

The Greymouth Coalfield of New Zealand

This unique exhibit is a combination of Postal History, Coal Mining Social and Industrial History blended to present a coherent study of the Greymouth Coalfield covering coal-mining areas with twin focus on the Coal Chain - discovery, development, mining, transport, decline - and Social Aspect as seen through the postal matters - mail and messages; the impact of industrial activity, mine disasters, economic change, political involvement; the growing awareness of conservation and historical heritage.

A wide range of materials have been used in the exhibit - postal markings, postal history items, picture postcards, postal stationery cards, appropriate scans of maps and documents, telegram, invoices and receipts, newspaper cuttings, advertisements and photographs along with supporting research. Important items are highlighted.

The coalfield was discovered by Thomas Brunner in 1848 and worked systematically from 1864. Mining commenced in the Brunnerton area and extended as significant finds were made in the Brunner and Paparoa seams. The coal is sub-bituminous and was used extensively by railways and for coal gas production and metallurgical coke. The Greymouth field is part of the Western Geological Region of New Zealand

Production from over 130 underground mines is over 43,000,000 tons but at the cost, to 2010, of 436 lives

The Exhibit is presented in
Several Sections:

Introduction

Brunnerton/Taylorville/Dobson

- Brunner, Tyneside, Wallsend Coal Pit Heath, Dobson, North Brunner Mines

Blackball/Roa

- Blackball & Paparoa Mines

Runanga/Dunollie

- Point Elizabeth State Coal No.1

Rewanui/Upper Rewanui

- Liverpool State - State Coal No. 2

Rapahoe

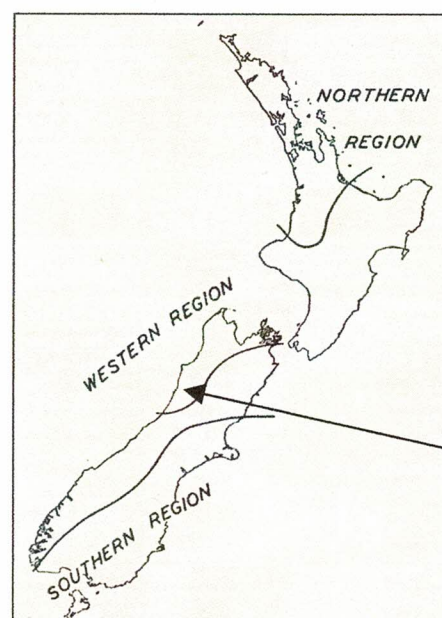
- James, Strongman State Mines

Port of Greymouth

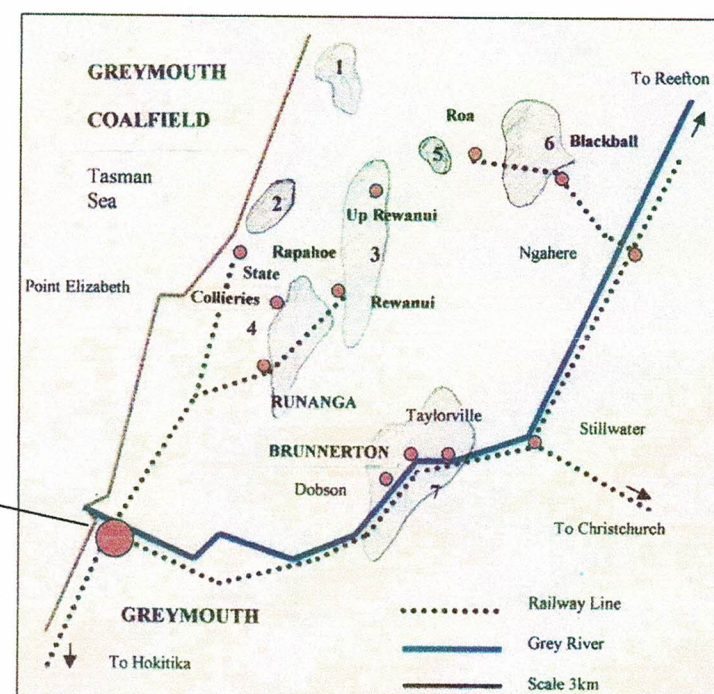
State Coal Mines

Pike River

The Last Post



From Economic Geology of New Zealand,
Chapter 18 Figure 1



Mine Legend

- | | | |
|---------------|---------------------|-------------|
| 1 - Strongman | 4 - Point Elizabeth | 7 - Brunner |
| 2 - James | 5 - Paparoa | Wallsend |
| 3 - Liverpool | 6 - Blackball | Dobson |

General Coal-Related References [those for the coal areas are listed there]

"Appendices to Journals of House of Representatives" 1876-1947

"Economic Geology of New Zealand" G J Williams 1974

"Ghost Towns of New Zealand" David McGill, 1980

"Coal, Class & Community" Len Richardson, 1995

"PapersPast" online website

"West Coasters 1860-1910 the Golden Grey" Tony Kokshoorn, 2010

Philatelic and Related References

"Postage Stamps of New Zealand, Volume III" 1955

"New Zealand Post Offices" R M Startup, 1977

"New Zealand Cancellations" A R Marshall, 1981

"New Zealand Postal Stationery Catalogue" R D Samuel, 1983

"New Zealand Post Offices Cancellation & Postmark Guide" R Wooders, 1998

"Wish you were here" NZ Postcard Society, 2004

Greymouth Coalfield Time Line

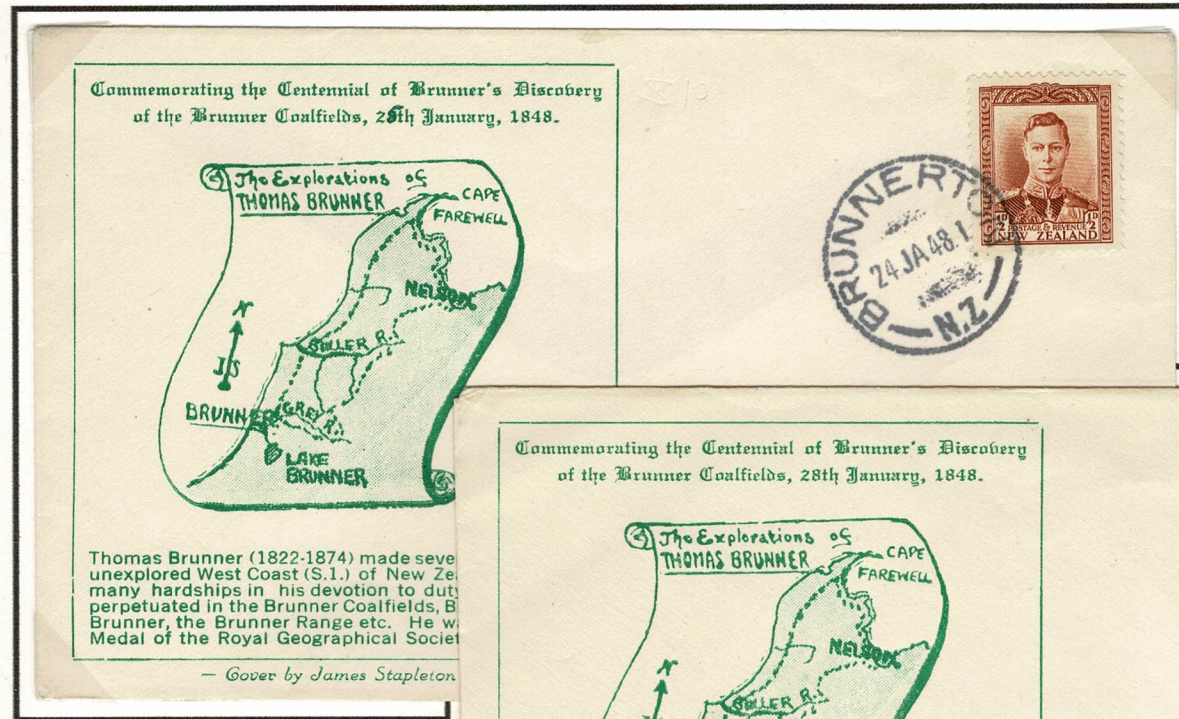
Constructing a timeline around the development of the Greymouth Coal industry is very challenging, especially in the early years in the Brunner, Blackball and Coal Creek areas because of the changing entities involved. The process required application for coal leases, the proving of coal resource, company formation, development then mining. Because there was significant capital required, there were company failures, merges and takeovers. Once the State Coal Mines Act was passed, it enabled State Coal Mines to initially develop new mines but then started a nationalisation programme eventually controlling all major mines. But it did not last, all being closed by 2012

Significant Events	Years
Brunner Discovery of coal seam on bank of Grey River 1848	1845
	1850
Brunner Seam 'rediscovered' 1857	1855
30 tons mined and shipped in " <i>Jane</i> "	1860
Brunner seam mining 50 tons a day	1865
Coal barges used to ship coal to Port	1870
Brunner Coal Mining Company formed; Wallsend, Tyneside, Coal Pit Heath shafts sunk: Brunner-Greymouth Railway opened 1876; Suspension Bridge opened 1877	1875
Blackball Coal Leases 1885	1880
Brunner Mines Output 1888 190,000 tons 31% of NZ total; Blackball Coal Mining Co 1886; Midland Railway Co obtained leases 1886; Coal Recession 1888-1891; East and West Coast and Nelson Railway Act 1886	1885
Tyneside Wallsend closed 1888-89; Maritime Strike ; Blackball Coal via Aerial 1893; Greymouth Point Elizabeth Railway & Coal Company formed 1893	1890
Heath Coal Pit Closed 1893; Blackball Leases bought - now freehold; Brunner Mine Disaster 26 March 1896	1895
State Coal Mines Act 1901; Tyneside reopened 1902; Paparoa Coal Company formed 1902; Greymouth Point Elizabeth Railway & Coal Co [Mine railway & bridge] bought by State 1902; Railway to Dunollie 1904; First Coal from Point Elizabeth Colliery 1904	1900
Brunner Mine Closed 1906; Blackball Miners Strike 27/2-12/5/1908 ; Tyneside mine flooded closed 1908; Paparoa Coal to Port 1909; Liverpool State #1 opened 1909	1905
Blackball Railway opened 1910; Rewanui Incline railway completed 1910; Great Strike October 1913 - January 1914 ; World War One 1914-1918	1910
State Colliery payroll robbery & murder November 9. 1917 ; Liverpool State #2 opened 1919	1915
Point Elizabeth Colliery closed 1920; James State Mine opened 1920; Otira Tunnel opened 1923	1920
Railway to Rapahoe opened 1925; Dobson re-opened 1925; Dobson Mine Disaster December 3, 1926 ; Wallsend re-opened 1928;	1925
Depression 1928-1933; Blackball Tribute Mining Dispute 1931	1930
James State Mine closed 1938; Strongman State opened 1939	1935
WW2 1939-1945; Blackball State Colliery 1939	1940
Nationalised Dobson State & Wallsend State Mines 1943; Paparoa Mine sold to State 1947	1945
All major mines now owned and operated by State Coal Mines; Waterfront Dispute 1951	1950
	1955
Liverpool State #3 opened 1960	1960
Dobson State mine closed; Strongman Mine Disaster January 19, 1967	1965
	1970
	1975
Pike River Coal Co formed 1982; Liverpool State #3 mine closed 1984	1980
Coalcorp Established as SOE from State Coal Mines 1987; Post Offices Closed after NZ Post established 1988	1985
	1990
Coalcorp restructured and became Solid Energy 1997	1995
Strongman State Mine closed 2003	2000
Spring Creek State opened 2007,	2005
Pike River Mine Disaster November 19, 2010 ; Spring Creek State closed 2012	2010
Solid Energy Liquidated 2018	2015

Brunner Coal - Discovery and Development

Thomas Brunner is credited with the discovery of the Brunner Seam in **January 1848**. His diary records: *"About a mile above Motutapu [an island in the Grey River] is a seam of coal, apparently of very fine quality ... the coal is very hard and brittle, burns freely, and is free from smell. The seam is some feet deep and level with the river's edge, but at least 100 feet below the surface of the earth."*

Brunner prepared a report on his journeys and discoveries which was printed in the Royal Geographical Society journal in **1851**



Centennial commemorative covers - upper one with date "28" corrected to "25th" January and cancelled **Brunnerton 24 JA 48**

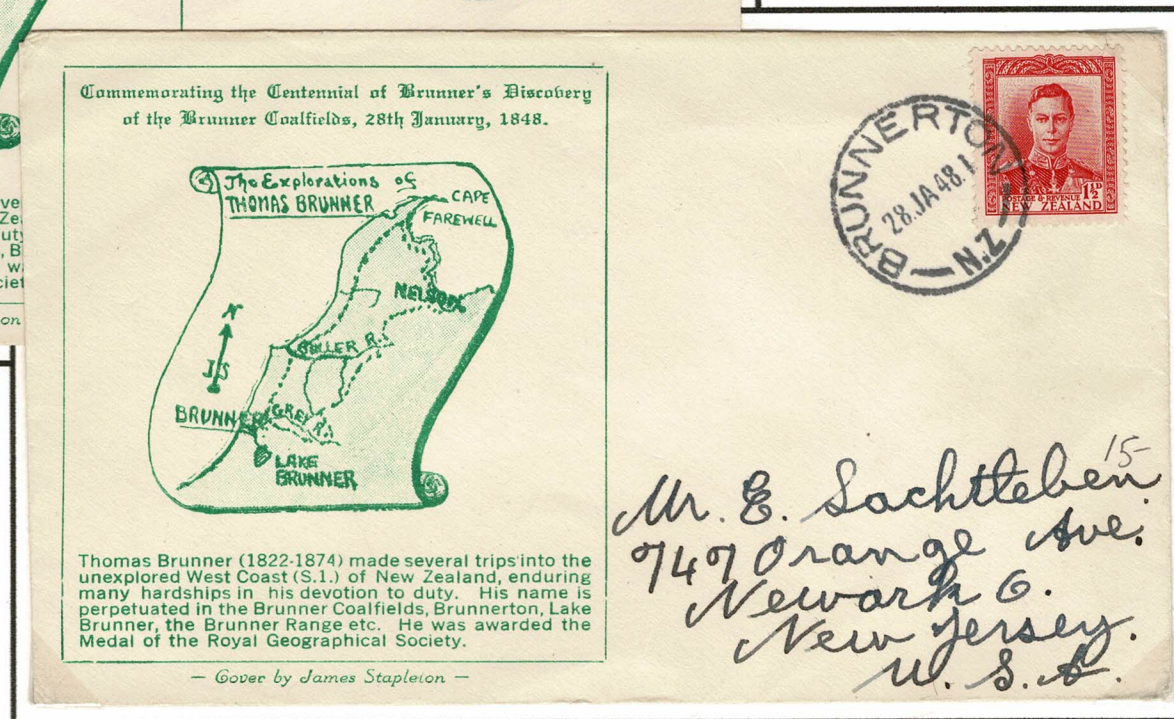
Lower cover cancelled **Brunnerton 28 Jan 48**

The actual date of discover was 25th January 1848



Brunner was the first European to see Moana which he named **"Lake Brunner"**

Post Office opened as **Lake Brunner** April 20, 1871 to May 1, 1892 "A" Class datestamp rare



In **1857** the Oakes brothers, in the small vessel **"Emerald Isle"** which was the first vessel to cross the Greymouth bar, went up the Grey River in the ship's boat and 'rediscovered' the Brunner seam - it is reported that they dug a few bags for use in the ship's galley - they were more interested in gold than coal.

In **1860**, the Nelson Provincial Government commissioned Julius Haast and James Burnett to a survey on the west coast with specific attention to the coal resources of the Brunner Gorge.

In late **1861**, the Nelson Provincial Government arranged with Matthew Batty to organise a shipment of Brunner coal. His party mined about 30 tons which was carried downriver in Maori canoes and delivered to Nelson in the ketch **"Jane"**

In February **1862**, the Nelson Provincial Government sent a party to view the coal seam and find a site for a coal port. This included James Burnett, John Rochfort and Thomas Brunner.

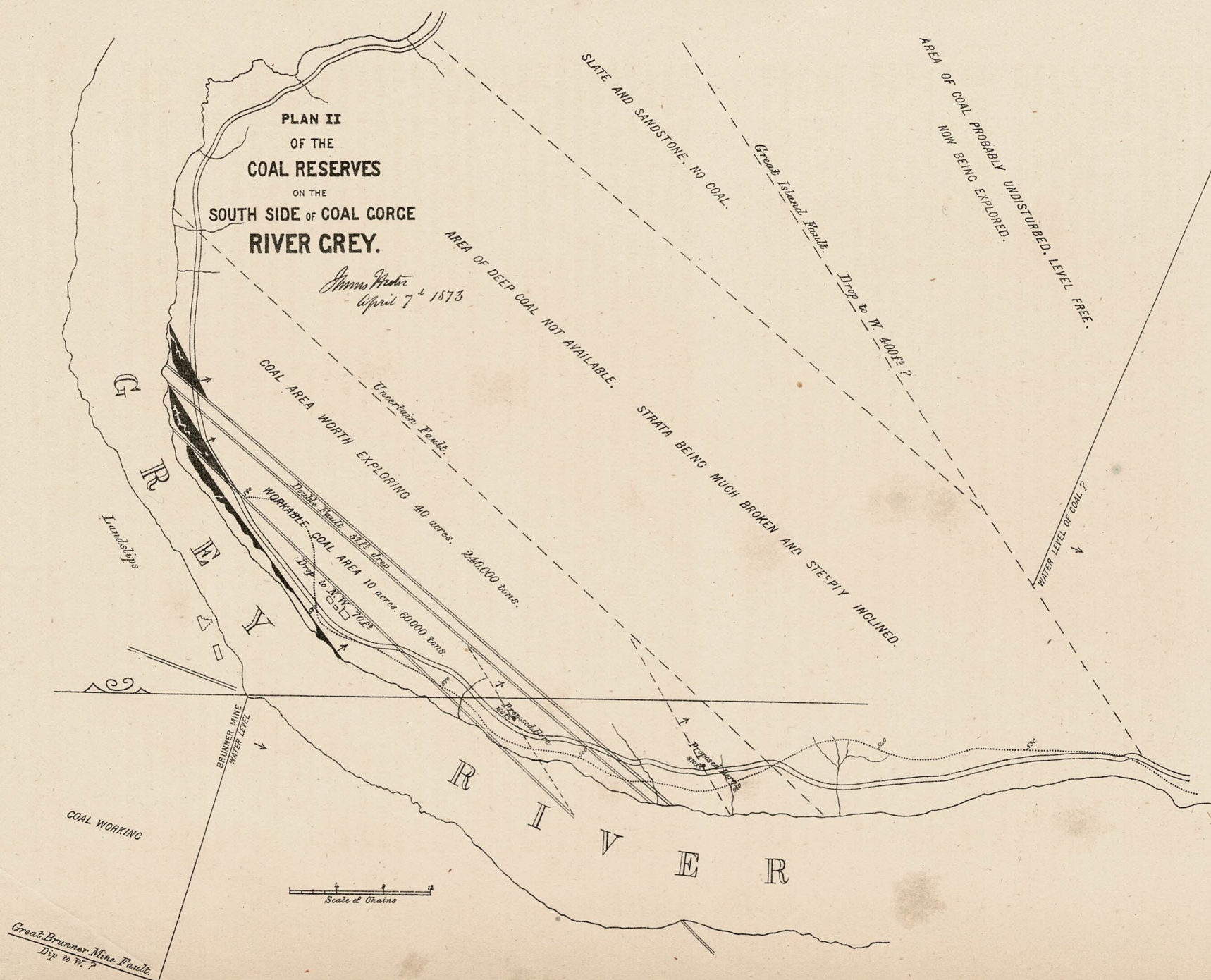
In July **1864**, a party of gold-miners from Nelson were joining the Gold Rush and Batty offered to open the Brunner seam on behalf of the Provincial Government. They went on the steamer "Nelson" and a month later the craft was steaming back using Brunner coal with 25 tons in the hold. Batty had obtained a legal right to mine.

During 1865, with the influx of god miners in the thousands, Batty and his men soon had a drive into the seam and barge to carry the coal down to a small wharf for steamers at Coal Creek a short distance above the developing settlement of Grey River - Greymouth. Producing about 40 tons of coal a day.

The Nelson Government, in 1866, granted a 21-year lease to a Victorian syndicate planning large scale mining, a railway to a port with cranes for loading ships - the **Nelson Coalmining Company**. Production was never more than 250 tons a week, but was no railway or port only more barges and. The Nelson Government cancelled the lease and worked the mine until 1874 when it was sold to a Melbourne firm and then to the Kennedy brothers who set up the **Brunner Coal Mining Company**.

The Provincial Government in nelson realised that transport infrastructure was important to increase the coal output from the Brunner fields. Recognising the work of James Burnett who had recommended that a railway and a good port was required, they commissioned a detailed report. The contract was let in May 1873.

James Hector, Director of the New Zealand Geological Society was involved in further surveys of the area and it was he who named it "**Coal Gorge**" in his report dated **April 7th 1873** on the **Coal Reserves on the South Side of Coal Gorge River Grey**. The plan was included in Mines Report for 1874.



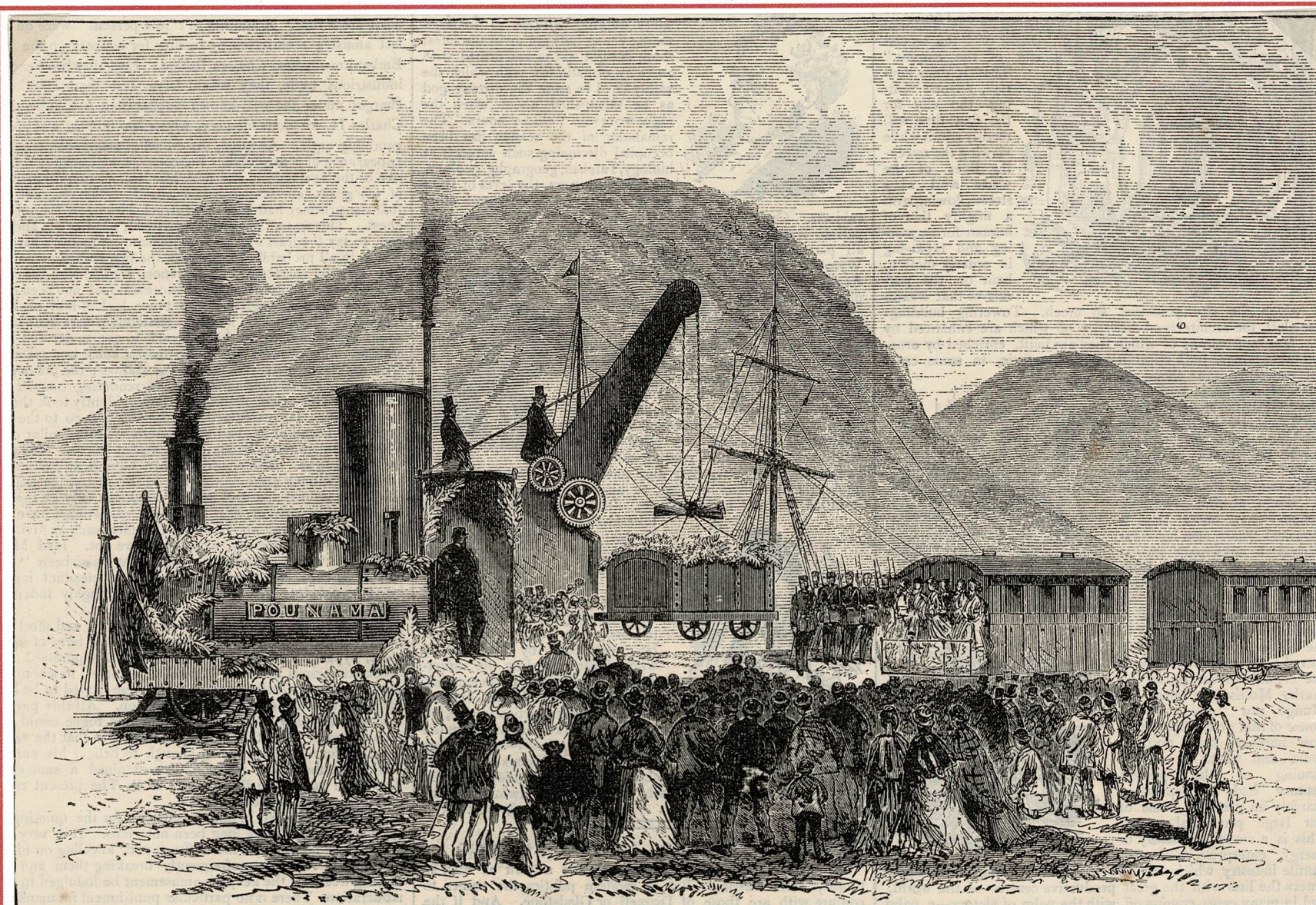
James Hector also prepared a **Sketch map of Coal Reserves Grey District** dated **5 May 1873**. This showed the proposed route of the **Railway Line** and the **Brunner Coal Mine**. This accompanied the Report of the Minister of Mines to Parliament in 1874.



The proposal for the Greymouth to Brunnerton Railway was complicated as the Brunner Mine is on the North bank of the Grey River and in Nelson Province while the proposed railway route is on the South bank which is in Canterbury Province. There was some obstruction and delays from the Nelson Provincial Government over the suggested fee of 2 shillings a ton of coal transported.

The **contract** was eventually let and that of F W Hungerford of Hokitika was accepted at £22,855/9/1d. The **first sod** was turned by Mr Harrison the local member of Parliament on **June 11, 1873** with 300 people present after a parade to the site - the day was declared a public holiday by the Mayor of Greymouth.

The **official opening** of the Railway to Wallsend was **April 7, 1876** and was celebrated by a public holiday and special train and the delivery of the first truck of coal.



RAILWAY ENTERPRISE IN NEW ZEALAND: HOISTING THE FIRST TRUCK OF COAL ON THE GREYMOUTH AND BRUNNERTON RAILWAY.

The subsequent proceedings consisted of explorations by the visitors of the Brunner Coal-mine, and an inspection of the works of the Greymouth Coal Company. The return train brought down the first truck of coal conveyed along the railway. It was laden with coal, taken from the old shaft of the Greymouth Coal Company, and decorated with evergreens and a banner with the Company's device. On arrival at Greymouth, an attempt was made to follow out the programme by hoisting the truck by the steam crane and lowering the coal into the schooner *T. B. Taylor*, but, owing to some defect in the lowering machinery, it was not considered advisable to do more than show that the crane was quite equal to lifting the waggon, which, with its contents, weighed about eleven tons. This being done, the company dispersed

RAILWAY ENTERPRISE IN NEW ZEALAND.

THE opening of a railway in the mother country is always an event to be observed with much ceremony—how much more so in a country where man has to struggle with the wildness of Nature and to force her, as it were, to yield to the claims of civilization. Such an event as the opening of a new line has therefore much interest, not only to the parties concerned, but also to us on this side the globe. And therefore we present our readers with an engraving of the scene of the hoisting the first truck of coals on the Greymouth and Brunnerton Railway—which we are enabled to do through the kindness of the editor of the *Australasian Sketcher*, who has also supplied us with the following particulars:—The Greymouth and Brunnerton Railway was formally opened on April 7th, by the Hon. Jas. Bonar, superintendent of the province of Westland. The line traverses seven miles of the Grey Valley, through beautiful scenery, to Brunnerton, where the coal mines are situated. At present the line ends at Brunnerton, but there is a probability of its being extended to the East Coast and connecting the province of Canterbury with the West Coast. On the occasion of the opening of the railway Greymouth gave itself up to enjoyment. A procession of friendly societies and school children opened the day, a luncheon followed, and a ball closed the day. We may here mention that the sketch of the Fenians escaping from Freemantle was also furnished through the *Australasian Sketcher*.

The Grey River Argus recorded the event

It is reported in "**West Coasters 1860-2010**" that the bottom of the truck was taken out and the coal dropped into the hatch. The *J B Taylor* was later loaded with coal brought down by barge and sailed for Wanganui.

The newspaper states the coal came from the "**Old shaft of the Greymouth Coal Company**". The first Brunner suspension bridge was not wide enough to accommodate railway wagons from the Brunner Mine so it may have been via barge.

But another source states "**The coal was from the Tyneside Mine**" and loaded at Wallsend.

