	" 21	309. William George McGee	" 26
221. George Anderson	" 21	310. Matthew Patterson	" 26
222. William Chalmers	" 21	311. William John Purdue	" 26
223. Edward Austin	Feb. 6	312. Alexander Riddell	" 26
224. Charles A. Baigent	" 6	313. Antonio Rizzi	" 26
225. Richard Blackburn	" 6	314. James C. Robertson	" 26
226. Antoni Raphael Bonetti	" 6	315. James Ruston	" 26
227. Malcolm Coubrough	" 6	316. William Henry Scott	" 26
228. William John Downie	" 6	317. Turner Smith	" 26
229. James Friar	" 6	318. Arthur Walker Stuckey	" 26
230. Charles Frederick Gardner	" 6	319. Gilbert Suiter	" 26
231. Walter Charles Gellender	" 6	320. Frederick Dalgety Sutherland	" 26
232. Andrew B. Gilder	" 6	321. George Thom	" 26
233. Charles Grace, jun.	" 6	322. John Thomson	" 26
234. Alfred Leeming	" 6	323. Robert James Trimble	" 26
235. John Pumphy	" 6	324. William Cook	" 26
236. Hugh Rooney	" 6	325. James Purse Gamble	" 26
237. Alexander Paterson Stevens	" 6	326. John Carroll	" 26
238. John Henry Wallace	" 6	327. William James Crozier	" 26
239. Benjamin Ward	" 6	328. Walter Dickerson	" 26
240. Fredrick John Brown	" 6	329. John Fitzgerald	" 26
241. Thomas Chapman	" 6	330. William Holt	" 26
242. Adam Cooper	" 6	331. Thomas Long	" 26
243. John Anderson	" 6	332. Ed. Whittaker	" 26
244. Walter Hannan	" 6	333. Archibald Williamson	" 26
245. George Hesford	" 6	334. Lawrence Lord	" 26
246. Arthur J. Knapp	" 6	335. Charles Henry Duffill	" 26
247. Birger Johannes Lohrbairer Lynneberg	" 6	336. Randle John Montgomery	" 26
248. Lorenz Lynneberg	" 6	337. Robert Archibald Denniston	" 26
249. Joseph Triplov	" 12	338. James Frederick Ray	" 26
250. Robert Gemmell	" 12	339. Matthew Tweedie	" 26
251. Gardiner Thomas Gilbert	" 12	340. George Watson	" 26
252. John Luck	" 12	341. Alfred Watts	" 26
253. James Andrew Mahoney	" 12	342. William Alfred Weaver	" 26
254. Harry Kerreson	" 12	343. William Williams	" 26
255. Thomas Bredbury	" 12	344. Richard Armstrong	" 26
256. Walter Moorcraft	" 12	345. Charles Mawkes	" 26
257. Edward Rainsford	" 12	346. John Charles Conroy	" 26
258. James Barmby Marris	" 12	347. William Drysdale	" 26
259. Henry William McDonnell	" 12	348. George Williams Loughton	" 26

RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS, ETC.—*continued*.

No. and Name of Person.	Date of Issue. 1901.	No. and Name of Person.	Date of Issue. 1901.
349. William Oliver	March 26	372. George Page	March 26
350. Jos. James Palmer	" 26	373. William Cummock	" 26
351. George Pannell	" 26	374. Edward Henry Gilberd	" 26
352. Charles Simmonds	" 26	375. Alfred Smith	" 26
353. Herbert Wells	" 26	376. Edwin John Barton	" 26
354. Frederick John Newsham West	" 26	377. George Bryan	" 26
355. David Blyth	" 26	378. Alexander McDonald	" 26
356. Charles Roby Coles	" 26	379. Charles Main McNicholl	" 26
357. Charles Geddes	" 26	380. William Price	" 26
358. James G. Irvine	" 26	381. John Shaw	" 26
359. Jos. Thomas Levien	" 26	382. Isaac Smith	" 26
360. Michael O'Halloran	" 26	383. Joseph Philip Uren	" 26
361. Albert Salter	" 26	384. William Augustus Pascoe	" 26
362. Edward Walsh	" 26	385. Clement Tate Brown	" 26
363. Henry William Barnes, jun. ..	" 26	386. William Renshaw, jun. ..	" 26
364. Thomas Thompson	" 26	387. James Shaw Laurie	" 26
365. William James Spedding	" 26	388. Donald Sutherland	" 26
366. Henry Archibald Going	" 26	389. Charles Head	" 26
367. Robert O'Leary	" 26	390. Charles Heath	" 26
368. Hugh Smith Bruce	" 26	391. James Irvine, jun.	" 26
369. Dennis Kirby Talbot	" 26	392. Thomas Henry Lamb	" 26
370. Charles John Hall	" 26	393. Peter Henry Nightingale	" 26
371. George McHattie	" 26	394. James Black Maclela	" 26

No. 14.—RETURN of EXTRA FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been GRANTED from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue. 1901.	No. and Name of Person.	Date of Issue. 1901.
1. Thomas James Wilson	Jan. 21	4. Peter McColl	Mar. 26
2. Joseph Hicks	Feb. 6	5. Joseph Edwards	" 26
3. James Verran	" 12		

No. 15.—RETURN of FIRST-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been GRANTED from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue. 1900.	No. and Name of Person.	Date of Issue. 1901.
1. Charles Edward Bold	Dec. 28	24. James Sydney Faulkner	Feb. 12
2. Alexander Walker	" 28	25. John Allan	" 12
3. John Dunstan	" 28	26. William Dougal Campbell	" 12
4. David Anderson	" 28	27. George Burgess	" 20
5. James Cook Young	" 28	28. Robert Walker	March 26
6. Frank Slade	" 28	29. Henry Birch	" 26
7. William Laird Cooke	" 28	30. George William Fiddes	" 26
	1901.	31. James McLelland	" 26
8. William Robert Ross	Jan. 11	32. Henry Simson	" 26
10. Frederick Seager	" 21	33. Percy Wm. Sowden	" 26
15. Joseph Edwards	" 21	34. Charles Elliot Bell	" 26
16. Harold Hay Gavin	" 21	35. Arthur Charles Carman	" 26
17. Edward Erskine Collins	" 21	36. Charles Duncan	" 26
18. William Kidd	Feb. 6	37. William Henderson	" 26
19. Charles Edward Turner	" 6	38. Robert M. Martin	" 26
20. Charles George Silvester	" 6	39. Colin James McDonald	" 26
21. Carl Julius Petersen	" 6	40. Alexander Murray Swhan	" 26
22. William John Huggins	" 12	41. Horace Atto Scott	" 26
23. George Thomas Slade	" 12	42. Arthur James Killip	" 26

No. 16.—RETURN of SECOND-CLASS STATIONARY-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been GRANTED from 1st April, 1900, to 31st March, 1901.

No. and Name of Person.	Date of Issue. 1900.	No. and Name of Person.	Date of Issue. 1900.
1. James Edward Carr	Dec. 28	27. William Bringans	Dec. 28
2. Herbert Charles Orford	" 28	28. David Brittain Cameron	" 28
3. Malcolm James McDonald	" 28	29. John T. McMath	" 28
4. Henry Sneyd	" 28	30. Frederick Excell	" 28
5. Charles John Evenstrom	" 28	31. John Mitchell Kilgour	" 28
6. Roby Brighthouse	" 28	32. John Moodie	" 28
7. John Ax	" 28	33. Andrew Campbell	" 28
8. Robert McCulloch	" 28	34. John Brensell	" 28
9. Robert Symons	" 28	35. Bertram Edgar Lucy	" 28
10. Robert Kelly	" 28	36. Peter Wilson	" 28
11. Charles H. Pearson	" 28	37. William James Masters	" 28
12. William Garrett Brennan	" 28	38. Donald Hunter	" 28
13. James Grimwood	" 28	39. George Blair	" 28
14. Arthur Frederick Martin	" 28	40. John Alexander Bruce	" 28
15. John Stewart	" 28	41. William Jolly Swan	" 28
16. Dudley Harris	" 28	42. John Scobie Ritchie	" 28
17. Arthur Herbert Webb	" 28	43. Daniel Gibson	" 28
18. John Allan	" 28	44. Frank George Whinyeates	" 28
19. Frederick Hall	" 28	45. William Kane	" 28
20. Harold Willoughby Holstead ..	" 28	46. George Parker	" 28
21. Edwin Chapman	" 28	47. James Renshaw	" 28
22. Charles Henry Kellett	" 28	48. Charles Keeley	" 28
23. Hugh Connel McKechnie	" 28	49. Alexander Aitken	" 28
24. Herbert Arthur Boddington	" 28	50. Henry John Pink	" 28
25. John Martin Nicholas Frater ..	" 28	51. Dugal Stewart	" 28
26. John Morgan	" 28	52. William Cummings	" 28

No. and Name of Person.	Date of Issue.	No. and Name of Person.	Date of Issue.
	1900.		1901.
53. Thomas Gillespie	Dec. 28	127. James Ross	Feb. 20
54. Arthur Lister	" 28	128. Thomas Whitfield	" 20
55. Francis William Mowatt	" 28	129. William Herbert Craig	" 20
56. Percy Wilfrid Moss	" 28	130. Randolph Leslie Miller	March 26
57. John Kitto	" 28	131. Richard Vince	" 26
58. Peter Hamilton	" 28	132. David Burson	" 26
59. David Rowe	" 28	133. Alfred James Hose	" 26
60. William Lawrence Riordan	" 28	134. George Robert Holmes	" 26
	1901.	135. John Nix	" 26
61. Frederick Hill	Jan. 11	136. Bernard Whiteford	" 26
62. Thomas McGovern	" 21	137. Ihaka Ranapiri	" 26
63. Andrew Compton, jun.	" 21	138. William Maule Henderson	" 26
64. Alexander Bowie Farmer	" 21	139. Walter George Fraser	" 26
65. Ole Larsen	" 21	140. Robert Houlis Houliston	" 26
66. Joseph Henry Cronin	" 21	141. William Houston	" 26
67. Thomas Kellett	" 21	142. John Imrie	" 26
68. Thomas Dix	" 21	143. Frank Finley Keam	" 26
69. John Gillies	" 21	144. Alan Mair Jackson	" 26
70. Robert William Barr	" 21	145. Charles Olof Marklund	" 26
71. George Ripa Christmas	" 21	146. Arthur Edward Moss	" 26
72. Thomas Nicol Don	" 21	147. Alexander McConnell	" 26
73. Stephen Collier Francis	" 21	148. George Herbert Royse	" 26
74. Francis Sydney Russell	" 21	149. William Wilson	" 26
75. Horace Edward Stevens	" 21	150. James Hay Campbell	" 26
76. James Francis Ballantyne	" 21	151. Edward Duckworth	" 26
77. Alexander Galt	" 21	152. John Talbot	" 26
78. Allan Galt	" 21	153. Gustave Ernest Anderson	" 26
79. John Hansen	" 21	154. Edgar Bissell	" 26
80. John Henry Perry	" 21	155. Samuel Dickson	" 26
81. Thomas Stevenson, jun.	" 21	156. Henry Campbell Greene	" 26
82. Martin Wellbrock	" 21	157. Charles Frederick Johnston	" 26
83. John Tyrell Weekes	Feb. 6	158. Edwin Cardigan Williams	" 26
84. Francis Albert Smith	" 6	159. Thomas John Tudor Williams	" 26
85. William Dunn, jun.	" 6	160. James McClements	" 26
86. Eneir Christian List	" 6	161. William Annan	" 26
87. Peter Eddy	" 6	162. Richard Sydney Barber Clarke	" 26
88. William Tonks	" 6	163. Hugh Faulds	" 26
89. Alfred Edwards	" 6	164. Thomas Hartley	" 26
90. Basil William Henning	" 6	165. Ormond Hughes	" 26
91. David Absalom	" 6	166. Leonard Marsh	" 26
92. Daniel Forno	" 6	167. Hugh Munro	" 26
93. Henry Broad	12	168. Alexander McKenzie	" 26
94. Roger Clements	12	169. Albion Edgar Charles Newick	" 26
95. Alexander Carnegie	12	170. William Sutherland	" 26
96. John Graham	12	171. Andrew Williamson	" 26
97. Bernard Reid	12	172. Louis Lawrence Anderson	" 26
98. Alexander Alexander	12	173. Claude George Lovell Greig	" 26
99. George Gilder	12	174. Jeremiah Pritchard	" 26
100. John Owen Harold Broome	12	175. Frederick George Shury	" 26
101. Henry Brennan Kerr	12	176. John Robertson Simpson	" 26
102. William James Noble	12	177. Stanley Austin	" 26
103. James Scott Nicol	12	178. John Meehan	" 26
104. Richard Norrie	12	179. Francis Carter	" 26
105. John Chrysostom Reidy	12	180. Thomas Ed. Kerswell French	" 26
106. John Roughan	12	181. Albert Edward Silcock	" 26
107. Alexander Sharp	12	182. William John Sweetman	" 26
108. Cecil Stratford Fleming	12	183. William Delahoyde	" 26
109. Henry Dimond	12	184. William Richardson	" 26
110. John Peter Everard Wick	12	185. William Aitken	" 26
111. Henry McCartney	12	186. William Bell	" 26
112. Arthur Patrick Malthus	12	187. Henry Joseph Boardman	" 26
113. Marston Colbeck Cuff	12	188. Alexander Forbes	" 26
114. Robert James Burrell	12	189. Henry Powell Grieve	" 26
115. William Buxton Austin	12	190. Charles Robert Hubbard	" 26
116. Alfred Marshall	12	191. William Johnston	" 26
117. Frank Mellish	12	192. Frederick P. Bedford Kenyon	" 26
118. William Spencer Nairn	12	193. Henry McDonald	" 26
119. Andrew McLuckie	12	194. Horace Pope	" 26
120. Albert Cook	20	195. Charles Stewart Shanks	" 26
121. William Bishell	20	196. George Tomlinson	" 26
122. Bruce Charles Goudie	20	197. George James Barker	" 26
123. Robert Ernest Bradley Boyd	20	198. Peter Bland Bartholomew	" 26
124. Charles Vagg	20	199. Allen Owen Bishop	" 26
125. Richard Thomas Edwin Lord	20	200. Arthur James, jun.	" 26
126. William Williamson	20	201. Arthur Willie Walter Hodge	" 26

