

1905.
NEW ZEALAND.

STATE COAL-MINES

(REPORT ON THE WORKING OF) FOR THE YEAR ENDING THE 31st MARCH, 1905.

*Presented to both Houses of the General Assembly in accordance with the requirements of
Section 14 of "The State Coal-mines Act, 1901."*

MR. JAMES BISHOP, Manager of State Coal-mines, to the UNDER-SECRETARY OF MINES, Wellington.

SIR,—

Greymouth, 10th July, 1905.

I have the honour to submit my annual report on the State Coal-mines for the year ending 31st March last.

POINT ELIZABETH COAL-MINE.

Underground Development.

As detailed in my last report, there are three tunnels all driven with the object of operation on what has been named the Exhibition Seam, and they were rendered necessary by the faulty character of the coalfield. Nos. 1 and 2 tunnels are the main haulage-roads from two distinct sections of the mine: Nos. 2 and 3 are connected for purposes of ventilation.

The effect of the faults is shown by the fact that No. 1 tunnel is 100 ft. higher than No. 2, and there is a similar difference between Nos. 2 and 3. The course of the faults as proved by the underground workings is different from what was anticipated: this is especially so as regards the one between Nos. 2 and 3 sections, and this would indicate that the thick coal seen in the cliff on the Seven-mile Creek will be found in No. 3 section as the workings advance to the rise.

The coal-winning so far has been almost entirely confined to the No. 1 and No. 2 sections, and as the workings have advanced north and east, or towards the rise and on the strike or level course, the coal has proved to be of reduced thickness, necessitating a change in the system of working from bord and pillar to longwall, and at the same time the rate paid for hewing the coal has had to be increased. The change of system will, however, enable a much larger quantity of this thin coal to be won than would have been possible under the bord-and-pillar system, and there will be economies in connection with roads, &c., which will largely counterbalance the effect of the increased hewing-rate. The second seam, which exists only in the No. 1 section, continues of good average thickness for a short distance east of the fault-line, when it also thins; in going to the rise a good workable thickness is maintained.

No. 3 section: A road has been laid into this section connecting it with No. 2 level, and a small quantity of coal is now being won from this section, which is delivered to the endless-rope haulage at No. 2 for conveyance to the bins or railway-trucks.

Exploratory work with the object of providing for future requirements: A pair of dip headings have been started and are now in course of being driven. These have reached a length of 26 chains; the grade is 1 in 5 (approximate): the coal is of excellent quality, and has maintained an average thickness of 10 ft. without a break, and very little water has been met with. In addition to these exploratory drives a borehole is being put down from the surface, the object being to prove the position of the lower seams known as the Moody's Creek coal. The probable depth of this bore is calculated to be 1,200 ft., and it has been located at a convenient point for working the coal should it be found advisable to sink a shaft for that purpose.

The plan attached shows the present underground workings, the new dip headings, and the location of the borehole.

Surface Works.

The railway for conveyance of the coal to the shipping-port is now complete, excepting buildings at stations. The coal-storage bins have also been completed, the capacity being approximately 2,000 tons, and they have proved so far of great value, inasmuch as we are enabled to keep the mine at work when shipping is delayed from any cause. Coal-picking and automatic distributing-belts are to be added to the bin-equipment: these are on order, but not yet delivered.

Endless-rope haulage: This plant continues to work well, and meets all requirements.

Ventilating-fans: The mine-workings are ventilated by fans, one on each section, actuated by horizontal steam-engines; by them ample air is produced, and they will be equal to the requirements for some years.

Workshops: These have been equipped with excellent machine tools, enabling considerable saving to be effected, as repairs and new work (in many cases which would otherwise have to be sent away) can be done at the works.

Sawmill: This plant has been improved during the year by the addition of a planing-machine. The mill continues to be of great value to the mine, as by it the whole of the sawn timber for underground use and for surface-erectings is obtained at a minimum cost, and without delays often inseparable from having to obtain supplies from outside sources.

In addition to the supply of all the timber for mine purposes, whatever is required for building workmen's houses can now be supplied. Numbers of houses are now in course of erection, and, as the new township is being opened up by pushing on the making of streets, the demand for building-timber will rapidly increase.

Coal-export.

The raising of coal for market was begun in May last year, and up to the 31st March 92,949 tons had been raised and disposed of, the principal portions to the Department of Working Railways.

Class of Coal raised.