Brunner Suspension Bridge

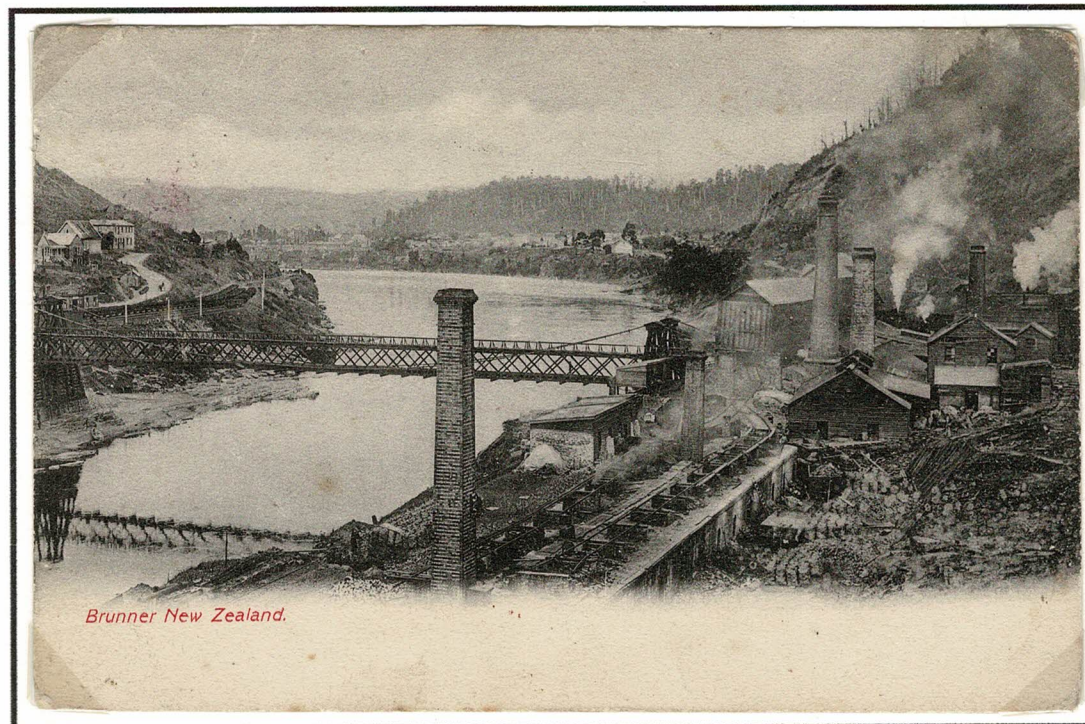
The suspension bridge over the Grey River to the Brunner Mine was considered part of the railway. It was first proposed in 1871 [pre-railway].

The contract was let in September 1874 but the construction met a problem when it partially collapsed July 7, 1876 [after the railway was opened and the visitors had inspected the mine]. The bridge was restored and widened sufficiently to take a railway wagon.

The first horse drawn coal truck went across April, 11, 1877 and was from the Coal Pit Heath Mine.

In 1885 on average 73 wagons per day went across the Bridge, in 1892 the average was 95 wagons each with 6-7 tons of coal - 450-620 tons a day 6 days a week - potentially 140,000 - 180,000 tons a year.

The output from the Coal Pit Heath and Brunner mines [on the north bank of the Grey River] in 1885 was 137,279 tons and in 1892 it was 178,224 tons. At maximum capacity! With the closure of the St Kilda Mine in 1921, coal wagon transport over the bridge ceased.

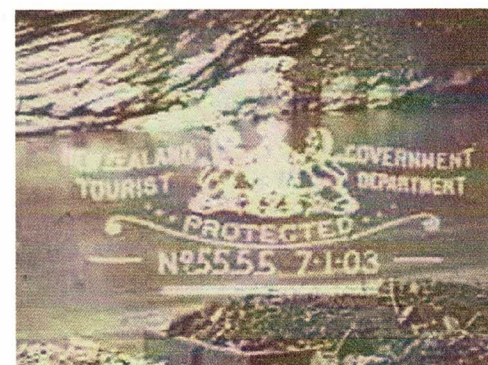


Brunner New Zealand.

"Brunner New Zealand" undivided back postcard - no details used
Spreydon 28 NO 04 via Christchurch and Auckland to Halifax, Canada.

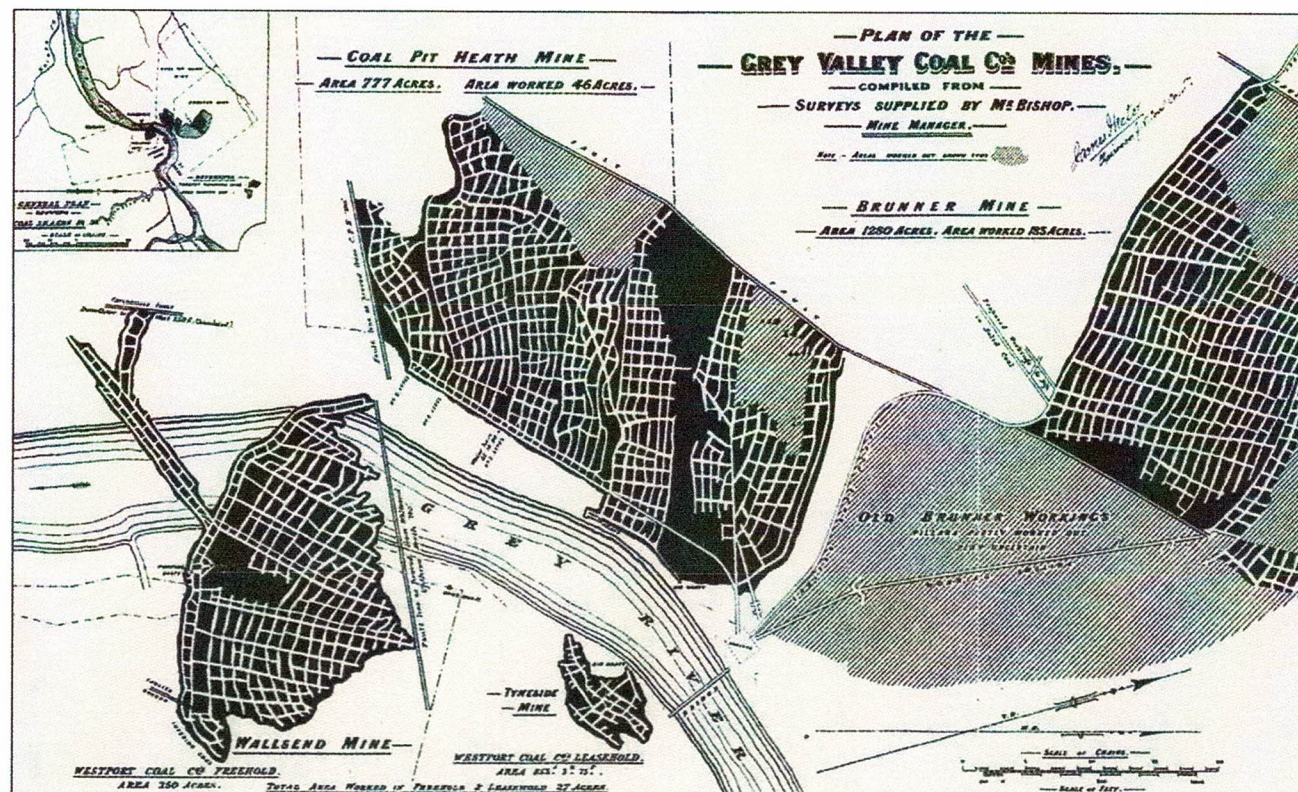
View down Grey River showing **Suspension Bridge** with one loaded wagon and its reflection with Brunner coke ovens in foreground

Tourist Department 1903
Photograph of Brunner Mine with **Suspension Bridge** [no wagons seen] and Brunner Mine bins and screens across the Grey River with loaded "Q" Class wagons at railway marshalling yard in foreground.



Developments 1874-1893

In anticipation of the completion of the Greymouth-Brunner Railway and the Brunner Suspension Bridge, 4 shafts were sunk on the Wallsend and Coal Pit Heath coal leases to the Brunner seam. The Wallsend No. 1 shaft, renamed **Tyneside**, opposite the Brunner mine entrance was sunk in 1874 and reached coal at 89 feet. **Wallsend** No. 2 to the west reached coal at 635 feet. The main **Coal Pit Heath** shaft sunk 1875-6 was 365 feet deep. These three shaft mines and the Brunner Mine, 1874-92, produced over **1,400,000 tons** of high quality sub-bituminous coal with a **peak in 1888 of 190,000 tons** representing over 31% of New Zealand Coal Production.



Reduced scan of the Grey Valley Coal Company Mines c 1890 from Mines Report 1891
It shows the Brunner workings beyond the Fault and the extended haulage to the Screens and Bins
The Coal Pit heath, Wallsend and Tyneside underground workings.

Ancillary Industries

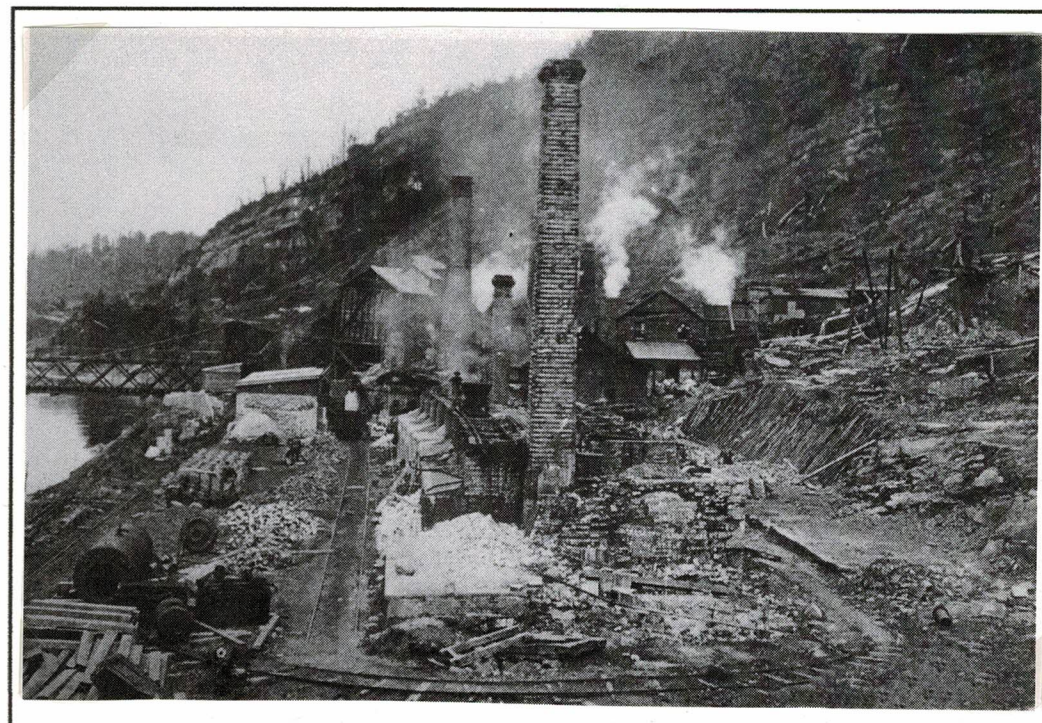
Coke ovens were established to meet demand - eventually the Brunner mine had 24 'beehive' coke ovens.

Fire Clay deposits were located beneath the coal seams and many fireclay products were produced and exported.

A **brick works** was established and were used at the mines for chimney construction and railed to Greymouth for local construction.

The "Coal Gorge" was the first Industrialised area in new Zealand - it only lacked iron ore imports to become the "Britain of the South" as some promoters had hoped.

Photo reproduction c 1890 [Historic-House Greymouth] shows the Coke ovens, piles of fire clay, limestone [from ballast] for burnt lime and the iconic square brick chimney



1889 Coal Recession

In early 1889, the demand for Brunner coal was so low that trains for Greymouth were travelling without any trucks. The Tyneside Mine did not reopen after the Christmas/New Year holiday break. In April there was talk of Wallsend closing and work was reduced to one shift. Miner numbers were reduced especially at Brunner and production was reduced to about half the usual. The reduced coal demand continued into 1890-1891 before there was a recovery but industrial activity was to have an important long-term impact.

1890 Grey Valley Coal Mine Strikes

On **March 10, 1890**, the Amalgamated Miners and labourers Association, which was a member of the Maritime Council, negotiated a "District Rate" for the Grey Valley hewers at a higher rate that was being paid to the Buller coalfield workers. On **July 7, 1890** the Mine Owners demanded a 20% reduction in this rate. On **July 19, 1890**, a six-week **lock-out** commenced at the Brunner Mines [Brunner, Coal Pit Heath, Wallsend]. Work resumed August 31, 1890 at the lower rate on the condition that the colliers of the Union Steamship Company [USSCo] were not supplied with coal. This Company was involved in a dispute with wharf workers as well as coal mines in Australia - the Great Coal Strike or **Maritime Strike**. The USSCo was part owner of Grey Valley mines.

On **September 3, 1890**, the USSCo **S.S. Brunner** was supplied with coal in breach of the agreement and the Brunner miners went on **strike** and stopped work. The mine owners brought in 'free labour' unskilled workers to work the mines. On **November 3, 1890**, the striking mines capitulated and the mines reopened. The Union was crushed.



Brunnerton "A" Class datestamps used around the time of the Coal Strikes

"S.S. Brunner" collier built for the Brunner Coalmining Company then owned by the Grey Valley Coal Company and in 1888 by the **Union Steamship Company**. It was sold in 1905 and was wrecked in the Gilbert Islands in 1915

[Photo from Wrecksite.eu]



Tyneside Mine [1876-1889]

A shaft and underground mine on the south bank of the Grey River close to the suspension bridge. This was on the Wallsend lease and developed by the Greymouth Coalmining Company. It was sold to the Westport Coal Company in 1882 and later became part of the Grey Valley Coal Company - a virtual monopoly combination of the Union Steamship Company and the Westport Coal Company. Peak production was in 1888 employing 30 men and produced 9,000 tons. Production declined in 1888 and the mine closed in 1889. It was reopened 1902-1908. **Total production 312,000 tons**. The 14m chimney, made of Brunner Bricks, has been restored.

Coal Pit Heath Mine. [1867-1893]

Situated adjacent to the Brunner mine on the north side of the Grey River, this shaft mine was part of the Grey Valley Mines and the workings extended under the township of Taylorville and its northern section called Heathdale. It was closed in 1893 because of flooding. All coal was sent down a tramway 200 m to the Brunner site and across the Suspension Bridge. Peak production was in 1888 with 45,000 tons of sub-bituminous coal employing 116 men. **It produced 577,193 tons**

Wallsend Mine [1876-1890]

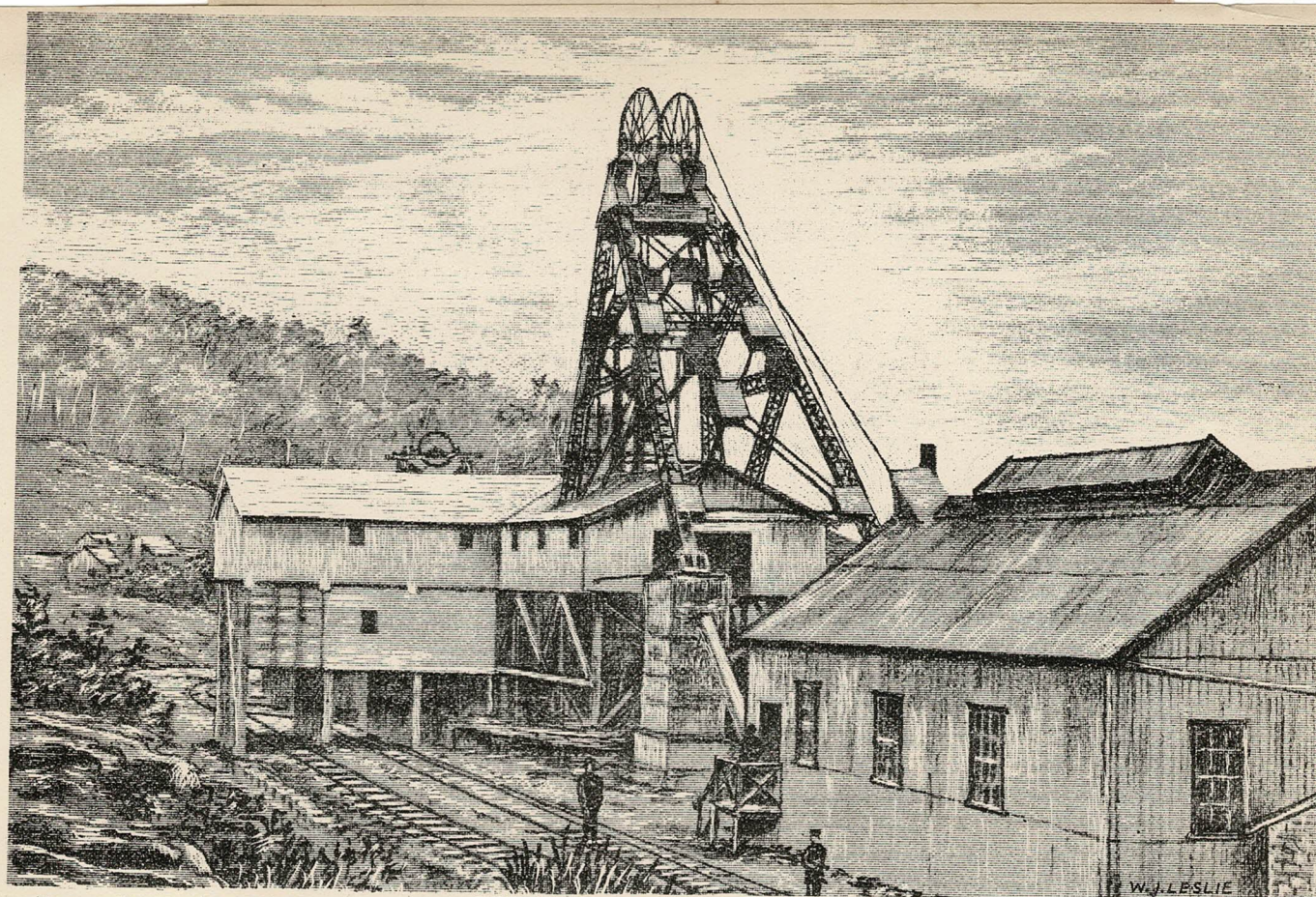
Situated on the south bank of the Grey River opposite Taylorville and adjacent to the pedestrian swing bridge, the Wallsend Mine was very distinctive in that it had 2 poppet heads. The 1889 recession affected the mine with miners laid off, reduced hours and production reduced. The Mines Department had been demanding repairs to the shaft and the fitting of safety cages. These were potentially very costly and when the mine was closed during the Maritime Strike in 1890 the Company felt it was convenient to leave the mine idle. The **production was 205,000 tons** with a peak in 1887 of 53,000 tons employing 147 men. The mine rapidly filled with water and gas and equipment used elsewhere. It was later reopened 1925-1960.

The handbook
of
NEW ZEALAND MINES
[with maps and illustrations]
Government Printer 1887

THE
HANDBOOK
OF

NEW ZEALAND MINES

WALLSEND SHAFT, GREY
RIVER
From a photograph by J Ring
Survey Dept Litho 1887



From a photograph by J. Ring.

WALLSEND SHAFT, GREY RIVER.

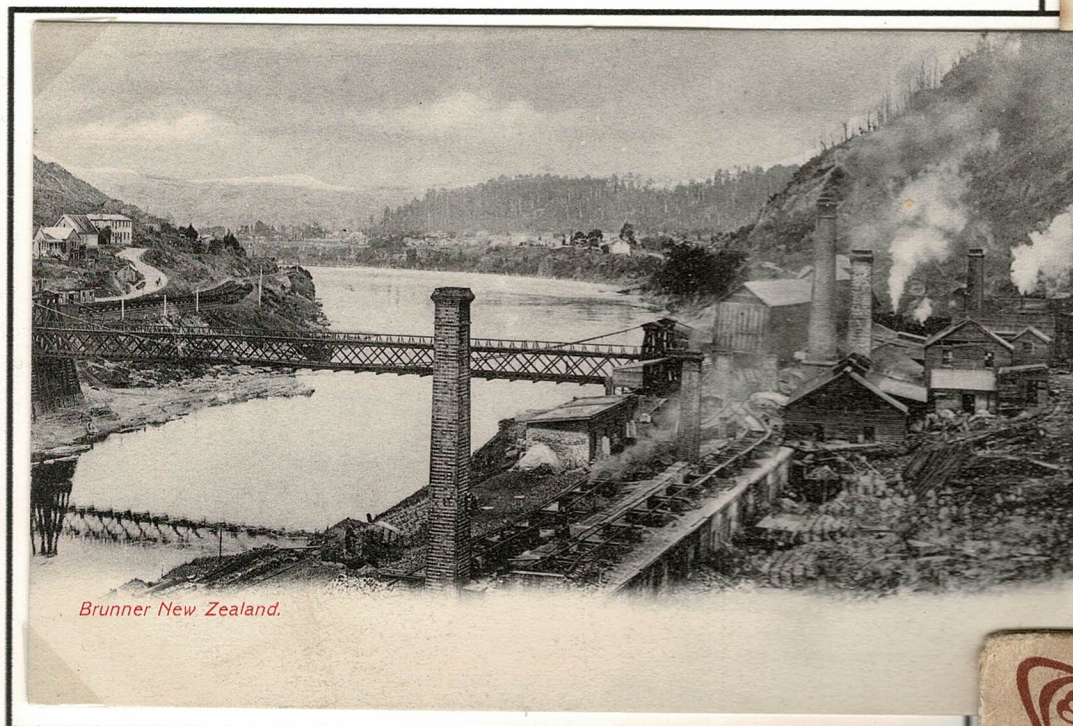
SURVEY DEPT LITHO. 1887.

Brunner Mine [1864-1906]

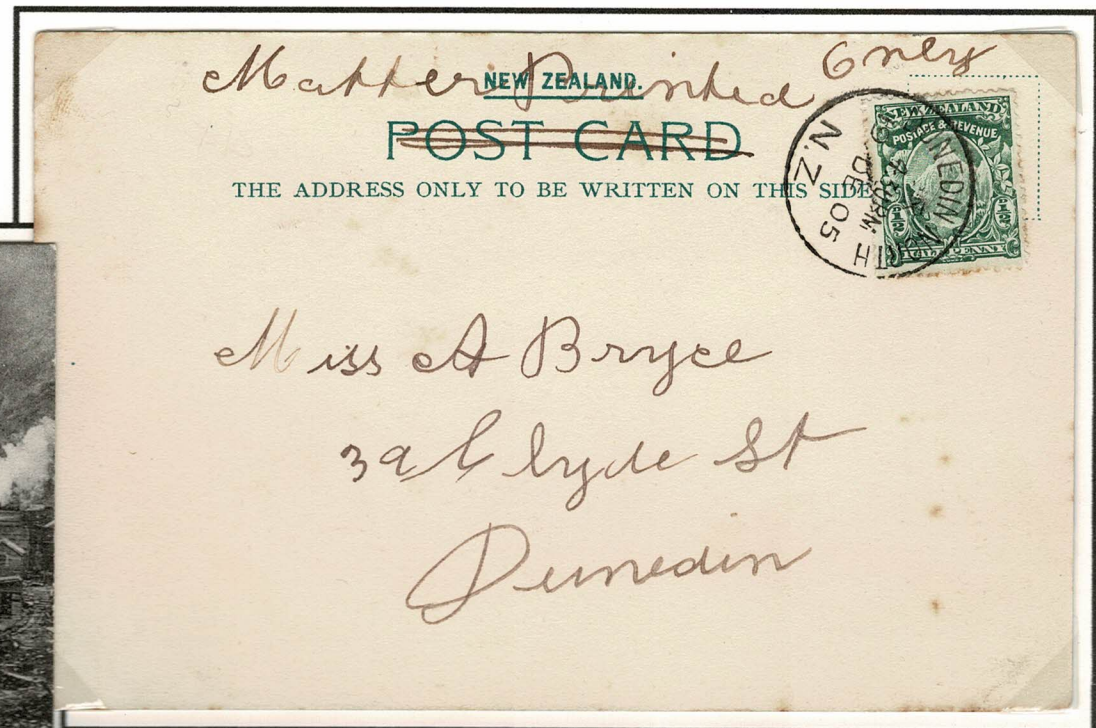
This mine was developed in 1864 by Matthew Batty and party. The lease was then given to the Nelson Coalmining Company in 1866 but they failed in their contractual obligations and the Nelson Provisional Government took back control and ran the mine until it was sold [twice] eventually to the Brunner Coalmining Company in 1874. In 1879 Martin Kennedy [a director] became the sole owner. He was forced into amalgamation so that by 1888 the Grey Valley Coal Company had total control with the shareholding of 75% between the Union Steamship Company and the Westport Coal Company. In 1895 ownership passed to the Point Elizabeth Railway and Coal Company. When State Coal Mines purchased the assets of the Point Elizabeth Railway and Coal Company after the 1901 Act, the Brunner mine was not included. The "Brunner" trademark was purchased from that Company in 1911 by the owners of the St Kilda mine [1907-1921] - Tyneside Propriety Ltd.

Total production was 2,167,231 tons of sub-bituminous coal with a peak in 1900 of 125,000 tons with 243 men employed. The Brunner mine closed in 1906. The Coolgardie [Upper Brunner] Mine [1894-1906] and the St Kilda Mines were extensions on the Brunner seam into higher ground above the river.

"Brunner New Zealand" undivided back, no details. View downriver with the suspension bridge, square chimney, coke ovens, brick works to the Screens and bins - Coal Pit Heath screens & bins in centre at Taylorville

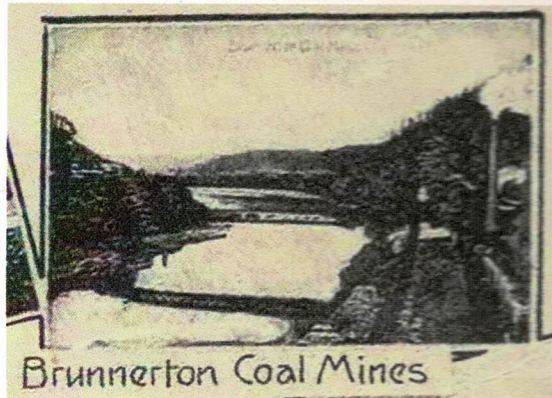


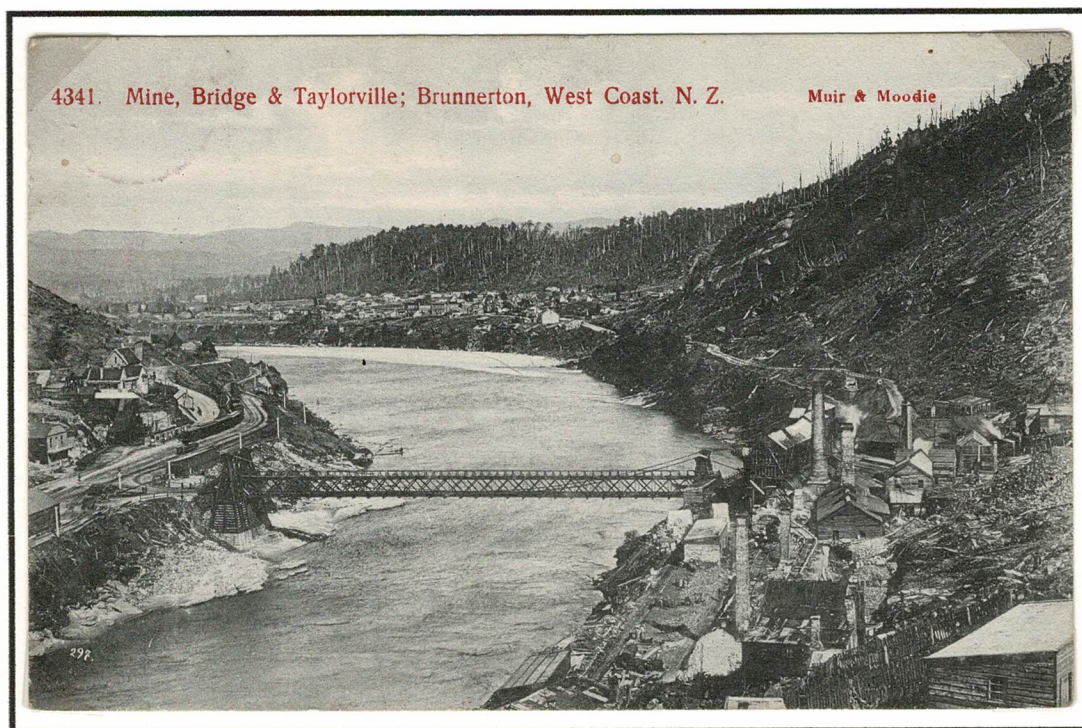
Brunner New Zealand.



Sent as "Printed matter only" 1/2 d postage Dunedin North 19 DE 05

Novelty Postcard with 6 potential postcards inside - one is Brunnerton Coal Mines - this contains the Castle Hill card
All mailed Dunedin 12 DE 10 local address.





Edwin L. Wain
Capt.

