

*Serious Accidents, 1920.*

Of fatal accidents there were none. The non-fatal serious accidents are as follows:—

*Millerton Mine.*—On the 2nd March a horse-driver named C. H. Reynolds sustained a fractured forearm. His horse met another in the layby. The horses became nervous, and Reynolds's horse jammed him against a set, breaking his arm.

*Liverpool Mine.*—On the 31st May a fan-attendant named T. Fisher went to start the fan motor outside the Morgan seam tunnel. After starting the fan he walked over to the delivery, carrying a lighted slush-lamp, and ignited firedamp which came from the fan delivery. He sustained burns on the head and arms.

*Blackball Mine.*—A miner named George Reynolds received a blow from a falling piece of stone, which fractured his thigh. He was working "tops," and the stone fell from the high side of the place about 18 ft. in by from the "lip."

There were 433 minor accidents recorded. Of these 121 occurred at the Millerton Mine, 87 at the Denniston Mine, 80 at the State mines, 65 at the Stockton Mine, 10 at the Brunner, and 31 at the smaller mines.

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SOUTHERN INSPECTION DISTRICT (Mr. E. R. GREEN, Inspector).

*Mount Torlesse Collieries (Limited), Avoca.*—Prospecting by driving had been conducted on the northern or left-hand bank of Broken River, following a seam of 2 ft. thickness continuing to dip westerly at a moderate angle. Subsequently ten bores drilled by Government rotary drill at intervals on the north and south banks of the river had, together with the up-stream outcrop, proved about 50 acres, containing seams of coal averaging in thickness from 9 ft. to not exceeding 240 ft. in depth. The water issuing from several of the bores was accompanied by slight emissions of inflammable gas. The coal-output was being derived from the Alum Creek section of the mine, situated on the south side of the river, where the low level had been driven a distance of 15 chains, the almost vertical seam (75°) averaging about 16 ft. in thickness. A shaft driven on the full rise of the seam had proved it to be 150 ft. vertical from the lower level to the surface, the thickness at No. 5 level being 21 ft. and at surface about 25 ft. Outcrops could be seen extending over a distance of 40 chains from the tunnel-mouth. Unfortunately some heating had occurred in the west seam first working, where the coal was crushed and friable, and the place had to be stopped off meanwhile.

The following is a report by the Dominion Analyst on a sample of coal from No. 4 borehole at depth 136 ft.: Fixed carbon, 36.95 per cent.; volatile hydrocarbons, 44.70 per cent.; water, 9.85 per cent.; ash, 8.50 per cent.; sulphur, 4.1 per cent.

*Sheffield Coal-mine, Sheffield.*—The mine was opened on a 3 ft. seam; dip, 1 in 3. A steam traction-engine was used for hauling and pumping.

*Homebush Colliery, Glentunnel.*—This old and well-known coal-mine is approaching exhaustion, only remnants of outcrop and small seams left at first working being now available pending continuation of drilling operations, which, although unsuccessful in finding a payably workable seam of coal in the bores drilled, have not completely tested the area.

*Bush Gully Coal-mine, Coalgate.*—Only a little prospecting had been conducted throughout the year, but the mine has been regularly visited and reported on by the Homebush officials.

*St. Helens Coal-mine, White Cliffs.*—Dip from the surface driven 200 ft.; latter portion, in 5 ft. seam, dipping east 1 in 3. The drive had passed through some old workings, and a patch of coal left at first working was being recovered. North level in 1 chain. Return airway made to surface.

*Steventon Coal-mine, White Cliffs.*—Dip drive, 1 in 2, down 56 yards to face. Seam 4 ft. thickness, dipping easterly. North level broken away, and an uprise stenton was being driven to air-shaft, having 8 yards to go. The dip is well timbered, stop-block and trailer provided, manholes on dip side.

*Clearwater Coal-mine, Glenroy.*—A new mine. Cross-measures adit 210 ft. to face, and levels broken away in the 6 ft. seam on either side. Drive well timbered and ventilation good.

*Tripp's Coal-mine, Mount Somers.*—Recent mine-workings closed and abandoned, but the adjoining former workings, known as Wright's, had been reopened and output resumed.

*Evandale Coal-mine, Mount Somers.*—A small mine opened on the south bank of Ashburton River, near Cavendish Railway-station.

*Albury Coal-mine, Albury.*—A new opening has been made from the outcrop of a seam previously worked and which had been lost by falls and underground spontaneous fires. The seam is 12 ft. in thickness.

*Allanholme Coal-mine, Waihao Forks.*—Driven to dip, from which a pair of levels were being extended to the new air-shaft. The seam is strong, very little timber required.

*Meadowbank Coal-mine, Waihao Forks.*—Driving on level course of stream. The new air-shaft being sunk was almost through to the workings.

*Wharekuri Coal-mine, Wharekuri.*—Reopening on the vertical seam formerly worked and closed down during 1913. Driven through sandstone to the seam, and connection for air was being made to an old level above. Warned Shanks as to possibility of meeting old workings, which would be full of blackdamp.

*Borton's Coal-mine, Borton's.*—A new mine opened on outcrop of a lignite-seam. The driving and timbering work was being creditably done by the returned "Digger" lessees.

*St. Andrew's Coal-mine, Papakaio.*—Putting in a drive in the vicinity of the old mine, which had been worked out and abandoned last year.