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# The Canterbury (N.Z.) Aviation Co. Ltd.

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## The First Hundred Pilots

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### INTRODUCTORY.



It was during a visit to England in the latter part of 1908 that my interest was first aroused in aviation, and the possibility of its coming into use for practical purposes. On January 13th of that year, Farman had made practically the first aeroplane flight, circling round the Eiffel Tower, in Paris, and accomplishing a distance of 1630 yards. A few months later the Wright Brothers, Farman and Delagrange were constantly establishing new records, till by the end of the year distances of over fifty miles had been flown. About the same time Count Zeppelin was experimenting with his famous airships, one of them being wrecked by a storm on August 5th.

In 1909 the political atmosphere of Europe became electrical, and the gift of a New Zealand Dreadnought was made. The Dominion Parliament was summoned on June 10th for a short session, to enable the Prime Minister, Sir Joseph Ward, to attend an Imperial Conference. On June 11th, immediately after the Address-in-Reply had been moved and seconded, I spoke in the Legislative Council (Hansard, Vol. 146, p. 14), urging the Government to adopt aviation as a means of national defence, pointing out the German awakening to the importance of the subject, and suggesting to the Prime Minister that he should avail himself of the opportunity of his approaching visit to England to obtain information. The suggestion was not even discussed, but seven years later, in May, 1916, I moved in the Legislative Council:—"That in view of the rapid development of the science of aerial navigation that has taken place in recent years, this Council suggests that the Government should establish a school or schools of flying in preparation for the formation of an aviation corps for purposes of national defence." (Hansard, Vol. 175, p. 213).

The Leader of the Council, the Hon. Sir Francis Bell, speaking on behalf of the Government, did not oppose the passage of the motion. He was, as he always is, extremely courteous, but he could hold out no hope that it would be acted on. The establishment of schools of aviation was not a practical necessity of the moment, and his colleague (the Minister of Defence), with whom he agreed, thought that it could not then with advantage be undertaken by the Government.



The motion was allowed to pass, but the Government's decision had to be accepted as final.

At that time there were two schools of aviation in Australasia. The pioneer establishment was the school at Laverton, near Melbourne, which had been founded by the Commonwealth Government some three years earlier, and had already sent two air squadrons to assist the cause in Mesopotamia. The second school was that at Kohimarama, near Auckland, a private institution which had recently been started by Messrs. Walsh Brothers and Dexter. It is worthy of note that the younger Walsh not only built his own machine, but taught himself to fly it.

The Auckland school, now known as the New Zealand Flying School, is situated on the shore of the harbour, and confines its operations to seaplanes. In addition to these two schools, the Government of New South Wales was fitting up a third school at Richmond, which has since started.

After the passage of the motion in the Legislative Council, the Minister of Defence indicated that while the Government was not prepared to establish a South Island school, it had no objection to its being undertaken by private enterprise. The first step was to obtain information as to the most suitable make of aeroplane for tuition purposes, and to find out whether machines could be obtained and shipped. Thanks to the assistance of my brother in London, I was able, on July 8th, to place an order for two Caudron biplanes. The next step was to send out several hundred copies of a private circular to those likely to be willing and able to assist. The replies were encouraging, and on August 22, 1916, the meeting at which the Company may be said to have started was held in the Chamber of Commerce Hall, Christchurch. The Mayor of Christchurch took the chair, and a large and influential Board of Directors was elected.

The remainder of the story has been pieced together from the Company's minute books and other records. Believing as I do, that an undertaking so closely allied to national defence should have been established by the Government, as has been done in Australia, I have thought it due to the Company with which I am associated, and to myself, to make it clear that we have not jumped the Government's claim, and only intervened after the express refusal of the Government to act.

HENRY F. WIGRAM.

Christchurch, New Zealand,  
June, 1918.

### FOUNDATION OF THE SCHOOL.

**Preliminary Work.**—The Provisional Board of Directors, appointed at the inaugural meeting, held office until the first general meeting of the Company, on December 7th, 1916. Immediately after its constitution, it proceeded to set up committees to attend to the promotion of the Company generally, to select a site for the aviation ground, to prepare plans and supervise the erection of buildings, to order aeroplanes and manufacturing and repairing machinery, to attend to finance and office management, to define the relationship of the school to the Defence Department, and to obtain the recognition of the War Office and the Royal Flying Corps.

Mr. C. W. Hervey was appointed Secretary, and his office, 59 Cathedral Square, Christchurch, was registered as the office of the Company. The prospectus was filed and the Company was registered on September 20th. On October 27th a sufficient number of shares had been applied for to enable the Directors to proceed to allotment.