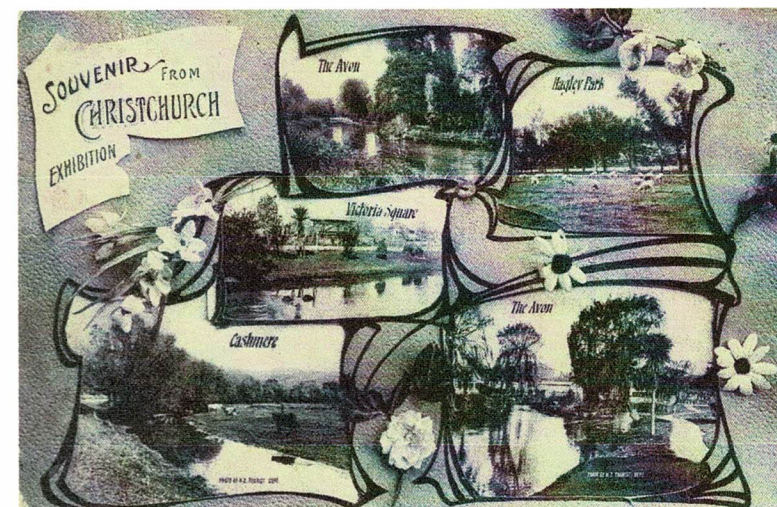


Brunnerton
4 JA 06

Seventeen years ago to-day (21st) the Salvation Army corps at Brunnerton was opened by Captain and Mrs Condon (now in Japan). Like everything else, many changes have taken place during the intervening years, but it is pleasing to learn that not only has the corps held its own, but some striking advances have been made. Quite a number of leading officers to-day look back with pleasant memories on their "soldier" days in Brunnerton, amongst whom are Staff-Captain Moore (Superintendent of the Maori Work), and also Adjutants Alex. Armstrong and Bloomfield. A fine barracks was erected last year in Taylorville. Captain Edwin L. Wain is the present officer in charge.

Greymouth Evening Standard 21 Aug 1907

"Mine, Bridge & Taylorville; Brunnerton, West Coast. N.Z." Muir & Moodie from their Copyright Series of Views. Mailed Brunnerton "A" Class 4 JA 06 to Timaru from Captain Edwin L Wain of the Salvation Army Brunnerton



Souvenir from Christchurch Exhibition. Photos by NZ Tourist Dept

Mailed Runanga "F" Class 11 JA 07 addressed c/-
"Mr J Coulthard, Mine Manager Brunnerton"

Papers Past for Grey River Argus and Greymouth Evening Standard reveal. John Coulthard passed his **Mines Certificate First Class under the Coal Mines Act 1901 in May 1897** and began work in the Brunnerton Mine as deputy manager then in **1901 as Underground Mine Manager**. In October 1907 he accepted the manager's role at the No 1 section of the **State Coal Mine at Dunollie**. He was very active in the community - Taylorville school committee, Brunner Literary Society, Brunner brass band, Grey Valley Mines Medical Association, Druids Lodge, Brunner Disaster Relief Fund, Acclimatisation society, Poultry association, tennis and cricket clubs etc. The Brunner community had a well-attended farewell in October 1907 at the Bucks Head Hotel in Taylorville.

The addressee "Miss A Coulthard" his daughter was the organist at Runanga St Thomas Church in 1909. **Her uncle, Mrs Coulthard's brother, John Watchman was one of those killed in the Brunner Disaster of 1896.**

Mining 1924 - 1968

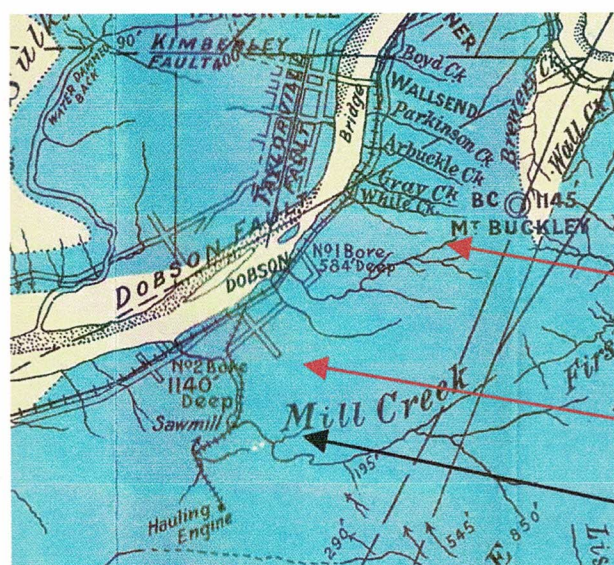
Dobson Mine [1925 - 1968]

In 1901, the Greymouth Harbour Board was concerned that the Brunner mine was nearing the end of its life, sunk 2 boreholes at Dobson. The first, **No 1 Bore** on the northern edge of the settlement, went to 584 feet. The second, **No.2 Bore**, near the tramway from the sawmill went to 1140 feet. While both showed seams of coal, none were considered thick enough for commercial exploitation. The cost is recorded as £943.

Until 1919, Dobson was just a saw-milling settlement and a dormitory town for the Brunner coalfield. Then the **Dobson Coal Company** was formed and put an 880-foot drive near the Bore Hole No.1 but found only an 18 inch seam even though the last few feet were more promising. The company was foreclosed by the Government.

In 1924 the **Grey Valley Collieries Ltd** put in a new drive and on March 3, 1925 struck a seam that was 15 feet thick and of excellent quality. Both the Mine manager and the Mines Department inspectors were aware that the mine had a significant amount of 'fire damp' - coal gas - extra precautions were in place.

The **peak production was 1930** with 117,386 tons and 261 men underground and 50 on the surface. The mine was nationalised in 1943. **Total production just over 3,00,000 tons.** Closed September 1968.



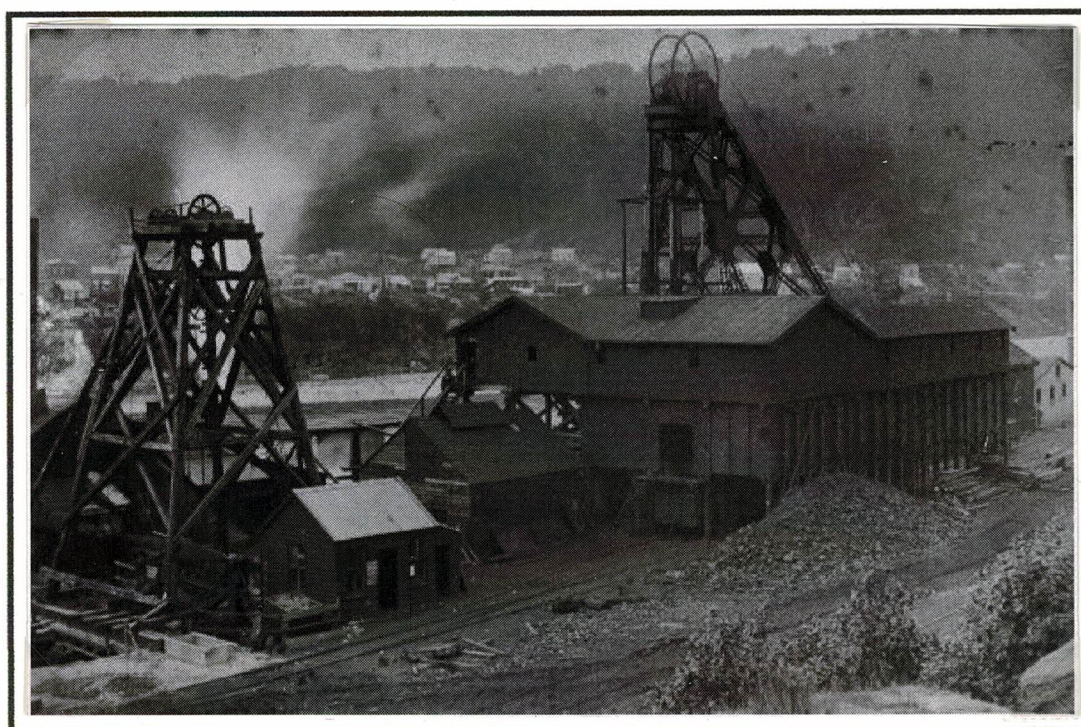
No 1 Bore 584'

No 2 Bore 1140'

Sawmill



"Huts above Dobson" - no details



Wallsend Mine 1928 - 1960

This was reopened by the Brunner Collieries Company formed in 1925, the mine was de-watered and plant upgraded with production starting in 1928. **Peak production was 1930** with 63,000 tons and 161 men employed.

The mine was nationalised in 1943 and closed in 1960. **Total production was 1,578,000 tons.**

Illustration from "Grey District Coal Mining in Photographs" by History-House, Greymouth 2004

Brunner Disaster 26 March 1896

New Zealand's worst coal mining disaster occurred about **9.30am on March 26, 1896** with a serious explosion in the Brunner Mine. There was no chance of any rescue. The bodies, many of which suffered severe mutilation, were removed over three days. In today **65 men and boys were killed** and this represented just under half of the Brunner underground work force. They were working in the "Dip" section. There was no damage to the surface plant or facilities. **The mine reopened April, 16, 1896**

6 of the victims were buried at the Grey cemetery, 58 were buried at Stillwater, with 33 in a large grave. The funeral cortege numbered over 6000 and was the largest funeral in New Zealand at that time. A **disaster fund** was established and reached £33,105/17/5d - disbursements stated November 26, 1896 affecting 37 widows and over 150 children. It was administered by the Public Trust.

The Inquiry into the Disaster concluded that 65 men died when a "blown-out" shot, in an area of the mine that was not supposed to be being mined, ignited coal gas causing fire and an explosion" The inquiry was not without controversy as the jury, which was supposed to include miners, did not. Some families took litigation later. The **Royal Commission** examined all aspects of the Disaster and the Report was published with a number of recommendations being made to increase mine safety and promote mine rescue skills.



Brunnerton
6 AP 96
[Mine closed]

Explosion in the Brunner Mine

GREYMOUTH, March 27, 1896

THE Brunner coal pit was today the scene of an appalling catastrophe, the greatest mining calamity that has ever occurred in New Zealand. It is not possible as yet to speak with exactness of the loss of life, but it is feared it will amount to 60. [Subsequent checking disclosed a death roll of 67.]

At half-past nine residents were alarmed by an explosion at the pit's mouth resembling a huge cannonade. Immediately afterwards steam and smoke were seen shooting from the pit and their worst fears were at once roused.

It soon transpired that there were 60 men entombed in this living grave and the panic was general. The work of rescuing was proceeded with apace. There was no lack of willing hands to attempt to do all that men dare do.

The scene at the pit's mouth was most harrowing, the women and children being with difficulty kept back from rushing into the tunnel. The intensity of their grief and excitement is awesome, and as each body is brought to the surface the cries of the relatives are heartrending.

The Premier, Mr Seddon, arrived by special train from Hokitika tonight. He headed a relief party and is now down the mine.

On arrival at Grey the Premier held a consultation with the mayors of Brunner, Hokitika and Greymouth and it was decided to open a relief fund.

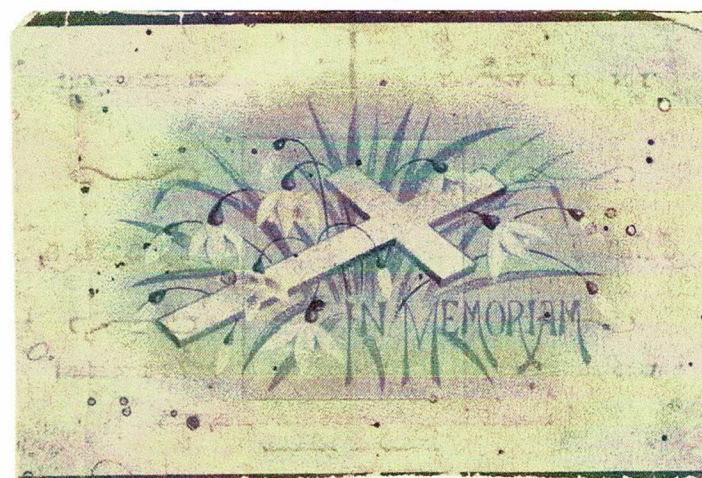
About 50 of the dead men were married, with 200 depending on them who are wholly unprovided for.



Bringing out the dead.

John Joseph Parsons - Aged 22 1874 - 26 March 1896

Memorial card for John Joseph Parsons. Constructed of light card with photograph attached. Memorial cards in 1896 could include photographs but in most cases did not. Illustrated in Disaster at Brunner¹



John was the nephew of Martin Kennedy a long-time former owner and manager of the Brunner Mine. His was the third body to be removed from the mine on the 26th and it was noted that he was badly burned. He was in charge of the dynamo near the pit entrance. New Zealand Disasters² has:

"Still at his post, his body badly burned, they found the corpse of the man who had called for help. When the explosion had occurred, the telephone bell from the pit gave three rings at the surface: the danger signal. The man at the dynamo had flashed this signal, then been killed by the second blast."

He was buried in the Grey cemetery as his parents lived in Greymouth. His mother Mary Parsons, was one of only two individuals to accept a £50 lump sum for the loss of her son - the other was **Thomas Franklin** [see below]. When the Disaster Relief was in place, almost all accepted weekly compensation that was intended for one year. In fact the weekly payments continued for many years and in 1907 Mary Parsons was involved, through her lawyer, in seeking additional compensation - she was unsuccessful.

Francis Frederick Franklin - Aged 16 1880 - 26 March 1896

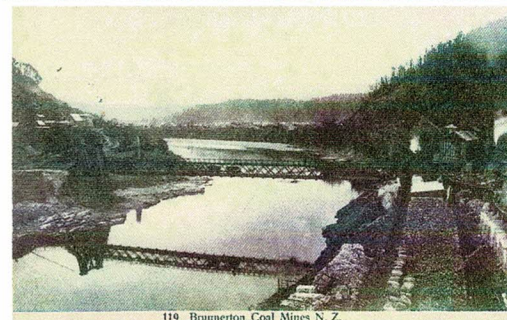


Fred Franklin was the youngest person killed in the Disaster. He had just recently started work as a **"pony driver"** - moving the coal tubs from the hewers up to the mine mouth.

He was one of 10 children of **Thomas & Ada Franklin** and is seen in a family photograph c 1892-93 in "Disaster at Brunner" P 186.

The author on P 97 states:

"Fred Franklin was tired and ill and should have stayed home."



Postcard **"The Brunnerton Coal Mines N.Z."** J Ring Photographer. Mailed **Brunner** 5 FE 07 message headed **"Brunner"** in part: **"Just here for a two hours with Mr Thos Franklyn"**

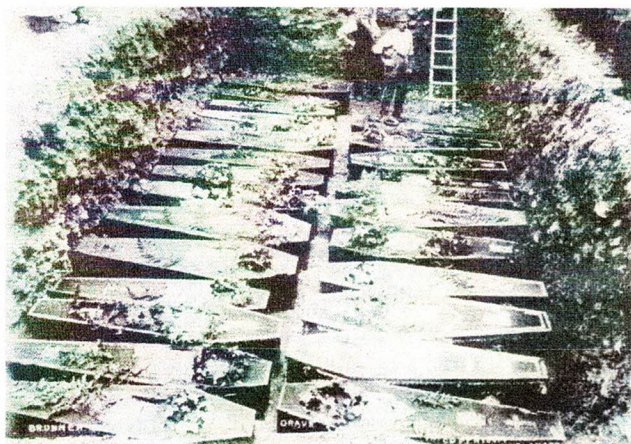
Fred was buried without a headstone at the Stillwater cemetery

¹ Disaster at Brunner, Brian Wood, 1996. Page 224

² New Zealand Disasters, Brunner Mine Disaster page 86

Commemoration of Brunner Disaster

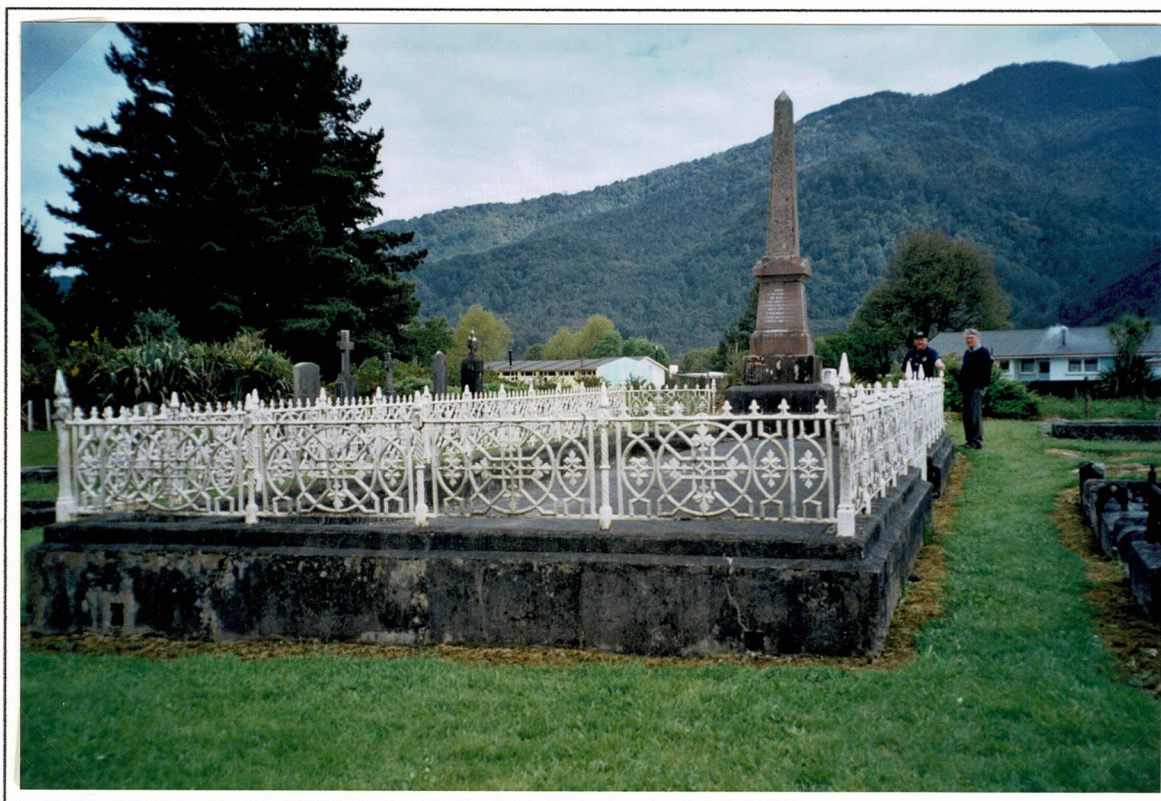
Of the victims of the Disaster, 6 were buried at Greymouth and 58 in the **Stillwater cemetery**. A mass grave **"Big Grave"** 40 feet x 14 feet and 8 feet deep hold the remains of 33 men. A memorial monument was erected at this site in 1900. **"Disaster at Brunner, The Coalmine Tragedy at Brunnerton NZ 26 March 1896. A Commemorative History"** was published on the centenary in 1996 by Brian Wood.



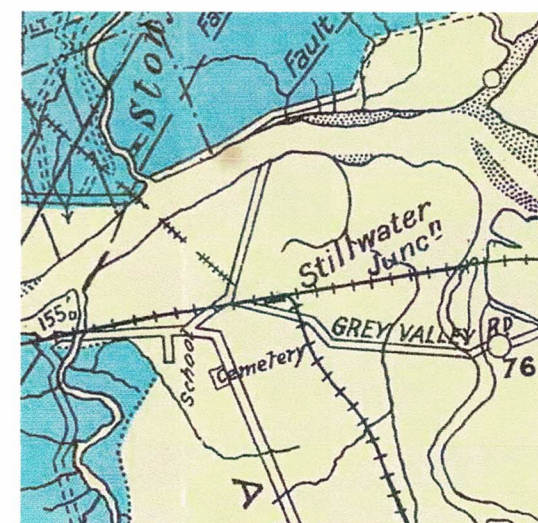
Left: reduced scan of **"Big Grave"**
[J Ring Photo History-House, Greymouth]

Below: **"Big Grave"** and Memorial
photograph 2004 with exhibitor at
Brian Wood - author

Right: 2004 photograph exhibit at
Centennial Memorial at Brunner
Historic Site



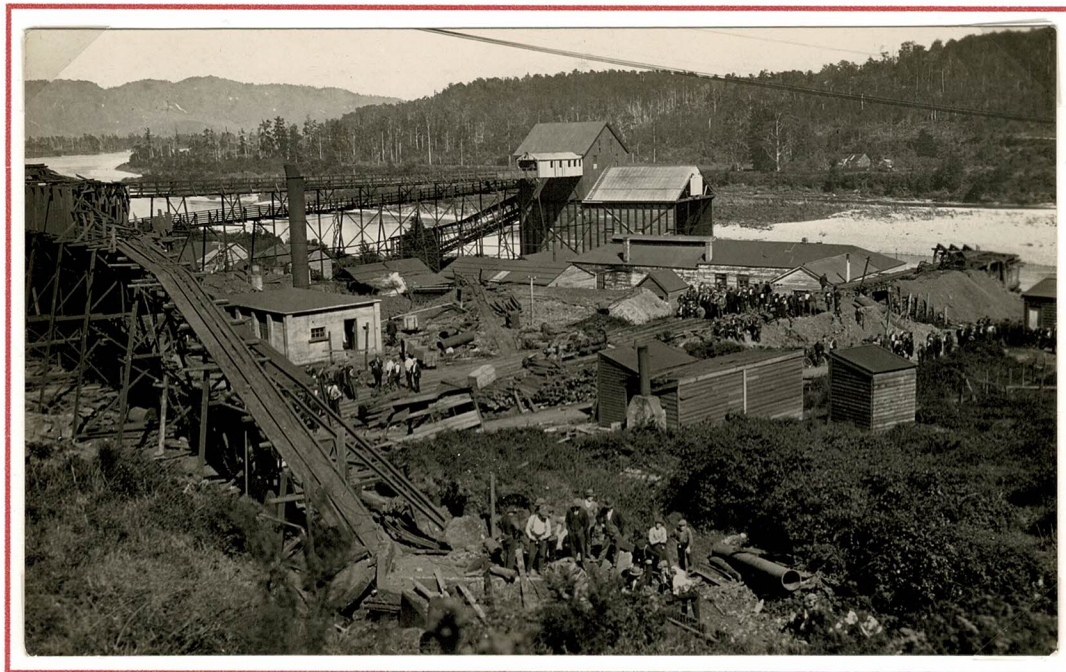
Stillwater is a settlement 16 km by rail from Greymouth. The station is the junction of the railway lines linking Westport and Christchurch with Greymouth. It was the terminus for the tramway from the **North Brunner Mine**. **Post Office** opened October 1, 1891 closed June 30, 1986



Dobson Mine Disaster - December 3, 1926

At about 3am on December 3, 1926, there was a violent explosion at the Dobson Mine - loud enough to be heard in Greymouth. A few seconds later there was another explosion and a tongue of flame flashed from the mine portal. 4 men were found in the winch house, one was dead and the others who had fearful injuries also died. There were 5 men down in the mine and rescuers went in but found the mine on fire and as the fan had stopped they retreated. They tried to choke the fire by using stoppings but 12 hours later a 3rd explosion and then a 4th. It was decided that the only way to stop the fires was to flood the mine which took 10 days. It was May 1927 before the mine was de-watered and the five remaining bodies recovered. The **9 men who died** are commemorated on the **memorial at Brunnerton Historic Place**.

The Royal Commission never established the exact trigger for the disaster but a combination of coal gas and coal dust was considered the basis for the explosions. One good outcome was the establishment of a Mines Rescue station at Dobson.



Detail from postcard - Royal Commission visit to Dobson Mine 12 June 1927

Real Photograph Postcard by Ring & Inkster Greymouth.
Ring & Inkster photographers based on the business set up by James Ring in 1879 taken over in 1925 by Laurie A Inkster

Dobson is named for **George Dobson** who was a Government Engineer involved in the exploration of Canterbury and the West Coast looking for passes that would allow access.

He was **murdered by bushrangers** May 28th, 1866 when he was mistaken for a gold buyer.

The bushrangers were the **Kelly-Burgess gang** [with Levy and Sullivan]. They were involved in the infamous **Maungatapu Murders** in Nelson. Sullivan turned Queen's Evidence informing on the others who were hanged for those murders in 1866.

The memorial was erected near the site of the Murder by a Mr J Walton - originally it had 4 concrete steps all round but had deteriorated until restored by the Historic places Trust



Photo from Historic Places Trust
The Dobson Monument

Coal Gorge Postal Matters

Wallsend Post Office 1876 - 1883

Startup gives the opening as December 1, 1875 but a report in the Grey River Argus states that the office opened January 1, 1876 in Mr McDonnell's store. There was a daily mail service Greymouth - Wallsend - 12 Mile onwards from March 1877. The office was closed May 31, 1883 and the locals were upset that the Post Office authorities were removing the post delivery office to Brunnerton. No manuscript markings recorded.

Dobson Post Office 1885 - 1889

Startup gives the opening as July 25, 1885 but a report in the Grey River Argus dated July 23, 1885 states that a Post Office was established and a tri-weekly mail via Reefton coach would start July 28th. Mr Courtenay Smith was the postmaster. Office closed July 23, 1889. No postal markings known but "A" Class probable.

Heathdale Telephone and Post Office 1904 - 1910

The Grey River Argus July 28, 1904 states that a Telephone Office was opened at Mrs Masters' store in **Taylorville** and was called Heathdale, the upper area of Taylorville was known by that name. It could not be called Taylorville as a Post Office of that name was open in the Wanganui district. The name comes from Coal Pit Heath the mine beneath the settlement. Money Order & Savings Bank facilities were added October 15, 1906 under Mr Webb the telephonist. An "F" Class datestamp was issued at that time. The office closed March 16, 1910.

Brunnerton Post Office 1868 - 1955

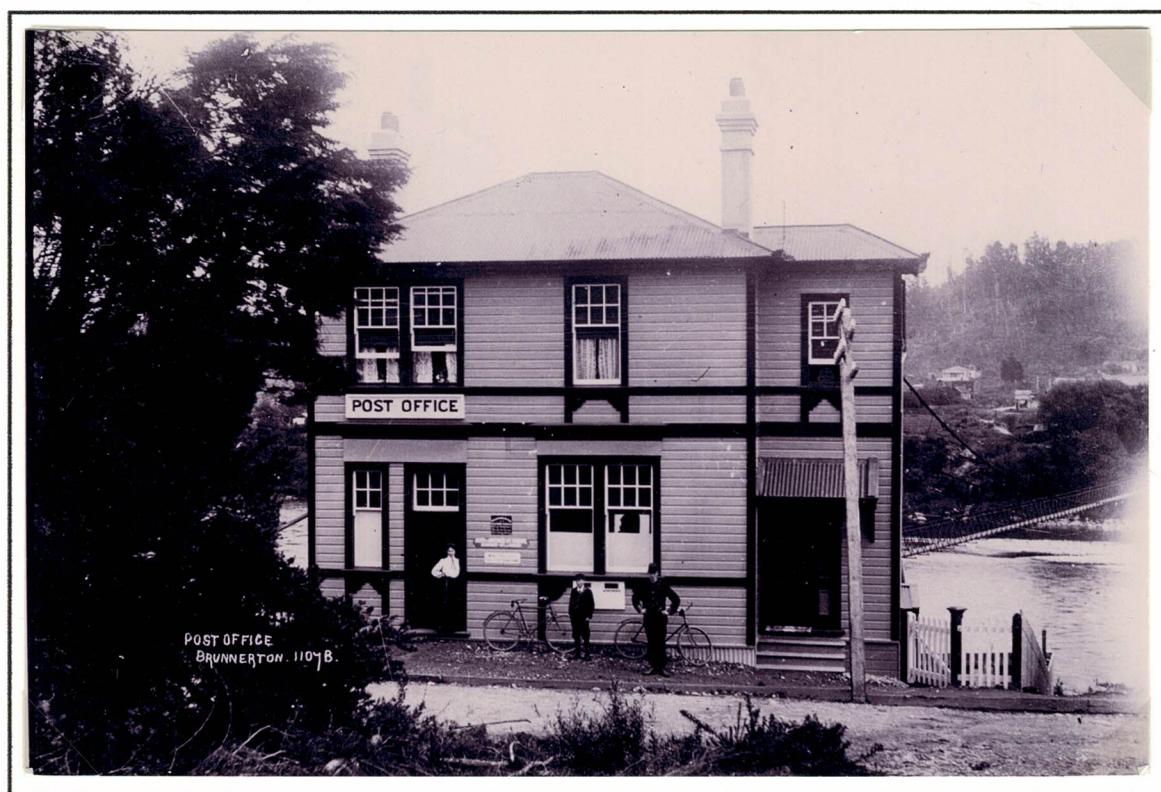
The Post Office was opened July 1, 1868 and closed February 12, 1955 being replaced by Dobson and Taylorville offices. The Grey River Argus in Mail Notices for July 1868 has mails Greymouth - Cobden - Brunnerton - 12 Mile Junction on Tuesdays and Fridays and inwards mails on Wednesdays and Saturdays. There was a protest reported January 25, 1907 about the Post Office being moved from its own building to the Railway Station.

