

as follows: Lack of trade, 15; back Saturdays, 26; May Day, 1; death and funeral of employee, 3; stoppage *re* wages of boys, 1; stoppage *re* payment for King's birthday, 3; breakdown at bins, three hours; shortage of wagons, one hour: a total of 49½ days.

*Employees.*—During the period there were 90 persons on an average employed in and about the mine, made up as follows: Underground—Coal-hewers, 28; deputies, shiftmen, and truckers, 39; youths, 2. On the surface—18 men and 3 youths.

*Expenditure.*—The total expenditure in connection with coal-winning for wages, stores, mine timber and compensation, together with subsidy on bus fares, cost of electric power, and coal used on works, amounted to £28,103 7s. 8d., as compared with £21,657 2s. 10d. for the previous year.

*Coal-hewers' Average Daily Earnings.*—The coal-hewers' average daily earnings (gross) were £1 14s., and after deducting stores (explosives) their net return was £1 7s. 3d., an increase of 2s. 9d. per day when compared with the previous year.

*Daily Output.*—The average daily output was 182 tons 18 cwt., and the coal-hewers' average daily output was 7 tons 2 cwt., as compared with 179 tons 14 cwt. and 7 tons 2 cwt. respectively for the previous year.

*Deficiencies.*—The total amount paid under the minimum-wage clause during the year was £201 1s. 11d.

*Accidents.*—During the year there were a number of minor accidents, but none of a serious nature. The total payments made under the provisions of the Workers' Compensation Act amounted to £660 2s. 4d. On the output produced this works out to a cost of 3·89d. per ton.

*Underground Workings.*—Coal-winning operations during the year were carried on in both pillar and solid workings. Development-work consisted of reopening two sections lying to the west of the main rope road, the development of the Cannell Creek Section and the continuation of development to the east and north-east in the New Dip Section. In the sections to the west of the rope road the coal is thin and hard: thickness of seam varies from 4 ft. to 5 ft. 6 in. In the Cannell Creek Section a fault was struck in the main heading which practically cut off all development-work to the north, and the driving of levels was continued in a north-westerly direction. Two boreholes proved the fault to have a displacement of 40 ft. (downthrow). In the New Dip Section a fault was encountered running east and west. This fault prevented development to the north of the New Dip Section. Pillar-extraction was carried out in the South Level and Cross-cut Dip Sections. Towards the end of the year all the available pillars having been won from the Cross-cut Dip, all plant was withdrawn from this section.

*Stone-dusting.*—Work under this head has been regularly carried out. The number of samples taken from the mine and analysed was 102.

*Plant and Machinery.*—The plant and machinery in and about the mine have been maintained in good order and condition.

*Development of New Area.*—The boring having been completed, the committee appointed considered that the best means of opening up the coal seams was by an extension of the present rope road from the James Colliery. This involves the driving of four tunnels in stone, together with one return airway in stone. The tunnel over the present James Mine haulage-road will be 30 chains in length, gradient 1 in 210 in favour of the load. The Cannell Creek to Nine-mile Creek tunnel, 27·3 chains long, the gradient of which has not yet been ascertained, will also be in favour of the load. It is proposed to make two curves in this tunnel, the included angles being approximately 151°. The tunnel, 27·3 chains long, from Nine-mile Creek to intersect the coal seam, will have a gradient of 1 in 132 towards the coal-bin. The position of the return airway has not yet been decided, this position being dependent upon the result of data to be obtained from further surveys.

On the surface along the banks of the Nine-mile Creek a rope road 32·77 chains in length has been commenced. To complete the rope road a tunnel 2½ chains in length, together with a viaduct 6¼ chains long, will be required. To enable the transport of men and material, a surface road of approximately one mile in length, connecting the main tunnel with the main Grey-Westport traffic road has been constructed. The following surveys have been completed: Rope road, access surface road, Nine-mile Tunnel; building-sites, contour of mine-mouth, James Tunnel; and the James Mine rope-road regrading. The surveys for the tunnel from Cannell Creek to Nine-mile Creek, and the return airway, for new mine have still to be completed.

*Plant.*—Compressors, rock-drills, and electric plant were ordered, and the main portion of that plant has been received and is being erected.

*Employees.*—During the period there were employed on an average, on part time, 109 men and 1 youth, made up as follows: Boring, 8 men and 1 youth; access and surface road, 5 men; surveying and clearing rope-road line, 5 men; construction of new buildings, 15 men; assembling plant, 10 men; development-work, 36 men; grading the new haulage road, 27 men; miscellaneous labourers, 3.

*General.*—It is pleasing to report that the output and days worked at both collieries and the average daily earnings show decided increases when compared with the figures of last year. During the year various increases in rates of pay were granted. On the 1st July all workmen reverted to the 1931 rates of pay, and, on the introduction of the forty-hour week, all daily rates were increased by 10 per cent.

In conclusion, permit me to say that the officers of all branches have performed their duties in a most satisfactory manner, and I am also indebted to yourself and staff for valuable assistance rendered in connection with matters concerning the mines.

C. J. STRONGMAN, Superintendent.