**Choice of Site for Aerodrome.**—It may be thought that with the wide area of the Canterbury Plains from which to choose, there should have been no difficulty in selecting a good aerodrome. At least a dozen excellent sites were offered and inspected, but the difficulty of the problem lay in the desire of the Provisional Directors to select the **best** site possible, and one which could not be eclipsed by future rivals. They looked ahead to the time, after the war, when an aerodrome would be a practical necessity for every city the size of Christchurch, when the postal service would be carried by air, and private owners would want their hangars and aerodrome just as motorists now need a garage. Accessibility to the city would then become a point of primary importance. It so happens that Christchurch is surrounded by a barrage of suburban residences with their gardens and orchards, and worse than all, from a flying point of view, with an entanglement of telegraph, telephone and electric light and power wires. The site finally selected is under six miles from the centre of the city, and within a few minutes' walk of the electric trams and of a railway station (Sockburn). The original purchase consisted of rather over a hundred acres, but has since been added to. The land had been used as a small grazing farm, and was mostly in grass, but a good deal of levelling had to be done to improve the surface, and the intersecting hedges and a plantation taken out. The site possesses other special advantages. It adjoins the Canterbury Park Trotting ground, which affords good landing ground in case of emergency and is not likely to be built over, and perhaps more important still, it is within reach of electric light and power supply from the Government installation at Lake Coleridge. Looking towards the south and east the Port Hills form a fine background, while on the west the snowy summits of the great chain of the Southern Alps stretch in an unbroken line along the whole horizon. Both ranges are too far away to cause any atmospheric disturbance at the aerodrome. (Subsequent experience of over a year has enabled Mr. Hill, the Company's instructor, to say that the climate and wind conditions are exceptionally favourable for flying, and that his pupils have been able to put in far more hours per week than he could ever get done at Hendon). The lay of the ground has allowed a straight, level course of nearly a mile to be laid out, in a direction favourable to its use when the prevailing winds are blowing, and here several pupils can practise straight flights, simultaneously, without interfering with one another.

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The Provisional Board of Directors did valuable service to the Company, and when the time came for them to relinquish their office they had not only secured a site and placed orders for three machines, but had collected information which was of great use to the Permanent Board which succeeded them.

### BOARD OF DIRECTORS

Elected at the first General Meeting of the Company, December 7, 1916, all of whom are still in office.

HON. H. F. WIGRAM, M.L.C., Chairman.

RICHARD ALLEN, Riccarton Mills.

ROBERT BELL, now Managing Director of the "Lyttelton Times" Co.

A. W. BEAVEN, of the engineering firm of Andrews and Beaven.

COL. R. A. CHAFFEY, Officer Commanding the Canterbury Military District.

C. H. HEWLETT, Canterbury (N.Z.) Seed Co., Ltd., now President of the Canterbury Chamber of Commerce.

GEORGE HUMPHREYS, of the firm of Fletcher, Humphreys and Co.

S. G. RAYMOND, K.C.

C. W. REID, of the firm of Pyne and Co.

Technical Adviser: PROFESSOR R. J. SCOTT, M.I.C.E., of Canterbury College, Christchurch.

Auditor: WALTER J. MOORE, F.P.A., N.Z.

Bankers: THE BANK OF NEW ZEALAND, LTD.

Secretary and Office: C. W. HERVEY, 59 Cathedral Square, Christchurch.

The new Board had a very busy time for the first few months. It had first to plan the lay-out of the whole works, the hangars, the repairing shop, the pupils' quarters, and those of the staff, and order the plant and machinery. One of the first difficulties met with was the delay in obtaining shipment of the aeroplanes ordered. It chanced that both the French and British Governments were concerned, as the engines came from France, and the planes from England, and the consent of innumerable departments of each Government had to be obtained. Weary months went by while our London agents were struggling with Government red tape, and it was not till April, 1917, that the first machine arrived. The delay had one advantage, the preparatory work at this end had not to be hurried, and time was accordingly given to the consideration of every detail.

