

western boundary of the coalfield. Driving of Nos. 1, 2, and 3 tunnels is through compact marine deposit, the sides and roof of which practically insure absolute safety without the aid of timber. Ventilation is induced efficiently in Nos. 1 and 2 drives by fans driven by oil-engines, and at No. 3 by water-blast. The railway-works have furnished employment to a considerable number of men, while attention is being directed to determining the various sections of haulage tram-line. Reports are kept to date.

Kane's Coal-mine.—Cancellation of this tunnel license under the Mining Act was granted at the Warden's Court, Greymouth, on the 1st December, 1902.

ACCIDENTS AND FATALITIES.

Brunner Mine.—(8/1/1902): Edward Smith sustained fracture of leg by fall of coal at face. (9/1/1902): Charles Seaton sustained fracture of knee while turning his truck on a flat-sheet.

Millerton Mine.—(10/1/1902): Charles Murray had his thumb bruised while undoing a haulage-clip. (15/5/1902): John Prout sustained internal injuries whilst lifting a heavy cap-piece. (10/7/1902): Edward Callaghan had his little finger bruised (necessitating amputation) by a truck up-ending. (11/7/1902): Mark Fraser, while jiggling a loaded truck, sustained fracture of right leg by chain dragging it against the brattice-prop. (20/8/1902): Whilst Thomas Mitchell was running out a loaded truck from the foot of west incline heading, a running truck, striking him on the knee, inflicted injuries which terminated fatally on the 3rd December, 1902. (28/8/1902): Whilst Joseph Kennedy was clipping the loaded trucks at Mine Creek haulage terminal he was jammed between two full trucks, causing injuries which terminated fatally two days after. Verdict: "Accidentally killed."

Denniston.—(11/9/1902): William McFarlane, winchman, sustained fracture of the skull by winch-handle reversing on the middle brake, Denniston incline; injuries not serious.

GENERAL REMARKS.

Comparing the ratio of production and consumption from industrial and commercial stand-points, it may be said that the principal factors which have contributed to increased production are the rapidly increasing export trade to oversea ports, and the increased industrial activity and steady growth of population. Stimulated by these facts, the Westport Coal Company are actively pushing progressive development in drainage, haulage, and ventilation, conducive to further increase of output with economy and safety; whilst the Blackball Coal Company are expending largely in procuring up-to-date plant in order to develop their extensive dip areas. The system adopted by the latter company to win these areas is to drive the winning-headings direct to the dip boundaries and exhaust the field homeward, thus minimising the risk of spontaneous ignition.

It is satisfactory to note that the gross tonnage (753,816) raised from the West Coast inspection district, compared with the preceding year, shows an increase of 84,281 tons. A review of the potentialities of the active producing centres justifies the prediction that, unless existing conditions are changed by unforeseen causes, the increase in the rate of production will be continued throughout the present year.

I regret to report the death of two young persons from accident in Millerton Colliery.

FOREIGN TRADE.

Westport Coal Company shipped 52,740 tons to ports outside the colony, being an increase of 20,504 tons on the preceding year.

I have, &c.,

R. TENNENT,

The Under-Secretary, Mines Department, Wellington.

Inspector of Mines.

No. 4.

Mr. E. R. GREEN, Inspector of Mines, to the UNDER-SECRETARY, Mines Department, Wellington.

Office of Inspector of Mines (Southern District), Dunedin,

SIR,—

30th March, 1903.

In accordance with the requirements of section 67 of "The Coal-mines Act, 1891," I have the honour to transmit the following report on the coal-mines in the Southern District for the year ending the 31st December, 1902:—

CANTERBURY.

Springfield Colliery, Springfield (J. Taylor, permit).—(15/9/1902): Since last visit a creep has occurred over the northern section of workings, where pillars had been partially robbed. The lower level and air-shaft at bottom being affected, timbers crushed by squeeze are being renewed. Only fireclay and coal for the pottery-works being won. (9/10/1902): The recent crush now almost settled. A new road is being cut through the pillar to air-shaft bottom, also new travelling-road and airway being made through old workings to the rise from Campbell's heading. Ventilation throughout the mine fair.

Victoria Mine, Springfield (Luke Greening, permit).—(15/9/1902): The cross-measures drive cut a 4 ft. seam of coal, having an 18 in. band in the middle. The seam is being worked long-wall, and the band forms convenient stowing. The dip is being driven in fireclay of good quality, the clay being railed to Christchurch for manufacturing purposes. Mine well timbered and in good working-order.

P. Campbell and Son, Springfield (P. Campbell, permit, manager).—(15/9/1902): Reopening Jackson's *Eureka Mine*, which was closed many years ago. The dip incline is 3 chains to the face, but the coal-seam is only from 18 in. to 23 in. in thickness, and is being worked long-wall. On the east side of the dip the coal is altered and cut out by a basaltic intrusion. Mine well timbered and air good.