

Wilton State Collieries (J. Penman (First Class), Mine-manager).—The statement for the year covers the operations in the Nos. 2 and 3 Mines. Coal-production in the No. 2 Mine was confined solely to the extraction of pillars, this work being done in a very satisfactory manner with very little loss of coal resulting from the operations. In the No. 3 Mine, with which is incorporated the No. 3 Extended Mine, the extraction of pillars is being carried on in the B Panel Section. Coal-production from this panel is reaching the final stages; however, several places remain in the A Panel, No. 3 Mine. In the No. 3 Extended the area is divided into six sections, these being known as Nos. 2, 3, and 4 East and Nos. 2, 3, and 4 West. In the No. 2 East Section, where a coal-cutting machine and power-operated drilling-machine had been installed, the area was opened up by driving two main headings and development work carried on simultaneously to the north and south of the headings. After driving the headings for a distance of 19 chains from the main haulage road contact was made with a downthrow fault of 69 ft. displacement on the south side and with the line of outcrop on the north side, and further development was not proceeded with. The two mechanical units which had been used were then transferred to the No. 4 West Section. In No. 3 East, where it was anticipated a system of mechanized mining could be adopted, a series of five headings with crosscuts driven diagonally to direction of the headings were laid out as part of the general scheme to be employed in such mechanization. However, due to delays of procuring necessary machinery the development work has been completed up to the 69 ft. displacement, which terminated similar development work in the No. 2 Section. The continuation of opening up to the east was suspended until the fault could be crossed, when fresh development would be commenced in the area from the inbye side of fault line. In the Main Heading, No. 3 Section, a cross-measure drive to cut the fault line was commenced and continued on a grade of 1 in 4 and the seam picked up on the lower level at a distance of 223 ft. The line of the No. 3 Heading was preserved and driving in the coal recommenced; however, after advancing approximately $2\frac{1}{2}$ chains an upthrow fault of 8 ft. displacement was contacted; this fault has been crossed and driving in the coal continued. From the main heading coal-wining places are being driven in a northerly and southerly direction opening up the area divided by the fault line. In the No. 2 West Section development work has been completed. In the No. 4 West Section development work was speeded up with the introduction of the coal-cutting machine from No. 2 East; however, the area has been disappointing in so far as extent is concerned. The coal-seam in the main heading and to the north of it has advanced into coal of a poorer quality and is only about 3 ft. in thickness. A new endless-rope haulage system had been put into operation in anticipation of an increased output from this section.

During the year the main fan for the mine was installed at a surface opening made into the No. 2 East Section. Considerable improvements have been made with the transporting arrangements on the surface, as the men will be conveyed to the bathhouse and from there to the entrance of the No. 3 Extended Mine, thereby reducing the walking distance of men proceeding to work by about 60 per cent. An extensive boring programme has been carried out during the year.

Rotowaro No. 1 Mine (E. Corden (First Class), Mine-manager).—In No. 1 Mine work was limited to three pairs of miners on extraction of pillars in the New Haulage and Hill 60 Sections. In June of this year a coal barrier in the Ollis's Dip area burnt through to the surface, which let in the flood waters from the creek above, this inrush of water resulting in the pumping equipment being submerged. After a very trying time the creek above was diverted and the water in the mine was pumped out. In the same period a fire broke out in the New Haulage Section which resulted in the section being sealed off temporarily. Everything in connection with the above items is now in a satisfactory condition.

Callaghan's Dip Section: In Callaghan's Dip Section two headings have been pushed along for the purpose of opening up panels in No. 6 Area. This territory is opening up into a good seam of hard coal approximately 15 ft. high. In No. 5 Panel the seam got thinner as it approached the south and a lensing of the seam was suspected. Underground boreholes proved this to be correct. Preparations have been made for two stone drives to be driven a distance of 7 chains parallel with No. 4 Panel to pick up the seam on the lower side of the lensing. Ahead of these stone drives is a big field of coal which has been proved by boreholes.

Rotowaro No. 3 Mine: Pillar-extraction is proceeding in most of this mine. Brown's Section gave trouble with a fire which resulted in a row of fire stoppings being erected and a barrier left in to isolate the fire. Moodie's Jig Section was opened up again and pillar-extraction is proceeding there. B Section was also opened up and revealed a good section standing in pillars. An endless-rope haulage has been installed in the New Dip Section for the purpose of working an area of solid coal. Preparations are being made to drive a pair of headings in C Section which should tap an area of solid coal which is behind the Stone Drive Section.

Alison No. 1 Mine (W. Currie (First Class), Mine-manager).—The opening-up of No. 6 Panel is proceeding into an area of solid coal. In all other sections of this mine pillar-extraction is taking place. Considerable trouble has been experienced in this mine with heatings in the goaf when the extraction started along the outcrop. A bulldozer has since filled in all the pit falls and the position is more satisfactory now.

Alison No. 2 Mine: Pillar-extraction is taking place in X Section. In all other sections panels are being formed in virgin country. The main headings are being driven along into a large field of coal. A fault that was encountered in the main drives has been driven through and a complete circuit made.