**Instructor.**—Another matter which engaged the early attention of the Board was the appointment of an instructor. It had been contemplated that the position should be offered to Flight-Lieutenant Scotland, a young New Zealander who had brought out an aeroplane, and had made some pioneer flights here, and at the outbreak of war had volunteered for service and been sent to Mesopotamia, where he served with the Royal Flying Corps. He had been invalided back to New Zealand, and it was thought

that his health would soon permit him to take up tuition work. Soon after the election of the Board, Lieutenant Scotland definitely declined the position on account of health, and the Board had to look elsewhere. There were several candidates for the post, but before making any appointment the Directors asked and obtained the assistance of the Government in making enquiries through the High Commissioner in London. The High Commissioner strongly recommended Mr. C. M. Hill, who had been chief instructor in the Hall Flying School, at Hendon, England. Mr. Hill was appointed, and arrived in Christchurch on May 3, 1917, about a fortnight after the first machine had been delivered.

**Aeroplane Fleet.**—One of the first acts of the Provisional Board had been to take over the contract entered into by the Chairman for the purchase of two Caudron-Anzani aeroplanes, and to order a third machine of the same make. The first machine to arrive, though not the first ordered, was a 60 h.p. dual-control, and after the first few flights it developed structural weakness in its engine, and had to go into dock for extensive repairs. While these repairs were being carried out, Mr. Mackie set to work to build a plane for a 45 h.p. engine, originally imported by Lieut. Scotland, and afterwards purchased by the Company. The pupils all lent a hand at the building, and the new machine was flown by Mr. Hill on July 21. It was christened "Whitewings" by the boys, and was a great success, all the pupils for the first few months taking their tickets on it. Mr. Mackie came to us from the Auckland School, where he had already established a reputation as a builder of aeroplanes. Since he has been with us he has built several more planes, which are not only cheaper than the imported models, but considerably lighter and possessing greater stability, so much so in fact, that we are now importing engines only, and building our own planes. Mr. Mackie has been equally successful as a maker of propellers, so that except for engines the Company is independent of the imported article. The two other machines originally ordered arrived later, and others have since been imported, so that at present the Company has a sufficient reserve of machines to ensure the continuance of training without interruption.

**The School's Progress.**—The school may be said to have started operations on June 19th, 1917, when the first passenger flights were made in Canterbury. There was then only one machine, the 60 H.P. two-seater, and in it Mr. Hill took up, successively, the Chairman and Mrs. Wigram, and the six pupils then in residence. A month later the first machine built on the premises became available, and on this machine, on August 24, all six pupils took their certificates, flying the machine they had helped to build. Major (now Colonel) Sleeman, I.G.S., was the Supervisor, and complimented Mr. Hill on the excellence of his pupils' performances. Four days later Mr. Mercer, who had joined the school a great deal later than the others, took his "ticket." He had been selected to train for the position of assistant instructor, and could not otherwise have entered the school, as he was over the age (25 years) at that time the maximum allowed for entry in the Royal Flying Corps. For some months the progress of school work was slow, there were only two machines, and one or other was often under repair, thus only two "tickets" were taken in September, and the same number in October. After that time the numbers steadily increased, as more machines were provided, and Mr. Mercer became fully qualified. A third instructor was also



engaged, Mr. Dawson, who had learnt his flying at the Auckland school. Thus, from November to January of the present year the certificates averaged seven per month, and from February to May, the average jumped to twelve per month. Eighty-two pupils had ticketed by May 31st, and the instructional staff began to hope that the hundredth pupil would pass by June 19th the first anniversary of the opening of the school. On the 6th of June, six pupils were ready for their tests, and passed very creditably. Two days later four more tickets were recorded, and on June 12th, three more were added to the school register, making a total of thirteen tickets within seven days. The remaining five pupils ticketed on Monday, the 17th of June, giving a display of correct flying, with good landings.

In the original building accommodation for twelve pupils was provided, but this accommodation has been since increased to keep pace with the growing requirements of the school.

**Actual Flying Time.**—The records of the school show that the first hundred pupils made 14,791 distinct flights, both dual-control and solo, an average of nearly 150 flights per pupil. There were 353 hours 46 minutes of dual-control instruction in the air, and 286 hours 26 minutes of solo flying. At the average speed of the machines this represented about 30,000 miles flown. These figures, it is understood, represent a liberal flying time for the pupil compared with the course at Hendon, but near Christchurch the weather is extremely favourable for flying, especially in autumn and winter, when there is a succession of frosty nights and clear sunny days; but even in the more windy summer weather, the high-powered training machines have enabled pupils to go up in fairly strong winds. It was estimated at first that the average time of tuition would be about two months, but as more machines and instructors were provided the time was steadily reduced, and now averages, probably, one month.

**Canterbury School of Aviation and the Defence Department.**—The primary object with which the Company was founded was to train airmen for service with the Royal Flying Corps, and everything else has been subordinated to that purpose.