Hitherto unscreened coal only has been handled, but as the output now exceeds the demand for this class, it has been decided to add to the plant by erecting screens to enable the requirements of the household trade to be met.

The mine is at present capable of producing 3,000 tons per week.

Labour.

There has been no difficulty in obtaining labour as required, and although the changing thickness of the seam has rendered frequent alterations of hewing-rates, &c., necessary, any difficulty of this kind has been arranged without serious trouble by meeting the workmen's representatives in conference.

Accidents.

There have been a good many minor accidents, and, I regret to say, one fatality during the year, the latter caused by a fall of stone from what appeared to be a perfectly sound roof.

Harbour and Shipping Facilities.

Reference may here be made to the difficulties connected with the carrying-on of a coal trade from the port of Greymouth due to—

(a.) The hindrances to shipping entering the port owing to the frequency of heavy seas on the bar, and the shoaling which not infrequently occurs after storms which are mainly due to the effect of the prevailing wind; on several occasions during the past year vessels after loading have had to be lightened of part of the cargo to enable them to get over the bar. And

(b.) When ships are available the facilities for loading coal are not such as to enable prompt despatch to be given. More coal-hoppers are required, and a better system of cranes than is now in use.

Steps are, it is understood, in progress which will to some extent remedy the last named defects, but they will fall far short of what is required to make the port reasonably complete. The system now in vogue tends to the maintenance of high shipping freights and extra costs in loading the coal.

SEDDONVILLE COAL-MINE.

In my last report detailed information regarding the former ownership of the mine, its physical features, the various works undertaken to prove existence of coal and its quality, was given, and need not be repeated now. It may, however, be stated that

Underground development

has during the year been continued on the lines described in last report.

The stone tunnel then in course of construction (which forms the main haulage-line) has been completed to the north bank of Chasm Creek, and new workings have been opened from this tunnel in the area of coal formerly known as Grant's Face.

Thus, as will be seen by reference to the mine-plan, there are now two separate districts or sections in the mine, designated the west and south districts respectively. In the first, the coal was intersected by the stone tunnel, and was found to dip at a high angle towards the south. Workings were then opened, and this coal, which has proved to be of a crushed character, has been worked towards the rise during the development of these workings: the stone tunnel was continued until the coal in Grant's Face was reached. Here the coal is much harder and of superior quality, and from it coal is being obtained which should give good results in locomotive-work. But, although this coal is hard and of improved quality, it has the drawback of being difficult to work, owing to the presence of stone in blocks and bands of very irregular form and thickness.

Haulage Arrangements.

The haulage of the coal is effected by endless rope, which it is intended to extend to the extreme of the south district or beyond, if the exploration of the area south of Chasm Creek warrants this. Meantime, the terminal wheel of the endless-rope system is fixed near the level connecting the west workings with the haulage-line. The distance from this point to the level storage-bins is $116\frac{1}{2}$ chains, requiring the application of 2 miles and 73 chains of rope.

The machinery in use, including haulage-engine, ventilating-fan, and engine have worked satisfactorily during the year, and are now in good order.

Coal raised

There has been 40,090 tons raised during the year. The output from the west workings has been sold principally for bunkering steamers, and that from the south workings since being opened principally to the Department of Working Railways. The selling-prices, owing to the crushed character of the coal, have not been payable, but since the opening of the south workings arrangements have been made whereby better prices will be obtainable, thus in future if trade is maintained there is a good prospect of the mine being made to show a margin of profit.

Future Developments.

The development of the field will in the future be towards the south across Chasm Creek, in which direction exploration-work is now being carried on.

The work so far done in connection with the winning of coal from the districts already opened, and by exploration having future requirements in view, shows that the field is broken up into a series of small basins, the continuity of the seam being interfered with by granite intrusions. In the centre of the basins the coal may be as much as from 15 ft. to 18 ft. thick, thinning off towards the edges, as shown by attached sections of the coal exposed north and south of Chasm Creek. In the centre of the basins the coal (especially the lower part) is generally of good quality, towards the edges it becomes crushed. The undesirable features just referred to render the continuation of exploratory and development work imperative.

With the object of utilising the coal that cannot at present be disposed of profitably, consideration has been given to the following methods of treatment:—

- (a.) The advisability or otherwise of establishing coke-works; or
- (b.) Of establishing works for the manufacture of briquettes.