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued in NEW ZEALAND during the Year ended 31st March, 1901.

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Admiral	82	28	Compound ..	Screw ..	Extended river.	
Advance .. ..	..	8	Non-condensing ..	" ..	River ..	First survey.
Ahuriri	31	17	Compound ..	" ..	Extended river.	
*Akaroa	43	28	" ..	" ..	Home trade.	
Albany	8	8	Non-condensing ..	" ..	River ..	Launch.
Alert .. ..	..	1½	" ..	" ..	" ..	
Alexandra	73	30	" ..	Paddle ..	" ..	Ferry-steamer.
Alice	3	4	" ..	Screw ..	" ..	
Antrim	35	30	" ..	Paddle ..	" ..	
Aorere	49	16	Compound ..	Screw ..	Home trade.	
Aotea (Auckland) ..	157	33	" ..	" ..	River.	
Aotea (Auckland) ..	89	15	Oil-engines ..	" ..	Home trade.	
Aotea (Wanganui) ..	57	16	Non-condensing ..	Paddle ..	River ..	First survey.
Awaroa .. ..	..	3	" ..	Sternwheel ..	" ..	Towing and cargo only.
Awarua (Blenheim) ..	..	3	" ..	Screw ..	" ..	Fishing-vessel.
Awarua (Bluff) ..	100	32	Condensing ..	Paddle ..	Home trade ..	Tug.
Beatrice	8	10	Non-condensing ..	Screw ..	Extended river..	Fishing-vessel.
Bella	12	12	" ..	" ..	" ..	
Ben Lomond	33	15	Compound ..	" ..	River.	
Birkenhead	55	20	Non-condensing ..	Paddle ..	" ..	Ferry-steamer.
*Blanche	18	9	" ..	Screw ..	Extended river.	
Britannia	108	40	" ..	Paddle ..	River.	
Brothers	55	50	Oil-engines ..	Screw ..	Home trade.	
Brunner	333	95	Triple expansion ..	" ..	Foreign trade.	
Canterbury .. ..	..	24	Non-condensing ..	Twin-screw ..	Extended river..	Launch.
*Charles Edward ..	145	48	Compound ..	" ..	Home trade.	
Chelmsford	70	24	" ..	Screw ..	" ..	
Clansman	336	90	" ..	" ..	" ..	
Clara .. ..	..	2½	Condensing ..	" ..	River ..	Launch.
Clematis	5	8	" ..	Sternwheel ..	" ..	Towing and cargo.
Corinna	820	141	Compound ..	Screw ..	Foreign trade.	
Coromandel	67	25	" ..	" ..	Extended river.	
Countess	84	28	" ..	" ..	River ..	First survey.
Cygnat	66	43	" ..	" ..	Home trade ..	First N.Z. survey.
Delta .. ..	..	24	Non-condensing ..	Sternwheel ..	River ..	Towing and cargo.
Despatch (Bluff) ..	24	20	Compound ..	Screw ..	Extended river..	Fishing-vessel.
Despatch (Mokau) ..	..	6	Non-condensing ..	" ..	River ..	Launch.
Dingadee	393	80	Compound ..	Twin-screw ..	Home trade.	
Dolly Varden	24	30	Oil-engines ..	Screw ..	" ..	Fishing-vessel.
Doto	19	16	Compound ..	" ..	" ..	"
Duchess	62	81	" ..	" ..	River.	
Duco	26	60	Triple expansion ..	" ..	Extended river..	Tug.
Durham	53	24	Compound ..	" ..	" ..	
Eagle	138	70	" ..	Paddle ..	River ..	Ferry-steamer.
*Effort	13	12	" ..	" ..	Extended river..	Towing only.
Eliza .. ..	..	3	Non-condensing ..	Screw ..	River ..	"
Elsie	15	8	" ..	" ..	" ..	
*Endon .. ..	..	5	Condensing ..	" ..	Extended river..	Fishing-vessel.
Energy	15	16	Compound ..	" ..	Home trade.	
Erin .. ..	..	4	Non-condensing ..	" ..	River ..	Towing only.
Ethel J.	20	16	Compound ..	" ..	" ..	
*Express	36	25	" ..	" ..	Home trade ..	Fishing-vessel.
Fairy	32	15	Non-condensing ..	" ..	Extended river.	
*Falcon .. ..	..	5½	" ..	" ..	" ..	
Fanny	55	30	Compound ..	" ..	Home trade.	
Fingal	22	9	" ..	" ..	" ..	
Flora	838	180	" ..	" ..	Foreign trade.	
Freetrader	95	30	Non-condensing ..	Sternwheel ..	River ..	Towing and cargo only.
Gairloch	211	85	Compound ..	Twin-screw ..	Home trade.	
Gertie	100	59	Condensing ..	" ..	" ..	
Glenelg	156	75	Compound ..	Screw ..	" ..	
Goldfinch .. ..	..	12	Non-condensing ..	" ..	River.	
Gresham	388	82	Triple expansion ..	" ..	Home trade ..	First N.Z. survey.
Greyhound	83	50	Oil-engines ..	" ..	" ..	
Hamaraua .. ..	..	10	Non-condensing ..	Twin-screw ..	River.	
Haupiri	475	88	Compound ..	Screw ..	Home trade.	
*Hauroto	1,276	250	" ..	" ..	Foreign trade.	
Hauturu .. ..	..	6	Non-condensing ..	" ..	River ..	New launch.
Hawea	1,114	104	Triple expansion ..	" ..	Foreign trade.	
Herald	370	85	Compound ..	" ..	Home trade.	
Himitangi	149	45	Triple expansion ..	" ..	" ..	First N.Z. survey.
Hinemoa .. ..	..	6½	Non-condensing ..	" ..	River ..	Launch.
*Hirere	32	16	Condensing ..	Twin-screw ..	" ..	

* Surveyed twice.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Huia (Auckland) ..	..	8	Non-condensing ..	Screw ..	River ..	Launch.
Huia (Wellington) ..	90	23	Compound ..	" ..	Home trade.	
Huria ..	..	10	Oil-engines ..	" ..	Extended river.	
* Ida ..	12	10	Non-condensing ..	" ..	" ..	
Invercargill ..	123	50	Compound ..	" ..	Home trade.	
Irene ..	..	2½	Non-condensing ..	" ..	River.	
Ithaca ..	7	9	Compound ..	" ..	Extended river..	Fishing-vessel. ~
Jane Douglas ..	75	22	" ..	" ..	Home trade.	
Janet Nicoll ..	496	90	" ..	" ..	Foreign trade.	
J.D.O. ..	88	28	" ..	" ..	Extended river..	Dredging and towing only.
John Anderson ..	36	25	" ..	" ..	" ..	
Kahu ..	99	40	" ..	" ..	Foreign trade.	
Kaituna ..	..	4	" ..	" ..	River ..	Towing only.
Kanieri ..	115	20	" ..	" ..	Home trade.	
Kapanui ..	75	32	" ..	" ..	Extended river.	
Katikati ..	27	8	Condensing ..	" ..	" ..	
Kauri ..	..	1½	Non-condensing ..	" ..	River ..	Yacht.
Kawau ..	37	14	Compound ..	" ..	Foreign trade.	
Kawau ..	53	20	" ..	" ..	Extended river.	
Kennedy ..	124	43	" ..	Twin-screw ..	Home trade.	
Kia Ora ..	150	65	" ..	" ..	Foreign trade.	
Kilmorey ..	..	1½	Non-condensing ..	Screw ..	River ..	Launch.
Kini ..	702	130	Triple expansion ..	" ..	Foreign trade.	
Kiripaka ..	75	24	Compound ..	" ..	Home trade.	
Kopu ..	..	13	Non-condensing ..	Paddle ..	Extended river..	Cargo only.
Kopuru ..	28	20	" ..	Screw ..	River.	
Koputai ..	5	120	Compound ..	Paddle ..	Home trade ..	Tug.
Kotiti ..	42	14	" ..	Screw ..	Extended river.	
* Lady Barkly ..	39	20	" ..	" ..	Home trade.	
Lena ..	..	5	Non-condensing ..	" ..	Extended river..	Towing only.
Lily ..	20	12	Compound ..	Twin-screw ..	" ..	
Little George ..	4	4	Non-condensing ..	Screw ..	River.	
Lyttelton ..	..	14	" ..	Twin-screw ..	" ..	
Lyttelton ..	39	80	Compound ..	Paddle ..	Extended river..	Tug.
Mahuta ..	13	10¾	" ..	Screw ..	River ..	Towing only.
Makarora ..	45	13	Non-condensing ..	" ..	" ..	
Mana (Wellington) ..	77	25	Compound ..	" ..	Home trade.	
Manapouri ..	1,288	300	" ..	" ..	Foreign trade.	
Manaroa ..	77	24	" ..	" ..	Home trade.	
Manchester ..	336	160	" ..	" ..	Extended river..	First N.Z. survey; dredge.
Mangaiti ..	..	6	Non-condensing ..	" ..	River ..	Towing only.
Manukau ..	45	20	Compound ..	" ..	Extended river.	
Manuwai ..	75	25	Non-condensing ..	Sternwheel ..	River.	
Mapourika ..	718	130	Triple expansion ..	Screw ..	Home trade.	
Mararoa ..	1,330	530	" ..	" ..	Foreign trade.	
* Mawhera ..	346	75	Compound ..	" ..	" ..	
May ..	..	3	Non-condensing ..	" ..	River ..	Launch.
Medora ..	67	20	Oil-engines ..	" ..	Home trade.	
Mere Mere ..	..	3	Non-condensing ..	" ..	River ..	Towing only.
Minnie Casey ..	48	20	Compound ..	" ..	Extended river..	Fishing-vessel.
Miranda ..	..	4	Non-condensing ..	" ..	" ..	
Moa ..	109	33	Compound ..	" ..	Home trade.	
Moana (Auckland) ..	96	18	Oil-engines ..	Twin-screw ..	" ..	
Moss Rose ..	..	6	Condensing ..	Screw ..	River ..	Fishing-vessel.
Motara ..	..	4	Non-condensing ..	" ..	" ..	Cargo only.
Moturoa ..	..	10	" ..	" ..	" ..	Launch.
Mountaineer ..	66	50	Compound ..	Paddle ..	" ..	
Moura ..	1,247	275	Triple expansion ..	Twin-screw ..	Foreign trade ..	First N.Z. survey.
Muritai ..	133	45	Compound ..	Screw ..	Home trade.	
Ngunguru ..	54	17	Condensing ..	" ..	" ..	
* Nile ..	21	20	Non-condensing ..	Paddle ..	River.	
Noko ..	15	9	" ..	Screw ..	Extended river.	
No. 121 ..	394	100	Compound ..	Twin-screw ..	" ..	Auckland dredge.
No. 222 ..	502	120	" ..	" ..	Home trade ..	Dunedin dredge.
Ohinemuri ..	73	26	" ..	Screw ..	" ..	
Omapere ..	352	80	" ..	" ..	" ..	
Onslow ..	16	14	" ..	Twin-screw ..	River.	
Opawa ..	64	18	" ..	Screw ..	Home trade.	
Opuatia ..	..	5	Non-condensing ..	" ..	River ..	Launch.
Oreti ..	117	50	Compound ..	" ..	Home trade.	
Orewa ..	37	17	" ..	" ..	Extended river.	
Osprey ..	138	70	" ..	Paddle ..	River.	
Ovalau ..	767	75	Quadruple expans'n	Screw ..	Foreign trade.	
Paeroa ..	46	15	Compound ..	" ..	Home trade.	