The Company, so far, has not received one penny from exhibitions, and the only passenger flights have been given in recognition of assistance rendered to the school, Mr. Hill's time being fully taken up in attending to his pupils.

The Defence Department practically acts as agents in New Zealand for the Royal Flying Corps (now the Royal Air Service). The Directors have therefore endeavoured to carry on the school as if it were a branch of the Defence Department. In order to do so they have submitted drafts of any proposed regulations for the conduct of the school to the officers of the Department, and have accepted any amendments or alterations proposed. They have only received pupils approved by the Department as suitable, and made it a condition of admission that they should sign an undertaking to enlist in the R.F.C., as soon as they gained their pilot's certificate. (There has been one exception made, that of Mr. Mercer, who, as mentioned above, was specially trained as an assistant instructor).

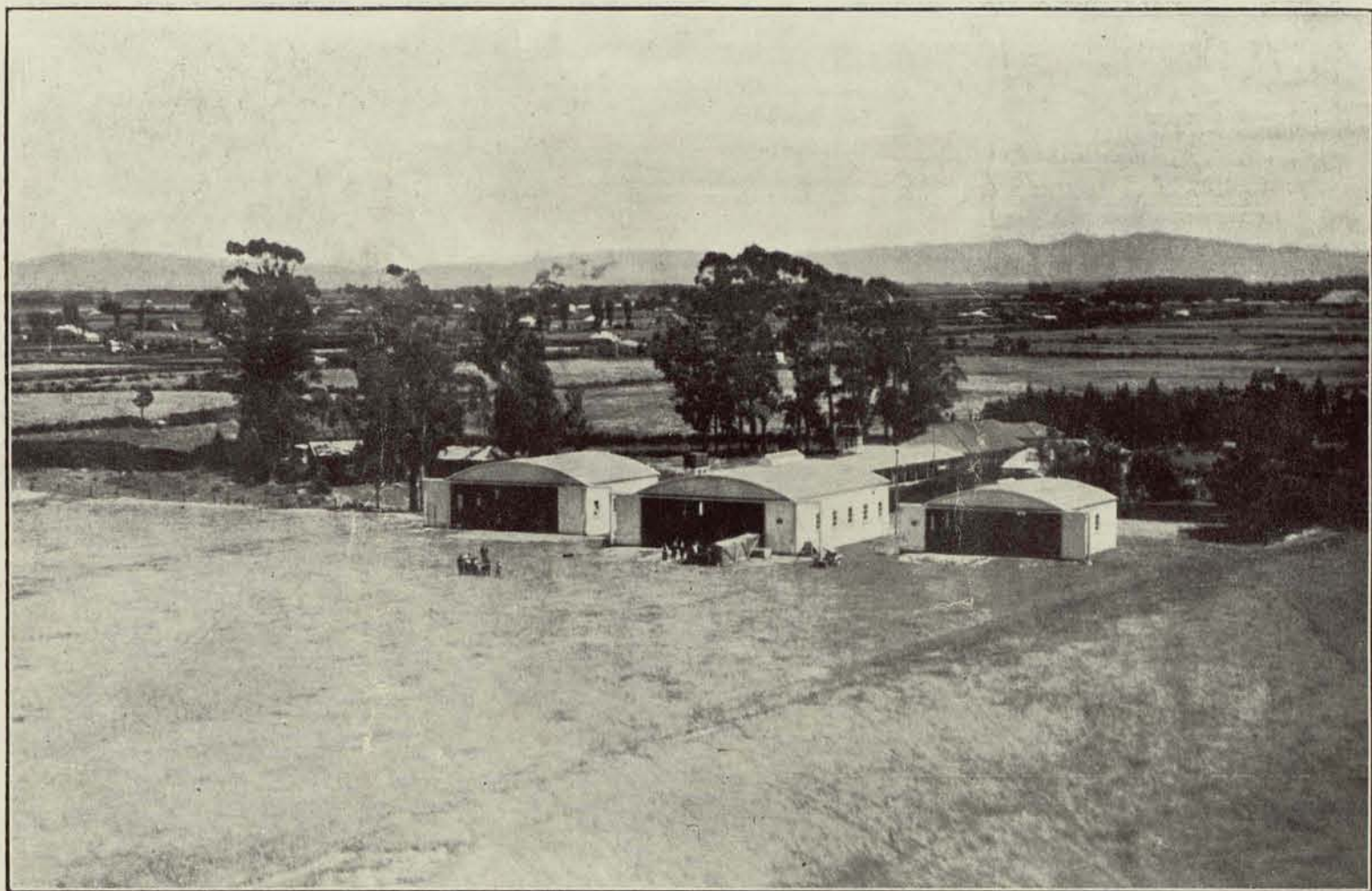
The Defence Department, on its side, has given the Company valuable assistance, and Sir James Allen, Minister of Defence, has on several occasions invoked the



CHRISTCHURCH, N.Z., FROM THE AIR, 17TH JANUARY, 1918

Photo by L. Hinge (Protecta).

