

places. We then passed into the upper seam, through a stone drive, at the end of which the coal is 3 ft. 6 in. thick. Going north a distance of about 3 chains, a 3 ft. 6 in. seam of coal comes in overhead, and gradually the shaley clay between the seams cuts out, and the two seams coming together make a good 7 ft. seam of clean coal. This has been followed for 10 chains, along which distance there are three jigs placed 40 yards apart. Returned through a stone drive to the middle seam, and then through the trap-door to the main haulage-road. The roof is generally very good, and the air is good throughout the mine.

J. Gow, Inspector of Mines.

EXTRACT FROM COAL-MINES REPORT, 1896.

Dunedin, 16th March, 1896.

Allendale Mine, Shag Point.—(5/7/95): Went down the dip drive into the workings, and then on to the air-shaft, where I measured the air-current and found 7,700 cubic feet per minute passing through the mine. Examined the old workings on the north and south sides of the air-shaft and found them in good condition. Preparations are being made to take out a portion of the old pillars and work back towards the air-shaft and main dip drive. I then went into No. 2 seam and travelled north-east to No. 1 seam, which is a fine body of clean coal, 9 ft. thick. I then passed through a stone drive a chain in length, which cuts into No. 2 seam, where it is 7 ft. thick, all clean coal. I followed this to the north-east a distance of 9 chains, where I found some of the men taking out pillars. The work was apparently being carefully done, and the roof was settling down very nicely. I again went into No. 1 seam, and travelled 13 chains south-west to where the bulk of the men were working in 9 ft. of clean coal. This work is to be continued in the same direction a further distance of 14 chains, which distance has been tested from an upper level. I also examined No. 3 seam (4 ft.), which I reached through a stone drive. This coal is 45 ft. below the lowest level of any previously worked. I found all the mine-workings in good order and very dry. The air is good.

J. Gow, Inspector of Mines.

Office of Inspector of Mines, Dunedin, 8th February, 1898.

The Allendale Coal Company (Limited), Shag Point.

GENTLEMEN,—

When visiting your mine yesterday I did not notice any man-holes in your main incline. Kindly see section 33, General Rule 9. I do not think that the spare width in the incline meets the requirements, and shall be glad to see the Act complied with.

Please see also section 33, General Rule 17, as to covering in your pit-bank. I have had a complaint about this, also as to the steam from the pump so filling the drive that men cannot see their way when travelling. The exhaust difficulty can easily be got over by a simple suction-condenser, such as that made by Johnston, of Invercargill, for Walton Park, which Mr. Kenyon will be pleased to show any one. The vacuum obtained would effect a saving in steam sufficient to repay its cost in a very short time.

A complaint has been made that the fireman does not leave any proof of his examination of the places prior to the men starting work, as required by Special Rule 23. This is necessary, and I hope to have the assurance that the regulations are being complied with.

Yours truly,
J. HAYES.

P.S.—Permit for necessary Sunday labour enclosed.—J. H.

EXTRACT FROM COAL-MINES REPORT, 1898.

Office of Inspector of Mines, Dunedin, 30th March, 1898.

Allendale Colliery, near Shag Point (Allendale Coal Company, Limited, owners).—(3/6/97): The workings in this colliery are from an incline tunnel dipping in the opposite direction to the stratification of the measures. The seam is broken up to some extent by small faults. Good ventilation is maintained, and the places generally are in good order. The present return airway is rather small and very rough in places, but as a new tunnel has recently been driven to win an area of coal to the dip of the present workings, and a heading is now being cut which will connect the workings of both tunnels in the course of a week or two, there is no need to incur expense in putting the return airway into better order, as it will answer all reasonable requirements for the length of time it is required. When the connection is made, all the coal will be jigged to the new drive and hauled there to the surface. The present main working-drive will then become the upcast and second outlet, for which purpose it is admirably adapted. The new drive is 960 ft. long, with a grade of 1 in 5, and is afterwards driven level for 385 ft. Size, 10 ft. by 6 ft. The seam where struck is dipping about 1 in 2½. It is intersected by small faults, and has a varying thickness up to 6 ft.

JOHN HAYES, Acting Inspector of Mines.

EXTRACT FROM COAL-MINES REPORT, 1899.

Office of Inspector of Mines, Dunedin, 16th March, 1899.

Allendale Colliery, Shag Point (W. Everest, secretary).—(8/2/98): At this colliery a considerable amount of new work has been in hand for some time, and the new incline tunnel referred to in my last report was connected with the dip-workings from the old tunnel shortly after my last visit. The hauling plant has been moved to the new tunnel-mouth, and sidings laid, screens erected, &c. This is now the working outlet of the mine, the old tunnel being used for the