* Surveyed twice.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Paiaha	10	9	Compound ..	Screw ..	Extended river..	Fishing-vessel.
*Panai	27	11	" ..	" ..	Home trade.	
Pareora	355	71	Triple expansion ..	" ..	" ..	
Patiki	37	15	Non-condensing ..	Paddle ..	River.	
Pelorus	18	12	" ..	Screw ..	" ..	Towing only.
Pilot	11	13	Compound ..	" ..	Home trade.	
Piraki	10	9	Non-condensing ..	" ..	River.	
Planet	13	8	" ..	" ..	" ..	
Pohorua	749	128	Triple expansion ..	" ..	Foreign trade.	
Presto .. ..	..	3	Non-condensing ..	" ..	River.	
Pukaki	917	110	Quadruple expans'n	" ..	Foreign trade.	
Queen of the South ..	121	40	Compound ..	" ..	Home trade.	
Rakanoa	1,393	200	Triple expansion ..	" ..	Foreign trade.	
Result (Napier)	18	10	Non-condensing ..	" ..	Extended river..	Fishing-vessel.
Result (Tauranga) ..	..	4	" ..	" ..	" ..	
Riro Riro .. ..	..	4	" ..	" ..	River ..	Towing only.
Rita	22	11	Compound ..	" ..	Extended river..	Fishing-vessel.
Rob Roy	34	16	" ..	" ..	" ..	
Rosamond	462	90	" ..	" ..	Home trade.	
Rose .. ..	..	2	Non-condensing ..	" ..	River ..	Yacht; first survey.
Rotoiti	630	104	Triple expansion ..	Twin-screw ..	Home trade.	
Rotokino	1,263	135	Quadruple expans'n	Screw ..	Foreign trade.	
Rotomahana (Auckland)	139	50	Compound ..	" ..	Home trade.	
Rotomahana (Dunedin)	901	450	" ..	" ..	Foreign trade.	
Rotorua	576	172	" ..	" ..	Home trade.	
Savaii	31	8	Condensing ..	" ..	Extended river..	Fishing vessel.
Seagull .. ..	..	6	Non-condensing ..	" ..	River ..	"
Snark	12	10	" ..	" ..	" ..	
Southern Cross (London)	205	19	Compound ..	" ..	Foreign trade ..	Missionary vessel.
Stella	157	90	" ..	" ..	Home trade.	
Sterling	26	39	" ..	" ..	" ..	
Stormbird	137	40	" ..	" ..	" ..	
Surprise	64	50	Oil-engines ..	Twin-screw ..	Extended river..	First survey.
Sylph	5	8	Condensing ..	Screw ..	River ..	Towing only.
Taiari	1,071	155	Triple expansion ..	" ..	Foreign trade.	
Tainui	46	20	Non-condensing ..	Paddle ..	River.	
Takapuna (Auckland) ..	58	20	" ..	" ..	" ..	Ferry-steamer.
Takapuna (Dunedin) ..	377	165	Compound ..	Screw ..	Home trade.	
Talune	1,370	255	Triple expansion ..	" ..	Foreign trade.	
*Tangaroa	109	70	Compound ..	Twin-screw ..	Extended river.	
Tangihua	20	15	Non-condensing ..	Screw ..	River.	
Taniwha (Auckland) ..	191	40	Compound ..	Twin-screw ..	Home trade.	
Taniwha (Timaru) .. ..	..	16	" ..	Screw ..	Extended river..	Dredge.
Tarewai	7	12	" ..	" ..	River.	
Taviuni	910	135	Quadruple expans'n	" ..	Foreign trade.	
Tawera .. ..	..	25	Non-condensing ..	" ..	River.	
Te Anau	1,028	250	Compound ..	" ..	Foreign trade.	
Tekapu	50	25	" ..	" ..	Home trade.	
Terranora	199	94	Condensing ..	Paddle ..	" ..	
Theodore	35	25	" ..	" ..	River.	
Thistle	77	90	Oil-engines ..	Twin-screw ..	Home trade.	
Thomas King	70	16	Non-condensing ..	Screw ..	Extended river..	Cargo only.
Timaru	211	78	Compound ..	Twin-screw ..	Home trade ..	Tug.
Titiroa .. ..	..	3	Non-condensing ..	Screw ..	River ..	Launch.
Tongariro (Taupo) ..	..	8	Compound ..	" ..	" ..	
Toroa (Auckland)	133	50	Oil-engines ..	" ..	Foreign trade.	
Toroa (Napier)	174	91	Triple expansion ..	" ..	" ..	
Tui (Port Chalmers) ..	..	5	Non-condensing ..	" ..	River ..	First survey.
*Tui (Ngunguru) .. ..	..	6½	" ..	" ..	Extended river.	
Tuna .. ..	..	14	Compound ..	Twin-screw ..	" ..	
Tuna .. ..	..	3½	" ..	Screw ..	River ..	Formerly "Flower of Kent."
*Upolu	692	120	Quadruple expans'n	" ..	Foreign trade.	
Uta .. ..	..	50	Oil-engines ..	" ..	River.	
Vaite	98	30	" ..	" ..	Foreign trade.	
Victoria	92	50	Non-condensing ..	Paddle ..	River.	
Victory .. ..	..	4	" ..	Screw ..	" ..	Towing only.
Vivid	6	13	" ..	" ..	" ..	
Waiapu	61	15	Oil-engines ..	" ..	Home trade.	
Waihi	63	20	Compound ..	" ..	" ..	
Waihora	1,269	250	" ..	" ..	Foreign trade.	
Waikare	1,901	229	Triple expansion ..	" ..	" ..	
Waikato	56	14	Non-condensing ..	Paddle ..	River.	
Waimana	107	18	Quadruple expans'n	Screw ..	Home trade.	
Waimarie	159	48	Compound ..	" ..	" ..	
Wainui	411	95	" ..	" ..	" ..	

* Surveyed twice.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Waiotahi	167	56	Compound ..	Twin-screw ..	Home trade.	
Wairere	27	80	Non-condensing ..	Paddle ..	River.	
Wairoa (Auckland) ..	63	24	Compound ..	Screw ..		
Wairoa (Nelson) ..	48	20	Condensing ..	" ..	Home trade.	
Waitangi	31	62	Compound ..	Twin-screw ..	" ..	
Waitara .. ..	..	12	Non-condensing ..	Screw ..	River.	
Waitoa	27	16	Compound ..	" ..	Extended river..	Towing only.
Waiwera (Kaipara) ..	..	6	" ..	" ..	River.	
Waiwera (Lyttelton) ..	..	15	" ..	" ..	" ..	Launch.
Wakatere	157	140	" ..	Paddle ..	Home trade.	
Wakatu	95	30	" ..	Screw ..	" ..	
Wasp .. ..	..	1	Non-condensing ..	" ..	River ..	Towing and family use.
Waverley	93	25	Compound ..	Twin screw ..	Home trade.	
Weka	86	27	" ..	" ..	River.	
Wellington	279	90	" ..	Screw ..	Home trade.	
Westland	35	64	Condensing ..	Paddle ..	" ..	Greymouth tug.
Westralia	1,819	500	Triple expansion ..	Screw ..	Foreign trade ..	First N.Z. survey.
Whakapara .. ..	..	2	Compound ..	" ..	Extended river..	Yacht.
Whangape	1,900	280	Triple expansion ..	" ..	Foreign trade ..	First survey.
*Winona	19	8	Compound ..	" ..	Extended river..	Fishing-vessel.
Yankee Doodle ..	6	12	Non-condensing ..	Paddle ..	River ..	Towing only.
Zephyr	8	12	" ..	Screw ..	" ..	"

* Surveyed twice.

RETURN showing the Number of MASTERS, MATES, and ENGINEERS examined during the Year ended 31st March, 1901, distinguishing the Number of Successful and Unsuccessful Candidates.

Class of Certificate.	Auckland.			Wellington.			Lyttelton.			Dunedin.			Other Places.			Totals.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.
Foreign-going masters and mates	3	7	10	11	25	36	5	8	13	2	4	6	..	..	..	21	44	65
Home-trade masters and mates	5	9	14	16	10	26	5	2	7	1	1	2	..	..	..	27	22	49
River-steamers masters ..	8	4	12	4	..	4	1	..	1	2	3	5	..	..	..	15	7	22
Sea-going engineers (steam) ..	10	3	13	17	4	21	4	1	5	19	5	24	5	1	6	55	14	69
" (other mechanical power than steam)	4	2	6	1	..	1	1	..	1	1	..	1	..	..	..	7	2	9
River-steamers engineers ..	6	5	11	3	2	5	2	..	2	5	1	6	10	..	10	26	8	34
River engineers (other mechanical power than steam)	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	1	..	1
Marine-engine drivers ..	9	3	12	1	..	1	1	..	1	..	..	..	6	..	6	17	3	20
Totals	45	33	78	54	41	95	19	11	30	30	14	44	21	1	22	169	100	269

RETURN showing the TOTAL ORDINARY EXPENDITURE of the Marine Department during the Financial Year ended 31st March, 1901.