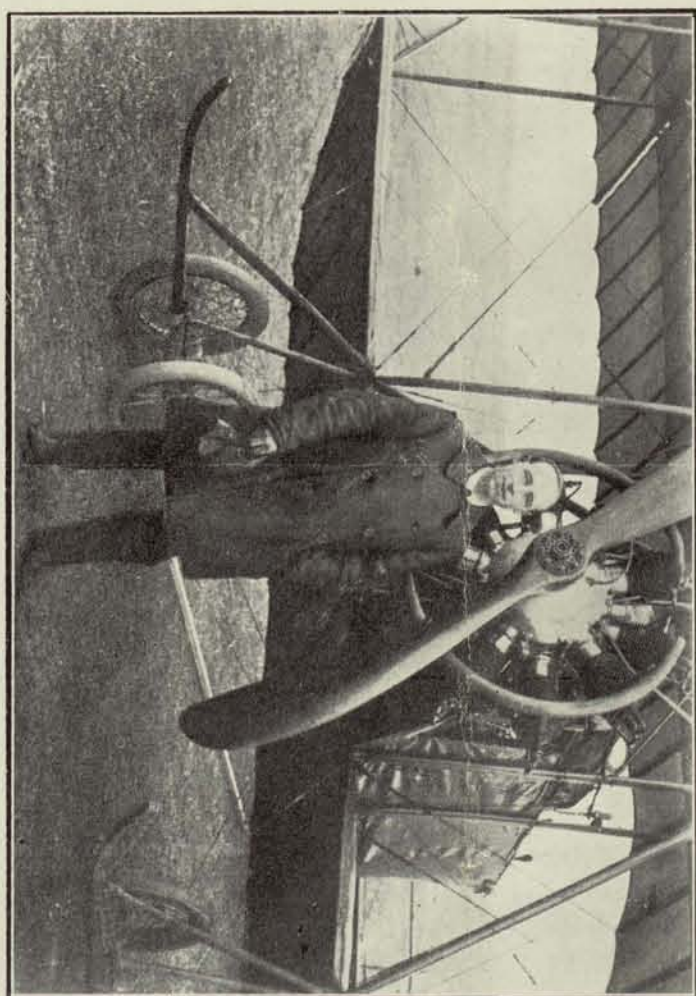




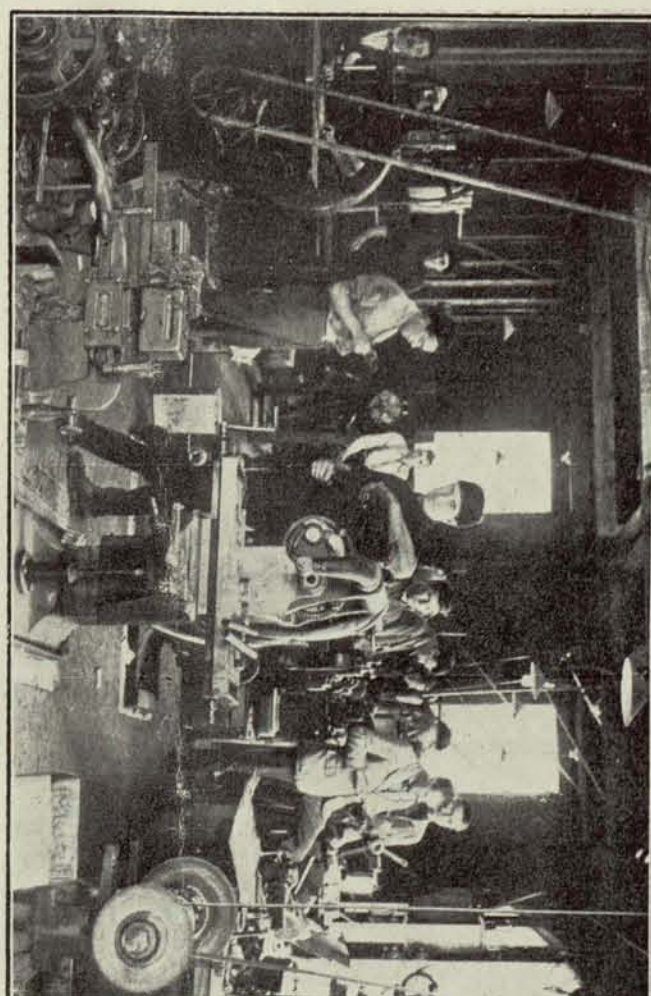
HANGARS AND SCHOOL BUILDINGS FROM ABOVE THE AERODROME.  
 (The first aerial photograph taken in Canterbury, N.Z.)

