

10. In connection with the magazine at Maraetai, the necessity for the existing gazetted road along the foreshore in front of the magazine requires consideration. The evidence and our personal inspection clearly shows that there is no necessity for a foreshore road in front of the magazine, and that sufficient and good communication can be obtained by an inland road from the schoolhouse on the western side to the foreshore road on the eastern side at an existing bridge. We therefore recommend that the road along the foreshore be closed to the required extent, and that a new road be taken as described above, and a horse-track be at once constructed along it. Messrs. Nobel approve of this being done, and offer to contribute towards the cost.

11. In connection with the present condition obtaining in Auckland, of Messrs. Nobel owning the only available magazine, it appears from the evidence that rival traders have some objection to their business becoming generally known. To overcome this Messrs. Nobel offered to lease to the Government a sufficient area or areas as sites for other private or Government magazines. This would overcome all objections on the part of traders. There are sufficient suitable sites available for the purpose.

12. We find it necessary to make the following recommendations regarding several matters which came under consideration during our proceedings:—

(a.) The existing railway regulations governing the conveyance of explosives tend to cause illicit conveyance of small quantities in passenger-trains. We therefore make the following recommendations regarding amendments to the regulations (Division 2, page 67), which we consider desirable:—

(i.) That a quantity of explosive not exceeding 50 lb. in weight be carried in mixed trains, in a truck placed at least 70 ft. from the locomotive and also from the nearest carriage carrying passengers. Such explosive shall be placed inside a strong iron cylinder or case heavily galvanized after manufacture, lined with soft felt, and provided with means to prevent the explosive moving. The cases should be provided by the Railway Department or large dealers.

(ii.) That all regulations dealing with conveyance of explosives be made public, the largest dealers at present being unaware of the existence of regulations.

(b.) In order to facilitate railway traffic in explosives we consider that—

(i.) Whenever explosives are conveyed from the magazine to the railway by water, a special landing-jetty be constructed, connected by siding with the railway and provided with a roof or shed to protect the railway-trucks while being loaded:

(ii.) That elsewhere a railway-siding should be constructed as near the magazine as possible, to avoid entirely or reduce to a minimum intermediate conveyance by road, and thereby save handling.

(c.) We are of opinion that the General Government should exercise a closer supervision than at present exists of the storage and sale of small quantities of explosives throughout the Dominion.

(d.) We recommend that every vehicle conveying or containing explosives, whether by railway or road, be distinctly marked by placard of the word "Explosives," and by conspicuous exhibition of a sufficient red flag.

(e.) We recommend that every coasting-vessel carrying explosives be fitted with an approved magazine, or a portion of the hold be specially adapted to meet the requirements of the Inspector of Explosives, in which the explosives shall be stored.

13. Further, in connection with your inquiry several matters were brought under our notice, more particularly by the owners of the "Sabulite" manufacture, as regards storage and conveyance, and by Mr. L. Stanton regarding the obtaining of explosives for criminal purposes; but as these matters are outside our order of reference we recommend that they be referred to the Department for consideration,