As regards the first of these proposals, experiment has proved the coal capable of producing good coke, but the demand for this within the colony is too limited to be of much practical value in disposing of the product of a mine producing small coal in such quantity as Seddonville does.

The manufacture of briquettes is extensively carried on in the Continent of Europe and in England, and coal is thus utilised that could not be sold under ordinary conditions. The small coal is, after mixture with a suitable agglomerating-material, pressed into blocks of whatever size is found most suitable for the trade to be supplied. Given efficient plant, the blocks can be made of such hardness as to stand handling and atmospheric exposure as well as ordinary lump coal. This system, it would appear, is capable of producing profitable results; much, however, depends on the cost of labour and of the agglomerating-material. Detailed estimates of plant are being obtained.

Cost of Producing Coal.

The question of the cost of production has been the subject of much consideration during the year, and has led to frequent meetings between the workmen and management. The limited demand and consequent short time worked have had the effect of maintaining costs at a higher level than would have obtained had the output been larger.

A number of minor accidents have occurred during the year but nothing of a serious character.

The accompanying tracing of the mine-plan shows the workings up to date, and the direction in which future extensions will be made.

In concluding my reports on the State Coal-mines, permit me to say that all the officers connected with the mines have carried out their duties carefully and well, and in numerous consultations I have received valuable assistance from the Consulting Engineer.

I have, &c.

JAMES BISHOP, Manager.

The Under-Secretary, Mines Department, Wellington.

ALEXANDER MACDOUGALL, Managing Agent, to the UNDER-SECRETARY, Mines Department.

Seddonville State Coal-mine, Westport.

THIS mine has not been kept in active or constant operation during the year. The quality of the coal has been found to be extremely variable, and the demand so uncertain and intermittent that full time for the miners could not be maintained. Taking the output all through during the twelve months, I estimate that there was not 20 per cent. of good sound coal suitable for household or locomotive purposes to be found in the whole production, as delivered at this port—the remainder being in a soft, mushy, and half-perished state, rendering its sale often difficult and always unsatisfactory. The railways were unable to use this coal profitably for locomotives, unless the greater part of the round lumpy coal were picked and selected for them; but even with this manipulating process Seddonville coal was not looked upon with favour as a steam-generator. I understand, however, that during the last few weeks a new development has taken place in a different part of this mine, which shows a very great improvement in the quality of the coal. The first shipment of this coal (115 tons) came to Wellington in a screened state last Monday, and a finer sample of coal I have not seen landed in any part of New Zealand. If this class of coal can be regularly supplied, a ready and no doubt profitable market will be found for it all over the colony.

There has been such a large preponderance (about 80 per cent.) of small coal found at the Seddonville Mine that it would not have paid to screen the output, and while the screened portion would command a high price—say equal to the best Westport Company's screened—the preponderating small would command very little; consequently the loss by screening the coal from this mine would have been greater than it is even now.

The quantity of coal from this mine which passed through the Managing Agent's office during the past financial year amounted to 35,504 tons 12 cwt. 1 qr., valued at £24,871 4s. 6d.

Point Elizabeth State Coal-mine, Greymouth.

Active operations at this mine commenced only on the 8th June, 1904, so that the period under consideration is less than ten months. The quantity of Greymouth State coal which passed through the office of the Managing Agent during that period was 84,282 tons 18 cwt. 3 qr., valued at £81,847 6s., exclusive of sales made to railways and local people in the Greymouth district.

The quality of this coal was found and is still found to be excellent, and the demand for it far exceeds the supply. If the quality and quantity of the coal from these mines keep up their present standard, and the Seddonville product fulfills its present promise, the colony's main supply for the future will be derived from the State coal-mines, and, with the prospects now held out, there should be no hesitation in proceeding with the development of these coal-fields as rapidly as circumstances permit and the demand for the coal requires. The Government has a large tract of coal-bearing country containing an enormous quantity of good sound coal to work upon. But the profitable working of these coal-fields must depend largely upon the amount of skill and economy with which they are developed. Coal cannot be sold cheaply if it is not won cheaply, and in the present field of competition this can only be accomplished under the highest conditions of practical knowledge and economy.

The Department has two coal-hulks in Wellington Harbour—the “Coromandel,” which stores about 1,500 tons of coal, and the “Enterprise,” which carries about 140 tons. The former was purchased for the purpose of storing and supplying State coal for the use of His Majesty's men-of-war, when they visited Wellington; but the coal at present mined both at the Greymouth and Westport State mines is not found to be suitable for navy use, and it will take a little further development and construction of tramways before arriving at the seams of coal which are known to be well adapted for use on board war-ships. The “Coromandel” will then be required to supply the purpose for which she was purchased, and, until then, she can, as at present, be usefully employed as a storage-hulk for Seddonville coal.