17th January, 1918.

L. Hinge photo.



C. M. HILL, CHIEF INSTRUCTOR.



PUPILS AT WORK IN THE REPAIRING SHOP.





GROUP OF PUPILS AND STAFF.



PASSING PUPILS FOR THEIR CERTIFICATES.

help of the High Commissioner in London, notably in the engagement of Mr. Hill, and in the purchase of engines and in obtaining permits to ship. The Government as a whole have been friendly disposed towards the school, and has admitted its aeroplanes, etc., free of duty, and supplied power and lighting from Lake Coleridge on favourable terms.

Many members of the Cabinet have visited the school, and two of them (the Hon. W. D. S. MacDonald and the Hon. T. M. Wilford), have trusted themselves to Mr. Hill's guidance in the air.

**Course of Instruction.**—The primary object of the school being to teach flying, when the weather is suitable, everything has to give place to this. But when the wind is too strong for flying, the pupils are taken in hand in the workshop by Mr. Hill and Mr. Mackie, and taught the principles of construction and repair, and given practical instruction in the care and maintenance of aeroplanes and engines. The Defence Department has also arranged for a course of drill and of instruction in military subjects. It was originally hoped to arrange for courses of lectures on such kindred subjects as map reading, wireless telegraphy, signalling, observation, machine-gunnery, photography, etc., but the curtailment of the average length of the training has compelled a revision of the original programme. Moreover, all these subjects form part of the course that the pupils will have to undergo after their arrival in England. The position, as the Directors understand it, is that the Royal Air Service asks us to send certificated pilots, as many and as soon as possible; if they have some knowledge of the construction of the engines and planes they use, and of the elements of military drill, so much the better, but their departure ought not to be delayed for instruction in other subjects, which in any case they will have to take up at Home.

**"The Waiting List."**—Up to the present time, there have been more pupils offering than could be accommodated, and some of those who wished to enter could not afford time to wait, perhaps being called in the ballot, or for other reasons. The services of these intending pilots were lost to the Air Service. This was unavoidable; no time or expense was spared in obtaining tuition machines and instructors, but for reasons already given, the Directors had to be patient. But the school is now gradually overtaking its arrears, and when the aeroplanes now on the water arrive, and perhaps other instructors are appointed, it is hoped that pupils can be taken in as fast as they may offer themselves.

**"After the War."**—It is not intended here to attempt any forecast of the future of aviation, but merely to refer to the prospects which may reasonably be anticipated for the Company. Undoubtedly there will return to New Zealand scores, perhaps hundreds of young aviators who will be anxious to continue their calling. Some of them probably will continue in the Defence Forces, some will act as mailmen, some as chauffeur aviators for wealthy owners, some will own and drive their own 'buses. It is tolerably certain that an aerodrome will be needed in each centre, with a range of hangars and a repairing shop. There will still be young men eager to learn to fly, though for reasons given above they will not be so numerous as at present. It may be



some time before aero-engines can be built locally, but, as has been demonstrated, we can build the planes, and we may be able to secure the agency of one of the first-class aero-engines. Probably for some time to come the public will be ready to support exhibitions of flying, and there will be a demand for joy rides. The Company claims that with a well-appointed aerodrome within twenty minutes' ride in an electric tram-car of the centre of the city, it should be well placed to supply these various demands, and also give occasional exhibitions at other centres. Already, and without interfering with the work of the school, the ground is being laid out and planted, with the view of its becoming one of the most attractive sports grounds within reach of the citizens of Christchurch.