Dobson Post Office 1955 - 1985

The Dobson Post Office opened February 14, 1955 replacing Brunnerton and closed October 25, 1985. "J" Class datestamp used

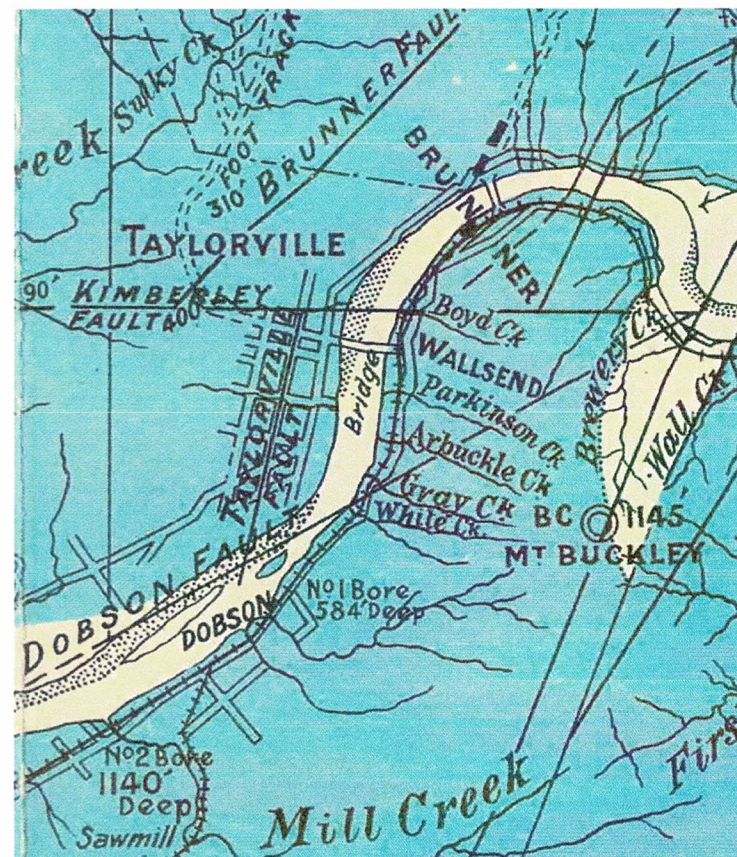
Taylorville Post Office 1955 - 1985

The Post Office opened February 11, 1955 and closed October 25, 1985. "J" Class datestamp used



Brunnerton Post Office c 1906 [History-House Greymouth repro photo]

Brunnerton, Wallsend, Dobson, Heathdale, Taylorville & Dobson are all in close proximity



Detail from part of Map of Greymouth Coalfield 1911
[original in exhibitor's library]

Shows the settlements of Brunnerton, Taylorville, Wallsend and Dobson

Brunnerton Post Office

Brunnerton developed around the Brunner Coal Mine on the North side of the Grey River. It was never a 'company' town as the various mining companies supplied no housing with the miners and their families preferring to live in huts and cottages in the neighbouring areas of Dobson and Taylorville rather than in "Coal Gorge" itself.

Brunnerton Population Growth 1870-1891						
Year	1870	1874	1878	1881	1886	1891
Census	88	148	312	615	1506	2231

The boom year at Brunnerton was 1888, coal production was at its peak with 4761 men employed. In 1896, at the time of the Brunner Disaster, Brunnerton was the largest coal-mining town in New Zealand

The **Brunnerton Post Office** opened **July 1, 1868**, it was closed in **February 11, 1955** and replaced by new Post Offices at Dobson and Taylorville. The office used 3 "A" Class datestamps and a "J" Class. The first "A" Class with N-Z and index letter was probably issued in 1874, it was replaced in late 1896



Brunnerton was allocated mail bag seal "Greymouth 4"

A single example of its use on postage stamps is known



Envelope endorsed "**Brunner 30/7/99**" addressed to "**Colonial Secretary Wellington**" with 2 x 1d second sideface issue cancelled **Brunnerton "A"** Class datestamp **31 JY 88 F** - transit Greymouth "A" Class 31 JY 88 received Wellington "A" Class 3 AU 88.

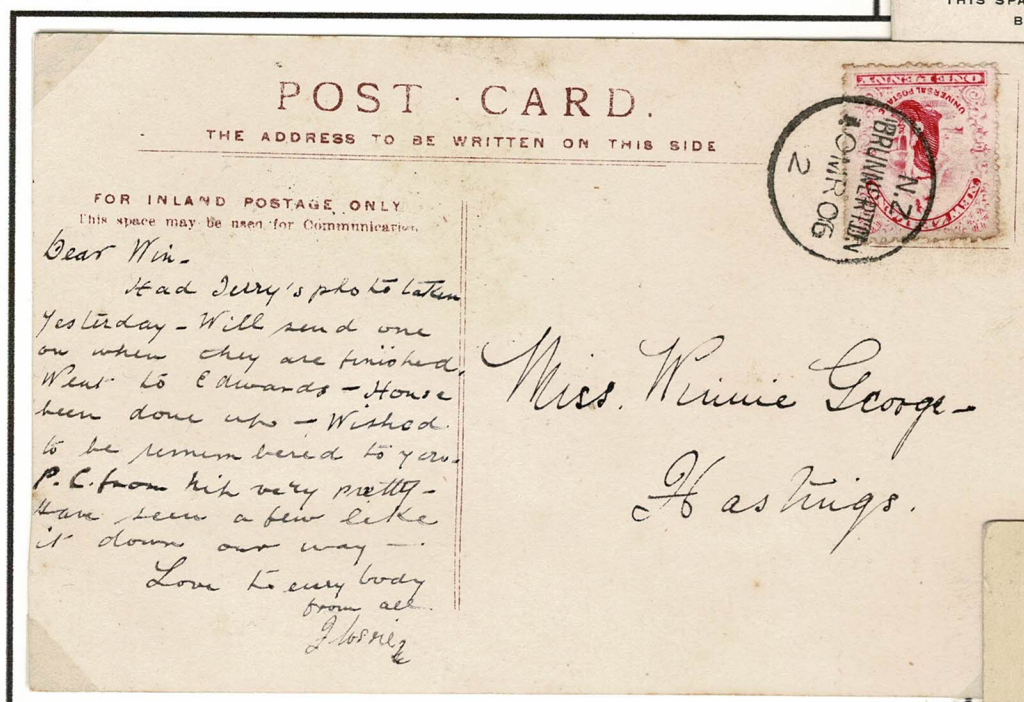
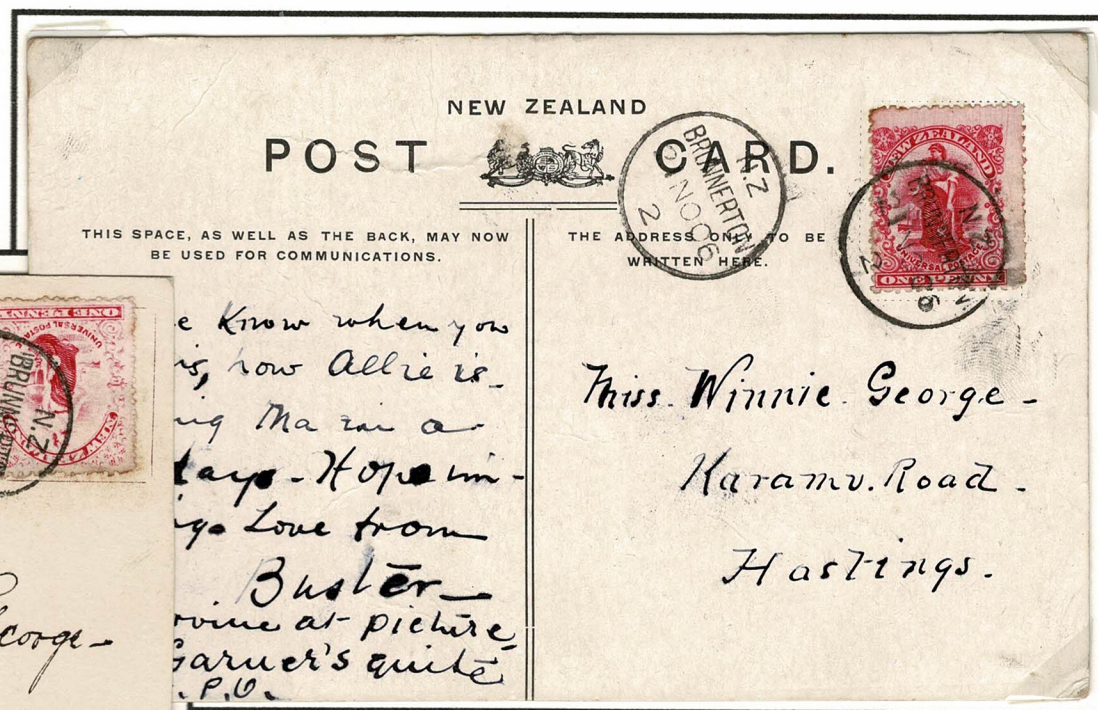
The Colonial Secretary was Thomas Hislop [8/10/87 - 10/9/89] under Prime Minister Atkinson. The Colonial Secretary managed the Public Service - the position was abolished in 1907 and replaced by Minister of Internal Affairs.

						
19 AU 98	4 AP 01	6 OC 08	4 FE 16	23 AU 18	27 SP 16	8 May 19
"A" Class with index clearance numbers 1 & 2					Copy 'proof'	Copy 'proof'

The Post Office archives datestamp impression book has a **Brunnerton "A" Class 27 SP 16** - this appears to be identical to the datestamp in use from 1896-97 and probably reflects a repair. The name slug is 17mm in length. The proof of 8 May 1919 has a name slug 19mm in length. Replaced in January 1920

Brunnerton 21 NO 06 index 2 to Hastings
Postcard "Square Palmerston North N 422"

Brunnerton 10 MR 06 index 2 to Hastings
Postcard of "Miss Mabel Love" by W & D Bowney No 47"



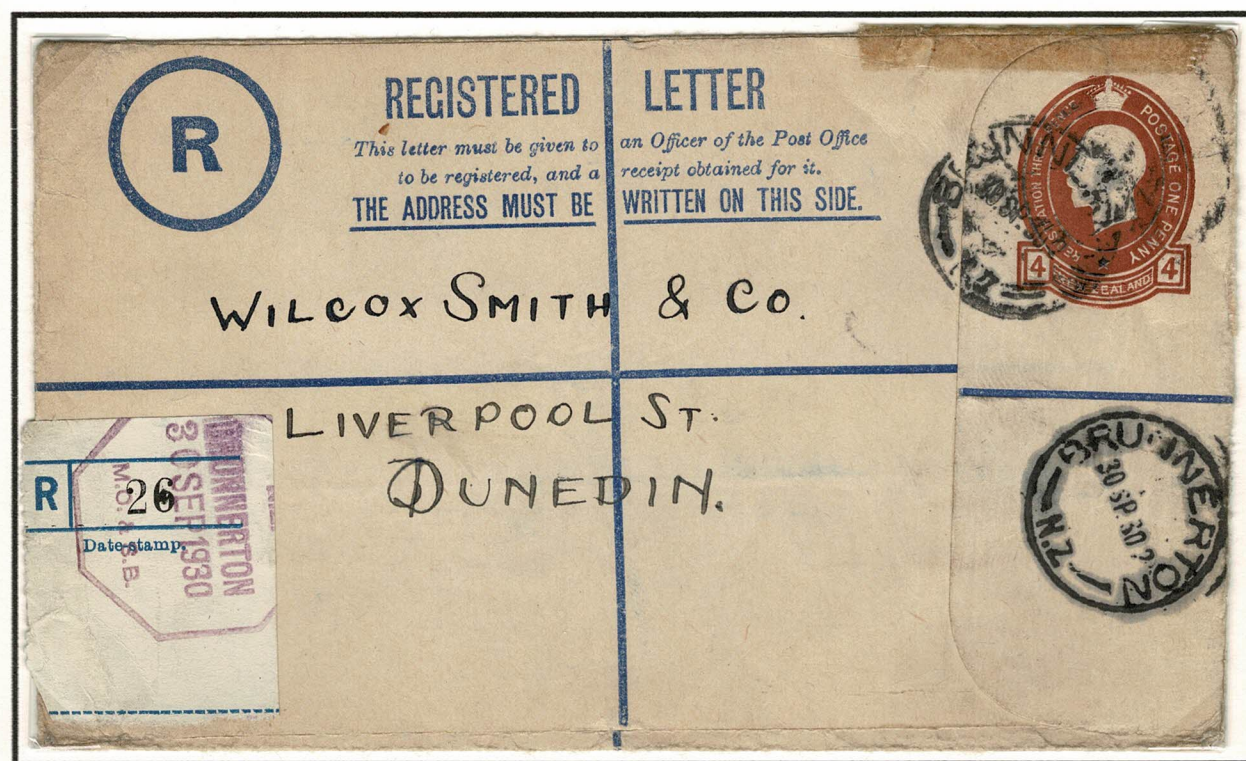
Brunner residents will regret to learn of the death from influenza of Roy Roberts, second son of Mr Jas. Roberts, of Brunner, which occurred at Wellington. He was only 18 years of age and had taken a leading part in the Boy Scout movement. He was formerly in the service of the Postal Department and latterly of the Wellington Tramways. The Boy Scouts attended the funeral at Karori, Wellington, and gave many expressions of their regret at the loss of a popular fellow-member.

Grey River Argus 29 Nov 1918
Augustus Roy Roberts died in the 1918 Influenza epidemic



Postcard from Sweden to "A. Roy Roberts" at **Brunnerton** received
"A" Class 19 AU 18 index 3 and redirected to Wellington

						
29 JA 20	12 OC 20	21 OC 31	3 MY 33	24 JA 53	13 MY 53	21 De 54
Copy 'proof'	Brunnerton "J" Class 26mm mail index 1 & 2					



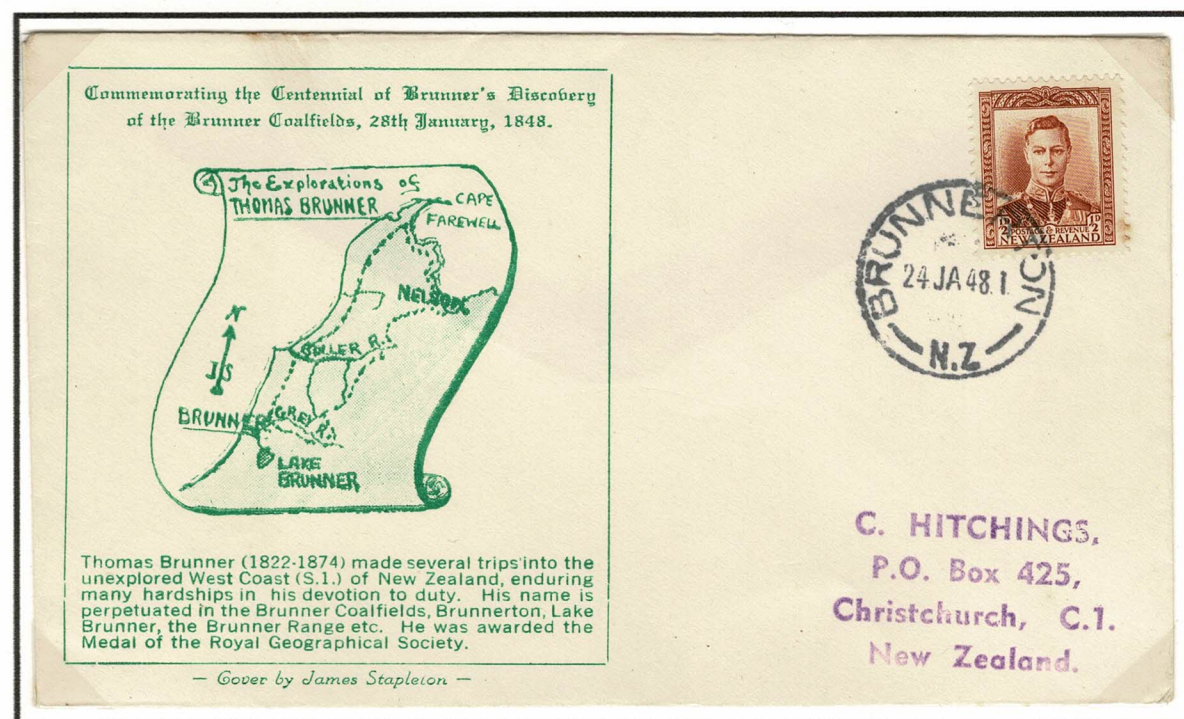
4d Registered Envelope [Env. No. 66.] addressed to Wilcox Smith Dunedin [well-known stamp dealer] from Brunnerton 30 SP 30 index 2 with octagonal rubber marking on R-label.



Commemorating the Centennial of Brunner's Discovery of the Brunner Coalfields, 28th January, 1848.

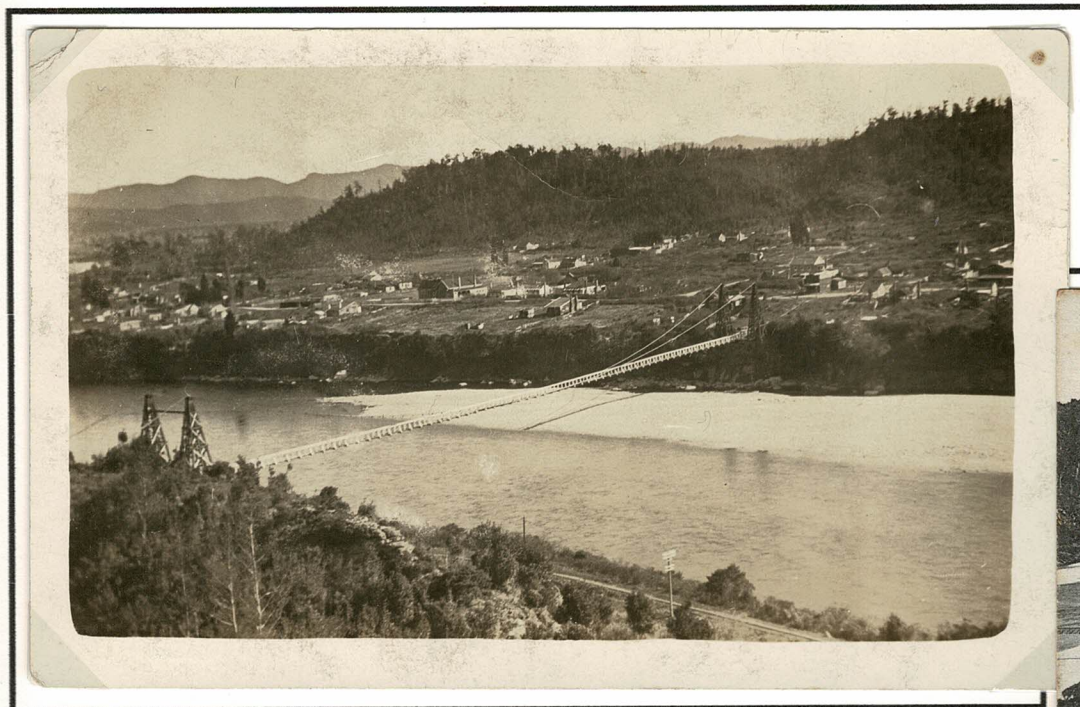
A James Stapleton Cover [prominent cachet maker from Christchurch] commemorating the Centennial of Thomas Brunner's discovery of 1848

Brunnerton "J" Class 24 JA 48



Taylorville

The settlement of Taylorville developed on flat land on the North bank of the Grey River downstream from the Brunner Mines. It was established by and named after **Charles Taylor** and his son **Joseph**, who were the founders of the **Coal Pit Heath Coal Mining Company** in 1873 - this company developed the Coal Pit Heath mine which was upstream of Taylorville close to the Brunner mine. When the Wallsend - Taylorville **pedestrian swing bridge** opened in 1889, the Wallsend area developed as the commercial and social centre of Brunnerton. The area was served 1904-1910 by a Telegraph then Post & Telegraph office. Post Office re-established 1955.



Real Photograph postcard, undivided back with no details
Shows the swing bridge and an early view of Taylorville



4577. Taylorville, Brunnerton, West Coast. N. Z.

Muir & Moodie

"Taylorville, Brunnerton, West Coast. N.Z." 4577 undivided back postcard by **Muir & Moodie**, Dunedin from their Copyright Series of Views. Printed in Austria.

Probably from a photograph by George Moodie who in 1904 set out to photograph most of New Zealand. View shows the development of Taylorville with the swing bridge at right



F. T. SERIES. No. 4426 A. GREY VALLEY.

Photo by H. Winklemann.

Real Photograph Postcard "GREY RIVER" "F.T. Series No. 4426 A" **Photo by H Winklemann.**
Divided back, printed in Saxony.

Henry Winklemann [1861-1931] was an Auckland based photographer whose interest was mainly the Harbour, boating and pleasure activities. He used high quality publishers like Tanner Bros and F.T. [Fergusson & Taylor] to render his views into postcards.

Unusual subject for Winklemann.

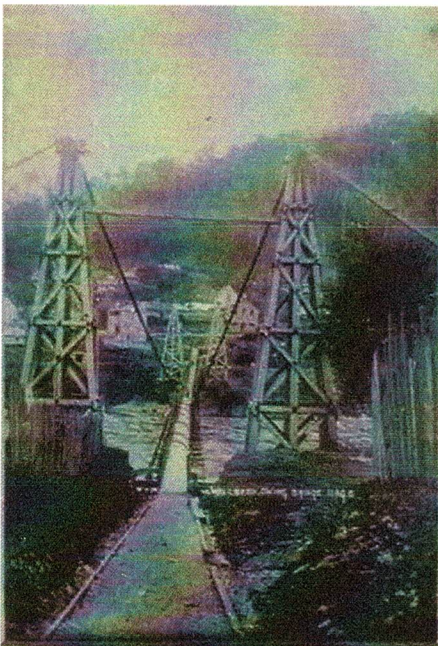
View shows the swing bridge from Wallsend to Taylorville and Taylorville settlement

Taylorville 1910

Postcard written "Taylorville 19/1/1910" sent under cover with an impression of "A" Class Brunnerton datestamp

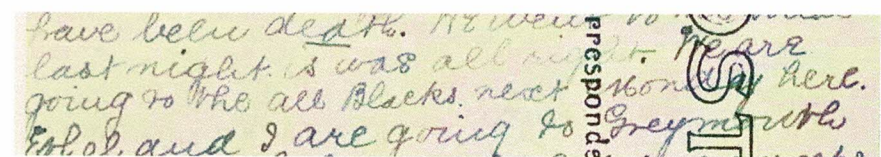
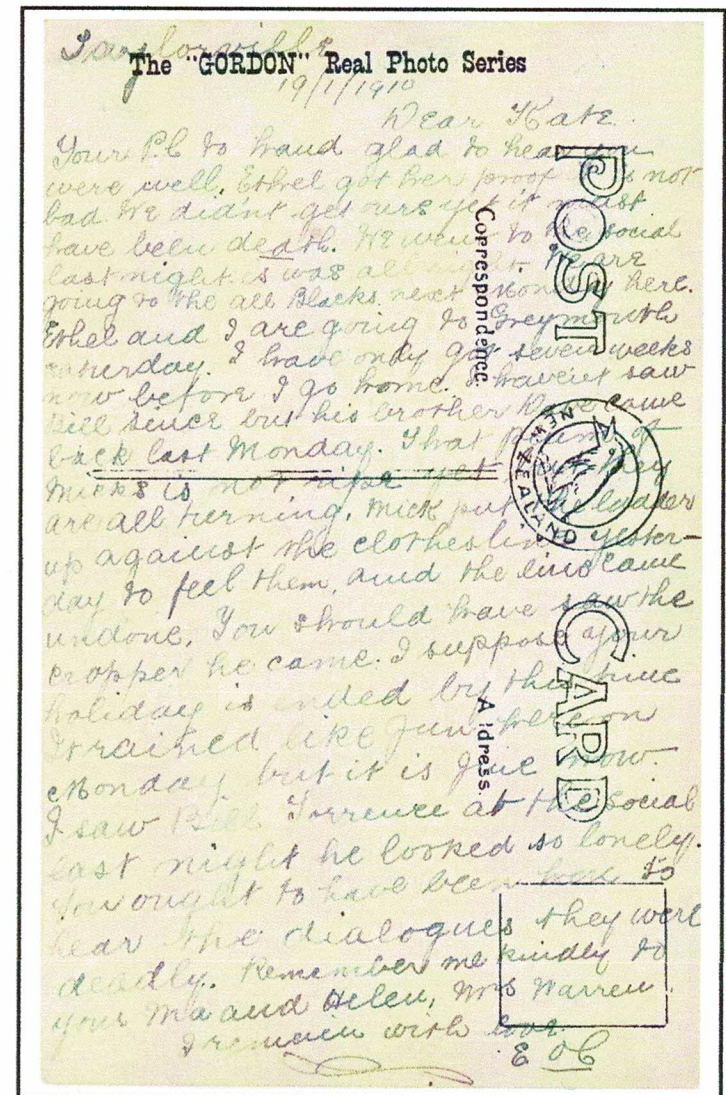


"The "GORDON" Real Photo Series" - Ernest de Turret set this up 1908-1909 - the cards have a kookaburra / New Zealand logo - cards printed in New Zealand.
Images Pedestrian Swing Bridge & Brunnerton Post Office



PUBLIC HALL.
TO-MORROW AND WEDNESDAY NEXT.
JAN. 25 and 26.
Return Visit of the Famous
MUSICAL ALL BLACKS
And their
MAGNIFICENT ART PICTURES.
Complete Change of Programme each Night.
NEW PICTURES! NEW MUSICAL ITEMS!
Popular Prices: 3s, 2s, 1s. Plan a Perkins'.
IRVING WEBB,
Business Manager.

