

pipes placed in bores, the height of direct lift being 420 ft. In each section of the workings there is auxiliary haulage plant, also actuated by the air-compressors, and the extension of the workings towards the dip necessitates the air-compressing being worked continuously three shifts.

A duplicate engine has been erected for driving the ventilating-fan for No. 2 section of the workings, and, in consequence of a landslip which seriously damaged the ventilating plant at No. 1 section, a new fan had to be constructed and installed in a safe position. This work involved the construction of an air-conduit over 10 chains long, formed of timber covered with corrugated iron. The change has proved satisfactory, inasmuch as the ventilation is considerably improved, and the cost of working has been reduced.

#### EXPLORATION.

The work done in this connection during the year consists of bores underground and from the surface. In No. 2 section the coal has been proved to exist at the low side fault which crosses the main dip heading; but its thickness is not such as to warrant expenditure being incurred to win coal in this direction. Boring is now proceeding from the surface in the No. 1 section to further test the extent of the coal lying to the dip side of the faults recently encountered. Already the seam has been proved of ample thickness, and it is only a question of the area available, which bores at present in progress will prove.

#### HARBOUR AND SHIPPING FACILITIES.

Works of considerable magnitude having for their object the more expeditious loading and unloading of vessels have been carried out during the year. The whole of the cranes are now movable (within limits) along the wharf; thus loading can be continued with considerable flood in the river. New coal-hoppers have been supplied, and others are in course of construction, and generally the facilities at the port have been improved. Very little interruption has occurred during the year.

#### ACCIDENTS.

In addition to a number of minor accidents, it is to be regretted that two fatalities occurred during the period, one of which caused the death of an old and experienced miner when working at the coal-face. The other one was a young man employed on the dip haulage-road, who lost his life by being struck by a truck.

#### FUTURE DEVELOPMENT.

The workings of the No. 1 colliery will have to be extended to the dip, for which some special equipment and addition to plant will be required; and the development of the No. 2 colliery, briefly referred to in my last year's report, which is now in hand, will require to be actively pushed ahead. Already surveys for the tram-lines to connect the mine with the railway terminus and bin-site have been completed; six miles of temporary tram-line have been constructed to enable machinery to be conveyed to the new works; tunnels have been started for winning the coal; telephonelines connecting the two mines have been installed; and the railway under construction by the Public Works Department, which is to connect present terminus at No. 1 colliery with bins at No. 2; is well in hand.

Further examination of portions of the new reserve has been carried out, resulting in the discovery of other outcrops of coal, which proves this coalfield to be much more extensive and valuable than had been anticipated.

The scale on which the new works are being projected is such as to enable 2,000 tons per day to be produced.

#### GENERAL.

A pleasing feature in connection with the business of the colliery is the ready sale for the product, especially the small coal for steamers' bunkers and manufacturers; also that under our working agreement no serious trouble has arisen between the workers and the management. The agreement, which was for one year, has expired, and is being continued until a new one has been arranged.

The officers in all branches have loyally fulfilled their duties, all being imbued with the desire for the safe and successful working of the collieries, and all possible has been done to maintain the output on economical lines.

Attached will be found plans and sections of the workings of No. 1 colliery, also plan of a portion of the area to be worked from the No. 2 colliery.

In conclusion, permit me to say that the Consulting Engineer has rendered valuable assistance in dealing with the proposals which I have had, in discharge of my duties, to make for the extension of the collieries.

I have, &c.,

The Under-Secretary of Mines, Wellington.

JAMES BISHOP, Manager.

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Mr. JAMES FLETCHER, Manager of the Seddonville State Coal-mine, to the UNDER-SECRETARY, Mines Department, Wellington.

SIR,—

Seddonville, 28th May, 1909.

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