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
Salaries of Head Office .. .. .	..	1,195 3 10	1,195 3 10
Harbours :—			
Manukau,—			
Salaries	426 0 0		
Contingencies	54 5 7		
Dredging approach to wharf	5,341 11 0		
Russell,—		5,821 16 7	
Contingencies .. .. .	..	9 15 9	
Hokianga,—			
Salaries	274 0 0		
Contingencies	5 1 2		
Kaipara,—		279 1 2	
Salaries	415 0 0		
Subsidy to steamer for harbour-work	170 0 0		
Erection of North Sand Point beacon	145 5 6		
Contingencies	54 10 0		
Mokau,—		784 15 6	
Salary	30 0 0		
Snagging	29 15 0		
Contingencies	1 10 0		
Opunake,—		61 5 0	
Salary	25 0 0		
Contingencies	22 1 2		
Rangitikei,—		47 1 2	
Contingencies .. .. .	..	18 11 6	
Foxton,—			
Salary	190 0 0		
Contingencies	39 6 0		
Tauranga,—		229 6 0	
Contingencies .. .. .	..	2 0 0	
Wairau,—			
Salary	145 0 0		
Contingencies	50 9 10		
Havelock,—		195 9 10	
Contingencies .. .. .	..	12 4 7	
Nelson,—			
Salaries	554 0 0		
C. Napier Bell's report on harbour	285 0 2		
Contingencies	99 8 6		
Motueka,—		938 8 8	
Salary .. .. .	..	10 0 0	
Waitapu,—			
Salary	25 0 0		
Contingencies	57 18 8		
Collingwood,—		82 18 8	
Salary	30 0 0		
Contingencies	20 19 4		
Karamea,—		50 19 4	
Salary	43 6 8		
Contingencies	16 1 0		
Okarito,—		59 7 8	
Salary	35 0 0		
Removal of wreck of s.s. "Waipara"	71 10 0		
Contingencies	39 16 11		
Okuru,—		146 6 11	
Signalling and Contingencies .. .. .	..	61 7 11	
Little Wanganui,—			
Signalling and Contingencies .. .. .	..	16 12 3	
Waikawa,—			
Salary .. .. .	..	10 0 0	
Riwaka,—			
Maintenance of light .. .. .	..	10 0 0	
Herekino,—			
Contingencies .. .. .	..	4 8 0	
Stewart Island,—			
Half-moon Bay: Wharf repairs .. .. .	..	250 0 0	
Cape Turnagain: Landing jetty .. .. .	..	187 0 0	
Chain, lamps, repairs to buoys, and sundries .. .. .	..	643 10 9	
			9,932 7 3
Lighthouses :—			
Salaries of keepers .. .. .	..	9,224 0 8	
Oil, including freight and storage .. .. .	..	1,097 6 6	
Stores and contingencies .. .. .	..	2,756 16 9	
Keepers' travelling-expenses .. .. .	..	141 10 5	
Lighthouse artificer .. .. .	..	210 0 0	
Pension of widow of keeper Deck .. .. .	..	24 0 0	
Erection of flagstaff and house at Nugget Point .. .. .	..	238 12 7	
New light on Somes Island .. .. .	..	99 12 4	
			13,791 19 3

RETURN showing the TOTAL ORDINARY EXPENDITURE of the Marine Department—*continued*.

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
Departmental travelling-expenses .. .. .	.. .. .	33 11 9	
Expenses supervising excursion-steamers .. .. .	.. .. .	126 1 4	
Inquiries into wrecks and casualties .. .. .	.. .. .	189 4 7	
Unseaworthy ships .. .. .	.. .. .	3 3 0	
Charts .. .. .	.. .. .	55 6 5	
Sundries .. .. .	.. .. .	279 11 9	
Relief of distressed seamen .. .. .	.. .. .	14 9 0	
			701 7 10
Weather Forecasts,—			
Salary	350 0 0		
Contingencies	0 9 0		
		350 9 0	350 9 0
Inspection of Machinery and Survey of Steamers,—			
Salaries	3,736 19 9		
Travelling-expenses	1,619 9 0		
Rent, cleaning offices, and fuel	175 6 0		
Contingencies	357 9 11		
		5,889 4 8	5,889 4 8
Examination of Masters and Mates,—			
Contingencies		90 4 2	
Superintendents of Mercantile Marine,—			
Salaries	1,000 0 0		
Contingencies	140 8 1		
		1,140 8 1	1,230 12 3
Fisheries,—			
Protection of fish and oysters :			
Salaries	456 19 4		
Contingencies	128 0 7		
Expenses, fish-hatcheries	4 3 6		
Hakataramea Salmon-hatchery	281 5 3		
Import of salmon ova	160 9 4		
Grant to Hokitika Fish-hatchery	46 0 0		
Experimental trawling	762 5 2		
		1,839 3 2	1,839 3 2
Less amount of credits to vote .. .. .	.. .. .	.. .. .	34,930 7 3
			314 5 7
			34,616 1 8
Government Steamers,—			
S.S. "Tutanekai"	10,321 5 8		
S.S. "Hinemoa"	8,472 16 3		
	18,794 1 11		
Less amount received for freight, passages, &c. . .	3,659 18 4		
		15,134 3 7	15,134 3 7
Total .. .. .	.. .. .	.. .. .	49,750 5 3

RETURN showing the COST of MAINTENANCE of the NEW ZEALAND LIGHTHOUSES, and the QUANTITY of OIL consumed at each, during the Year ended 31st March, 1901.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen	349 7 0	1,041	75 18 2	101 6 6	526 11 8
Moko Hinou	344 11 8	820	59 15 10	153 11 0	557 18 6
Tiri-Tiri	280 0 0	510	37 3 9	58 0 7	375 4 4
Bean Rock	160 0 0	90	7 16 6	34 0 10	201 17 4
Ponui Passage	160 0 0	76	5 10 10	7 17 1	173 7 11
Cuvier Island	345 8 4	1,380	100 12 6	117 0 10	563 1 8
East Cape*	268 15 5	462	33 13 9	105 18 6	408 7 8
Portland Island	392 6 3	762	55 11 3	111 3 2	559 0 8
Napier Bluff	20 0 0	Gas	12 12 5	15 3 9	47 16 2
Cape Palliser	277 11 0	960	70 0 0	66 9 9	414 0 9
Pencarrow Head	300 0 0	916	66 15 10	41 9 6	408 5 4
Somes Island	144 13 0	877	63 19 0	133 17 11	342 9 11
Cape Egmont	270 0 0	528	38 10 0	76 4 8	384 14 8
Manukau Head	268 11 5	529			
Manukau South Head leading-lights		159	50 3 6	†91 10 8	410 5 7
Manukau North Head leading-lights	120 0 0	151	11 0 3	51 11 11	182 12 2
Kaipara Head	247 5 0	546	39 16 3	111 6 9	398 8 0
Brothers	467 3 5	686	50 0 5	§98 15 4	615 19 2
Tory Channel leading-lights	90 0 0	163	11 17 9	8 5 7	110 3 4
Cape Campbell	270 0 0	553	40 6 6	65 3 1	375 9 7
Godley Head	270 0 0	500	36 9 2	75 10 5	381 19 7
Akaroa Head	280 0 0	575	41 18 6	50 7 2	372 5 8
Moeraki	286 16 8	498	36 6 3	55 10 4	378 13 3
Taiaroa Head	263 14 9	533	38 17 3	40 3 2	342 15 2
Cape Saunders	247 2 4	647	47 3 6	†158 6 7	452 12 5
Nugget Point	280 0 0	884	64 9 2	63 2 11	407 12 1
Waipapapa Point	250 6 11	657	47 18 2	||113 1 6	411 6 7
Dog Island	343 6 8	783	57 1 11	114 5 7	514 14 2
Centre Island	392 1 3	866	63 3 0	66 15 0	521 19 3
Puysegur Point	354 3 4	905	65 19 9	89 14 0	509 17 1
Hokitika	12 0 0	Gas	14 18 6	25 17 6	52 16 0
Cape Foulwind	280 0 0	544	39 13 4	34 19 5	354 12 9
Farewell Spit	318 16 3	646	47 2 0	122 1 7	487 19 10
Nelson	280 0 0	240	17 10 0	16 7 3	313 17 3
Stephens Island	380 0 0	1,837	132 19 0	¶200 0 4	713 19 4
French Pass	210 0 0	123	8 19 4	**81 16 7	300 15 11
Totals	9,224 0 8	21,447	1,592 13 4	2,756 16 9	13,573 10 9

NOTE.—This return does not include the cost of the periodical visits made to the lighthouses by the Government steamer with oil, stores, and provisions. The proportion of the steamer's expenses chargeable to this service is about £5,000 a year.
* Lighted for the first time on 9th August, 1900. † Includes £23 11s. 2d., cost of repairs. § Includes £11 11s. 3d., cost of repairs.
‡ Includes £54 4s. 9d., cost of provisions for keepers. ¶ Includes £6 9s. 7d., cost of repairs.
¶ Includes £65 4s. 7d., cost of repairs. ** Includes £61 16s. 3d., cost of repairs.

RETURN showing the COST of ERECTION of the
New Zealand COASTAL LIGHTHOUSES.

Name of Lighthouse.	Cost of Erection.
	£ s. d.
Pencarrow Head	6,422 0 4
Nelson	2,824 8 9
Tiri-Tiri	5,747 7 2
Mana Island*	5,513 0 1
Taiaroa Head	4,923 14 11
Godley Head	4,705 16 4
Dog Island	10,480 12 8
Farewell Spit	6,139 11 8
Nugget Point	6,597 3 7
Cape Campbell	5,619 2 6
Manukau Head	4,975 2 4
Cape Foulwind	6,955 9 1
Brothers	6,241 0 0
Portland Island	6,554 14 5
Moeraki	4,288 13 2
Centre Island	5,785 19 0
Puysegur Point	9,958 19 5
Cape Maria van Diemen	7,028 14 8
Akaroa Head	7,150 6 5
Cape Saunders	6,066 6 3
Cape Egmont†	3,353 17 11
Moko Hinou	8,186 5 0
Waipapapa Point	5,969 18 11
Ponui Passage‡ .. .. .	.. .. .
Kaipara Head	5,571 8 0
French Pass	1,427 17 5
Cuvier Island	7,406 16 11
Stephens Island	9,349 9 11
Cape Palliser	6,243 16 1
East Cape	7,594 8 8
Cost of telegraph cable to Tiri-Tiri	1,085 19 6
Miscellaneous and unallocated	1,322 2 2
Total	£181,490 3 3

* Light discontinued; moved to Cape Egmont.

† Cost of iron tower, lantern, and apparatus, which were removed from Mana Island, is not included in this.

‡ Built by Provincial Government of Auckland; cost not known in Marine Department.

RETURN showing the FEES, &c., received under
the Shipping and Seamen's Acts, the Merchant
Shipping Act, the Sea-fisheries Acts, the In-
spection of Machinery Acts, and for PILOTAGE
and PORT CHARGES, &c., during the Year ended
31st March, 1901.

Nature of Receipts.	Amount.
	£ s. d.
Shipping and Seamen's Acts:—	
Fees for shipping and discharge of sea- men, and sale of forms	2,050 11 6
Survey of steamers	1,314 10 0
Measurement of ships	6 18 6
Examination of masters, mates, and engineers	221 5 0
Light-dues	22,240 9 3
Merchant Shipping Act	88 14 0
Pilotage and port charges	3,322 4 3
Sundry receipts under Harbours Acts	258 16 6
Sea-fisheries Act	152 10 0
Inspection of Machinery Acts	4,556 4 0
Sundries	147 2 10
Total	34,359 5 10

RETURN showing the AMOUNT of LIGHT-DUES
collected during the Year ended 31st March,
1901.