**The First Hundred.**—The first brood of the school's airmen were taken for their maiden trip in the air on June 19, and passed the R.F.C. test on August 24, 1917. The hundredth pilot took his certificate on June 17, 1918, and by a curious coincidence, he happened to be the hundredth pupil to enter the school. Only one of the first hundred to enter failed to qualify. He was taken ill soon after entering, and had to give up, and as it was no fault of his own the greater part of his fees was refunded. The first certificate was taken by Edwin Wilding, a younger brother of the late Captain Anthony Wilding, an old Christ's College boy, and the hundredth by L. A. Stewart, who came from Wanganui College. The first hundred were not all "College" boys; many were skilled mechanics. One, who gave promise of becoming a daring airman, was a Maori, but taken as a whole, they will be found to represent a fine type of young New Zealand manhood. Many of the earlier pupils have written from England or Egypt, expressing their appreciation of the training they received at the Canterbury School, and in particular of Mr. Hill's method of instruction. These unsolicited testimonials, coming as they do from our boys after they have had experience of other schools and other instructors, are very gratifying to the executive officers of the Company. We, at this end, desire to keep track of the pupils who have passed through our hands, and to establish and maintain an "esprit de corps" amongst them, past, present and future; with that object we have established a school register, in which every pupil has his page, beginning with the date he entered the school and the date he took his pilot's certificate, to be followed by such records as his subsequent career may afford. Letters received from ex-pupils are typewritten and circulated amongst the present pupils, by whom they are much appreciated. A list of the first hundred pilots is printed below.

HENRY F. WIGRAM, Chairman.

## Particulars *re* Pupils.

Name.	Address.	Date of Qualification
1. WILDING, E. A. F.	Opawa, Christchurch	Aug. 24, 1917
2. HAWKER, H. N.	New Brighton	Aug. 24, 1917
3. STEVENS, J. E.	New Brighton	Aug. 24, 1917
4. McFADDEN, C. J.	St. Albans, Christchurch	Aug. 24, 1917
5. LIMBRICK, L. A.	Napier	Aug. 24, 1917
6. ORR, E. J.	Napier	Aug. 24, 1917
7. MERCER, J. C.	Waikari	Aug. 28, 1917
8. SUTHERLAND, E. T.	Ashhurst, Palmerston North	Sept. 15, 1917
9. BRODIE, R.	Rangitata	Sept. 15, 1917
10. NICHOLLS, G. A.	Gisborne	Oct. 13, 1917
11. LOCHHEAD, J. F.	St. Albans, Christchurch	Oct. 13, 1917
12. SLOSS, J. D.	Cheviot	Nov. 8, 1917
13. GRANT, R. A.	Fairlie	Nov. 14, 1917
14. ADAMS, R. C.	Christchurch	Nov. 19, 1917
15. LAURENSEN, M. D.	Sumner	Nov. 19, 1917
16. MACDONALD, A. W.	Blenheim	Nov. 22, 1917
17. TEMPLETON, J. S.	Spreydon, Christchurch	Nov. 26, 1917
18. DALWOOD, H. P.	Addington, Christchurch	Nov. 26, 1917
19. CHAPMAN, M. L. P.	St. Albans, Christchurch	Nov. 26, 1917
20. LIGHTBODY, N. R.	Linwood, Christchurch	Dec. 22, 1917
21. NAPIER, R. E.	Linwood, Christchurch	Dec. 22, 1917
22. CHRISTIE, H. D.	Merivale, Christchurch	Dec. 29, 1917
23. MILLER, E. H. J.	Pahiatua	Dec. 29, 1917
24. DAVIS, J. L.	Richmond, Christchurch	Dec. 29, 1917
25. BENNINGTON, S. C.	Geraldine	Dec. 31, 1917
26. MERCER, A. E.	Spreydon, Christchurch	Jan. 7, 1918
27. REEVES, E. W.	Christchurch	Jan. 17, 1918
28. LUCENA, H. L.	Taranaki	Jan. 17, 1918
29. RAWNSLEY, I. E.	Wellington	Jan. 27, 1918
30. McDONOUGH, M.	Christchurch	Jan. 30, 1918
31. McKENDRY, J. H.	Lyndhurst, South Canterbury	Jan. 30, 1918
32. HARRIS, L. R.	Wellington	Jan. 30, 1918
33. RONALDSON, R. L.	Christchurch	Feb. 6, 1918
34. ROYDS, J. E.	Fendalton, Christchurch	Feb. 6, 1918
35. RICH, W. G.	St. Albans, Christchurch	Feb. 6, 1918
36. GREGORIE, D. G.	Pahiatua	Feb. 6, 1918
37. KNIGHT, J. T.	Christchurch	Feb. 19, 1918
38. SINCLAIR, R. J.	Pahiatua	Feb. 19, 1918
39. FYFE, C. A.	Dunedin	Feb. 19, 1918



PARTICULARS *re* PUPILS—(Continued).

