

Nos. 1 and 2 have produced coal from both rise and dip workings, No. 3 from the rise only, and as the same indications of thinning have been met with as in Nos. 1 and 2, work in this direction will not be continued, but steps will be taken to test this part of the colliery to the dip.

#### *Surface Works.*

The whole of the surface works and machinery have been maintained in efficient working-order, and a new hauling plant has been erected at No. 1 tunnel, to enable coal to be raised from the new dip workings.

The alterations and additions made at the storage-bins and tipping-platform have proved most satisfactory, for by means of the distributing-belts the storage can be filled to the maximum holding-capacity at the smallest possible cost for labour, and the same applies to the tipping-machines recently erected, which are capable of dealing with the largest possible output with a minimum of labour.

#### *Future Developments.*

The development-work now in hand consists of the erection of a powerful haulage-engine and air-compressing plant. The former is to deal with an output of 1,000 tons daily from the dip workings, and the latter to supply compressed air for pumping and auxiliary haulage engines.

In addition to the above plant, it will be necessary at an early date to proceed with the installation of a new and powerful ventilating-fan, capable of producing at least twice as much air as is now done by the two fans in use. This installation is necessary for the ventilation of the rapidly extending dip workings now opening, and to give air for the development of the underlying seams.

For the working of the lower seams cross-measure tunnels will be required to connect with the present seam, from which all the coal will be raised to the surface.

It may also be found necessary to increase the storage-capacity of the bins as a further means of preventing stoppage of the mine and delays to shipping.

#### *Accidents.*

There have been a number of minor accidents during the year, and some which may be classed as serious, but no fatality. However trivial accidents may be, they generally cause some loss of working-time to the employees, and are the cause of increased cost to the industry.

#### *Harbour and Shipping Facilities.*

It is gratifying to be able to state that steps are being taken to improve the facilities for handling the coal at the port.

At present the Railway Department is pushing on the erection of a new portable hydraulic crane; it is also intended to alter the present cranes to portable ones.

The General Manager of Railways has prepared a comprehensive scheme embracing extended sidings, strengthening of wharf, and removal of buildings now blocking the work of the port. When this is given effect to, and with some additions to rolling-stock, the equipment of the port will be reasonably complete.

#### **SEDDONVILLE COLLIERY.**

In my last year's report on this colliery reference was made to the extension of the workings to the south of Chasm Creek, where for some time prospecting operations had been carried on, and for the connection of which with the haulage system it was necessary to bridge the above-named creek and extend the haulage-rope. These works were completed during the Christmas holidays, 1905. The creek is spanned by a substantial bridge, and the haulage has been extended into the main heading south of the creek.

The coal in this new district at the time the rope was extended had proved very good in parts, but, like the area on the north of the creek, it has been subject to severe disturbance, and will in consequence produce a considerable percentage of crushed coal, although it will probably prove on the whole superior to any coal worked from north of the creek.

#### *Additions to Plant.*

In order to meet requirements of the Railway Department for screened coal, it was decided to erect appliances for screening and sorting the coal into three classes—lump, nuts, and peas. The system has undoubtedly enabled a very fine class of screened coal and nuts to be produced, and it is hoped that the output of these classes will be found acceptable to the Railways and consumers generally, thus keeping the mine fully employed.

#### *Coal raised.*

The colliery has produced 46,085 tons during the year, most of which has been taken by the Railways.