Port.	Amount collected.
	£ s. d.
Auckland	6,432 6 1
Onehunga	119 17 0
Whangarei	97 0 4
Whangaroa	7 13 9
Russell	22 5 4
Mongonui	4 7 4
Hokianga	8 16 6
Kaipara	188 2 1
Thames	82 16 4
Coromandel	16 13 2
Tauranga	19 12 7
Poverty Bay	442 13 11
Napier	738 2 7
New Plymouth	180 8 10
Waitara	49 19 7
Wanganui	145 16 0
Patea	10 14 11
Wellington	5,184 9 8
Wairau	15 0 5
Pierson	261 13 0
Nelson	310 6 1
Westport	419 6 7
Greymouth	216 13 11
Hokitika	3 3 2
Lyttelton	2,473 11 2
Timaru	408 10 8
Oamaru	305 10 0
Dunedin	2,023 12 9
Bluff and Invercargill	1,991 5 6
Total	£22,240 9 3

RETURN showing the AMOUNT of PILOTAGE,
PORT CHARGES, &c., collected during the Year
ended 31st March, 1901.

Name of Port.	Pilotage.	Port Charges, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Auckland*	865 3 2	4,083 17 6	4,949 0 8
Onehunga	17 5 0	163 6 3	180 11 3
Hokianga	26 16 7	.. .. .	26 16 7
Kaipara	194 17 8	948 2 10	1,143 0 6
Thames*	123 6 4	36 10 10	159 17 2
Gisborne*	91 12 5	976 18 9	1,068 11 2
Wairoa*	194 6 8	5 10 0	199 16 8
Napier*	913 3 2	3,977 0 10	4,890 4 0
New Plymouth*	107 14 0	200 15 0	308 9 0
Waitara*	87 11 2	103 5 1	190 16 3
Wanganui*	486 12 9	.. .. .	486 12 9
Patea*	42 9 1	11 9 6	53 18 7
Foxton	161 15 2	.. .. .	161 15 2
Wellington*	728 16 9	9,463 14 4	10,192 11 1
Wairau	149 14 8	.. .. .	149 14 8
Nelson	1,099 3 6	561 2 7	1,660 6 1
Hokitika* .. .. .	.. .. .	†31 14 3	31 14 3
Lyttelton*	7,619 3 8	4,806 18 2	12,426 1 10
Timaru*	1,622 15 0	2,985 3 4	4,607 18 4
Oamaru* .. .. .	.. .. .	†2,203 7 3	2,203 7 3
Dunedin*	6,355 5 0	4,931 11 0	11,286 16 0
Invercargill* .. .. .	.. .. .	18 12 8	18 12 8
Bluff*	3,469 16 11	1,607 11 2	5,077 8 1
Riverton* .. .. .	.. .. .	0 12 0	0 12 0
Totals	24,357 8 8	37,117 3 4	61,474 12 0

* Harbour Board revenue.

† Tonnage rate on cargo.

RETURN of ESTATES of DECEASED SEAMEN received and administered in pursuance of the Provisions of "The Shipping and Seamen's Act, 1877," during the Year ended 31st March, 1901.

Name of Seaman.						Balance to Credit of Estate on 31st March, 1900.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March, 1901.
						£ s. d.	£ s. d.	£ s. d.	£ s. d.
A. Weibe	..	..	..	..	..	2 12 0	..	2 12 0	..
Jens Hansen	..	..	..	..	..	3 2 8	0 11 3	..	3 13 11
John Tait	..	..	..	..	..	0 11 2	0 5 9	0 16 11	..
Frederick Turnbull	..	..	..	..	..	..	1 10 6	..	1 10 6
John Gilroy	..	..	..	..	..	..	8 6 1	8 6 1	..
Thomas Perry	..	..	..	..	..	..	1 11 1	1 11 1	..
Joseph Metcalfe	..	..	..	..	..	..	3 9 0	3 9 0	..
James McInnes	..	..	..	..	..	..	2 10 8	2 10 8	..
Alexander Smith	..	..	..	..	..	..	2 15 6	0 12 0	2 3 6
John Crawford	..	..	..	..	..	..	5 6 5	5 6 5	..
William Robertson	..	..	..	..	..	..	11 6 6	..	11 6 6
Totals	..	..	..	..	..	6 5 10	37 12 9	25 4 2	18 14 5

RETURN of LICENSES as COLONIAL PILOT issued in pursuance of Section 31 of "The Shipping and Seamen's Act Amendment Act, 1894," during the Year ended 31st March, 1901.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
27	2 Aug., 1900	Richard Groombridge Butt..	Wellington	20 July, 1901.
28	11 " "	Edward Wheeler ..	"	12 Aug. "
29	4 Sept., "	Gordon McKinnon ..	Port Chalmers	4 Sept., "
30	13 Nov. "	Hugh McLellan ..	Lyttelton	11 Nov., "
31	30 Jan., 1901	Archibald Kennedy ..	Wellington	21 Dec., "
26	7 March, "	Frank Lawton ..	"	3 March, 1902.

RETURN of LICENSED as ADJUSTERS of COMPASSES in New Zealand.

Date of Issue.	Name of Licensee.	Address.
9 April, 1896	Frederick Macbeth ..	Dunedin.
15 " "	Robert Strang ..	"
5 May, "	George Urquhart Thomson ..	"
26 Nov., "	John Robertson ..	Onehunga.
11 D.c., "	William Bendall ..	Wellington.
1 Feb., 1897	Hugh McLellan ..	Lyttelton.
27 April, "	Frederic William Cox ..	Nelson.
27 May, "	Thomas Fernandez ..	Auckland.
27 July, "	Robert Hatchwell ..	Lyttelton.
1 Sept., "	Arthur G. Gifford ..	Wellington.
13 Aug., 1898	Herbert John Richardson ..	"
26 April, 1899	Robert Heddleston Neville ..	"
26 June, 1900	Charles Frederick Sundstrom ..	Dunedin.
27 July, "	John Adamson ..	Auckland.
27 Nov., "	Thomas Basire ..	Port Chalmers.

RETURN showing the NUMBER of NOTICES to MARINERS relating to Matters within the Colony issued by the Marine Department during the Year ended 31st March, 1901.

Port or Place.	Subject of Notice.
Auckland Harbour ..	Submarine cable, Motuihi-Auckland.
East Cape ..	Dolphin for mooring rafts, Freeman's Bay.
Kaipara Harbour ..	Exhibition of light on East Island.
Kermadec Islands ..	Buoys on Tory Shoal (two notices).
Mahia Peninsula ..	Position of Wolverine Rock.
Manukau Harbour ..	Caution against seeking shelter at Long Point Anchorage.
Milford Sound ..	Dredging operations near Onehunga.
Port Lyttelton ..	Position, &c., of mooring-buoy.
Waikato River ..	Dredging operations.
General ..	Leading beacons at entrance (two notices).
" ..	New international code of signals.
" ..	Location of position of shipping casualties.

DESCRIPTIVE RETURN of New Zealand COASTAL LIGHTHOUSES.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White ..	Timber	Timber	24 Mar., 1879
Moko Hinou ..	1st order dioptric	Fixed	..	Red, to show over Columbia Reef.	Timber	Timber	18 June, 1883
Tiri-Tiri ..	2nd "	Flashing	10"	White ..	Stone	Timber	1 Jan., 1865
Ponui Passage ..	2nd "	Fixed	..	White, with red arc over Flat Rock	Iron	"	29 July, 1871
Cuvier Island ..	5th "	"	..	White and red ..	Timber	"	22 Sept., 1889
East Cape ..	1st "	Revolving	30"	White ..	Iron	"	9 Aug., 1900
Portland Island	2nd "	Flashing	10"	" ..	Timber	"	10 Feb., 1878
Cape Palliser ..	2nd "	Revolving	30"	" ..	Timber	"	27 Oct., 1897
Pencarrow Head ..	2nd "	Fixed	..	Red, to show over Bull Rock.	Iron	Timber	1 Jan., 1859
Cape Egmont ..	2nd "	"	..	White ..	"	"	1 Aug., 1881
Manukau Head ..	3rd "	"	..	" ..	Timber	"	1 Sept., 1874
Kaipara Head ..	2nd "	Flashing	10"	" ..	"	"	1 Dec., 1884
Brothers ..	2nd "	Fixed	10"	" ..	"	"	24 Sept., 1877
Cape Campbell ..	1st "	Fixed	..	Red, to show over Cook Rock.	"	"	1 Aug., 1870
Godley Head ..	2nd "	Revolving	1'	White ..	Timber	Timber	1 April, 1865
Akaroa Head ..	2nd "	Fixed	..	" ..	Stone	Stone	1 Jan., 1880
Moeraki ..	2nd "	Flashing	10"	" ..	Timber	Timber	22 April, 1878
Taiaroa Head ..	3rd "	Fixed	..	" ..	"	"	2 Jan., 1865
Cape Saunders ..	2nd "	"	..	Red ..	Stone	Stone	1 Jan., 1880
Nugget Point ..	2nd "	Revolving	1'	White ..	Timber	Timber	4 July, 1870
Waipapapa Point	1st "	Fixed	..	" ..	Stone	Stone	1 Jan., 1884
Dog Island ..	2nd "	Flashing	10"	" ..	Timber	Timber	1 Aug., 1865
Centre Island ..	1st order catadioptric	Revolving	30"	" ..	Stone	Stone	16 Sept., 1878
Puysegur Point ..	1st order dioptric	Fixed	..	White, with red arcs over inshore dangers	Timber	Timber	1 Mar., 1879
Cape Foulwind ..	1st "	Flashing	10"	White ..	"	"	1 Sept., 1876
Farewell Spit ..	2nd "	Revolving	30"	" ..	Iron	"	17 June, 1870
Nelson ..	2nd "	Fixed	1'	White, with red arc over Spit end	"	"	4 Aug., 1862
French Pass ..	4th "	"	..	White, with red arc to mark limit of anchorage	"	"	1 Oct., 1884
Stephens Island ..	6th "	"	..	Red and white, with white light on beacon	"	"	29 Jan. 1894
	1st "	Group flashing	†	White ..	"	"	

* Flashing twice every half-minute, with interval of three seconds between flashes.
every half-minute.