The “Enterprise” is also used to relieve the congestion caused by an excess of small coal or slack produced at the Seddonville Mine, which she supplies for bunkering small coastal steamers loading at Wellington; but, while useful in this respect as a medium for finding an outlet for Seddonville coal, she is barely paying her way otherwise. But all the hulks in the harbour are used only as a means towards an end in the same way.

Very fair and reasonable freight arrangements have been entered into with steamship-owners for the carriage of State coal from Greymouth and Westport to the various ports of the colony, and coal-dealers and private importers who wish to buy cargoes or part cargoes of State coal at f.o.b. prices can, through the same channels, procure the benefit of these arrangements. These arrangements already effect a reduction in freight on coal for Government Departments alone of about £3,000 per annum as compared with those ruling when this office was established.

With reference to the question of establishing depots for the sale of coal in the various centres of the colony, this matter has engaged my attention very fully of late, and I am of opinion that the State coal-mines will never adequately fulfil the object for which they were undertaken until such depots are opened. The initial cost would not be heavy, and it would soon be recouped from profits on sales of coal. Hitherto by far the larger portion of the coal produced from the State mines has been used

by the railways and other Departments of the Government ; but now, with the prospect of larger developments at Greymouth and the erection of screening appliances there, and also the development of the new field recently opened out at Seddonville, where, I understand, permanent screens are also to be erected, I should say that the Government would be justified in establishing depots in the large centres without further delay, and extending gradually to other parts of the colony as more coal became available.

There is practically an unlimited supply of coal, and the quality both for steam and household purposes as now coming forward is all that could be desired ; and now that I understand further improvements are being introduced, the increased production of a marketable article should keep pace with the demand. At present there is an opening in the colony for at least 400,000 tons of first-class State coal, which, if available, could be sold to advantage at a large reduction on present prices.

ALEXANDER MACDOUGALL,
Managing Agent.

The Under-Secretary, Mines Department, Wellington, 31st July, 1905.

NEW ZEALAND STATE COAL-MINES.

Balance-sheet of Point Elizabeth Mine at 31st March, 1905 (as required by the Audit Office in accordance with Section 14 of "The State Coal-mines Act, 1901").

		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
		59,214	8 3	28,789	19 5	1,890	9 5	37,297	19 9
		7,765	15 5	288	1 11	52,986	4 8	11,419	11 10
		1,400	0 0	64,405	16 6	62,540	11 10
		180	18 3
		62,721	10 1	1,684	6 5
		136	7 7
		1,945	14 3
		97,949	4 10
		7,414	9 10
		90,534	15 0
		45,267	7 6
		£85,731	15 6
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Point Elizabeth Colliery Profit and Loss Account for the Year ended 31st March, 1905.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Coal-winning—				By Sales of coal			
Wages	21,702 18 2	Stock at mine	..	..	603 0 0
Materials used	622 0 6	Stock at wharf and afloat	..	..	502 0 5
Stores	1,152 17 0				
				Timber account	..	..	1,105 0 5
Management and office salaries	1,083 19 8	Discounts	..	..	144 13 10
Rents	98 18 9				13 2 9
Royalties	188 17 6				
Interest and exchanges	2,616 0 5				
Travelling-expenses	278 7 5				
Printing and stationery	94 0 3				
Postages and telegrams	113 18 4				
Repairs and maintenance	147 3 0				
Railway haulage	7,110 4 10				
Insurances	184 1 5				
Compensation for accidents and fund..	164 11 3				
General expenses	283 5 2				
Marine freights	28,892 3 6				
Depreciation property and plant	41,255 11 6				
Depreciation office furniture	3,934 3 4				
Balance	15 3 0				
			17,351 11 10				
			£86,034 5 4				£86,034 5 4

The foregoing is the balance-sheet and statements of accounts drawn up as required by the Audit Office, in accordance with section 14 of "The State Coal-mines Act, 1901."

Jas. McGOWAN,
Minister of Mines.

State Coal-mines Office, Greymouth, 19th July, 1905.

LOUIS H. EILERS, Accountant.

