

The Ladysmith and Coolgardie districts, being now connected by pony road, are working conjointly, while the coal is run down the Ladysmith self-acting incline to day. Ventilation is induced by fan, and timber is freely used. Reports and other provisions of the law are kept up to date. No serious accident has been reported.

*Tyneside Proprietary Company.*—(25/9/1903): This property changed ownership as a going concern in the beginning of September last—Robert Allison, mining manager. Operations have been continuous, the output being 17,212 tons. The dip heading driven in a southerly course direct from the winding-shaft has been further extended 5 chains, and directly connected at the face by a parallel return heading, through which free ventilation is efficiently provided. The coal-seam thus developed shows a fair average quality. When working eastward from the dip heading a heavy feeder of water was quite unexpectedly cut in the face, the result being that the pumping installation was taxed to its full capacity. This difficulty, however, was satisfactorily overcome by the construction of a strong frame dam. At the same time, with the additional boiler-power installed, working-conditions assumed a more favourable aspect. Output is chiefly maintained from the west working, which shows more favourable promise in thickness and quality as developments extend. Pumping is the chief item of expenditure. Generally, the mine is well ventilated, and with the natural facilities afforded by the exceptionally strong grit roof overlying the coal-seam it may be fairly accepted that working-conditions are in favour of the miner. Reports are kept to date. Gas was reported once during the year. The workmen travel by adit to the working-face.

*Point Elizabeth Colliery* (New Zealand State Coal-mines.—A. B. Lindop, mining manager).—(30/12/1903): Respecting the development of this property, progress has been satisfactory. To open out the southern area of the coalfield more expeditiously, driving was continued by three shifts on Nos. 1, 2, and 3 tunnels until the coal-seam was won in each of the drives. In the No. 1 adit the main coal-seam, 16 ft. in thickness, was won at 10.5 chains from day, and has been driven eastward on the level course of the field a distance of 4 chains, and connected with the uprise drift leading to the fan. During development a seam 6 ft. in thickness was recently discovered underlying and separated from the main seam by 12 ft. of strata. So far it has not been determined as to whether it is an independent seam or simply associated with the main one. In the No. 2 adit the coal-seam, 12 ft. in thickness, won at a driven distance of 12.5 chains, was further driven 4 chains on the level course, and rise headings set off at regular distances apart. In No. 3 adit the coal-seam was won at 13 chains, but to simplify and effect a natural ventilating-circuit between the districts a rock crosscut was driven 8 chains to connect with the west level off No. 2 adit. These united drivings have proved a large area of good coal risewards, the outcrop of the Exhibition or main seam being 34 chains to the north. In the No. 4 adit, located on the north bank of the Seven-mile Creek, the 6 ft. seam was tapped at 2.5 chains, and driven on the level course 4 chains. Connection by return back heading is also provided for second outlet and ventilating purposes. Systematic prospecting is now being made to locate the main seam in the Seven-mile Creek. On completion of the railway works, which is expected about the end of March, coal will be early placed on the market from Nos. 1, 2, and 3 adits, the forward state of these mines being now capable of maintaining a fair output. Haulage will be effected by a steam-driven endless-rope system, by which the coal will be conveyed from the terminal of the main tunnels direct to the loading and screening plant, the distance from No. 1 mine being 60 chains on a gravity gradient of 60 ft. Ventilation will be induced by two fans of the Hayes type, 9 ft. 6 in. in diameter, one of which is installed on the mouth of the uprise drift at No. 1, and the other on the mouth of the loop-line drive at No. 3. Guided by the standard of efficiency of this type of fan, ventilation is fully assured. The erection of storage-bins and screening plant will be temporary, until replaced by a modern shaking-screen and belt-picking installation. A well-equipped saw-milling plant has been erected to supply timber for the varied uses of the colliery. Workshops, haulage, and other installations are substantially and carefully built, and are kept in good order and condition.

*Burning Coal-seam at Boatman's.*—Respecting the progress made to extinguish the burning coal-seam at Boatman's, there is little change of importance to note, owing chiefly to the absolute dearth of water occasioned by the excessively dry season lately experienced on the West Coast.

#### ACCIDENTS AND FATALITIES.

*Coalbrookdale Mine.*—(26/1/1903): Robert Smith, pony-driver, was killed by a full race crushing his body against a stop-block after the tail-chain was unhooked. Denniston Surface Deviation Works: J. Allan, contractor, had his little finger blown off while preparing a charge of dynamite. (26/6/1903): E. O. Loughlin, brusher, had small bone of his leg broken by falling from a ladder while setting timber. (24/8/1903): E. McComb was fatally injured while thawing dynamite.

*Ironbridge Mine.*—(21/9/1903): J. Masterton's (trucker) leg was broken by an empty truck lipping over at jig-head.

*Millerton Colliery.*—(26/3/1903): John Birch, miner, had his hip dislocated and two ribs broken by a prop falling in the face. (6/3/1903): W. Danks, miner, sustained spinal injuries by a piece of coal striking him while in a stooping position. (15/7/1903): Frank Bradley, lad, had his right hand bruised while spragging trucks.

*Seddonville Colliery.*—(7/7/1903): John Edgar, labourer, was accidentally killed by a fall from a beam when the storage-bins were under construction.

*Puponga Colliery.*—(31/7/1903): Lewis Harford bruised his hand while braking loaded trucks. (14/8/1903): Peter Conway sustained an injury to the knee by a fall of stone in the face.

There were two fatal accidents at Denniston, one of which occurred on the surface works, and cannot be regarded as coming under "The Coal-mines Act, 1891." No accident of a serious nature is reported from Brunner, Tyneside, or Blackball Collieries.