† Two flashes in quick succession

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1901.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Alexander Stuart	First mate ..	Foreign trade ..	1 May, 1900 ..	*881
Reginald Courtenay Willis	" ..	" ..	17 " " ..	852
Frank Arthur Worsley	Master, ordinary ..	" ..	8 June, " ..	882
William Ernest Crotty	Only mate ..	" ..	21 " " ..	883
John Benton	First mate ..	" ..	14 July, " ..	766
Douglas Kirke Furton	Second mate ..	" ..	14 " " ..	884
Finlay Morrison	Master, ordinary ..	" ..	14 " " ..	885
John Abraham Bergquist	" ..	" ..	27 " " ..	*886
Horatio Charnock Hayward	" ..	" ..	10 Aug., " ..	*887
Reginald Trevelan	Second mate ..	" ..	20 Sept., " ..	888
Charles Watchlin	First mate ..	" ..	11 Oct., " ..	*889
Henry Edgar Adamson	Second mate ..	" ..	13 Dec., " ..	890
Daniel Henderson	" ..	" ..	20 " " ..	†891
Thomas Henry Lippitt	Master, ordinary ..	" ..	11 Jan., 1901 ..	892
Henry O'Neil	First mate ..	" ..	30 " " ..	893
Daniel McKenzie	" ..	" ..	4 Feb., " ..	863
John Baptist Allsop	Master, ordinary ..	" ..	4 " " ..	894
William McBride	" ..	" ..	13 " " ..	865
Ernest Dean Blackburn	Second mate ..	" ..	27 " " ..	895
Thomas Henry Malcolm	Master, ordinary ..	" ..	6 March, " ..	*896
Herbert Russell Jackson	First mate ..	" ..	12 " " ..	897
Reginald George Pardoe	" ..	" ..	15 " " ..	898
Gerald Edgecumbe Senior	Master, ordinary ..	" ..	25 " " ..	899
John Kemp Mitchell	Master ..	Home trade ..	12 April, 1900 ..	5425
Helmar August Dillner	Mate ..	" ..	29 May, " ..	5454
Robert Guthrie Hunkin	Master ..	" ..	29 " " ..	5455
George Buckham Brown	Mate ..	" ..	29 " " ..	5456
Patrick Darragh	Master ..	" ..	19 June, " ..	5457
Arthur Seeley	Mate ..	" ..	27 " " ..	5458
Charles Bonner	Master ..	" ..	30 " " ..	5459
William Paul Thompson	Mate ..	" ..	4 July, " ..	5460
Thomas Walker Cook	" ..	" ..	5 Sept., " ..	5461
Duncan Cameron	Master ..	" ..	5 " " ..	5462
John Carlson	" ..	" ..	3 Oct., " ..	5415
William John Paine	Mate ..	" ..	3 " " ..	5463
Charles Watchlin	Master ..	" ..	11 " " ..	*5464
Robert Isaac Fletcher	" ..	" ..	18 " " ..	5445
Arthur Henry Fisk	" ..	" ..	15 Nov., " ..	5465
Arthur Jaques Blackmore	" ..	" ..	23 " " ..	5426
Walter Scott	Mate ..	" ..	23 " " ..	5466
James Irvine	Master ..	" ..	5 Dec., " ..	5433
John McNeillage	" ..	" ..	10 " " ..	5449
Isaac Samuel Fletcher	" ..	" ..	13 " " ..	5432
Martin Petersen	" ..	" ..	2 Jan., 1901 ..	5410
David McIntyre	Mate ..	" ..	30 " " ..	5467
Benjamin Chellew	" ..	" ..	7 Feb., " ..	5468
Robert Albert Grono	Master ..	" ..	21 " " ..	5397
Philip Gibbons	" ..	" ..	12 March, " ..	5446
William Gray	" ..	" ..	15 " " ..	5469
John Hoffer	" ..	" ..	25 " " ..	5436
Thomas William John Crang Bowden	" ..	River trade ..	9 April, 1900 ..	3310
Anthony Keane	" ..	" ..	9 " " ..	3311
James McKenzie	" ..	" ..	19 " " ..	3312
Matthew Scott	" ..	" ..	17 May, " ..	3313
Ernest August Meyenberg	" ..	" ..	8 June, " ..	3314
George Jacob Mercer	" ..	" ..	4 July, " ..	3315
Francis Moss Boord	" ..	" ..	14 " " ..	3316
George Edwin Wheelch	" ..	" ..	5 Sept., " ..	3317
William Allan	" ..	" ..	6 " " ..	3318
Agostino Perano	" ..	" ..	24 Oct., " ..	3319
Denis George Mason	" ..	" ..	23 Nov., " ..	3320
Herbert Ross Macdonald	" ..	" ..	18 Dec., " ..	3321
Charles William Wallis Groves	" ..	" ..	20 " " ..	3322
Percy Wilfred Moss	" ..	" ..	15 Jan., 1901 ..	3323
James Clark	" ..	" ..	15 " " ..	3324
Reginald Edward Smallbone	2nd class engineer ..	Foreign trade ..	9 April, 1900 ..	392
Malcolm Richmond	1st class engineer ..	" ..	12 " " ..	380
Donald McDonald	3rd class engineer ..	" ..	12 " " ..	459
David Miller	" ..	" ..	12 " " ..	460
Samuel Carson	" ..	" ..	26 May, " ..	461
Cecil Callaway Yeoland	" ..	" ..	26 " " ..	462
John Eugene McGee	2nd class engineer ..	" ..	26 " " ..	463
Joseph Steel	3rd class engineer ..	" ..	15 June, " ..	464
Camille Michel Malfroy	2nd class engineer ..	" ..	15 " " ..	369
Thomas Edward King	" ..	" ..	15 " " ..	333
John Wilson Brown	" ..	" ..	15 " " ..	371
Kenneth Sinclair	3rd class engineer ..	" ..	15 " " ..	465
Frederick Lewis Harrison	" ..	" ..	15 " " ..	466
George Maxwell	" ..	" ..	15 " " ..	467
Alexander Andrew Nicholson	" ..	" ..	15 " " ..	468
James Holmes	2nd class engineer ..	" ..	29 " " ..	469
Henry Horner Sanderson	" ..	" ..	14 July, " ..	424
John McLean	3rd class engineer ..	" ..	11 Aug., " ..	*470
George Richard Skinner	1st class engineer ..	" ..	15 " " ..	290
Thomas Melville	2nd class engineer ..	" ..	15 " " ..	317

* Renewals

† Foreign-going steamship only.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1901—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Henry Robert Tucker	3rd class engineer ..	Foreign trade ..	15 Aug., 1900 ..	471
Robert Ainslie	" ..	" ..	15 " " ..	472
Thomas Alexander Lawson	" ..	" ..	15 " " ..	473
Alexander Wishart	" ..	" ..	15 " " ..	474
Thomas Raymond Jones	" ..	" ..	15 " " ..	475
Frank McConville	" ..	" ..	15 " " ..	476
James Cameron Murray	" ..	" ..	15 " " ..	477
John Gordon	" ..	" ..	15 " " ..	478
Robert Andrew Lendrum	" ..	" ..	14 Sept., " ..	479
George McCullough Laird	1st class engineer ..	" ..	14 " " ..	480
James Willasey Stevenson	3rd class engineer ..	" ..	14 " " ..	481
Charles Henry Gell	" ..	" ..	20 " " ..	482
Elias Lemuel Baggstrom	1st class engineer ..	" ..	13 Oct., " ..	483
Archibald Campbell McDiarmid	3rd class engineer ..	" ..	20 " " ..	484
Albert Coad	2nd class engineer ..	" ..	17 Nov., " ..	381
Frederick Gould Bale Sanders	3rd class engineer ..	" ..	17 " " ..	485
Robert Yorke Neville	" ..	" ..	8 Jan., 1901 ..	486
Edwin Alexander Guthrie	2nd class engineer ..	" ..	11 " " ..	357
Harry Newton Stevenson	3rd class engineer ..	" ..	11 " " ..	487
George Ross	" ..	" ..	11 " " ..	488
Frederick William Bennett	" ..	" ..	11 " " ..	489
Emmanuel John Kelly	" ..	" ..	15 " " ..	490
James Gibson Bannatyne	2nd class engineer ..	" ..	11 Feb., " ..	342
James McAlpine	" ..	" ..	11 " " ..	395
John William Bird	" ..	" ..	11 " " ..	439
Austin Frederick Warner	3rd class engineer ..	" ..	11 " " ..	491
William Dougal Campbell	" ..	" ..	11 " " ..	492
Frederick James Ritson	" ..	" ..	11 " " ..	493
George Archibald Wills	" ..	" ..	6 March, " ..	494
Thomas Wetherilt	1st class engineer ..	" ..	12 " " ..	277
Henry William Robinson	2nd class engineer ..	" ..	12 " " ..	401
Robert Parr	3rd class engineer ..	" ..	12 " " ..	495
Arthur Charles Carman	" ..	" ..	15 " " ..	496
Horace Atto Scott	" ..	" ..	15 " " ..	497
Robert McCadames	Engineer ..	River trade ..	12 April, 1900 ..	1823
John Stuart White	" ..	" ..	26 May, " ..	1824
Joseph Steel	" ..	" ..	26 " " ..	1825
Arthur James Merrifield	" ..	" ..	15 June, " ..	1826
Alfred Larkins	" ..	" ..	15 Aug., " ..	1828
Walter Wesby McKelvey	" ..	" ..	15 " " ..	1829
Michael O'Halloran	" ..	" ..	15 " " ..	1830
John Northey	" ..	" ..	27 " " ..	1831
James Purdie	" ..	" ..	27 " " ..	1832
George Henry Sutcliffe	" ..	" ..	14 Sept., " ..	1833
Edward Biddle	" ..	" ..	14 " " ..	1834
John Henry Wright	" ..	" ..	24 Oct., " ..	1835
David James O'Donnell	" ..	" ..	6 Nov., " ..	1836
George Kind Askin	" ..	" ..	17 " " ..	1837
William Robert Twigg	" ..	" ..	17 " " ..	1838
Eustace Cleary	" ..	" ..	29 " " ..	*1839
Iver Austad	" ..	" ..	2 Jan., 1901 ..	1840
Thomas Douglas Sinclair	" ..	" ..	2 " " ..	1841
Alexander Reid	" ..	" ..	8 " " ..	1842
George Alfred Lord	" ..	" ..	11 " " ..	1843
Frank Percy Moren	" ..	" ..	15 " " ..	1844
Rufus William Hunt	" ..	" ..	15 " " ..	1845
William Joseph Hedley	" ..	" ..	4 Feb., " ..	1846
Basil William Henning	" ..	" ..	7 " " ..	1847
Charles Fraser	" ..	" ..	11 " " ..	1848
George Alfred Friers	" ..	" ..	25 March, " ..	1849
William Wallace	Marine-engine driver ..	" ..	26 May, 1900 ..	59
Louis Clifford Goffe	" ..	" ..	26 " " ..	60
Gurr Gould St. John	" ..	" ..	26 " " ..	61
Alexander Lockie	" ..	" ..	26 " " ..	62
Agostino Perano	" ..	" ..	8 June, " ..	63
Eugenio Charles Perano	" ..	" ..	14 July, " ..	64
John William Bailey	" ..	" ..	14 Sept., " ..	65
Joseph Roger Hynes	" ..	" ..	24 Oct., " ..	66
George William Coates	" ..	" ..	6 Nov., " ..	67
Walter Cobourne	" ..	" ..	17 " " ..	68
William Henry Butler	" ..	" ..	15 Jan., 1901 ..	69
Thomas William Lapwood	" ..	" ..	15 " " ..	70
Richard Neville Reid Lindsay	" ..	" ..	15 " " ..	71
Alexander Allen	" ..	" ..	15 " " ..	72
George Aaron Wood	" ..	" ..	13 Feb., " ..	73
Edward Sherroch	" ..	" ..	6 March, " ..	74
Arthur Edgar Segar	" ..	" ..	11 " " ..	75
William Frederic Meyenberg	2nd class engineer †	Sea-going ..	8 June, 1900 ..	1
Palmer Otto Spry	" ..	" ..	14 Sept., " ..	2
John Robert Lindsay	1st class engineer †	" ..	14 " " ..	3
Alfred Harris	2nd class engineer †	" ..	8 Oct., " ..	4
William John Huggins	1st class engineer †	" ..	16 Nov., " ..	5
Ernest August Meyenberg	2nd class engineer †	" ..	29 " " ..	6
Louis Eugene Nees	" ..	" ..	11 Jan., 1901 ..	7
George Jacob Mercer	Engineer †	River trade ..	27 June, 1900 ..	1

* Renewal.

† For vessels propelled by other mechanical power than steam;

RETURN showing the CERTIFICATES of SERVICE issued to ENGINEERS of OIL-ENGINE VESSELS during the Year ended 31st March, 1901.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
William Lund	Engineer	Home trade ..	8 June, 1900 ..	1
Thomas Henry Quarterman	"	River trade ..	30 " " ..	2
Alfred John Hyder Verrall	"	"	27 Aug., " ..	3

RETURN showing the ORDERS IN COUNCIL which have been issued during the Financial Year ended 31st March, 1901.