Examined and found correct—J. K. WARBURTON, Controller and Auditor-General.

BALANCE-SHEET OF THE NEW ZEALAND STATE COAL-MINES.

Statement of Liabilities and Assets at 31st March, 1905.

Liabilities.				Assets.				
£	s.	d.	£	s.	d.	£	s.	d.
Debenture loan	..	140,000	0	0	..	Point Elizabeth Colliery and Development Property Account—
Sundry creditors	..	9,979	13	6	..	Cost at 31st March, 1904	..	16,908 5 6
Accrued interest	..	2,450	0	0	..	Additional outlay during the year	..	1,517 19 10
								18,426 5 4
General Profit and Loss Account—								
Net profits for the year ended 31st March, 1905				£10,147 12 0				
Less debtor balance year ended 31st March, 1904				8,457 11 1				
				18,605 3 1				

Point Elizabeth Railway Property Account—									
Cost at 31st March, 1904	..	£52,986	4	8					
Additional outlay during the year	..	11,419	11	10					
					64,405	16	6		
Transferred by Public Works Department		62,540	11	10					
Sale of gravel	..	180	18	3					
					62,721	10	1		
Balance owing by Public Works Department	..				1,684	6	5		
Hulks Property Account—Cost	..							2,600	0 0
Less depreciation, 10 per cent.	..							260	0 0
									2,340 0 0
Greyhound Office Furniture Account..	..							225	14 11
Wellington	..							77	6 5
								303	1 4
Less depreciation, 10 per cent.	..							30	6 1
									272 15 3
Sundry debtors	..								3,748 17 0
Cash in hand and in the Public Account at 31st March, 1905	..							97,949	4 10
Less vouchers (outstanding)	..							7,414	9 10
									90,534 15 0
									£162,789 18 3

Statement of General Profit and Loss Account for the Year ended 31st March, 1905.

Dr.		Cr.			
	£ s. d.		£ s. d.		£ s. d.
To Point Elizabeth Colliery—		By Point Elizabeth Colliery Working Account: Gross profits	62,543	6	11
Management and office salaries	1,083	Seddonville Colliery Working Account: Gross profits	15,486	0	6
Rents	98	Discounts .. .. .	..	..	..
Royalties	188				
Interest and exchange	2,616				
Travelling expenses ..	278				
Printing and stationery	94				
Postages and telegrams	113				
Repairs and maintenance	147				
Railway-haulage ..	7,110				
Insurances	184				
Compensation for accidents and fund	164				
General expenses ..	283				
Marine freights ..	28,892				
Depreciation: mine, buildings, plant, and machinery	3,934				
	45,189				
	14				
	10				
Seddonville Colliery—					
Management and office salaries	1,083				
Rents	83				
Royalties	99				
Interest and exchange	1,962				
Travelling expenses ..	278				
Printing and stationery	94				
Postages and telegrams	113				
Repairs and maintenance	39				
Railway-haulage ..	6,081				
Insurances	113				
Compensation for accidents and fund	35				
General expenses ..	116				
Marine freights ..	7,313				
Hulks' Working Account	1,014				
Hulks' Depreciation Account	260				
Depreciation: mine, buildings, plant, and machinery	2,888				
	21,578				
	18				
	5				
Grey-mouth and Wellington office furniture account depreciation	30				
Balance net profits for the year	11,242				
	10				
	10				
	2				
	£78,041				
	10				
	2				

£78,041 10 2

Statement of Point Elizabeth Colliery Working Account for the Year ended 31st March, 1905.

Dr.				Cr.					
	£	s.	d.	£	s.	d.	£	s.	d.
To Coal-winning—				By Sales of coal	..	..	84,771	8	4
Wages	21,702 18 2	Stock of coal on hand—	..	..	
Materials used	622 0 6	At mine ..	..	..	603	0	0
Stores used	1,152 17 0	At wharf and afloat ..	..	..	502	0	5
Balance gross profits at mine		Timber account ..	..	..	
							1,105	0	5
							144	13	10
							£86,021	2	7

Statement of Point Elizabeth Colliery Profit and Loss Account for the Year ended 31st March, 1905.