Grey River Argus 24 Jan 1910



* "We are going to the All Blacks next Monday here"

1887 Borough of Brunnerton
Shows Settlements & Coal leases
[Reduced scan Archives New Zealand]

Heathdale
[Only reference
on map/plan]

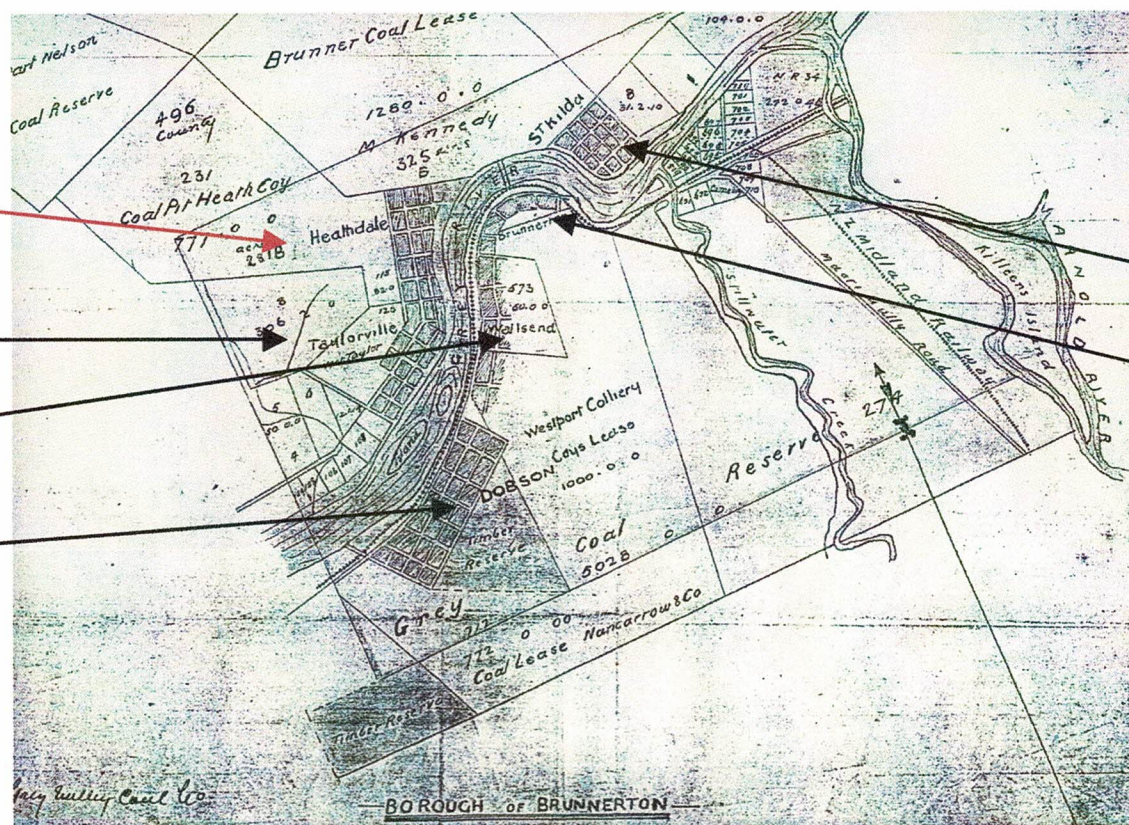
Taylorville

Wallsend

Dobson

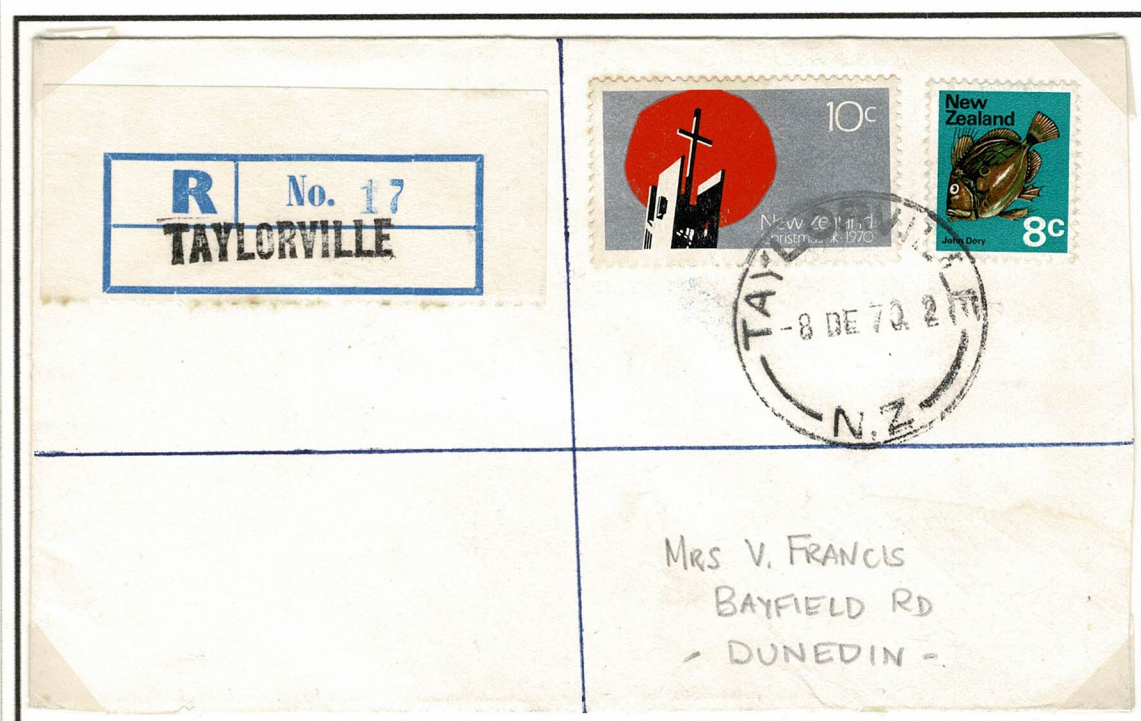
St Kilda

Brunnerton



Taylorville Post Office

This office, on the north bank of the Grey River and Dobson on the south bank of the Grey River was opened when the Postal facilities were withdrawn from Brunnerton. The office opened **February 11, 1955** and closed **October 25, 1985**. It used a "J" Class 35mm datestamp

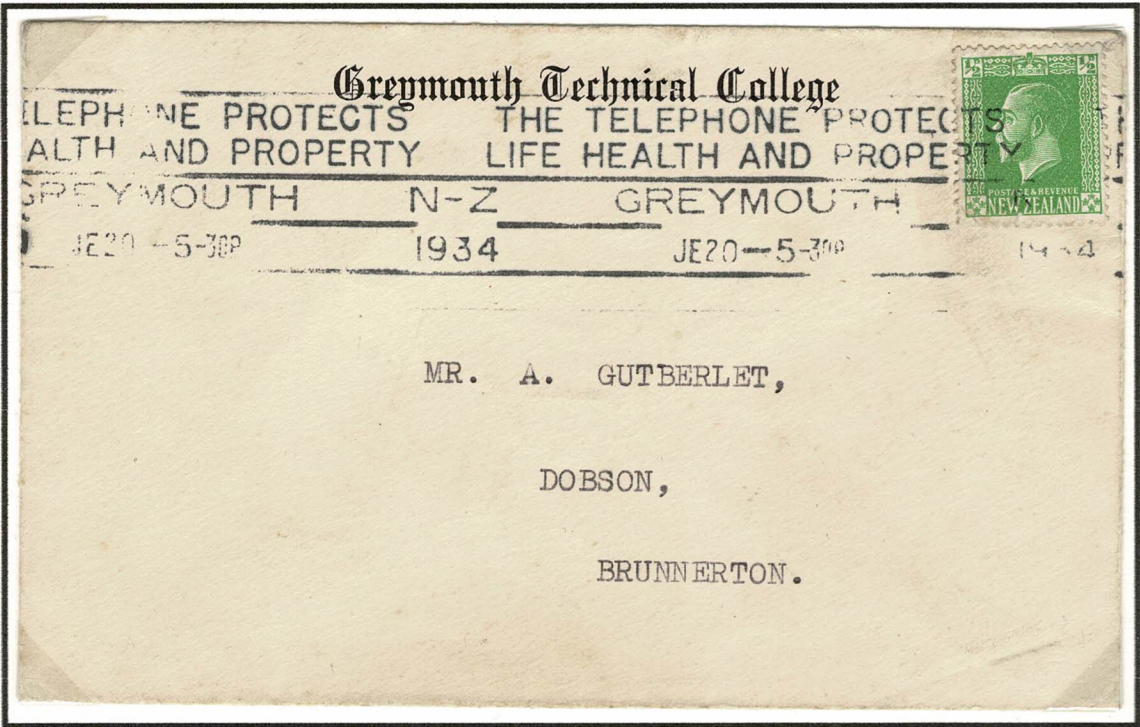


Dobson

Dobson was a dormitory settlement for the Brunner mines and a saw-milling township. An application for lease at Dobson for saw-milling was made in September 1895 by Stratford Blair Company and tenders called for the logging of 3,000,000 feet of timber. The Mill was destroyed by fire in 1899 and rebuilt. The tramway was extended in 1910 to a new area of bush and a tally shed constructed near the Dobson railway station. The last reference in the Greymouth newspapers was in May 1916 which reported that "the Dobson Sawmill was idle."

Once the Grey Valley Collieries opened the Dobson Mine, from 1924, the township flourished but the main commercial area remained at Brunnerton.

Dobson Post Office opened February 14, 1955 when facilities were removed from Brunnerton. The office closed October 25, 1965. Used a "J" Class datestamp.

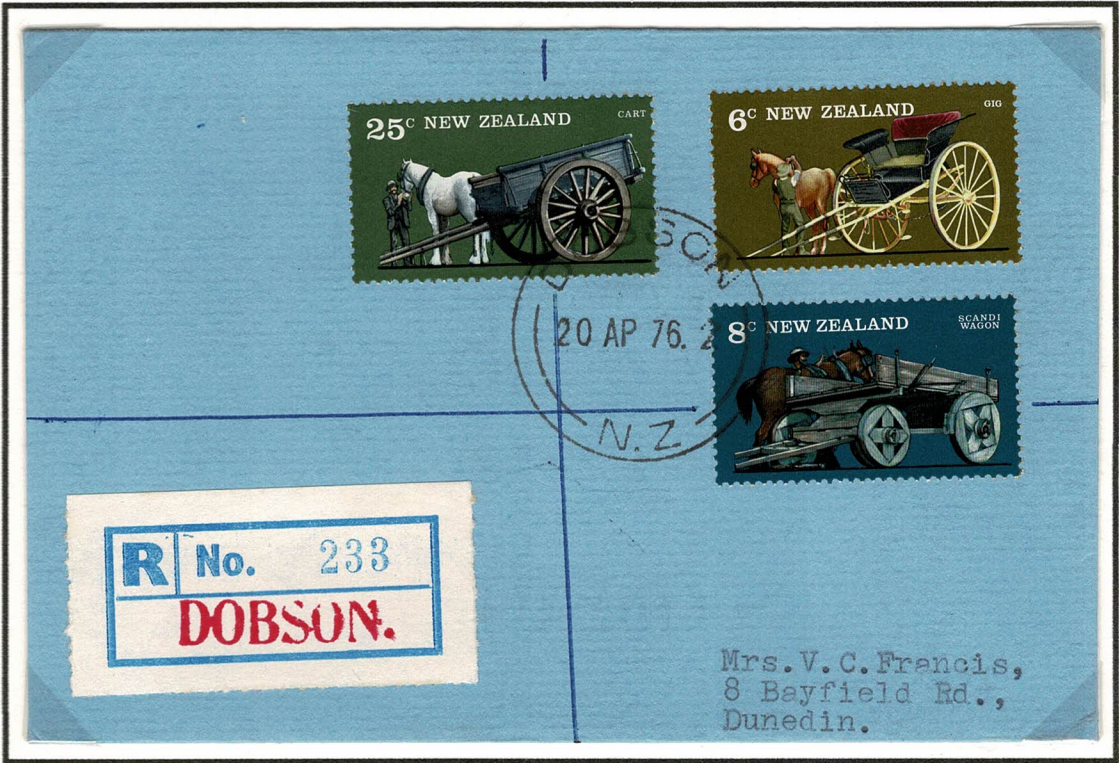
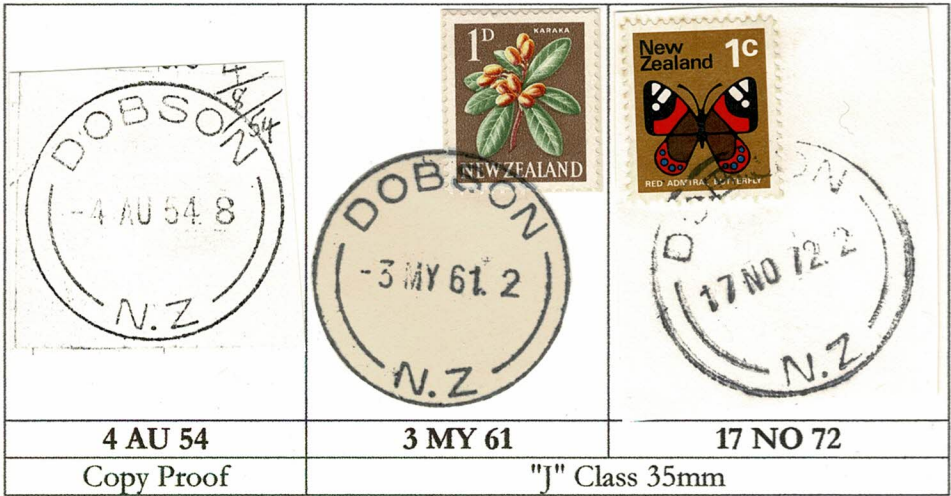


Envelope from Greymouth Technical College [established 1923] to
Mr A Gutberlet, Dobson, Brunnerton.
Postage ½ d [second class mail]
cancelled Greymouth slogan machine **JE 20 1934.**

The **Gutberlet extended family** was prominent in the Brunner area, an uncle was the proprietor of the Railway Hotel at Ngahere and had a license at Roa in 1923. Arthur's father was on the Brunnerton Borough Council and was prominent in rifle shooting and tennis clubs.

Arthur passed his proficiency certificate in December 1923 and gain free tuition at the Greymouth Technical College in 1934

Registered Dobson 20 AP 76



Brunner Historic Site

Abandoned, pillaged, forgotten to Conservation and Preservation.

Following the closure of the St Kilda Mine in 1921 and the closure of the suspension bridge to most vehicular traffic in 1923, the Brunner mine site was abandoned. Up to the early 1930's the bridge continued to be used in a limited way for its historic purpose with the transport of coal from the small co-operative parties on the Brunner lease. The site retained brick chimneys and other structures - the Brunnerton bricks were systematically removed by firms in Greymouth and reused. The area started to revert to nature and remaining mining relics and structures became overgrown.

The focus on the recent history of "Coal Gorge" has been on its **Industrial Heritage** with the developing interest in "Industrial Archaeology." In 1978, the conservation of structures remaining on the Brunner site became a priority and was undertaken by the **NZ Historic Places Trust**. Reports identified educational, scientific and archaeological potential in preserving and interpreting "**a site of national importance**." The areas of the coke ovens and fire clay works were relatively intact and these were stabilised and are now protected under a roof.

The Suspension Bridge is restored and the brick chimney from the Tyneside Mine on the south bank of the Grey River has also been restored. Information boards explain the significance of the site and the area is now well visited. The bridge gives access to other historic mining sites - the Coal Pit Heath and St Kilda mines and, by way of the Coolgardie Track, to the old Coolgardie and North Brunner workings.



View of the suspension bridge across the Grey River with information kiosk at left, restored "Q" Class wagon and the covered protection of the fire clay works and coke ovens.

Right: the Exhibitor and Brian Wood, Author of two Publications on the Brunner"
[Marshall Photographs 2004]



Brunner Specific References:

- "Brunner Centenary Souvenir Booklet", 1948 Brunner Old Boys Association
- "Unspent Energy Dobson & Wallsend Collieries 1876-1968", 1988 Les Wright
- "Disaster at Brunner A Commemorative History", 1996 Brian Wood
- "The Heritage and Environment of Coal Gorge & the Brunner Suspension Bridge"
2004 Brian Wood

Blackball Coal - Discovery and Ownership

Alluvial Gold was discovered in Blackball Creek in 1864 and there was a small rush in 1865 and a small settlement developed. Quartz veins were discovered in the headwaters of the Blackball Creek in 1869 and some stamper batteries were set-up - some of the relics can be seen on the Croesus Track now part of the Paparoa Track. Coal was known to the gold miners as it was readily available in the Blackball Creek.

A few weeks ago a seam of bright bituminous coal was discovered cropping out of the side of one of the numerous gullies that lead down to the Black Ball Creek, in the Grey district. This seam has been traced for a distance of half a mile, and is in no place less than 12ft thick. Mr Thornton, late Provincial District Engineer, has visited it and brought away specimens, and a Greymouth firm have obtained a lease of the ground. Some of the coal has been tested for its coke-producing qualities, and the coke made therefrom has been pronounced by practical men equal to any they have seen. Were this deposit developed by means of the West Coast railway, those interested in the mine believe that the importation of Newcastle coal would soon be a thing of the past.

Temuka Star June 11, 1884

APPLICATION FOR PROSPECTING LICENSE.

I, the Undersigned, hereby make application for 640 Acres of Land for a term of 12 months, to Search for Coal, situated about four miles up the Black Ball Creek from its junction with the Grey River.

JOSEPH KILGOUR,
Applicant.

Greymouth, June 11th, 1884.

Grey River Argus 13 June 1884

I HEREBY give notice that it is my intention to APPLY to the Waste Lands Board, Nelson, for a PROSPECTING LICENSE of Six Hundred and Forty (640) Acres for Coal and any or all minerals other than gold, situated in the Cobden district.

Bounded on West and South by prospecting area granted to J. Kilgour; on the North and East by Crown Lands.

LAWRENCE HALCROW.

I HEREBY give notice that it is my intention to APPLY to the Waste Lands Board, Nelson, for a PROSPECTING LICENSE of six hundred and forty (640) acres for COAL, and any or all minerals other than gold, situated in the Black Ball District.

Bounded on the east and north by the prospecting area granted to J. Kilgour; on the west by Ford's Creek, and south by Crown lands.

ROBERT SCHOFIELD.

May 1884: Mr Thornton inspects the seam of Coal - probably at the request of Joseph Kilgour - lessee of the Tyneside Mine at Brunnerton

11 June 1884: Widespread reporting of the Coal at Blackball - instigated by Mr Kilgour of Greymouth

11 June 1884: Joseph Kilgour applies for a Prospecting license "about 4 miles up the Black Ball Creek"

18 August 1884: Messrs Halcrow and Schofield apply for Prospecting Licenses in areas adjacent to the Kilgour application.

14 January 1885: The Black Ball Creek Coal Company Registered in Christchurch - capital £4800.

15 November 1886: Blackball Coal Company Registered in London - capital £36,000 - leases transferred.

March 1886: The Blackball Leases became part of land allocation to the **New Zealand Midland Railway Company**

18 May 1892: restructured as **Black Ball Coal Mining Company of New Zealand** - capital £60,000

June 1892: The **Blackball Shipping Line** established to secure coal delivery to New Zealand Shipping Company vessels.

1897: Edwyn Dawes of **New Zealand Shipping Company** takes a controlling interest

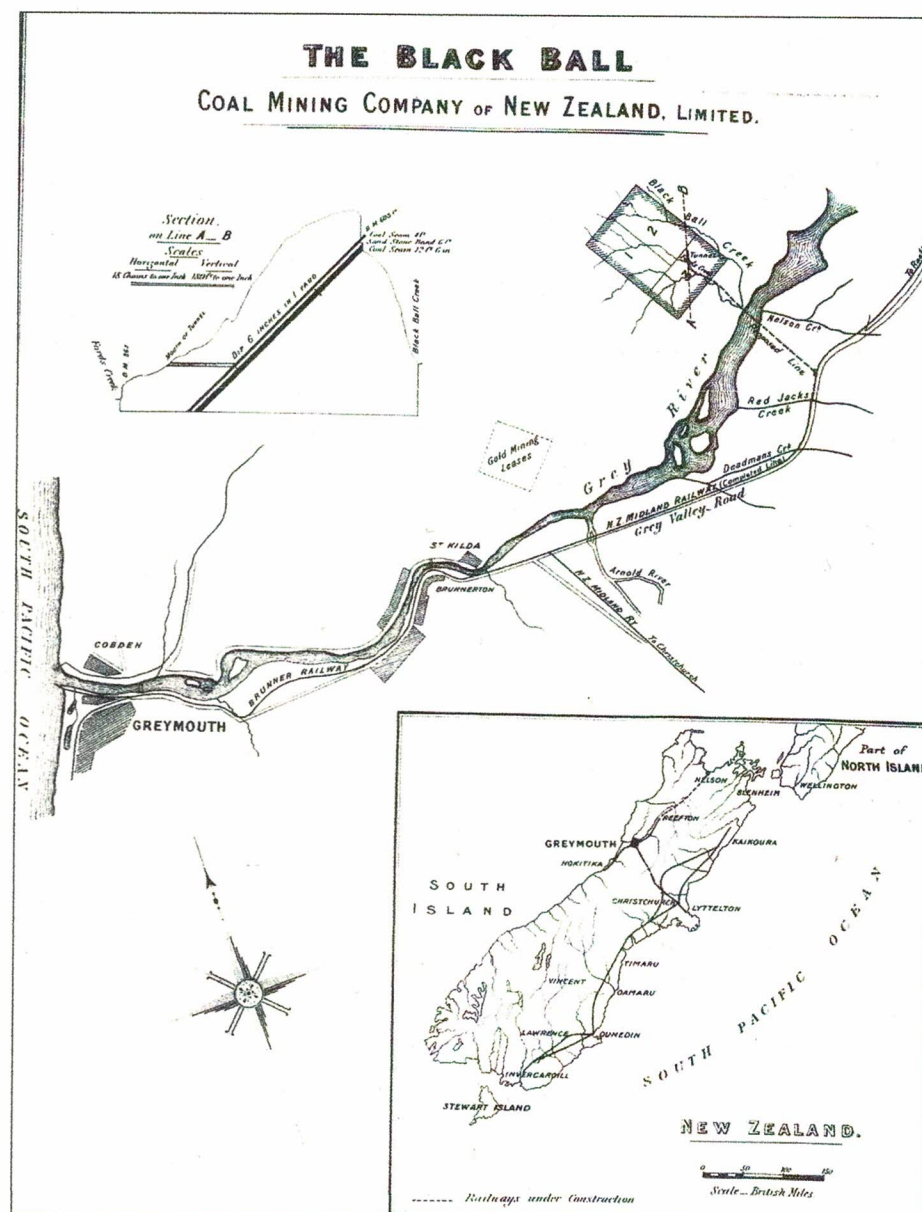
1899: Edwyn Dawes purchases the Blackball Leases from the New Zealand Midland Railway Company - now **freehold**

21 October 1926: New Company **Blackball Coal Mines Proprietary Limited** formed

27 June 1931: New Company Blackball Creek Coal Company to lease part of original workings

7 July 1941: State purchases assets which include Blackball township for £30,000 **Blackball State Colliery**

September 1964: State Mine closed



Reduced scan of the map accompanying the Prospectus of the Black Ball Coal Mining Company 1892 [original Archive New Zealand]

The New Zealand Midland Railway Company Limited

The **East and West Coast and Nelson Railway Act 1886** was passed to enable the railway to be built and operated by private enterprise and a deputation visited London to interest financiers in promoting a company. In July 1885 the deputation accepted an offer from a committee that became the **New Zealand Midland Railway Company**. Initial capital raised was £250,000 with a total of £2,200,000 planned. The company contracted with the Government in 1886 to build 235 miles (376 km) of railway between Christchurch and Nelson via Brunnerton within ten years. The fee for this was £2.5m. The company was to get 10 shillings of **land** for every 20 shillings spent on construction. The company commenced construction from the Government line at Brunnerton and on the Nelson Section heading up the Grey Valley towards Reefton, the line to Nelson diverged at Stillwater from the Greymouth to Christchurch line.



The New Zealand Midland Railway Company received concessions from the Government in the way of **land grants** equal in value to 50% of the Contract price for the railway construction. - the value was **£1,250,000**.

Part of the land granted 1886 to the Company included the three **Blackball Coal Leases**.

With insufficient capital and a London management remote from the realities of railway construction in New Zealand the Company had little chance of success.

The company ran out of money and construction ceased on the West Coast in late 1894.

Debenture holders took unsuccessful action against the Directors and the Government.

In 1899 the Land Grant involving the **Blackball Coal Leases** [which included the township of **Blackball**] were sold to Edwyn Dawes of the **New Zealand Shipping Company** and were his freehold property

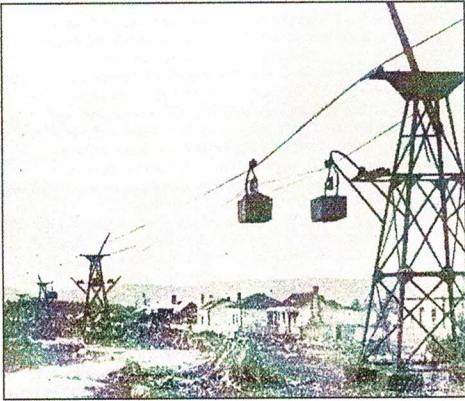
An issue of £745,000 of debentures was released in April 1889 at 5% [in two instalments]-repayable in 1909

£100 Debenture Certificate
dated 7th October 1889 shown
is in Exhibitor's hands

Mine Development:

The **New Zealand Midland Railway Company** was formed April 19, 1886 to establish railway connections between the West Coast and Nelson and Canterbury. The first sod was turned at Brunnerton [already connected to Greymouth]. There was an initial suggestion that the Company would build a branch line from Ngahere to the mine but the expense of a bridge across the Grey River was too much and that projected abandoned. An "Aerial" was designed to move the coal.

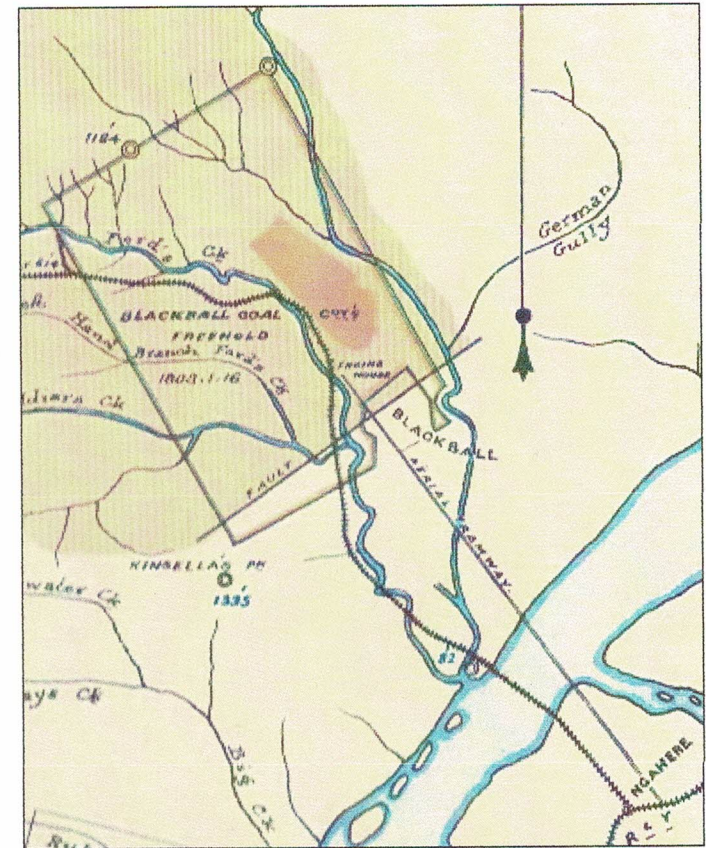
The **Black Ball Coal Mining Company** started the stone drive in 1889 and in **October 1890**, the coal seam was struck with the first coal brought out in **October 1893**.



Reduced scan of pencil drawing of
"Blackball Aerial" by G J Porter
 [Exhibitor's Library]

The "**Blackball Aerial**" was built at a cost of £25,000. there were **73 pylons** with two tensioned suspension cables with about **135 tubs** each able to hold **50kg of coal** on an endless rope principle with gravity and a 20 hp motor.

Capable of moving 400 tons a day to the bins at Ngahere. Best performance was 3000 tons in one week in 1908. It was in operation **1893-1909** and carried over **1,000,000 tons. Replaced by the railway in November 1909**



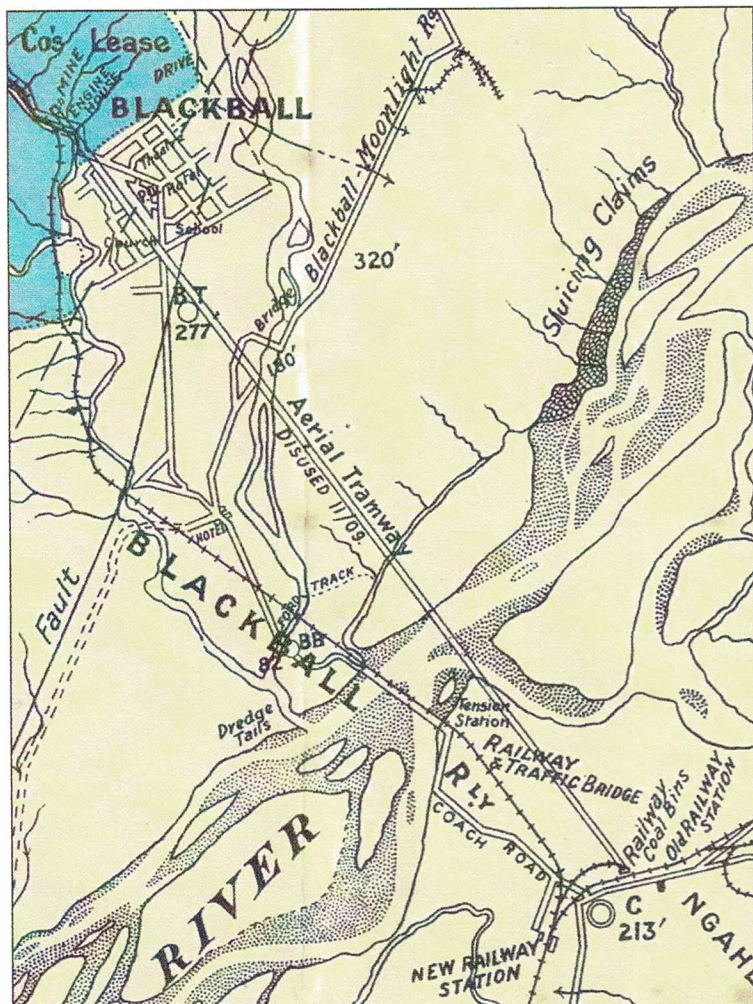
Scan of part of a "Plan of the Grey Coalfield" 1908
[Exhibitor's Library]

Shows the Aerial Tramway and the Railway [not yet in operation]

Operation of the "Blackball Aerial" was not always straight-forward. It required considerable maintenance and was affected by strong winds and flooding of the Grey River which threatened to undermine the pylons causing the mine to cease production. The output from the mine was severely limited by its capacity.