Date of Order.	Purpose of Order.
1900.	
April 9	Vests management of wharves in Rodney County Council, and prescribes dues.
May 11	Approves of Greymouth Harbour Board agreeing to contribute £1 for £1 for prospecting coal on Brunner Mine lease.
June 7	Approves plans of W. T. Masfield's wharf in Clova Bay, Pelorus Sound.
" 7	Licenses W. T. Masfield to occupy foreshore, Clova Bay, as site for wharf.
Aug. 13	Licenses R. McIntosh and others to occupy foreshore at Whangaroa.
" 13	Approves plans of wharves at Miramar, Karaka Bay, and Seatoun.
" 13	Approves plan of embankment in Auckland Harbour.
" 13	Authorises construction of embankment in Auckland Harbour.
" 20	Revokes order approving plans of embankment in Auckland Harbour and special order authorising its construction.
" 20	Approves plan of Caldwell and Sons' wharf at Pakawau.
" 20	Licenses Caldwell and Sons to occupy foreshore at Pakawau as wharf-site.
" 27	Approves plans of J. Evans's wharf, Waipapakauri River.
" 27	Licenses J. Evans to occupy foreshore, Waipapakauri River, as wharf-site.
" 31	Revokes order licensing Swain and Lonneker to occupy foreshore, Ryan's Creek.
" 31	Declares Whakatane County Council shall exercise powers of a Harbour Board in Whakatane Harbour.
Sept. 10	Approves plan of rubble embankment in Auckland Harbour.
" 10	Authorises construction of rubble embankment by Auckland Harbour Board.
" 10	Approves plans of proposed diversion of Waiarohia Creek into Hoey's Creek, Whangarei.
" 26	Prescribes lighthouse dues for Gisborne and Tauranga.
" 26	Approves plans of Tangitoria Bridge, Wairoa River, subject to certain modifications.
Oct. 4	Approves plan of Otamatea County Council's wharf, Paparoa River.
" 4	Licenses Otamatea County Council to occupy foreshore, Paparoa River, as a site for wharf.
" 15	Approves plans of extension of Mitchelson Timber Company's wharf at Aroa, Kaipara.
" 15	Licenses Mitchelson Timber Company (Limited) to occupy foreshore, Aroa, for wharf-extension.
" 15	Prescribes dues and rates for W. T. Erskine's wharf, Bolton Bay, Mahau Sound.
Nov. 22	Approves plans of protective works, Motueka Harbour.
" 26	Approves Westport Harbour Board procuring suction dredging-pump.
" 26	Appoints time and places and Returning Officer for first election of Mokau Harbour Board.
" 29	Consents to Teames Harbour Board licensing New Moanatairi Gold-mining Company (Limited) to occupy foreshore for mining purposes.
Dec. 5	Approves plans of proposed extension of Gisborne Training-wall.
" 15	Approves plans of proposed widening, Clyde Quay, and erection of public baths, Wellington Harbour.
" 22	Appoints time and place of first meeting of Mokau Harbour Board.
" 22	Vests management of Le Bon's Bay Wharf, in Le Bon's Bay Road Board.
" 22	Revokes order licensing M. Davies to occupy foreshore, Coromandel, as site for baths.
" 22	Approves plan of Otamatea County Council's wharf at Maungaturoto.
" 22	Licenses Otamatea County Council to occupy foreshore, Maungaturoto, as site for wharf.
1901.	
Jan. 14	Authorises Waimea County Council to construct protective works for Motueka Harbour.
" 17	Approves plans of land moorings at Westport.
" 31	Approves plans of Te Puna Road Board's landing-shed, Tauranga.
" 31	Licenses Te Puna Road Board to occupy foreshore, Tauranga, as site for landing-shed.
" 31	Approves plans of National Mortgage and Agency Company's wharf extension, Tatarariki, Kaipara.
" 31	Licenses National Mortgage and Agency Company to occupy foreshore, Kaipara, as site for wharf extension.
Feb. 7	Approves plans of R. Ostern's shed, Waiharara River.
" 7	Licenses R. Ostern to occupy foreshore, Waiharara River, as site for shed.
" 15	Prescribes dues and rates for Coastal Steamship Company's wharf, Mahurangi River.
" 25	Approves plans of W. J. Bray's boatshed site, Mangonui.
" 25	Licenses W. J. Bray to occupy foreshore, Mangonui, as site for boatshed.
" 25	Vests management of Coromandel Wharf in Coromandel County Council, and prescribes dues.
March 12	Revokes order authorising erection of Mokau Wharf.
" 18	Prescribes dues for wharves at Miramar, Karaka Bay, and Seatoun, Wellington Harbour.
" 18	Approves plans of Waitemata County Council's wharf, Arkle's Beach.
" 18	Licenses Waitemata County Council to occupy foreshore, Arkle's Beach, as wharf-site.
" 27	Approves plans of extension to Victoria Wharf, Otago Harbour.
" 27	Authorises Kauri Timber Company to occupy foreshore, Oruaiti, Waihou, Kaeo, Pupuke, and Tairua Rivers as a site for booms.
" 27	Approves plans of New Zealand Timber Company's Proprietary (Limited) wharf, Hokianga.
" 27	Licenses New Zealand Timber Company's Proprietary (Limited) to occupy foreshore, Hokianga, as site for wharf.

SUMMARY OF CASUALTIES TO SHIPPING reported to the Marine Department during the Financial Year ended 31st March, 1901.

Nature of Casualty.	Casualties on or near the Coasts of the Colony.										Casualties outside the Colony.										Total Number of Casualties reported.									
	Steamers.					Sailing-vessels.					Total within Colony.					Steamers.								Sailing-vessels.					Total outside Colony.	
	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.			
Strandings,—																														
Total wrecks	2	468	..	6	777	..	8	1,245	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Partial loss	3	907	..	8	787	..	11	1,694	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Slight damage	..	..	..	3	229	..	3	229	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
No damage	2	847	..	..	..	..	2	847	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total strandings*	7	2,222	..	17	1,798	..	24	4,015	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Foundered,—																														
Total loss	..	..	..	2	64	8	2	64	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Collisions,—																														
Partial loss	3	2,264	..	1	51	..	4	2,315	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Slight damage	3	5,296	..	2	1,963	..	5	7,259	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
No damage	4	2,286	..	..	..	..	4	2,286	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total collisions..	10	9,846	..	3	2,014	..	13	11,860	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fires,—																														
Partial loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous, including damage by heavy seas to hull and cargo, loss of masts, sails, &c., and breakdown of machinery.	2	183	..	2	231	..	4	414	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total casualties to shipping	19	12,251	..	24	4,102	8	43	16,353	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Loss of life only	..	..	..	5	3,149	5	5	3,149	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total number of casualties reported	19	12,251	..	29	7,251	13	48	19,502	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1900, to the 31st March, 1901.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Registered Tonnage	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Deads	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1899. Nov. 3 (about)	Wolverine, new vessel	Schooner	42	7	..	9,000 ft. sawn timber	Capsized; total loss	7; all hands	Supposed off Cape Saunders, on voyage from Whangaroa to Bluff	S.W.	Heavy gale	Vessel left Whangaroa on 21st October for Bluff, and, having met with heavy weather, put into Akaroa for water and stores. She was last seen off Cape Saunders on 3rd November, on evening of which day a heavy S.W. gale sprang up, and it is supposed that the vessel was struck by a squall, and that her cargo shifted owing to loose stowing, which would prevent her righting in a sea. On 28th December the s.s. "Nairnshire" came upon her as a derelict in lat. 43° 27' S., long. 177° 55' E., lying on her port side, both masts standing, no spars lost, and submerged from bows to main, having her after-rail about 20 ft. above water. Deck was at such an angle that it was not safe to board her	Findlay McArthur.
1900. May 5	Warrior, 2 years	Schooner	73	4	..	Kauri logs	Stranded; partial loss	..	Two miles north of Nine-pin Rock, North Head, Manukau	..	..	Wind suddenly failed when vessel attempted to cross Manukau Bar	John Henry Rochfort.
"	Eliza Firth, 31 years	Brigantine	143	7	..	Timber..	Loss of life only	1	Off West Coast, North Island, on voyage from Kaipara to Lyttelton	E.N.E.	Strong breeze, with squalls	An A.B. named Frederick Turnbull was washed overboard by a heavy sea during a squall, and, owing to the rough sea and darkness of the night, nothing could be done to save him	Joseph Murray.
"	Nautilus, s.s., 14 years	Schooner	29	4	2	Cattle, fruit, butter, and sleepers	Stranded; slight damage	..	Near end of West Wall, Buller Bar	W.	Moderate	Master took bar in rough weather, heavy sea, and against signals, in preference to remaining outside and keeping to sea	Samuel Alexander Leech.
"	Nancy, 27 years	Cutter ..	22	2	..	Shingle	Capsized and foundered; total loss	1	Between Pahiki Island and mainland entrance to Auckland Harbour	N.W.	Squall	Vessel was anchored without taking in sails, when a squall struck her, and she capsized and foundered. The master was drowned	Richard Bloomfield.
20	Ronga, 1 year..	Schooner	93	6	..	Timber..	Loss of life only	1	Off Kaikoura, on voyage from Mercury Bay to Lyttelton	N.N.E.	Moderate gale	An A.B., Peter Olsen, was engaged in making mainsail fast, when vessel gave heavy lurch. He lost his footing, and before he could recover himself a heavy sea broke on board and washed him overboard. Owing to bad weather nothing could be done to save him	Edward Petersen.
"	Margaret Galbraith, 32 years, Al Lloyd's	Ship ..	841	23	..	Wool and tallow	Collision; slight damage	..	Outer anchorage, Bluff Harbour	W.	Light	Vessels came into collision while swinging at their anchors	Andrew Culbert.
23	Zealandia, s.s., 1 year, Al Lloyd's	Schooner	1736	67	72	General	Collision; slight damage	..					Alfred Henry Thorpe.

RETURN OF WRECKS AND CASUALTIES TO SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.	
			Crew.	Passen- gers.	Cargo.	Casualty.			Dirac- tion.	Force.			
1900.													
June 1	Lady St. Aubyn, 29 years	Schooner	150	7	..	Timber ..	Stranded; slight damage	..	Petone Beach, Welling- ton Harbour	S.E.	Strong gale	Vessel's mooring-lines parted while moored to Petone Wharf, and she drifted on to adjacent beach	D. Savident.
"	Sarah and Mary, 34 years	Schooner	145	7	..	Guano ..	Stranded; partial loss	..	Petone Wharf, Welling- ton Harbour	S.E.	Strong gale	Vessel was moored to wharf when gale came on. Moorings parted, and she could not get away from wharf, which was exposed to full force of wind and sea	William Rennie.
"	Huia, s.s. ..	Schooner	70	11	..	General	Stranded; partial loss	..	Entrance to Patea River	S.W.	Light ..	Casualty caused through vessel being un- handy to steer, and being taken on star- board quarter by ground swell while enter- ing Patea River, slightly touching bar, and refusing to answer helm. No blame at- tached to master	Alfred Haynes Sargent.
"	Plucky, s.s., 20 years	Cutter ..	29	5	..	Nil ..	Collision; no damage	..	Koputai Bay, Port Chalmers	..	..	The vessels' courses were at right angles, and, being both small vessels, could not see one another until they cleared the wharf, which was between them, when it was too late to avert collision	(Horatio Gordon.
"	Tarewai, s.s., 9 years	..	7	2	..	Nil ..	Collision; slight damage	..				Edward Miall Moss.	
"	Opawa, s.s., 3 years	Ketch ..	64	12	5	Produce	Loss of propel- ler	..	Woolshed Bend, Opawa River	..	Calm ..	Casualty caused through striking piles, which are out of original position owing to scour by recent floods	Samuel Clarke.
"	Moa, s.s., 37 years	Schooner	110	13	2	Coal ..	Stranded; no damage	..	Bar of Wanganui River	E.	Light ..	Casualty caused by crooked channel on bar, and vessel not answering her helm quick enough	William Henry Sawyers.
"	John o' Gaunt	Barque ..	1227	24	..	General	Loss of life only	1	Lat. 30° 14' S., long. 5° 25' W. On voy- age from Liverpool to Wellington	..	..	The death of A.B. Sydney A. Cormack arose through deceased accidentally falling from the maintopsail-yard, and not through any defect in the rigging, tackle, or appliances of the ship, and that no blame is attached to any person in respect thereof	John Christian Cannell.
July 3	Fairy Rock, 41 years	Brig ..	192	9	..	Timber..	Bulwarks dam- aged and ves- sel strained	..	Off Cape Palliser, on voyage from Mercury Bay to Dunedin	S.S.E.	Whole gale	Vessel encountered heavy weather, when her bulwarks were damaged and vessel strained. Master took best course possible in bringing his vessel to Port of Wellington. His costs ordered to be paid	Thomas Chris- tian Peter Bis- sell.
"	Elizabeth Price, 27 years	Barquen- tine	98	7	..	Old iron	Stranded; total loss	..	Long Point, Mahia Peninsula	S.S.W.	Gale ..	Considering exposed situation of anchorage, more care might have been taken in keeping anchor watch by using lead; otherwise every precaution taken for safety of vessel. No order as to costs, and certificates of master and mate returned to them	Thomas Hughes.
"	Aratapu, 23 years	Brigan- tine	122	8	..	Sawn tim- ber	Loss of anchor and cable	..	Long Point, Mahia Peninsula	S.	Gale ..	Vessel anchored under Long Point for shelter, but, finding anchors to be dragging, master slipped cables and put to sea to save her from stranding	William Gilmer.