Dr.				Cr.					
	£	s.	d.	£	s.	d.	£	s.	d.
To Management and office salaries	1,093 19 8	By Balance of Working Account : Gross profits at mine ..	..	..	62,543	6	11
Rents	98 18 9						
Royalties	188 17 6						
Interest and exchange	2,616 0 5						
Travelling-expenses	278 7 5						
Printing and stationery	94 0 3						
Stamps and telegrams	113 18 4						
Repairs and maintenance	147 3 0						
Railway haulage	7,110 4 10						
Insurances	184 1 5						
Compensation for accidents and fund	164 11 3						
General expenses	283 5 2						
Marine freights	28,892 3 6						
Depreciation : mine, buildings, plant, and machinery	3,934 3 4						
Balance : Net profits for the year							
							45,189	14	10
							17,353	12	1
							£62,543	6	11

Statement of Seddonville Colliery Working Account for the Year ended 31st March, 1905.

Dr.				Cr.					
	£	s.	d.	£	s.	d.	£	s.	d.
To Stock of coal on hand at 31st March, 1904	221 7 6	By Sales of coal	..	..	25,756	10	2
Coal-winning—				Stock of coal on hand—	..	..	
Wages	9,673 1 2	At mine ..	..	..	97	17	0
Materials used	530 10 7	At wharf and afloat ..	..	..	546	18	9
Stores used	491 6 2						
Balance : Gross profits at mine					644	15	9
							£26,401	5	11

Statement of Seddonville Colliery Profit and Loss Account for the Year ended 31st March, 1905.

Dr.	£ s. d.			Cr.			£ s. d.		
	£	s.	d.	£	s.	d.	£	s.	d.
To Management and office salaries	1,083 19 9	By Balance of Working Account : Gross profits at mine ..	..	..	..	..	..
Rents	83 18 9	Balance : Loss ..	..	..	..	..	..
Royalties	99 18 0						
Interest and exchange	1,962 0 5						
Travelling-expenses	278 7 6						
Printing and stationery	94 0 3						
Stamps and telegrams	113 18 5						
Repairs and maintenance	39 14 10						
Railway haulage	6,081 9 2						
Insurances	113 6 8						
Compensation for accidents and fund	35 15 5						
General expenses	116 4 0						
Marine freights	7,313 6 9						
Hulks Working Account	1,014 9 8						
Hulks depreciation	260 0 0						
Depreciation : Mine, buildings, plant, and machinery	2,888 8 10						
							21,578 18 5		
							<u>£21,578 18 5</u>		
							<u>£21,578 18 5</u>		

Statement of the Receipts and Expenditure of the State Coal-mines Account for the Year ended 31st March, 1905.

Dr.	Receipts.			Cr.			Expenditure.			£ s. d.			£ s. d.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Cash in hand and in Public Account at 31st March, 1904							By Point Elizabeth Colliery—								
Sales of coal, Point Elizabeth	83,539	12	6				Property and development						3,482	11	8
Sales of coal, Seddonville	25,076	8	8				Machinery, plant, and rolling-stock						6,692	1	4
Debitures issued	33,000	0	0				Buildings						432	9	10
Transfer of railway	62,540	11	10				Materials and stores						4,089	3	5
Recoveries	6,008	19	1				Wages						20,501	6	9
							Wharfage, &c. (Wellington)						130	17	3
													35,928	10	3
													11,906	14	9
							Railway construction								
							Seddonville Colliery—								
							Property and development						3,100	11	11
							Machinery, plant, and rolling-stock						1,411	4	9
							Materials and stores						1,819	8	9
							Wages						9,782	15	3
													15,614	0	8
							Hulks—								
							Property account						2,600	0	0
							Working account						742	9	9
													3,342	9	9
							Greymouth office furniture						156	6	8
							Wellington						77	6	5
							Management and office salaries						2,162	1	1
							Rent						142	5	0
							Royalties						197	19	9
							Interest and exchange						3,786	9	3
							Freights						31,469	19	1
							Travelling-expenses						574	7	2
							Printing and stationery						175	4	3
							Postages and telegrams						227	16	9
							Repairs and maintenance						232	12	11
							Haulage						14,760	0	6
							Insurances						241	16	2
							Compensation for accidents						189	3	3
							General expenses						270	1	9
							Refunds (overpayments)						113	18	5
													54,777	8	5
							Cash in hand and in Public Account at 31st March, 1905						97,949	4	10
							Less vouchers passed outstanding						7,414	9	10
													90,534	15	0
													£211,503	18	10

State Coal-mines Office, Greymouth, 19th July, 1905.

LOUIS H. EILERS, Accountant.

