

quantity and quality of coal-seam developed, evidences point to satisfactory conditions being maintained well into the future.

Coalbrookdale Mine (5/11/1907).—The productive capacity of this mine shows no depreciation. In fact, with the steadily increasing solid work developed in the Cascade Dip district, together with the constantly increasing pillar areas now operative in the Lady Glasgow and other rise sections of the mine, the production has not yet attained its maximum, and, in order to further strengthen the productive capacity, coal-cutting machinery, actuated by compressed air, was again introduced in October last, with satisfactory results.

In Munsie's section all solid coal available is reduced to pillars, consequently the output is wholly dependent on their extraction, and, as the natural working conditions are reasonably favourable, the percentage of coal won may be taken as a high average.

In view of further extending operations in connection with the Coalbrookdale Mine into the Whareatea lease area, a tunnel is now being driven, which, when completed, will enable the main endless-rope haulage to be continued in direct line into the extreme boundary of the lease.

As mentioned in a previous report, the East Cascade district of pillars was abandoned to await a more favourable means of extraction from the Cascade Dip district. This extension is now well advanced, and when a suitable connection is effected, the management anticipate extracting all the coal available, and finishing that section of the mine.

Ironbridge Mine (6/11/1907).—Whilst extending the Dundee Dip section of working in the direction of Mount William, faulting of a formidable character has been encountered and dealt with by a series of rock-drivings, by which the coal-seam is proved in close proximity to the base of the mountain, a condition not hitherto anticipated by the engineers when drafting the application for the original lease. Notwithstanding, however, the adverse effects which faulted ground has on the mining operations, prospecting and development have made steady progress.

In the Kiwi district solid work is practically finished to the outcrop, the output being chiefly maintained by the extraction of pillars, from which a high percentage of coal is won. In continuation of this section into the Deep Creek area, development has been carried out as opportunity offered. The permanent roadway is now laid for the endless-rope haulage from the junction of the main haulage in the mine, and extends across the girder bridge newly constructed over the Waimangaroa River. This direct line of double tramway will be further extended $5\frac{1}{2}$ chains in rock, to the northern bank of Deep Creek, which will be subsequently bridged and the roadway continued to the outcrop.

To reopen and work several acres of solid coal adjoining the old shaft-working, now standing some fourteen years, a low-level rock-adit is being vigorously driven by rock-drills, which, on completion, will facilitate mining operations, and drain the deepest levels of the basin. This development must necessarily tend to extend the life of the mine.

Owing to the scarcity of labour during the latter months of the year, development and ordinary operations have been much retarded. In general equipment, ventilation, and timbering, mining operations maintain their former efficiency. Two fatal accidents were reported from Ironbridge Mine during the year. There were fifty thousand shots fired, with an average yield of 6'52 tons per shot.

Prosecutions: Warden's Court, Westport (7/8/1907).—Michael MacKay, for travelling on rope road, was fined 10s.; Court costs, 9s. Warden's Court, Westport (4/9/1907).—McCullough and Kernohan, for firing shot without permission, and using bad language, were each fined £1: Court costs, 8s. 3d.; and counsel's fee, 5s. 3d. Warden's Court, Westport (15/10/1907).—Sidney Hammond, for breach of Special Rule No. 89 (trespassing), fined 10s.; Court costs, 7s., and counsel's fee, 10s. 6d.; also for breach of Special Rule No. 57 (abusive language), fined £1; Court costs, 7s.; and counsel's fee, 10s. 6d.

Coal Creek Coal-mine, Buller Road (George Walker, lessee).—This mine continues to be shut down, the mouth of the tunnel having collapsed bodily, with all rail material inside.

White Cliffs Coal-mine, Buller Road (Job Lines, lessee).—(30/11/1907): This mine is worked by a miner and a youth, who get steam-coal sufficient to supply the Old Diggings and Buller Junction Dredges. The seam is 12 ft. in thickness, with average rock roof, and is a fair hard coal for general purposes.

Flaxbush Coal-mine, Three Channel Flat (S. De Filippi, owner).—(29/11/1907): This party having purchased the Mokoia dredge the coal is worked in conjunction, it being only suitable for steaming purposes. Working conditions and ventilation are well maintained.

Bourke's Creek Coal-mine (owners, Cairns and McLiver).—(20/11/1907): Of late this mine has been worked on starvation principles, while the tram-line and other works therewith connected have lapsed into a very dilapidated condition. Happily, the party has been recently strengthened by an additional partner, who seems to apply more energy towards improving the plant and working conditions, and not before time.

Lockington's Leasehold, Bourke's Creek, Reefton (Elisha Lockington, owner).—(20/11/1907): This is another of these mines not pushed excessively, even so far that working conditions are in fair order and the mine well ventilated. The difficulty may be summed up thus: The coal-seam is much troubled with pyritic stone which not only tends to increase cost, but the energy demanded from the miner's shoulder is likewise increased.

Archer's Freehold, Caplestone (F. W. Archer, owner).—(20/11/1907): The Nos. 1 and 2 tunnels are partially exhausted and meantime abandoned, the coal being taken from the upper seam (20 ft. thick), recently opened by a rock tunnel on a lower level of the freehold. This seam is of first-class quality, and rock-driving is continued in direct line from the surface, to win the bottom seam, which should also measure 20 ft. This is a valuable property, provided capital was available to construct an economic system of haulage that would connect with the completed section of the Reefton - Inangahua Junction Railway, at Cronadon.