July	16	Taupo, s.s., 15 years	408	22	..	Coal and timber	Stranded; total loss	..	Outside North Tip Head, Greymouth	..	..	Vessel broke away from her moorings at the wharf during heavy fresh in river, and, drifting out to sea, stranded outside North Tip Head. Casualty caused through the windlass breaking. No blame attached to master, officers, or crew	Charles Brophy.
"	30	Douglas, s.s., 18 years	60	5	4	Coal	Stranded; total loss	S.W.	North Spit, Moka River	Light	..	Heavy sea broke on board while attempting to cross bar off Moka River, and water getting into the stokehold and engine-room lowered steam-pressure from 70 lb. to 50 lb., and rendered her unable to contend against seas rolling in. A coir tow rope washed overboard, also fouled the propeller. No blame to any one on board	Alfred Jones.
Aug.	3	Lark, 19 years	139	8	..	Timber	Stranded; partial loss	N.E.	Abreast Heads Anchorage, Kaipara Harbour	Moderate breeze	..	When getting under weigh the vessel did not wear as smartly as anticipated, and when nearing the beach-side of channel the anchor, which was not hove high enough, caught the ground, and the ebb tide shot the vessel up the beach	Niel McDonald.
"	17	Falcon, 23 years	98	6	..	Timber	Stranded; partial loss	N.W.	About 150 yards from north side of entrance to Timaru Harbour	Strong breeze	..	Casualty caused through vessel not answering her helm, or helm not being put hard a-starboard by man at the wheel when the order was given	Edward Petersen.
"	23	Mapourika, s.s., 2 years	718	44	22	General	Stranded; partial loss	..	Mabel Island, off Picton, Queen Charlotte Sound	Calm	..	Casualty solely attributable to error of judgment on part of second officer in keeping too far to the westward after passing the snout, having been deceived by the shadow. All certificates returned, and costs of inquiry, £2 14s., ordered to be paid by second officer, Frederick William Baron	David Spence.
Sept.	6	Tararawa, 15 years	44	3	..	Ballast	Loss of life only	S.W.	One mile S.W. of Tiri Tiri Light, Hauraki Gulf	..	..	The master fell overboard while intoxicated, and was drowned	John Nelson.
"	14	Hermione, 23 years	1120	23	..	General	Loss of life only	N.E.	Nine miles south of Chasland's Mistake, Foveaux Straits	Fresh breeze	..	An A.B., Daniel Bowen, fell from the upper foretop-sail-yard to the deck, and was killed instantaneously	John James Alsop.
"	25	Rock Lily, 13 years	50	4	..	Timber	Stranded; slight damage	E.	Bar of Waimakariri River	Moderate breeze	..	Casualty caused through shifting bar. Vessel touched and lost way, and then grounded out of channel	William T. Taylor.
"	29	Glencairn, 15 years	62	5	..	Timber	Stranded; total loss	S.S.E.	Opposite Lake Ellesmere, Ninety-mile Beach	Storm	..	Casualty caused by stress of weather. Master did everything he could to save vessel, and showed great judgment in beaching her as he did, thereby saving lives of his crew	Charles Watchlin.
Oct.	2	Lord of the Isles, 19 years	208	8	..	Bonedust and coal	Stranded; total loss	S.W.	North side of Northern Sandspit, entrance to Kaipara Harbour	Fresh breeze	..	Master held responsible for wreck of vessel, and ordered to pay £8 14s., costs of inquiry	Robert Armit.
"	21	Linda Weber, 23 years	114	7	..	Coal	Stranded; partial loss	S.S.E.	Two miles north of East Cape	Fresh gale	..	Vessel touched shallow sunken patch, causing hole in her bottom, and, as water gained on pumps, master decided to run into Hicks Bay, and beach vessel	Simon McKenzie.
"	24	Gertie, s.s., 9 years	119	14	..	Coal	Stranded; partial loss	W.N.W.	Bar of Waitara River	Fresh	..	Casualty caused through heavy sea striking vessel on bar, causing her to touch ground, and lose steering-way	George Archibald Simpson.
"	25	Rosamond, s.s., 16 years	462	20	..	Timber	Collision; partial loss	S.W.	Wharf No. 7, Lyttelton	Strong breeze	..	Vessel ran stern on to pile-head of wharf; sternway not checked in time	Alexander Sutherland.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1900. Nov. 6	Tarawera, s.s., 18 years	Schooner	1269	50	74	General	Collision; no damage	..	Queen's Wharf, Wellington	S.W.	Light ..	Vessel ran stern on to wharf. Error of judgment by master, who was new to vessel, in not going astern sooner when approaching her berth. Damage to wharf estimated at £100	Richard Daniel Watson.
"	Coralie, 26 years	Cutter ..	29	3	..	Ballast ..	Stranded; total loss	..	Waikopu, Hawke's Bay	S.S.E.	Strong ..	Casualty caused through cable parting during a heavy sea and strong wind	Henry Hardwick.
Dec. 3	Kennedy, s.s., 35 years	Schooner	127	14	2	General	Collision; partial loss	..	Between buoy and Staiths, Buller River	..	Calm ..	When vessel was going up river to berth, s.s. "Taieri" was leaving, and while swinging to get clear of berth came into collision with "Kennedy," causing considerable damage to upper portion of bridge, but very little damage below deck-line. Master of "Kennedy" admits that he underrated the current, as the "Taieri" swung round much faster than he expected	Edward Graham.
"	J.D.O., s.s., 7 years	..	87	5	3	..	Collision; no damage	..	Near Napier, Hawke's Bay	S.W. by S.	..	When the "Selkirkshire" was approaching the Port of Napier the tug "J.D.O." with pilot on board, in coming alongside ran into her amidships, cracking two angle-irons and starting the butt-straps	(Benjamin B. O'raugh.
"	Selkirkshire, 22 years	Barque ..	1122	20	..	Ballast ..	Collision; slight damage	..	Off Portland Island ..	S.E.	Gale ..	Vessel met with very heavy weather off Portland Island, and, shipping a very heavy sea, was thrown on her beam ends. An O.S., Cornelius Eskhard, while endeavouring to get to a safer place, was washed overboard and lost	James Houghton.
"	Grace Harwar, Ship 11 years	Ship ..	1749	..	..	Ballast ..	Loss of life only	1					John Graham Briscoe.
1901. Jan. 8	Lizette, 20 years	Ketch ..	39	3	..	Ballast ..	Stranded; partial loss	..	Te Arai Beach, three miles south of Mangawai River	N.	..	Vessel missed stays twice, and, the wind dropping somewhat, the swell or rollers caught her on the bows; and, although anchors were let go, she went on the beach	William Jones.
"	Rotomahana, s.s., 22 years	Schooner	901	50	80	General	Collision; no damage	..	33 miles north of Godley Head	N.W.	Moderate	Master of "Kestrel" blamed for leaving vessel in charge of uncertificated mate during a night-watch, when another man who could have acted as look-out was available as look-out; also, for failing to show bright or flare light when green light of "Rotomahana" was seen. He was ordered to pay costs of inquiry	Walter Manning.
"	Kestrel, 32 years	Schooner	51	4	..	Ballast ..	Collision; partial loss	..	Croixelles Harbour ..	N.W.	Light ..	Vessel was lying at anchor in shelter when cable parted, and she went ashore	Patrick Daragh.
Feb. 3	Argus, 47 years	Ketch ..	36	3	1	Firewood and pigs	Stranded; partial loss	..	12 miles S.W. of Farewell Spit	S.W.	Light ..	While steaming on voyage from Foxton to Westport the propeller-blades of port engine were suddenly stripped; cause unknown	Samuel Westrupp.
"	Gerlie, s.s., 10 years	Schooner	119	14	..	Ballast ..	Loss of propeller-blades	..					George Archibald Simpson.

11	Takapuna, s.s., 18 years	Schooner	377	43	..	General	Stranded; no damage	..	Middle Bank, French Pass	N.W.	Moderate breeze	Court found that casualty was a pure accident. No blame attachable to master, officers, or crew, and recommend that new survey of locality should be made	John Grant.
"	14 Kamea, s.s., 2 years	Schooner	3553	76	74	General	Collision; slight damage	..	Queen's Wharf, Wel- lington	N.N.W.	Gale	The "Kamea," in coming up to the wharf ran into the "Elingamite," which was berthed at the wharf; but the Court could not say how the accident occurred, and could not, there- fore, attach blame to any one in the matter	George Burton.
"	14 Elingamite, s.s., 13 years	Schooner	1675	58	..	General	Collision; par- tial loss	..	..	..	..	Master committed error of judgment in over- estimating distance from lighthouse. The lead should have been used when heading in for the land	William J. Wyllie.
"	22 Eliza Firth, 32 years	Brigan- tine	143	8	..	Produce	Stranded; par- tial loss	..	About three miles north of North Sandspit, Kaipara	E.S.E.	Gale	Master committed error of judgment in over- estimating distance from lighthouse. The lead should have been used when heading in for the land	Gilbert Brown.
"	25 Lady St. Aubyn 29 years	Schooner	150	6	..	Ballast ..	Stranded; total loss	..	North Spit, entrance to Kaipara Harbour	..	Lightairs and calm	Master committed grave error of judgment in not letting go anchor when vessel was drift- ing on to Spit, and he was ordered to pay half costs of inquiry	Alexander Mc- Donald.
Mar. 21	Strathgryte, 10 years	Ship ..	2190	30	..	Wool, wheat, and tallow	Fire on board; partial loss	..	Lat. 48° 48' S., long. 170° 40' E. On voy- age from Sydney to London	..	..	Fire supposed to have been caused by spon- taneous combustion of scoured wool shipped in a damp state. Vessel put into Port Chalmers for assistance	Daniel McRit- chie.
"	24 Ariadne, 27 years	Schooner	230	11	1	None ..	Stranded; total loss	..	About a mile and a half south of Waitaki River	S.S.E.	Half gale	Master guilty of grave error of judgment in not wearing his ship a mile or two sooner than he did. His certificate was suspended for three months, and he was ordered to pay £15 15s. towards cost of proceedings	George Mum- ford.

Approximate Cost of Paper.—Preparation, not given; printing (1,625 copies), £38 12s. 0d.

By Authority: JOHN MACKAY, Government Printer, Wellington.—1901.

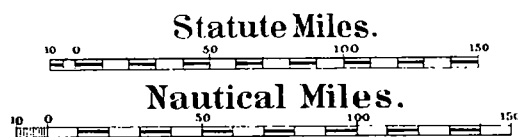
Price 1s. 6d.]

NEW ZEALAND WRECK CHART

1ST APRIL, 1900, TO 31ST MARCH, 1901,

Compiled from Official Records

in the
Marine Department



A. Koch del.