A branch railway to Blackball had been promised in 1901. After negotiation, the Black Ball Coal Mining Company and the New Zealand Railway agreed to share the cost of a bridge and railway branch line. The first pile was driven February 18, 1902 by Premier Sample. Tenders called in September 1902. Bridge approaches completed by September 1904 The bridge was damaged in several floods [1905,1927,1960, 1966] and closed.

The "**Blackball Railway**" from Ngahere to the mine was in operation in 1909 - officially opened August 1, 1910. New bins capable of holding 2800 tons and railway sidings, [enough for 100 wagons] were constructed at Blackball and the Ngahere bins and railway siding were closed.



Scan part of "Map of Greymouth Coalfield" 1911
[Exhibitor's library]

Shows the Aerial Tramway and Blackball railway

THE BLACKBALL COAL COMPANY, Ltd.

New Zealand Office (Registered), 87 Worcester Street, CHRISTCHURCH.

Attorneys and Directors for New Zealand—SIR GEORGE CLIFFORD, Baronet; HENRY P. HILL, Esq.
New Zealand Manager and Secretary—ARNAUD McKELLAR, Christchurch.

Mining Manager—WALTER LEITCH, Ngahere. Wellington Agent—C. H. TURNER, U.S.S. Co.'s Building.
AGENCIES THROUGHOUT THE DOMINION. MINES AT BLACKBALL. SHIPPING PORT, GREYMOUTH.

Steam Colliers—s.s. NGAHERE, s.s. NGATORO. Hulks at Lyttelton and Wellington.

Telegraphic Addresses for Christchurch, Wellington, Greymouth & Blackball: "BALLCOAL." Telephone 234.

Cable Address—"BALLCOAL." Codes—A B C 5th Edition, Bentley's Phrase, Moreing & Neal's.

Steamship Bunkering Contractors and Suppliers of Household, Steam, Nuts and Small Coals.

Head Office - - 7 and 8 POULTRY, LONDON, E.C.

Directors—MAURES HORNER, Esq. (Chairman); GEO. T. HAYCRAFT, Esq.; CHAS. J. COWAN, Esq.

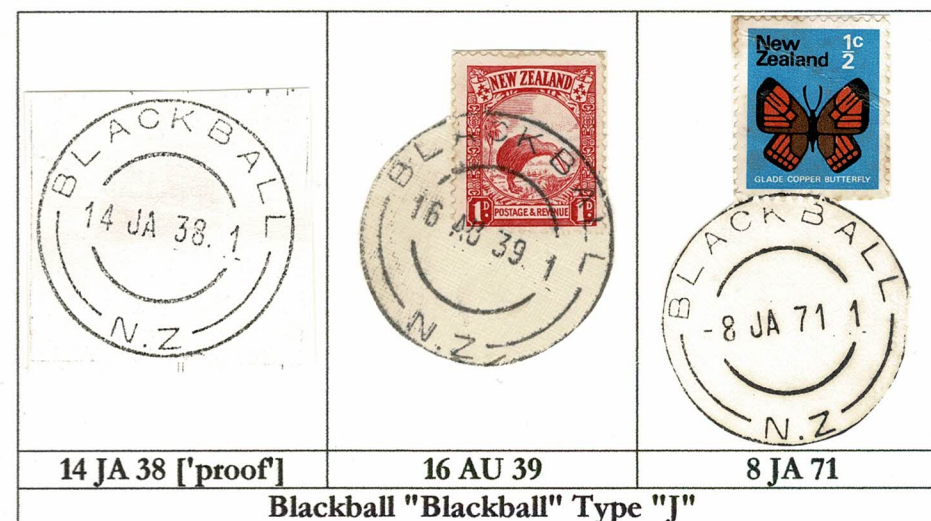
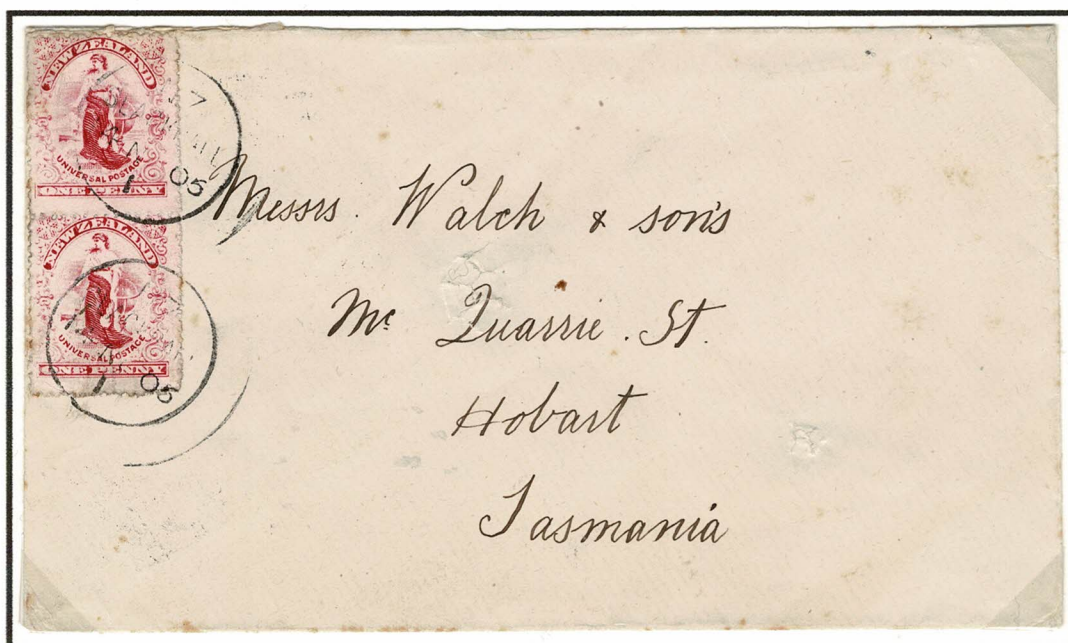
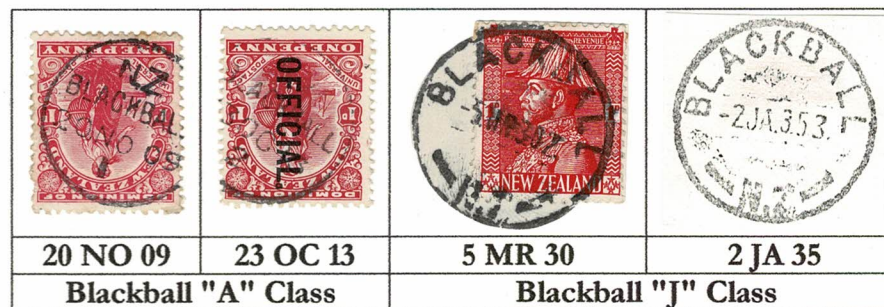
Secretary—WM. S. HOGG.

London Manager—W. T. MOORE.

Ex Stones
Directory
1909

Post Offices:

The original **Blackball Post Office** was opened February 2, 1888 closing September 30, 1897. The **Blackball Mine Post Office**, 2 km north opened **April, 1, 1894**. This office used an "A" Class datestamp, changing to **Blackball November 1, 1897**. Blackball used an "A" Class datestamp which was replaced by a "J" Class about 1915 then by a "Blackball" type in 1938 - used until closed. A relief is known in 1959. Closed **February, 5, 1988**.



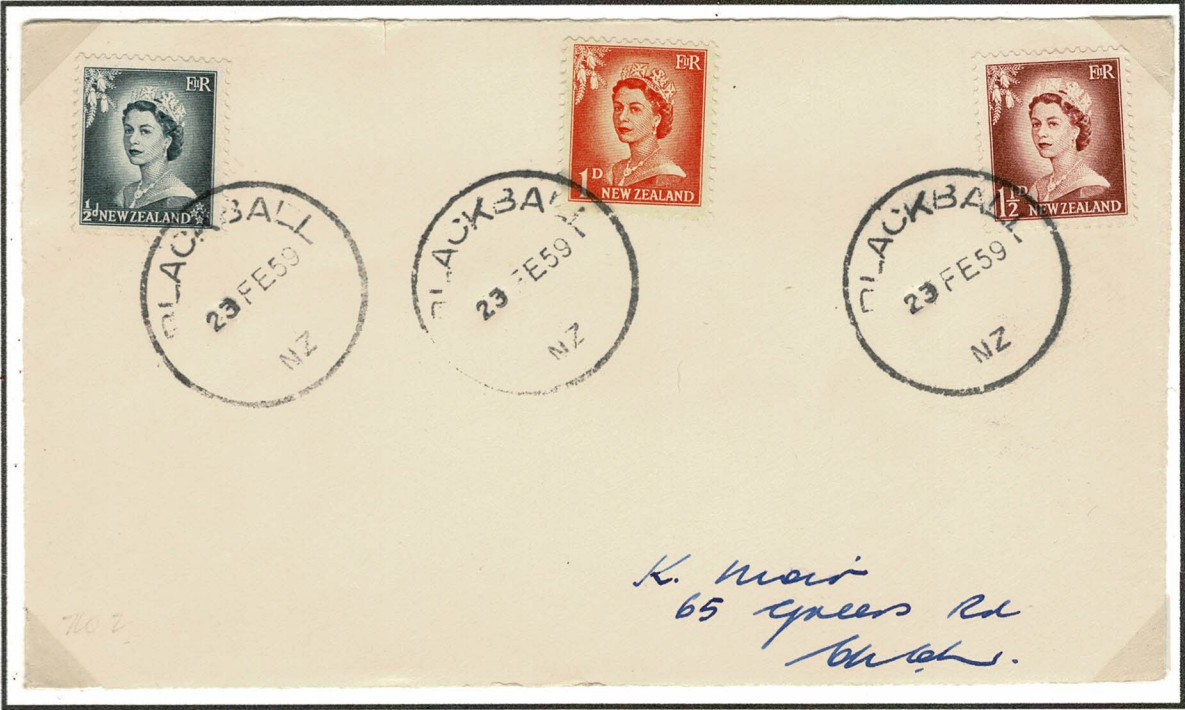
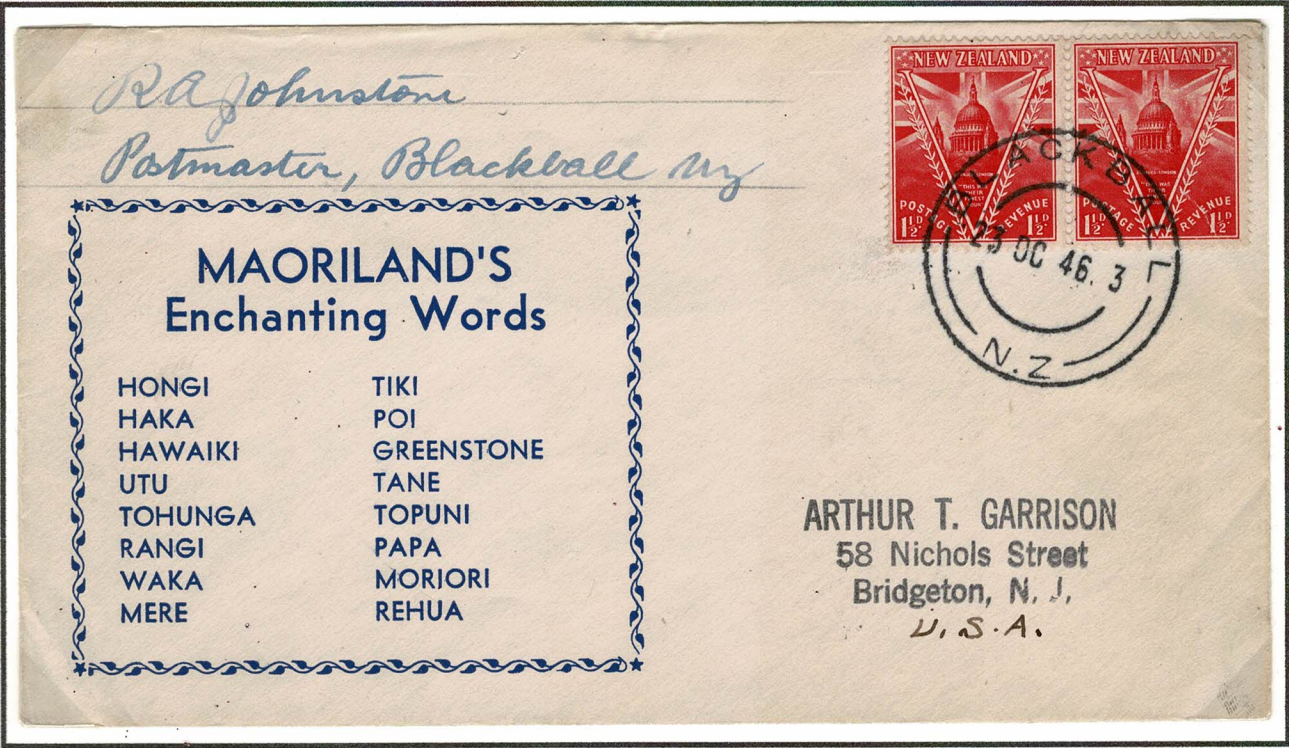
Blackball "A" Class 14 NO 05, via Greymouth 14 NO 05, Wellington NOV 18
1905, received Hobart Tasmania NO 25 1905

Blackball 23 OC 46,
signed by *R A Johnston Postmaster, Blackball*

"Kind Regards from Blackball"
Divided back "The POPULAR series No. 461"



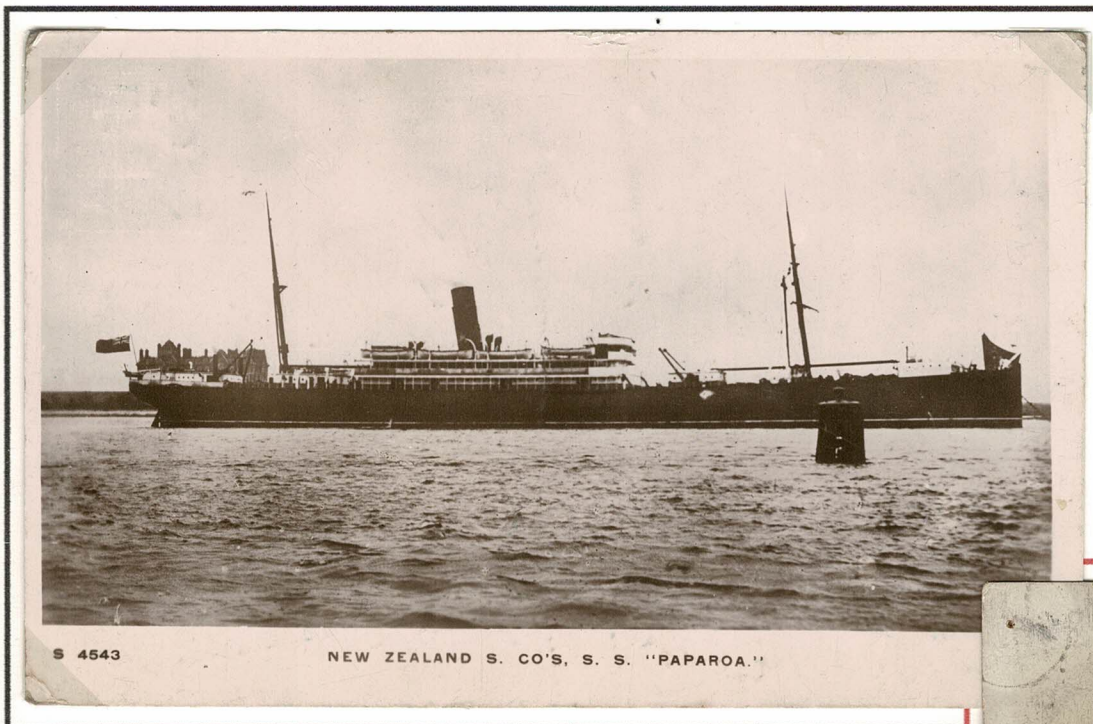
Blackball Relief 23 FE 59
[datestamp Repair]



The Ngahere Post Office opened November 4, 1887 It closed on February 5, 1988 - the same day at Blackball - now RD Greymouth

The "Blackball Aerial" delivered Coal to the bins at Ngahere 1893-1909 - over 1,000,000 tons. A **branch railway** line to Blackball was opened in **November 1909**. The Bins and the railway yard at Ngahere were closed and the railway Station moved. Many of the Blackball miners lived at Ngahere and commuted across the bridge. The Bridge was closed in 1967 after severe damage in a Buller flood. A new coal loading facility was later built to handle the trucks of coal from the opencast mine at Roa

28 NO 98	13 JA 34	24 MR 44
Ngahere "A" Class		Ngahere "J" Class



"New Zealand S. Co's S. S. "Paparoa"

Undivided back real photograph postcard by Kingsway Photo Series.
Used East London AP 11 13.

Message *"Safely on board, had a grand time in London doing the sights, now soon we will be off, everything is so nice more than expected."*

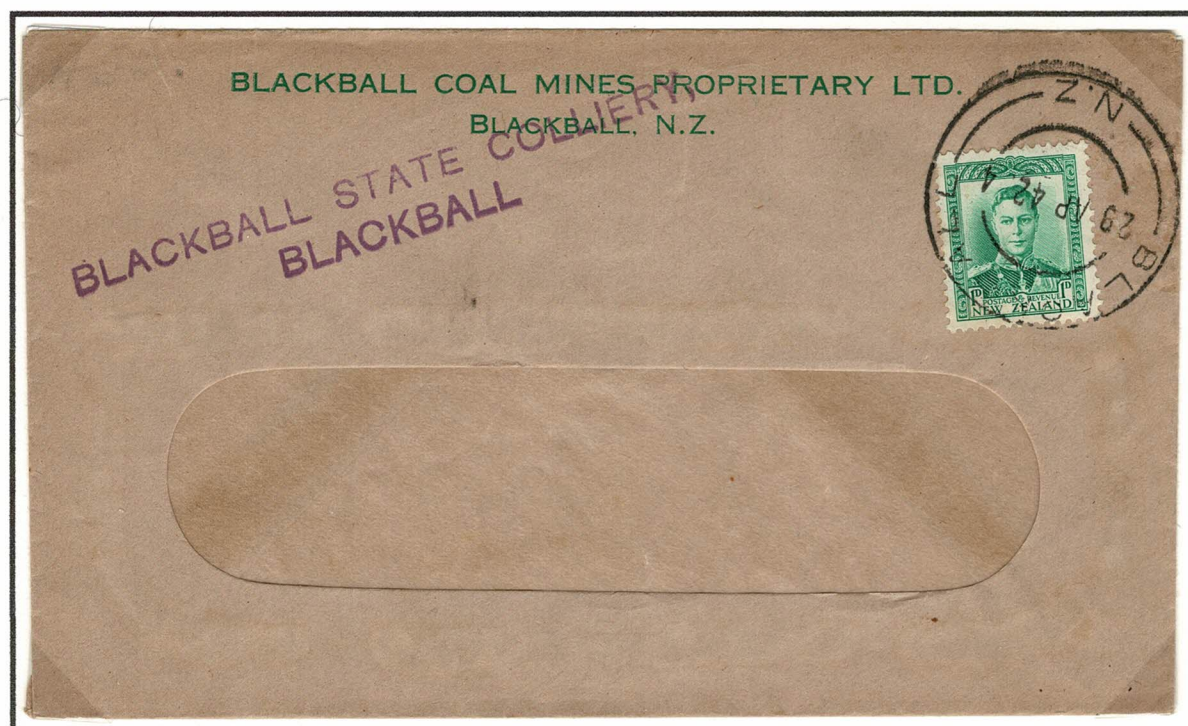
The New Zealand Shipping Company through Sir Edwyn Dawes, owned the **Blackball Leases** and the township. The **Blackball Line** was established to ensure that **Blackball Coal** could be delivered to the NZSCo steamers on the New Zealand - United Kingdom route

"S S Paparoa" built in 1899 was a refrigerated cargo and passenger ship. Scuttled in the Atlantic after a fire in 1926

"Greetings from Blackball N Z" Real photo divided postcard by Joseph Divis.

He arrived from Prague in 1909 and worked at the **Blackball Mine**. He later worked [and photographed] at Waiuta, Denniston, Big River and Roa. A book **"Through the Eyes of a Miner: The Photography of Joseph Divis"** by Simon Nathan.

View shows the **Blackball Bins**, capable of 2800 tons, which were constructed in 1909, a rake of empty "L" Wagons waiting with the Railway to Ngahere at left.



Second class envelope 1d postage cancelled **Blackball 29 AP 42** on **Blackball Coal Mines Proprietary Ltd** envelope - over stamped **Blackball State Colliery**

The **Black Ball Company Blackball Mine** closed in 1937 with a **peak in 1914** of **218,000 tons** of high quality steaming coal employing **380 men**. Total production 1.6 million tons

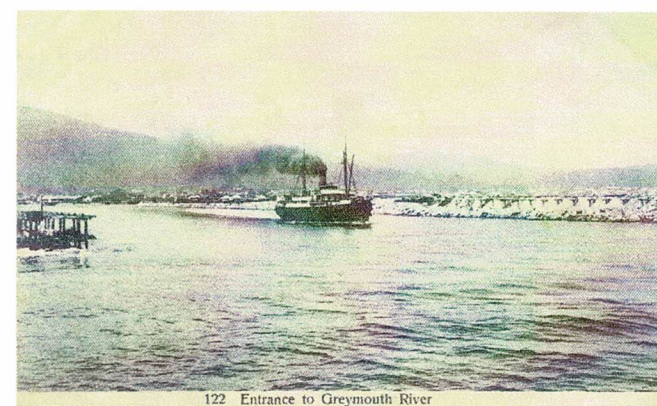
The **Blackball Coal Mine Proprietary Company** started a new Blackball Mine on the other side of the valley. This mine was taken over by the State **July 7, 1941** becoming **Blackball State Colliery** closing in **September 1964** having produced 2.5 million tons - all railed down to Ngahere then to Greymouth.

1908 Blackball Miner's Strike - February 27th to May 12th 1908.

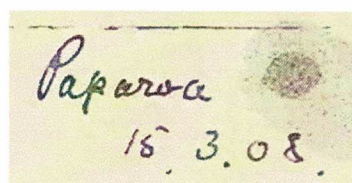
The crushing defeat by the Government of the 1890 Maritime Strike and the Industrial Conciliation and Arbitration Act of 1894 gave workers little prospect of any wage increases and little chance of any action that may improve their working conditions. This was all about to change and **Blackball** became the cradle of militant unionism in 1908 and changed industrial relations in New Zealand. The Federation of Labour and the Labour Party were a direct result.



Two divided back postcards "Entrance to Greymouth harbour" and "Hawkes Crag, Buller Gorge" "J Ring Photographer"



Upper card: **Blackball 17 MR 08** Lower Card: **Blackball 2 AP 08**
Both headed "**Paparoa**" - local name for Roa



Written during the Blackball Miner's Strike but not mentioned

RING'S
PICTORIAL POSTCARD
ARE ALL THE RAGE.

12 in a packet for 1/-.
Just what your friends require.



A small group of **Socialist** miners were at Runanga in 1907. Key figures were Hickey and Webb. In December 1907 they left Runanga and applied for work at the Blackball Mine when it reopened in January 1908. A branch of the Socialist party was formed, meetings were held but a cause was needed. The Blackball Miners Award, in force since 1899, had only 15 minutes for "**crib**" [lunch] – and all miners objected to that.

On **February 27, 1908**, seven unionist members of the Blackball Socialist party, including Hickey and Webb, persisted in having 30 minutes for "**crib**" time and were dismissed. The Union made several demands, which were refused, and the Union declared a **Strike**. The Labour Department took the Union to the Arbitration Court where they were fined £75 for breaching the award. The Union refused to pay and this defiance of the Arbitration Court and Government created much nationwide public interest and support.

The strike was settled on **May 12, 1908**. All the Union demands were met by the Company, which saved some face by introducing two shifts at the mine. This successful strike marked the resurrection of the strike weapon in New Zealand labour history. It was to suffer a serious blow during the Great Strike of 1913-1914.

Great Strike - October 1913 - January 1914

This strike started **October 20, 1913** at the Taupiri Coal Mines in Huntly following the dismissal of all the union officials. The United Federation of Labour became involved but the situation became more complicated by the Waterfront Strike on **October 23, 1913**. All coal miners went on strike **November 5, 1913**. Farmers, sworn in as **"Special Constables"** broke the Waterfront Strike – the General Strike ended **December 20, 1913**. The Coal Miners surrendered **January 13, 1914** when the last farmers left the Taupiri Mine.



Snowy writes:

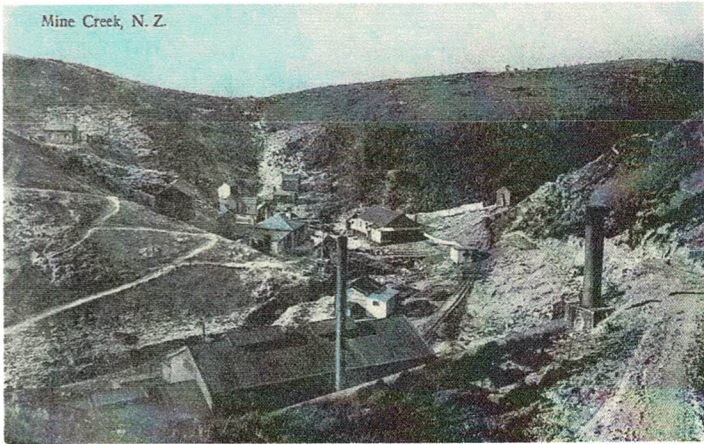
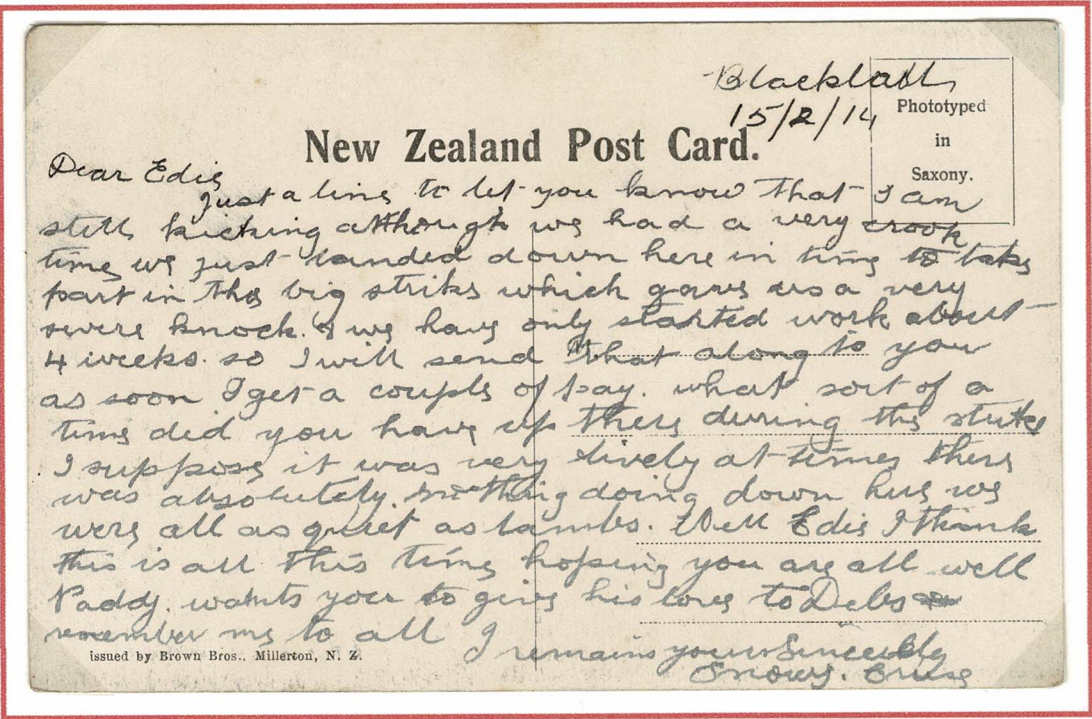
*".. I am still kicking although we had a very crook time. We landed down here in time to take part in the **big strike** which gave us a very severe knock and we have started work about 4 weeks. I will send that along to you as soon I get a couple of pays"*

"What sort of time did you have up there during the strike? I suppose it was very lively at times. There was absolutely nothing doing down here. We were all as quiet as lambs."