Name.	Address.	Date of Qualification
40. MONCRIEFF, J. R.	Brooklyn, Wellington	Feb. 19, 1918
41. HAZLETT, F.	Invercargill	Feb. 19, 1918
42. SHIEL, W. L.	St. Clair, Dunedin	Feb. 25, 1918
43. RUSSELL, J. E.	Auckland	Feb. 25, 1918
44. SMITH, G. A.	Dunedin	March 2, 1918
45. TAPPER, C. J.	Dunedin	March 2, 1918
46. WILSON, J. B.	Avonside, Christchurch	March 5, 1918
47. CHECKLEY, D.	Akaroa	March 5, 1918
48. BARNES, D.	Waipara	March 13, 1918
49. GORDON, C. M.	Christchurch	March 13, 1918
50. MACKAY, D.	Spreydon, Christchurch	March 25, 1918
51. BROWN, W. B.	Wellington	March 25, 1918
52. DUNLOP, W. D.	Wanganui	March 25, 1918
53. HARSTON, N. F.	Napier	March 25, 1918
54. WEBSTER, A. G.	Little River	March 25, 1918
55. HUNT, A.	Christchurch	April 9, 1918
56. BUCKHURST, W. H. B.	Christchurch	April 9, 1918
57. PORTER, R. G.	Stratford	April 9, 1918
58. WARDELL, N. S.	Christchurch	April 9, 1918
59. PARSON, A. C.	Riccarton, Christchurch	April 11, 1918
60. MACLAREN, J. E.	Christchurch	April 11, 1918
61. KEITH, I. H. N.	Napier	April 12, 1918
62. RICHARDS, J. O.	Parnassus	April 12, 1918
63. HENDERSON, A.	Oxford	April 12, 1918
64. GLADSTONE, A. V.	Riccarton, Christchurch	April 26, 1918
65. MACFARLANE, W. H.	Riccarton, Christchurch	April 26, 1918
66. HAMILTON, H. A.	Riccarton, Christchurch	April 27, 1918
67. McKENZIE, K. A.	Christchurch	April 27, 1918
68. GALLICHAN, S. A.	Manawatu	May 4, 1918
69. RITCHIE, J. A. D.	Wellington	May 7, 1918
70. McARTHUR, A. F.	Papanui, Christchurch	May 7, 1918
71. BROWN, W. PITTS	Wellington	May 7, 1918
72. VALE, N. L.	Riccarton, Christchurch	May 7, 1918
73. CURTIS, M. W.	Ashburton	May 7, 1918
74. HALL, R. H. D.	New Brighton	May 12, 1918
75. MANHIRE, M. A. S.	Spreydon, Christchurch	May 12, 1918
76. HANDLEY, C. D.	Wanganui	May 12, 1918
77. EDIE, O. L. A.	Arrowtown	May 12, 1918
78. FULTON, F. J. A.	Wellington	May 12, 1918
79. MACDONALD, A. E. W.	Invercargill	May 19, 1918
80. ALLAN, A. T.	Waikari	May 19, 1918
81. HOPKINS, W. A.	Linwood, Christchurch	May 19, 1918

PARTICULARS *re* PUPILS—(Continued).

Name.	Address.	Date of Qualification
82. MORSE, H. G. A.	Wanganui	May 19, 1918
83. HUME, G. G.	Featherston	June 6, 1918
84. STARK, H. A.	Christchurch	June 6, 1918
85. KEENE, A. H.	Wellington	June 6, 1918
86. COULL, W. G.	Dunedin	June 6, 1918
87. REYNOLDS, R. B.	Dunedin	June 6, 1918
88. CARTER, G.	Kaitangata	June 6, 1918
89. SPENCE, D. G.	Christchurch	June 8, 1918
90. DEAL, G. P.	Gore	June 8, 1918
91. BAKER, H. P.	Albury	June 8, 1918
92. WITHELL, W. W.	Lincoln	June 8, 1918
93. BOON, A. A.	Linwood, Christchurch	June 12, 1918
94. OLIVER, J.	Hororata	June 12, 1918
95. CLARKE, F. M.	Wellington	June 12, 1918
96. WINFIELD, D.	Inglewood	June 17, 1918
97. STANFORD, O. B.	Parnassus	June 17, 1918
98. PARSONS, R. R.	Marlborough	June 17, 1918
99. McCARTHY, J. E.	Motueka	June 17, 1918
100. STEWART, L. H.	Te Tuhi, Wanganui	June 17, 1918

