

failing in this colony) then it is far better to take them out altogether and form a road through the worked-out ground. For a time such a road would be rough; when settlement is completed and the road so made trimmed up, it will often stand better than a road cut in the solid. Many a thoroughly safe roadway looks rough, and I have known many such to stand practically unaltered for years.

In such work as I have referred to—viz., extracting pillar coal—changes take place rapidly. The pressure brought on locally may cause the floor to heave as much as 2 ft. or 3 ft. in a few hours. Of course, if this work is in close proximity to a main airway, the management should provide an alternative road for the time being, so as to be independent.

It would be quite an easy matter for the changes I have outlined to take place between one inspection and the next, even if inspections took place more frequently than is at present possible in the Southern district, owing to the very large amount which has to be done and area covered by one person.

J. HAYES, Inspecting Engineer.

3rd May, 1901.

Office of Inspector of Mines, Southern District, Dunedin, 10th May, 1901.

IN reply to memo. No. 695, dated 3rd May, referring to my reports of the 29th March and the 17th April on the Allendale Coal-mine at Shag Point, and requesting me to state, by direction of the Hon. Minister of Mines, why this mine was in such a state as reported without previous action having been taken by me, I beg to state that the condition of the mine, as described in my report of the 29th March, was very different to what it was on the occasion of my previous visit on the 21st November, 1900. On this date (21/11/1900) there was no indication of the "creep" setting in, the airway was standing in good order but low, the seam there being only about 5 ft. thick, and I also noted that there was a good circulation of air throughout the working-places. The mine, with the exception of certain roadways which were wet and dirty, was in good working-order; and, seeing that the management were busy renewing timber and heightening the main roadway from the foot of the engine-plane to the bottom of the main jig with a view to making it a horse-way, and thus cutting off a considerable length of hand-drawing, I anticipated that the conditions of working would be very much improved.

On the 21st March, when I next visited the mine, I found that owing to "creep" my anticipations of an improved condition of matters had not been realised. I notified the proprietors to put on a double shift of men to lift and stow bottom in airway, to renew timber where necessary, and also to provide an adequate amount of ventilation in the pillar-workings No. 2 north level, also in the new workings No. 3 seam (*vide* report, 29th March).

On the 16th April I again visited the mine, and found that my instructions had been carried out, with the result that there was a marked improvement in the condition of the mine (*vide* report, 17th April).

I indorse the attached statement, dated 3rd May, 1901, by Mr. Hayes, Inspecting Engineer, and I am of the opinion that the area affected by and under the influence of the "creep" will settle rapidly owing to the thinness of the seam. The roof and floor will soon meet, when the heaving action will cease.

I intend to keep this mine under close supervision until the area affected returns to a normal state.

E. R. GREEN, Inspector of Mines, Dunedin.

The Under-Secretary, Mines Department, Wellington.

Mr. Hayes's statement returned herewith.

Office of Inspector of Mines, Dunedin, 10th September, 1901.

*Re Allendale Coal-mine, Shag Point.*

I VISITED this mine on the 30th August last, and made an exhaustive inspection of all the working-places, airways, and travelling-ways.

Air was good throughout the mine, except Hollis's heading, where the air was fair. Having only 4 yards to go to put through, the air here would be improved in, say, two days. The intake airway, on which, owing to "creep," there was considerable pressure on roof and sides in March and April last, has settled quietly. The bottom has been lifted, and the intake is now a good travelling-way and second outlet, being from 5 ft. to 6 ft. in height throughout. The air at the intake measured 8,200 cubic feet per minute, giving at the rate of about 200 cubic feet per minute per man working in the mine.

Double doors have been erected at the mouth of the upcast drive, and a shaft put up 25 ft. to the surface. A chimney has been built on the shaft, and is 6 ft. by 5 ft. by 20 ft. high, and has a fire set in the bottom of the shaft. A steam jet has also been fitted in the upcast, and is used occasionally as required.

I consider that this mine has been restored to a good working state, and that there need be no present apprehension for the safety of the men employed therein, other than ordinary working risks.

E. R. GREEN, Inspector of Mines.

Under-Secretary, Mines Department, Wellington.

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