Tanner Bros Maoriland postcard "The Clock Tower, Christchurch" headed **"Blackball 5/1/14"** cancelled **Blackball 6 JA 13** addressed to Christchurch

Message: *"..we are getting on fine but no settlement struck."*



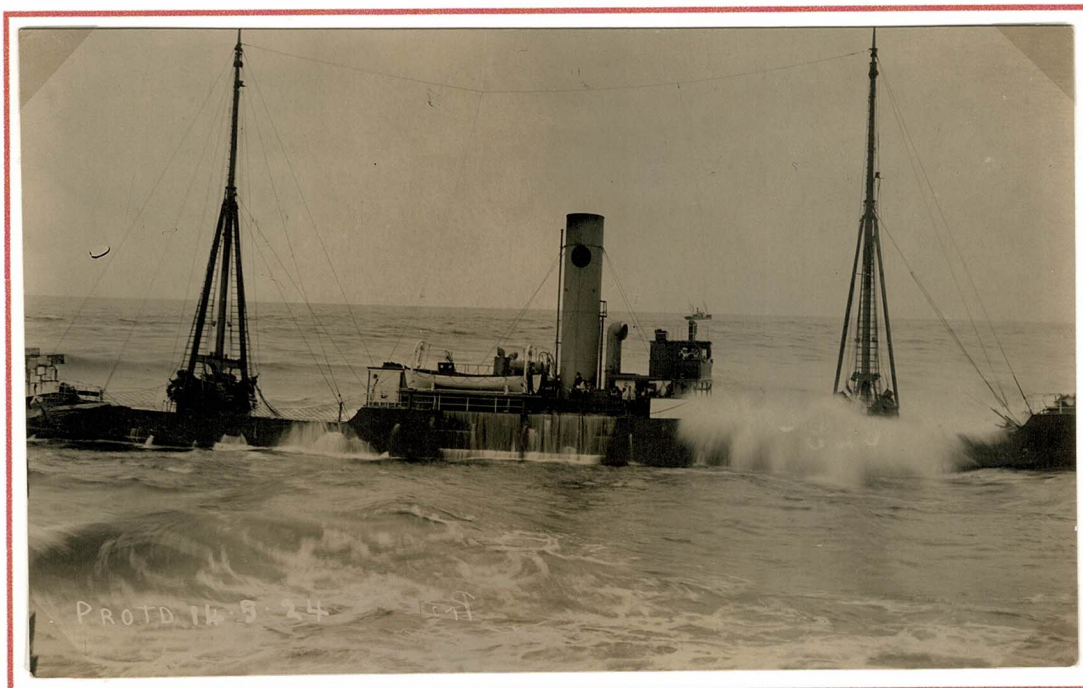
"Mine Creek N.Z" Postcard "Issued by Brown Bros. Millerton"

Headed **"Blackball 15/2/14"**

Wreck of the Ngahere - Grey River Bar 1924

The steamer **"Ngahere"** was outward bound from Greymouth with a full cargo of timber and coal for Wellington and went ashore crossing the Grey River bar at 3pm **May 12, 1924** when struck by an unusually "tempestuous swell" and was stranded amidst the remains of the steamer **"Perth"** a casualty of two and a half years earlier. No boat could be launched because of the heavy seas and the danger from rocks but all 23 crew were rescued by breeches buoy after rockets were fired from shore to get lines aboard. The ship was a total loss. A Court of Inquiry found that the Master and his officers were not responsible for the disaster but that the harbourmaster had made an error of judgment in advising the Master that there was sufficient water on the bar when in fact a ship drawing 3 feet less had touched the bar just prior.

Real Photograph
Postcard
"Protected 14.5.24"
L A Inkster



Contemporary newspapers record that several unsuccessful attempts were made to try to retrieve the 2 mail bags which were supposed to be locked in the Ship's safe. The fact that one mail bag was washed ashore suggests that this was not the case.

The report advises that the mailbag **"contained about 600 letters"** and all were sent to Christchurch for Wellington. The cachet was probably applied at Greymouth



71mm x 2.5mm cachet was
applied to recovered mail.
4 covers are known

RECOVERED FROM WRECK S.S. "NGAHERE."



Kotuku [22 km SE Greymouth] [1912-1958] 10 MY 24 5;
Greymouth 10 MY 24 9AM [stamp missing]

One of the bags of mail which were on board the Ngahere was washed ashore on Cobden beach yesterday afternoon. It contained about 600 letters, a large number of newspapers, and several parcels. The letters had been tied tightly together in bundles and had suffered very little damage, and all were forwarded to Christchurch en route to Wellington by to-day's express. The papers were in a sodden condition and will be destroyed. The bag recovered contained mail matter from Greymouth, but that from Hokitika is, as far as is known, still on board. It does not contain much of importance, however, and the matter includes only one registered letter.

Christchurch Press 21 May 1924

The **"Ngahere"** a steel screw steamer of 1090 tons gross, built for the **Blackball Coal Company** at Glasgow in 1908. She was designed to carry coal and timber from Greymouth to various New Zealand ports. The Lloyd's Weekly Casualty Report records the owner as the Blackball Company but the Lloyd's Register shows the owner as Mann, George & Company Ltd. The reference New Zealand Shipwrecks states that the vessel was trading under the **Union Steam Ship Company** when she was lost

1942 Telegram to Mines Department Wellington

New Zealand Post Office Telegram form 143 issued "11/41" 50,000 printed from **Greymouth** to **Mines Department Wellington** at cost 32/6d, received "4/46p" and has **Telegraph Office Wellington** datestamp 25 AU 42.

NEW ZEALAND POST OFFICE TELEGRAPHS

TELEGRAM

G 384 19 GREYMOUTH 4 10 P +

fm 4/12 MINES/WN

Received at 4/46p Operator's Initials:

RE ACCOMMODATION MEN BLACKBALL

PAYING 32/6 EACH MAN PER FULL WELL

STOP DURATION APPROXIMATELY THREE MONTHS

MCMILLAN ++

CT 32/6 ++

Handwritten notes on the telegram include:

- "Benney the usual allowance for men in the field is 4/- per day or 28/- for a full week. We fixed 4/- a day for Erskine while he is on Kawau & if we pay more here the position may be complicated CHB 25.8.42"
- "Tell him no authority to pay more than 28/- & what he can suggest has he committed us to 32/6 B 28.8.42"
- "C H Benney was the Under Secretary Mines Department in Wellington"
- "The two most promising occurrences of copper-ore deposits, at Great Barrier Island and Kawau Island, had been examined. There was little or no possibility of substantial production from Great Barrier Island, but there was sufficient promise at Kawau Island to authorise a geophysical survey. If the results were satisfactory further investigation by diamond drilling would be undertaken. Wartime Needs New Zealand Herald 21 August 1941"

"Re Accommodation men Blackball

Paying 32/6 each man per full week.

Duration Approximately three months.

McMillan"

Handwritten message for response telegram reads:

"CH Benney

The usual allowance for me in the field is 4/- per day or 28/- for a full week.

We fixed 4/- a day for Erskine while he is on Kawau & if we pay more here the position may be complicated

CHB

25.8.42"

"Tell him no authority to pay more than 28/- & what he can suggest has he committed us to 32/6

B

28.8.42"

C H Benney was the Under Secretary
Mines Department in Wellington

The two most promising occurrences of copper-ore deposits, at Great Barrier Island and Kawau Island, had been examined. There was little or no possibility of substantial production from Great Barrier Island, but there was sufficient promise at Kawau Island to authorise a geophysical survey. If the results were satisfactory further investigation by diamond drilling would be undertaken.

Wartime Needs

New Zealand Herald 21 August 1941

The Minister of Mines had been touring the various Coalfields encouraging increased production of coal to meet the increased demands caused by the War. During 1941-1942, the Blackball State Colliery had been working three shifts - at virtual maximum capacity. The Greymouth Mines Department manager, R A McMillan, [brother to the Labour MP for Dunedin West and a Minister in the Labour Government] was **investigating the possibility of reopening the closed Blackball Mine**. A team of 3 was proposed - the Manager of the State Mine at Rotowaro, the underground manager at Liverpool Colliery and a Mines Inspector from Wellington. He was **seeking permission to pay their accommodation costs at Blackball [Hilton]** during the assessment. The Report, dated December 1942 was not favourable.

Roa - Paparoa Coal - Discovery, Ownership & Production

November 1902:

5 March 1903:

28 March 1906:

13 January 1906:

8 November 1906:

May 1912:

The Grey River Argus reports that a coal lease had been applied for by Messrs **Neilson and Cutten** for 1000 acres and that survey work continued. The **Paparoa Coal Company Ltd** was registered with **£5000** capital in £1 shares with the purpose to acquire and work the Coal lease under application by H Neilson and W H Cutten with enough capital to survey and prospect the field

Otago Daily Times reports that arrangements are being made to sell the Paparoa Coal Company to a company being formed in Wellington.

Otago Daily Times reports the flotation of the **Paparoa Coal Mining Company Ltd** with **£100,000** capital in £1 shares.

50 men reported working on the development clearing the site for station and bins. Route of incline tramway from the mine to the station
Company reconstructed, capital now **£230,000**, due to financial cost in the Railway construction insisted on by Government as "Fell" as at Rimutaka and the fact that the Branch Railway from Blackball to Ngahere was not completed as promised.

No. 1091

ORDINARY SHARE CERTIFICATE

Register Folio G3

THE PAPAROA COAL MINING COMPANY LIMITED

Incorporated under "The Companies' Act, 1903"

Capital—£230,000 in 433,170 Ordinary Shares of 10s each; 13,415 Preference Shares of £1 each

This is to Certify that Thomas Edward Gordon
of London is the registered holder of 2000 Ordinary Shares
numbered as stated hereon in the Capital of **The Paparoa Coal Mining Company Ltd.**,
subject to the Memorandum and Articles of Association of the Company, and
that up to this date there has been or is deemed to be paid in respect of each Share
represented in this certificate the sum of Ten Shillings per share.

Given under the Common Seal of the Company at Wellington, N.Z., this

"TWENTIETH" day of "SEPTEMBER" 1912

Countersigned—

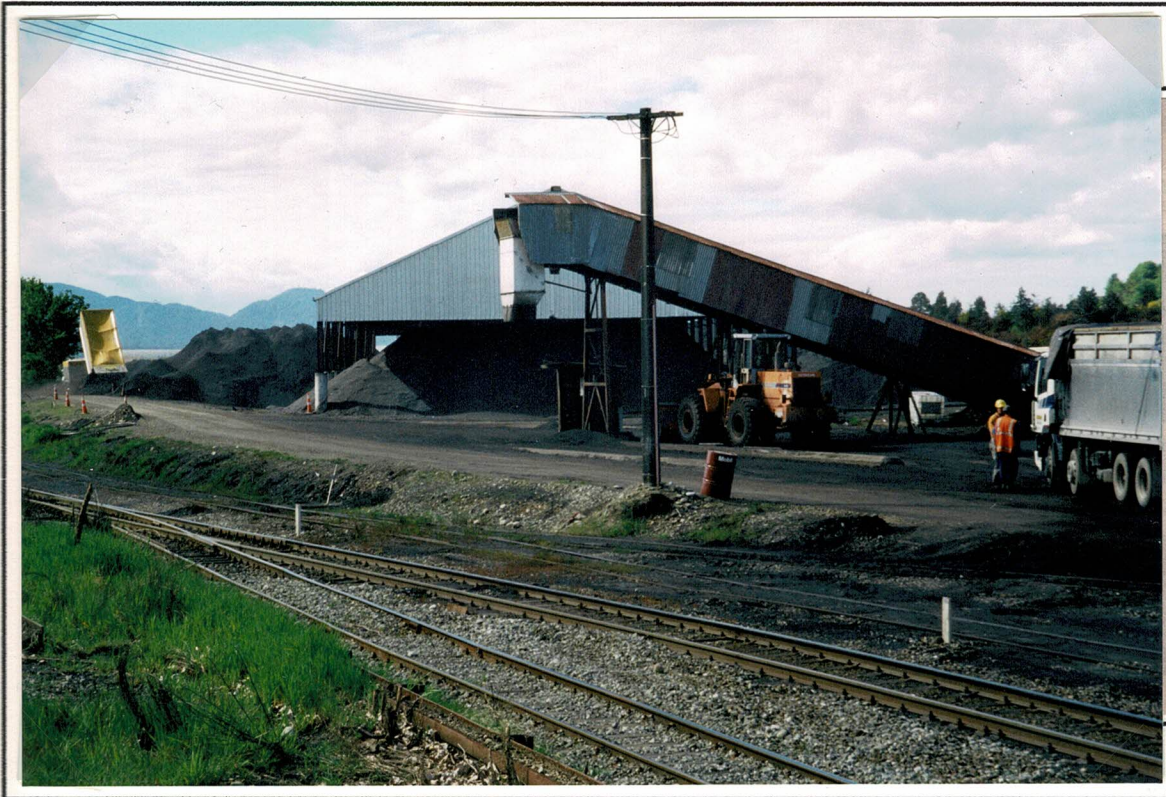
J. R. R. R. R.
SECRETARY

J. R. R. R. R.
DIRECTORS



November 1909: First coal from the mine to Port of Greymouth
June 1911: Contracts to provide steaming coal to British Navy ships
September 1915: Paparoa Coal Mining Company in **liquidation** but continued by debenture holders by the Receivers
1924: New Company **Paparoa Coal Company** formed Capital £63,000 - reduced to £40,000 in 1933.
April 26, 1947: Company in voluntary **liquidation** Plant & equipment sold to **State Coal Mines**.
1971: **State Coal Mine Closed** produced **1,800,000 tons**
1980-1995: Opencast mine in operation produced **250,000 tons** by truck to new bins at Ngahere
1999-2016: Underground mine - **Roa Mining Company** then **New Zealand Coal and Carbon Limited**

Ngahere Bins [Exhibitor's photo 2004]
New Zealand Herald November 26, 2016



'End of era' as Roa Mine hits brake

Brendon McMahon

The Roa Mine – the last underground coalmine on the West Coast – announced yesterday that it was “suspending” operations, leaving 20 miners with an uncertain future.

Miners were called to a staff meeting at 7am to be told the news. Only the small open-cast mining will continue.

Grey District Mayor Tony Kokshoorn said it was “the end of an era” after 150 years of continuous underground mining on the West Coast.

The suspension of operations follows the loss of 600

mining jobs in the Greymouth area alone in the past five years, with the closure of the Pike River and Spring Creek underground mines.

Roa Mining chief executive Brent Francis said the decision was a result of the tough market conditions for international coal prices and the costs associated with further development.

He hoped the decision to suspend underground mining “can be reversed with time and some favourable market conditions”.

The open-cast operations, employing seven contractors,

would continue to meet the existing supply contracts the company had.

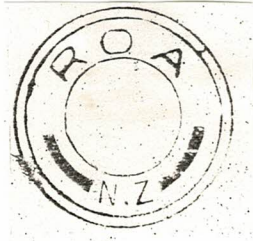



Just two weeks ago, Mr Francis publicly refuted rumours the mine was about to close, saying it had signed contracts to deliver coal for the next 10 years, despite rock bottom coal prices that have closed mines all around the world.

The *Greymouth Star* understands staff have been stood down on full pay for a month, but that no redundancy will be paid. Roa produces about 150,000 tonnes of coal annually.

— NZME

Roa Post Office opened **April 9, 1908** and closed **February 28, 1923**. It could not be called **Paparoa** as there was an office with this name in Northland. It replaced the gold-mining office of Minerva further up the Paparoa ranges [open 1 November 1897 -21 October 1908] which had been Upper Blackball from 13 March 1897. An **"H" Class** datestamp was used.

Roa Telephone Office opened **November 10, 1945** and closed September 8, 1962. It was established to assist communication with the Government railway and after 1947 to support an extension of mining by State Coal. It used a **"J" Class** datestamp throughout.

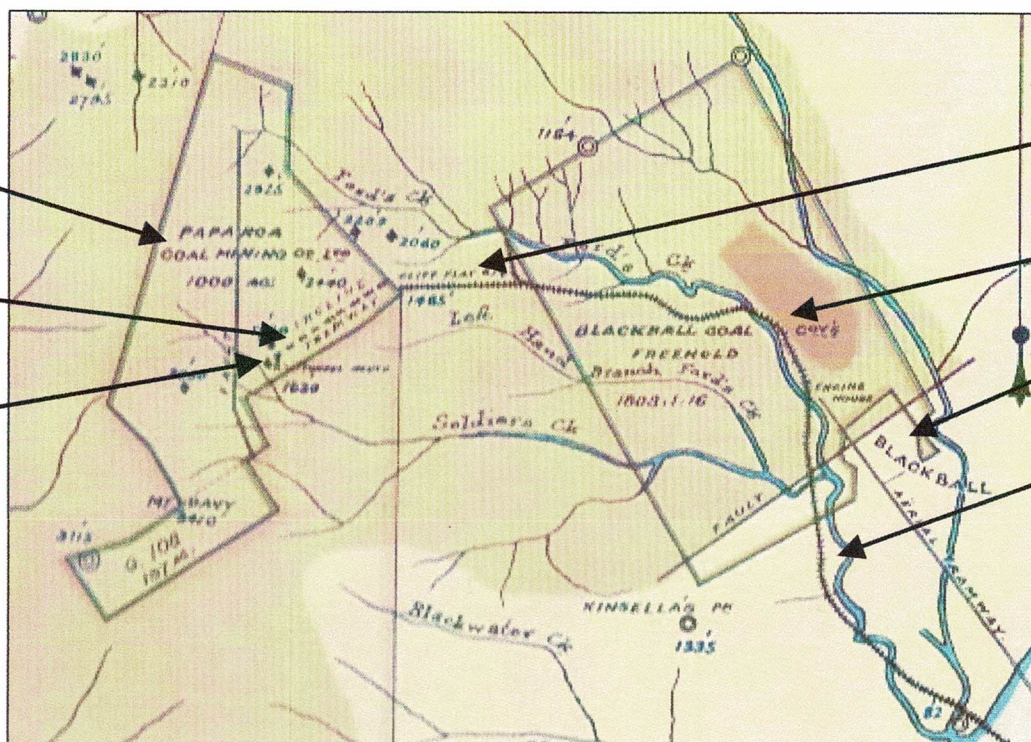
ROA POST OFFICE.			
Mr H. E. Holland, M.P., has received a communication from the Postmaster-General in reply to the former's representations made with respect to the Post Office at Roa, which was closed in March last, "because a suitable person willing to conduct the office could not be found." The Minister writes: "My Department is quite prepared to re-open the office, provided the services of a suitable person can be obtained.			
			
Copy 'proof'	15 AP 17	27 NO 50	27 NO 50
Roa "H" Class		Roa "J" Class	
Grey River Argus 20 July 23			

Detail from 1908 Plan of Grey
Coalfield [Exhibitor's library]

Paparoa Coal Mining
Co Lease

Incline Tramway

Mine Mouth



Roa settlement

Paparoa Co Railway

Blackball

Blackball Railway

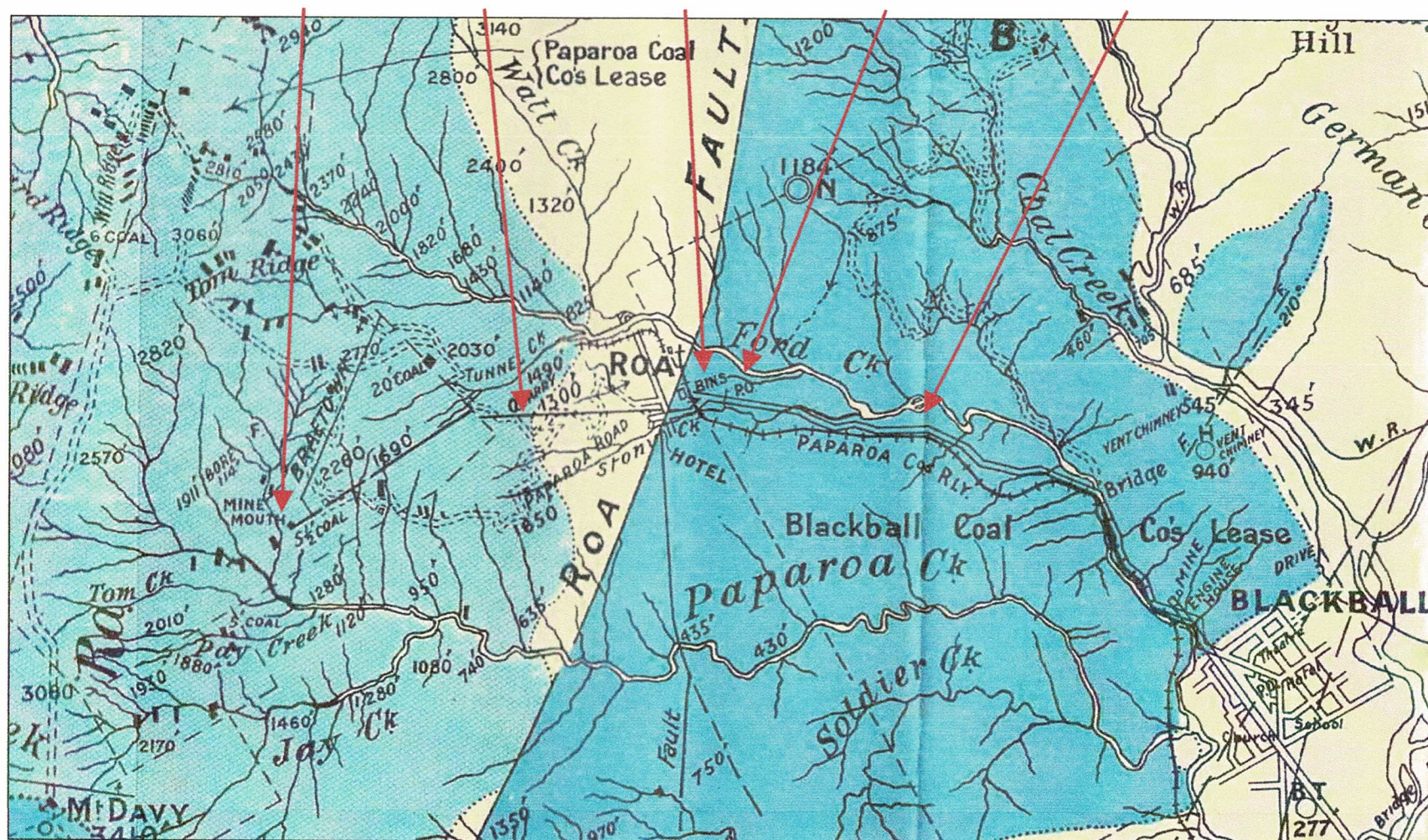
Scan part of 1911 Map of Greymouth Coalfield [in Exhibitor's library]

Mine Mouth Incline Tramway

Roa Bins

Roa Post Office

Paparoa Railway



The will leaves a significant residual
to her late husband's nephew who
was known to be a coal miner but
whose address was not known to
the executors of the will.

It was sent to various companies
and exhibited
Westport Coal Company
The Christchurch Gas Coal &
Coke Company
The Timaru Gas Coal & Coke Co
Dannevirke Gas Co Ltd

The Paparoa Coal Mining
Company Ltd
"Exhibited 4/8/11" signed by
the manager

THE LATE MRS MONEY'S WILL.

Under the will of the late Mrs A. W.
Money of Christchurch, in addition to
large sums left to religious and chari-
table institutions in England and to
numerous relatives and friends, the fol-
lowing local institutions will benefit:
—Consumption Sanatorium £100, Child-
ren's Home New Brighton £200, So-
ciety for Protection of Women and
Children £100, Salvation Army Prison
Gate Mission £100, Salvation Army
Rescue Home £100, Salvation Army
Maternity Home £100, Young Women's
Christian Association £200, Christ-
church Prison Gate Mission £200, the
Mayor's Coal and Blanket Fund £100,
Society for the Prevention of Cruelty
to Animals £50, Anglican Church Māori
Mission Fund £50.

Mr J. H. Seager and Mr Alfred Car-
penter, nephew of the deceased, are the
executors under the will.

Lyttelton Times 7 Sept 1910

£100 for the Mayor's Coal &
Blanket Fund - this was set up
in 1897 and was the fore-runner
of the Mayoral Fund.

To provide coal and blankets to
those in need in winters

In 1903 362 tons coal and 150
blankets were distributed

In 1943 179 tons of coal and 436
blankets were distributed



Exhibited
4th April 1911
THE CHRISTCHURCH GAS
COAL & COKE CO. LTD.
R. C. Smith
Secretary



Exhibited
8th April 1911
J. H. Seager
Secretary

Exhibited

11/4/11
WSP

12/4/11
8mo

Exhibited 24/4/11
DANNEVIRKE GAS CO., LTD.

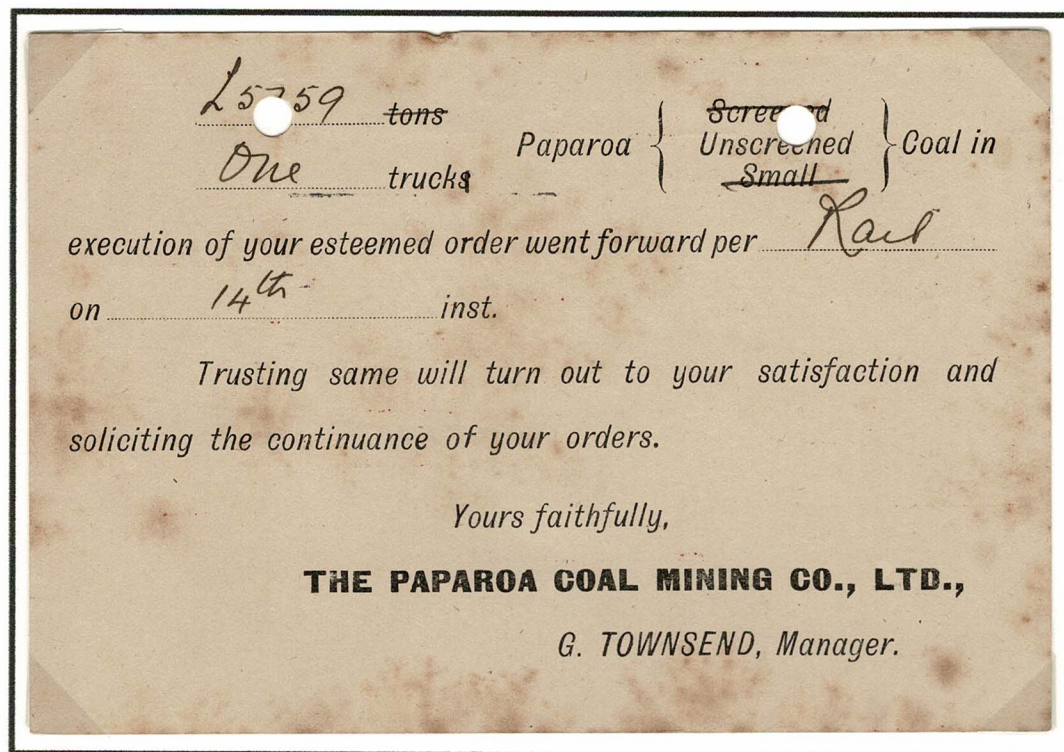
Chas. A. Johnston Manager

Exhibited 4/8/11
THE PAPAROA COAL MINING CO., LTD.

James Seager

Seven under thirty one thousand pounds
and then the Testator died in about the
sixteenth day of August 1910.

Represent
Testator
copy of
proceeds
this
of the
Seager
church
first
debts
exten



King Edward VIII 1/2d inland post-card
Mailed **Wellington 14 SP 1914** to Dalefield Dairy Company, Carterton advising one truck L5759 of **Paparoa Unscreened Coal** sent by rail.

Dalefield Dairy Company was established in 1887 and was primary a cheese exporting enterprise. Closed down in 1947



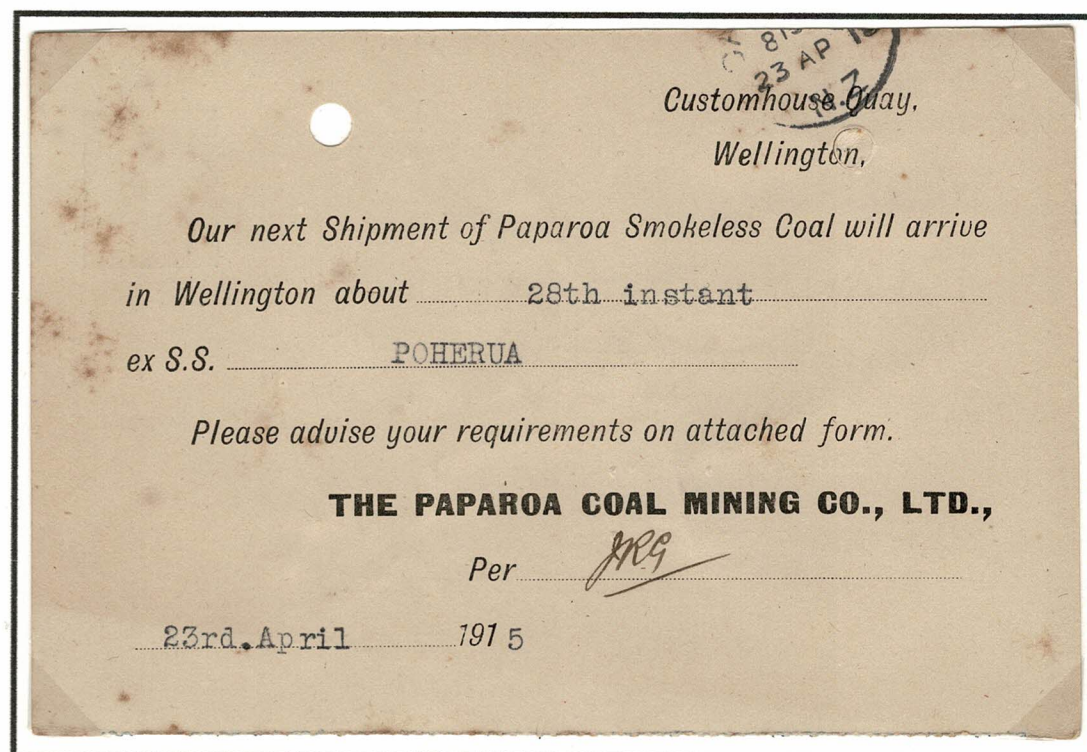
King Edward VIII 1/2d inland post-card with reply card
Mailed **Greymouth 23 AP 15**, further cancelled Wellington 26 AP 1915 to Dalefield Dairy Company, Carterton advising that **Paparoa Smokeless Coal** would be arriving on **S S Poherua** about the 28th.