P. HEYES, F.S.A.A. Eng., Inspecting Accountant.

JAS. MCGOWAN,
Minister of Mines.

REMARKS ON THE STATE COAL-MINE ACCOUNTS.

The capital outlay on the Point Elizabeth Colliery is	...	...	...	£37,279 19s. 9d.
The capital outlay on the Seddonville Colliery is	...	...	...	£26,911 4s. 10d.

On the general Profit and Loss Account—that is, the result of operations of both mines conjointly, the net profits are £11,242 10s. 10d.

This equals a return of 8 per cent. on the debenture capital employed, after allowing for full depreciation and all expenses.

The Point Elizabeth Colliery Profit and Loss Account shows net profits	£17,353 12s. 1d.
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The Seddonville Profit and Loss Account shows a loss	£6,093 17s. 11d.
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after allowing for full depreciation and all expenses.

The net profits realised on Point Elizabeth Colliery over all expenses equals 3s. 9d. per ton on the coal sold.

The net profits realised on the entire operations of both mines over all expenses equals 1s. 1d. per ton on the coal sold.

The sales realised an average return—

On the coal from Point Elizabeth Colliery, of	18s. 6d. per ton.
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On the coal from Seddonville Colliery, of	13s. 3d. per ton.
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The cost of coal-winning—that is, in the binns—

At Point Elizabeth Colliery	£62,543 6s. 11d., equal to 5s. a ton.
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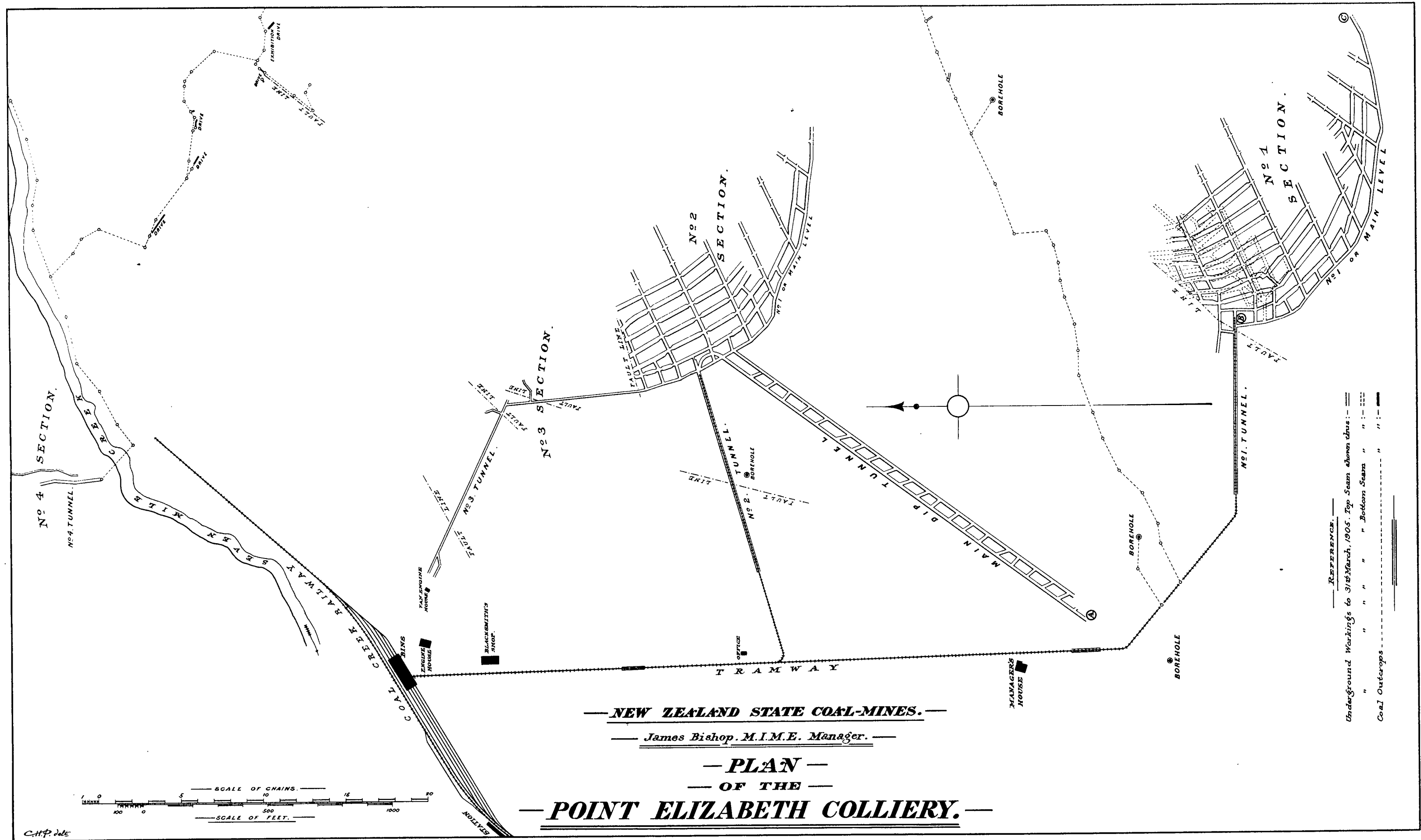
At Seddonville Colliery	£10,694 17s. 11d., equal to 5s. 4d. a ton.
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P. HEYES, F.S.A.A. Eng.,
Inspecting Accountant.

