

## RETURNS.

### No. 1.

(a.) RETURN showing the NUMBER of LAND BOILERS and MACHINERY for which CERTIFICATES are issued, for the Financial Year ended the 31st March, 1905.

**Boilers—**

Stationary—Five-horse power and under, 1,293; 10-horse power and over 5-horse power, 756; over 10-horse power, 1,403: total, 3,452.

Portable—Five-horse power and under, 166; 10-horse power and over 5-horse power, 1,155; over 10-horse power, 346: total, 1,667.

Total boilers, 5,119.

**Machinery—**

Hydraulic lifts, 247; gas lifts, 45; gas and water lifts, 5; oil lifts, 3; electric lifts, 40; steam and water lifts, 10; gas and hydraulic hoists and electric motors, 208; water-engines, water-motors, and water-wheels, 108; Peltons, 97; turbines, 68; gas-engines, 786; oil-engines, 344; steam machinery, 809: total machinery, 2,770.

Grand total, 7,889.

(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 the 31st March, 1905.

Fees payable—On boilers £5,920 10s., on machinery £286; total £6,206 10s.: for engine-drivers' certificates issued, £540 10s.: total, £6,747. Government boilers and lifts inspected, but not charged, represent the further sum of £81 2s. 6d.

The cash actually received for boilers and machinery and paid into the Public Account amounted to £6,685 4s. The difference is caused by boiler-owners paying late fees. The cash actually received and paid into the Public Account for engine-drivers' application fees amounted to £667 10s. for the financial year ended the 31st March, 1905. This amount includes fees for certificates not yet issued.

(c.) RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to WINDING and TRACTION and LOCOMOTIVE ENGINE DRIVERS, and to STEAM-STATIONARY-ENGINE DRIVERS, during the Financial Year ended the 31st March, 1905.

Steam winding: Service 9, fees £2 5s.; competency 25, fees £12 10s.; hydraulic 1, fees 10s.: total fees, £15 5s.

Traction and locomotive: Service 1, fees 5s.; competency 230, fees £115: total fees, £115 5s.

Steam stationary: Service—First class 16, fees £4. Competency—Extra first class 5, fees £5; first class 179, fees £179; second class 444, fees £222: total fees, £410.

Summary of certificates issued: Service—Winding, 9; traction and locomotive, 1; stationary, 16; total, 26; fees, service, £6 10s. Competency—Winding, 26; traction and locomotive, 230; stationary, 628: fees, £534.

Total: Winding certificates, 35; fees, £15 5s. Traction and locomotive certificates, 231; fees, £115 5s. Stationary certificates, 644; fees, £410. Total certificates, 910: total fees, £540 10s.

### No. 2.

RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended the 31st March, 1905.

| Description of Defects.                             | Dangerous. | Defective in Lesser Degree. | Total. |
|---|------------|-----------------------------|--------|
| A number of screwed stays in firebox wasted ...     | 1          | 26                          | 27     |
| Back tube-plates bulged ... ..                      | ...        | 5                           | 5      |
| Back tube-plate cracked ... ..                      | ...        | 1                           | 1      |
| Boiler-bottoms bulged ... ..                        | 1          | 20                          | 21     |
| Boiler-bottom very thin ... ..                      | 4          | ...                         | 4      |
| Boilers dirty ... ..                                | 4          | 52                          | 56     |
| Brickwork setting defective ... ..                  | 1          | 11                          | 12     |
| Circumferential seams grooved ... ..                | ...        | 2                           | 2      |
| Compensating-ring round manhole wasted ... ..       | ...        | 1                           | 1      |
| Combustion-chamber thin ... ..                      | ...        | 2                           | 2      |
| Considerable general external waste in shell ... .. | ...        | 2                           | 2      |
| Crack in firebox ... ..                             | ...        | 4                           | 4      |
| Cross-tube thin ... ..                              | ...        | 1                           | 1      |