Approximate Cost of Paper.—Preparation, not given; printing (2,350 copies), £11 3s.

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— NEW ZEALAND STATE COAL-MINES. —
— James Bishop. M.I.M.E. Manager. —
— PLAN —
— OF THE —
— POINT ELIZABETH COLLIERY. —

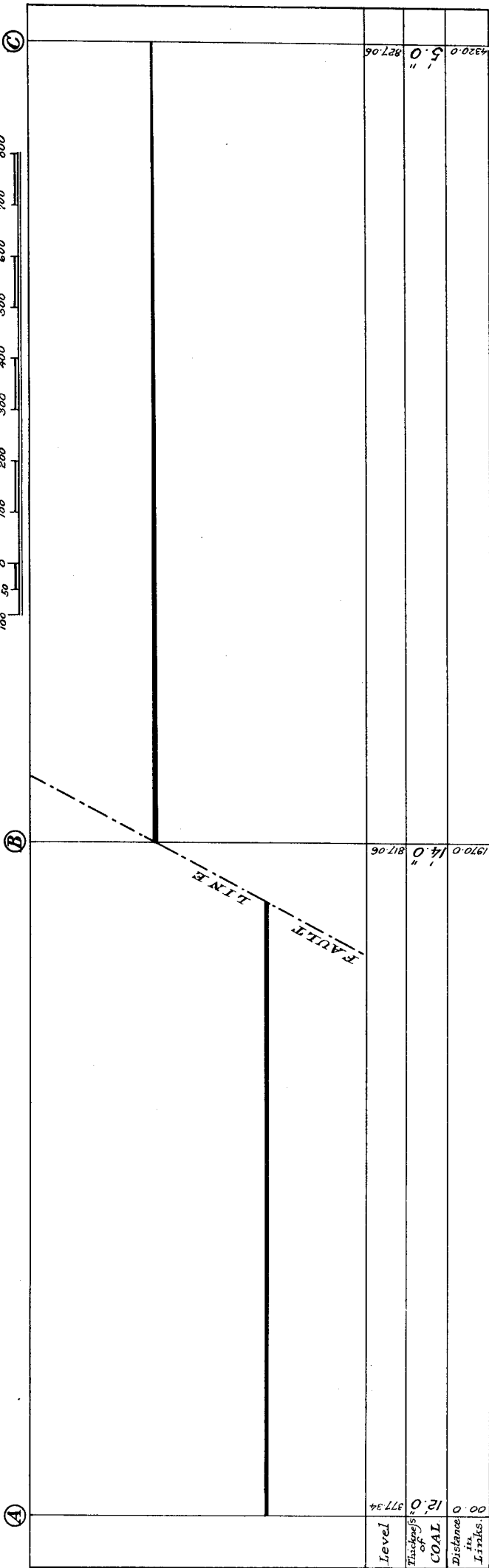
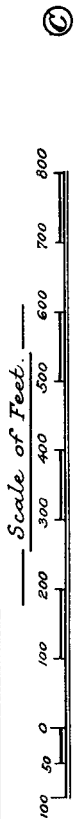
NEW ZEALAND STATE COAL-MINES.

James Bishop. M.I.M.E. Manager.

POINT ELIZABETH COLLIERY.

APPROXIMATE SECTION SHOWING COAL DISPLACED BY FAULT

BETWEEN NOS 1 & 2 TUNNELS.



C.H.P. del.