The Grey River Asrgis records that the SS Poherua departed Greymouth Port with **482 tons 6cwt Paparoa coal**; 108 tons Brunner coal; 7 tons North Brunner coal

S S Poherua was a **Union Steamship Company collier** of 1125 gross tons. Built in Croydon, England in 1908.

Shipping records from Westport and Greymouth as reported in the weekly Coal Trade figures show that the **S S Poherua** called regularly for coal and loaded for various companies - Liverpool; Brunner; North Brunner, Westport Coal Company - and shipped to Wellington and Wanganui. Return trips were often via South Island east coast ports with general cargo.

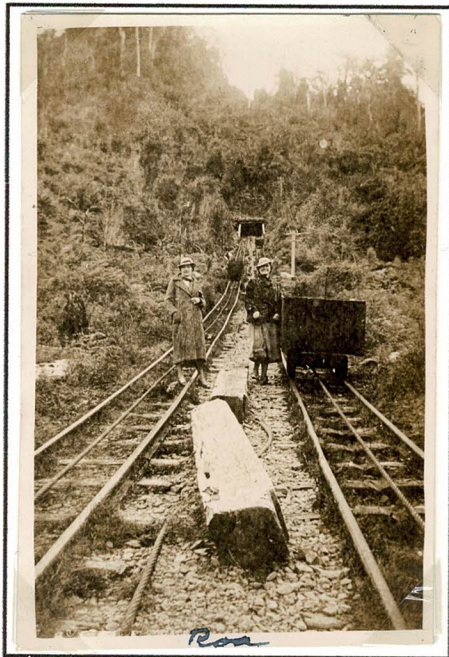
Partially broken down in Wellington in September 1923 and was scuttled off Turkirae Heads on Cook Strait February 2, 1924



Roa Mine

The development of the mine involved the construction of 2 miles of centre line railway from Blackball to Roa, 50 chains of endless rope incline haulage, two tunnels [20 and 53 chains], a viaduct 12 chains long and coal bins to hold 4500 tons [the largest in the South Island]. The first coal was shipped in November 1909 with production increasing steadily to a peak in 1914. Operating costs were high and the Company went into liquidation in 1915.

Mining continued on a smaller scale until 1930 when the Paparoa Coal Company built a very steep aerial tramway from the top of the main incline to the outcrop of the No. 1 seam. In 1930 also, the No.2 seam reopened by workings to the north but this was flooded in 1940 and abandoned.



Roa Photographs dated 1936

Left: Ropeway looking up to Mine mouth

Centre: Ropeway looking down to Roa Bins

Right: Miners hut at Soldier's Creek, Roa

Below Left: Viaduct on Roa - Blackball Railway

Below Right: Exhibitor photo 2004 of Roa Viaduct





Roa Mine - incline ropeway haulage to Mine
[from "Grey District Coal Mining in Photographs"
History House 2015]

"Roa Chimney"

Photo by Stewart Nimmo as greetings card
This is preserved - it was the chimney for the
ventilation shaft



Stewart Nimmo



GREETINGS FROM SOLDIER'S CREEK

Greetings from Soldier's Creek c 1910

Photograph by Joseph Divas

He arrived from Prague in 1909 and worked at
the **Blackball Mine**. He later worked [and
photographed] at Waiuta, Denniston, Big River
and Roa. A book "**Through the Eyes of a
Miner: The Photography of Joseph Divis**"
by Simon Nathan.

It is noted that he always tried to get himself in
the Photographs - **He is the man with the
bicycle**

License to prospect for Coal 1928

[12902] 5050 (388)

No. 4717.

Dated 16th February, 1928;

Under the Coal-mines Act, 1908. 1925.

WARDEN

to

SYDNEY HOWMAN.

License to prospect for Coal.

A. G. Pilkington,
Solicitor for Applicant
Hokitika.

REGISTERED in office of Mining Registrar,
Hokitika, at 10 a.m. on the 9th
day of March, 1928, as No. 4717

1925 [Form No. 13]

Under the Coal-mines Act, 1908.

Mining Registrar

LICENSE TO PROSPECT FOR COAL.

PURSUANT to the Coal-mines Act, 1908, I, the undersigned,
William Meldrum Esquire, Warden of the Westland
Mining District, do hereby grant to⁽¹⁾ SYDNEY HOWMAN of Paparoa, Miner

this license to prospect for coal in respect of the land described in the First Schedule hereto.

This license is granted for a term of one year, commencing on the date hereof, subject to the payment of a rental of sixpence per acre or fractional part of an acre per annum, payable half-yearly in advance; and also to the terms, conditions, reservations, and provisions set out in the aforesaid Act, its amendments, and regulations made thereunder, and to such additional terms, conditions, reservations, and provisions as are specified in the Second Schedule hereto.

In witness whereof I have subscribed my name and affixed the seal of the Warden's Court at Hokitika this 16th day of February, 1928

Consented to on this 1st day of February, 1928

Minister of Mines.

FIRST SCHEDULE.

All that area of land⁽²⁾ in the Westland Mining District, containing by admeasurement forty-three acres -- roods and -- perches, more or less, situate⁽³⁾ in Blocks X and XI Kanieri Survey District, as same is more particularly described on plan drawn hereon, edged red.

SECOND SCHEDULE.

The Licensee(s) shall commence vigorous prospecting operations on the land within one month⁽⁴⁾ of the date of the grant hereof and shall expend not less than £ 20 - - per month on such prospecting during the currency of the license.

A report of the work done and the results obtained therefrom shall be forwarded to the Inspector of Mines for the district at the end of every three months during the currency of the license.

The Licensee(s) shall deposit the sum of £ 5 - - as security for the compliance with the conditions of the license, to be forfeited in the event of non-compliance.

⁽¹⁾ Set out additional terms, &c., if any.

WARDEN'S COURT
WESTLAND
MINING DISTRICT

Warden.

500/10/24-14807

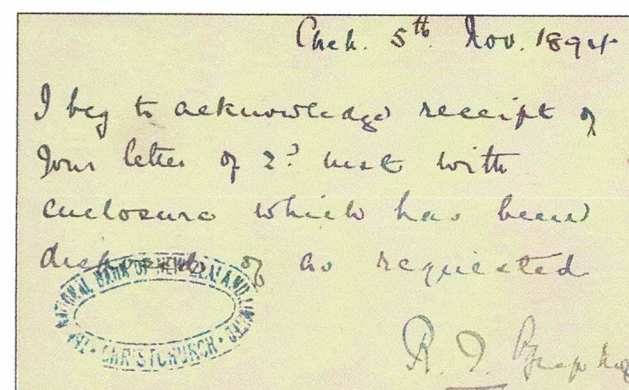
Sydney Howman was a coal miner at Roa [address given as Paparoa] and applied for this prospecting license in February 1928 which was approved and signed by George Anderson, Minters of Mines [April 15, 1921 to November 28, 1928]. It is reported in 1927, that he broke his leg playing rugby for Brunner at Nelson Creek and was admitted to Grey Hospital. A Social was held in Nelson Creek in his support.

Coal Creek - Discovery & Development - Runanga - Dunollie and State Coal No. 1

- January 1874: Samples from seams at Coal Creek were brought by packhorse to offices of Moss & Company, Insurance agents, and investors were sought.
- January 1874: Batty takes up coal leases in Coal Creek area - **Greymouth Coal Creek Company** - lapsed through inactivity
- January 1876: Lease taken up by Rose & Fowler, then joined by Wallace & Holder proposed **Coal Creek Coal Mining and Railway Company Ltd**
- January 1877: George McKenzie made first attempt to work coal in the Coal Creek Falls area but this failed as insufficient capital for a railway
- July 1882: Leases in Lower and Upper Coal Creek taken up by **Coal Creek Coal Company** - 1036 acres - capital to be £100,000 - £60,000 raised
- June 1889: **Cobden Railway & Coal Company** [March 1889], purchased lease from **Coal Creek Coal Syndicate** applies to construct railway to Cobden
- March 1893: **Greymouth Point Elizabeth Railway and Coal Company** formed in London - capital £200,000 and apply for railway construction approval.
- April 1895: Greymouth Point Elizabeth Railway and Coal Company **purchase** Cobden Railway and Coal Company & Leases now 6000 acres
- October 1895: Greymouth Point Elizabeth Railway and Coal Company **purchase** Grey Valley Coal Company acquiring the Brunner Lease.
- March 1896: Brunner Mine Disaster
- October 1898: Cobden Bridge completed.
- February 1901: Greymouth Point Elizabeth Railway and Coal Company start negotiations for sale of Railway and Coal Creek Leases to Government - the cost of Litigation from the Brunner Disaster the Coal Creek railway and the Cobden Bridge depleted reserves. In receivership.
- 15 March 1902: Government purchase announced under State Coal Mines Act 1901
- May 1904: Railway completed between Dunollie and Greymouth Port
- June 1904: First coal exported from **Point Elizabeth Mine - State Coal No.1.**



1d Queen Victoria on brown card [Samuel AA6c] Variety
 "No Stop" after "ZEALAND" and "SIDE"
 From National Bank - **Christchurch 6 NO 94** addressed to
Greymouth Point Elizabeth Railway & Coal Company
 Wellington, received "B" Class 7 NO 94



Advertising envelope John Mill & Co agents for the
"Greymouth-Point Elizabeth Railway & Coal Company Ltd"

½ d postage [second class mail] cancelled **Dunedin 7 JE 99**
 Promoting **"Brunner Nuts"**

The Brunner Mine had been bought by the Company in 1895

John Mill was a Director of the Union Steamship Company

JOHN MILL & CO
 AGENTS FOR THE
Greymouth-Point Elizabeth Railway & Coal
RATTRAY STREET WHARF.

ON SALE:

- Brunner Coal.
- " Nuts.
- " Coke.
- " Fire Bricks.
- " Fire Clay.
- Fire Tiles, for Bake
- Ovens, Ranges, &
- Grates made to
- any size.
- Coalbrookdale Coal.
- Newcastle Coal.
- All kinds Lignite Coal
- and Firewood.

W. Payton
Castle St.
D'du

BRUNNER NUTS FOR SMITHY PURPOSES SPECIALLY PREPARED.

Mr E G Pilcher, Secretary of the Greymouth Point Elizabeth Railway and Coal Company Ltd, was appointed as the New Zealand agent for the Receiver appointed by the High Court in England. During 1895, the Company had bought out the Grey Valley Coal Company and the Cobden Railway and Coal Company. The Brunner Mine Disaster of March 1896 resulted in significant Litigation costs. The Company was in financial difficulties in 1899 aggravated by the cost of the Cobden Bridge and requested an extension of time for the railway construction - this was declined. The Company failed to reconstruct itself and raise sufficient capital to continue and was placed in Receivership in November 1900.

In regard to the Greymouth Point Elizabeth railway and Coal Creek mines, which also embrace the Brunner mine, Mr. E. G. Pilcher, of Wellington, has (says the Grey River Argus) issued the following circular under date 30th October:—"I have to give you notice that I am informed by cable that Lydstone Joseph Langmead, Esq., of London, has been appointed by the High Court of Justice in England Receiver on behalf of the Greymouth Point Elizabeth Railway and Coal Company (Limited). Further, that Mr. Langmead has appointed me to be his agent as such Receiver. I have therefore taken formal possession of all the property of the company, which has thereby ceased to carry on business, and any further dealings which may take place with you must be understood to be not in any sense on behalf of the company but on behalf of the Receiver for the prior lien debenture-holders.—Yours faithfully, E. G. Pilcher."

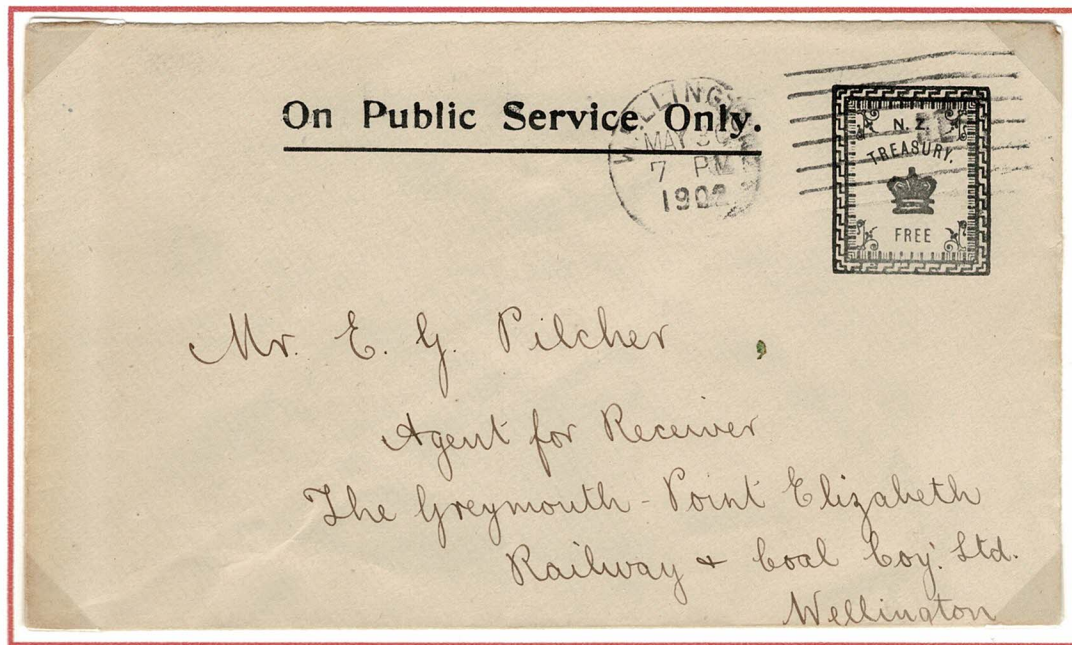
Evening Post 17 November 1900

From Envelope flap



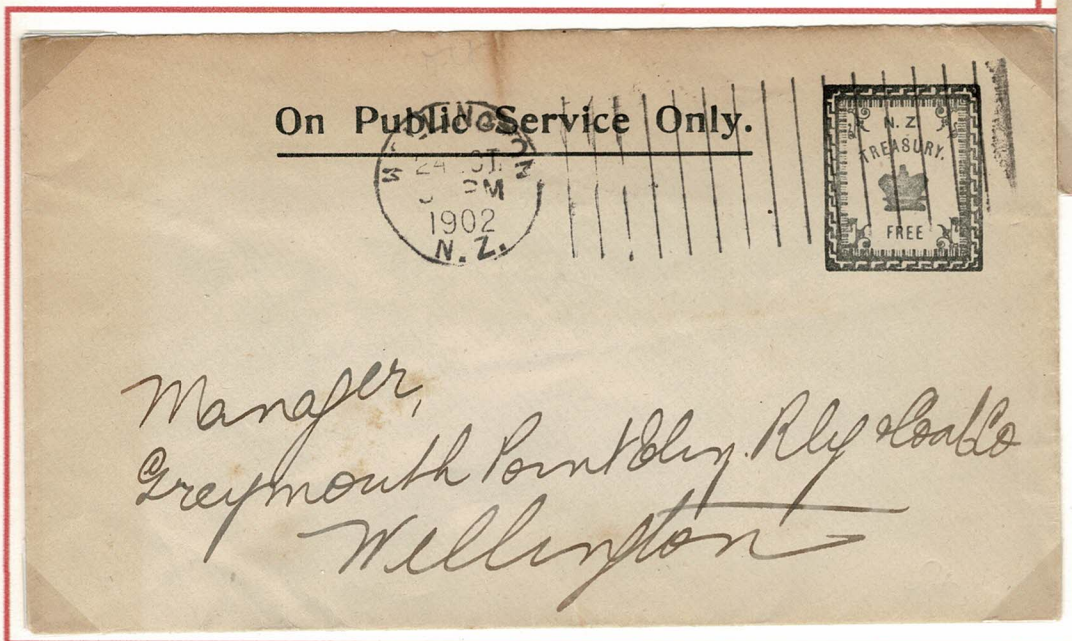
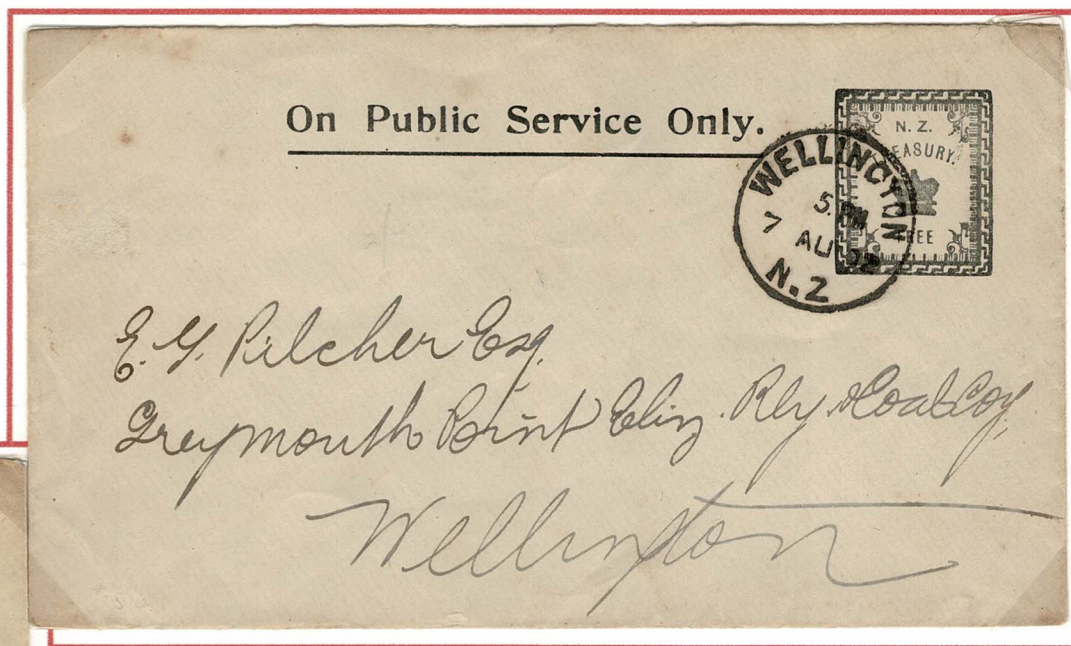
Three On Public Service Only Treasury envelopes with free franking, mailed Wellington May 30 1902; 7 AU 02; 24 OCT 02.

All to the Greymouth Point Elizabeth Railway and Coal Company Ltd



Free Franking NZ Treasury
[introduced August 1899]

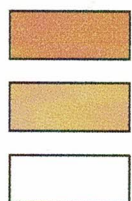
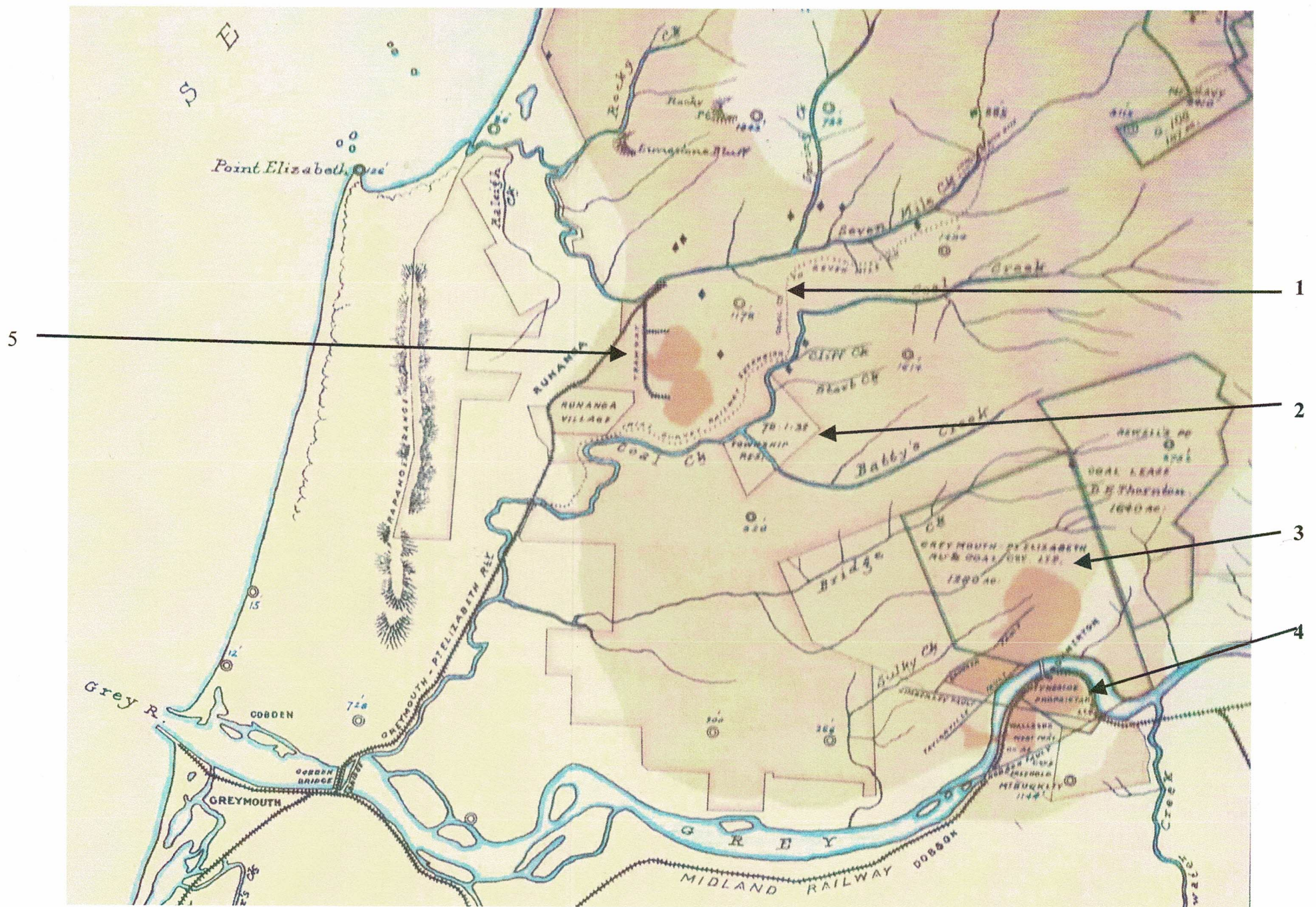
Envelope seal



Mr E G Pilcher was a prominent Wellington citizen being President or Secretary of both the Operatic Society and Cycling Club.

He was elected Vice-President of the Philatelic Society of New Zealand in December 1901 and President of the Wellington Philatelic Society in 1902.

Scan part of "Plan of the Grey Coalfield" dated 1908 [in exhibitor's library]
Shows the Greymouth-Point Elizabeth Railway, Cobden Bridge, Runanga Village, State Coal Mine workings



Workings in Coal
Areas with Coal
State Coal Mine Reserve

1 Trial Survey for the railway to Rewanui carried out but later altered as an extension from Dunollie

2 Township Reserve set aside for building near Coal Creek Falls [did not eventuate]

3 Shows Lease at Brunner as **Greymouth Point Elizabeth Railway and Coal Company Ltd.** When the Company was bought by State Coal, the Brunner leases were not included - The Brunner trademark remained until sold to the St Kilda Mine operated by Tyneside Coal Company 4

5 Tramway for the **Dunollie** sawmill - State owned

Coal Creek Falls

In 1895, the original settlement area for miners was planned as "Kotare" just upstream from the **Coal Creek Falls** where it was thought the coal would be mined from the seams discovered there. This is still shown on the 1908 map as shown.

Coal Creek Falls - a 7m wide waterfall was a popular swimming and picnic area initially accessed by a horse track from Runanga. It was and remains a popular scenic area.



115 Coal Creek Falls, Greymouth N. Z.



Detail from 1908 map

"Coal Creek Falls, Greymouth N.Z."
Divided back postcard, Printed in Saxony
"J Ring Photographer"



James Ring was a Greymouth Photographer who took over the business from W H Perkins in January 1881 having worked for 2 years in the business. The firm had been operating since 1867. Ring received many awards for his photographs and his negatives represent a priceless archive for the West Coast. Later became Ring & Inkster.

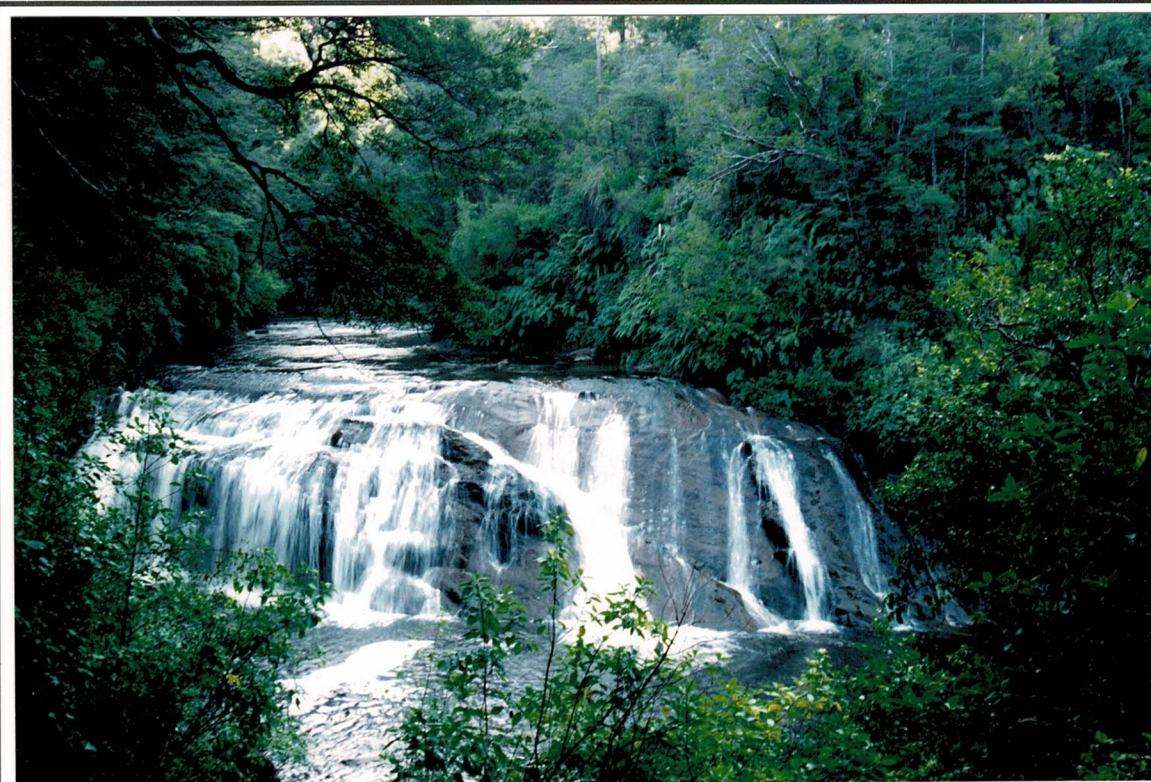
J A M E S R I N G
P H O T O G R A P H E R,
MAWHERA QUAY, GREYMOUTH
(Late Perkins)

SIX CARTE DE VISITES, 12s. 6d.

MR JAMES RING, having completed the term of his engagement with Mr Williams, begs to inform the inhabitants of Greymouth and surrounding district that he has made arrangements to take over the Photographic Studio lately conducted by Mr Perkins, Mawhera Quay, and trusts by good work, speedy execution, and MODERATE CHARGES, to merit a share of the support so liberally awarded to his predecessor.

Grey River Argus January 14, 1881

Right: Coal Creek Falls Stewart Nimmo Photograph
2003 as Greeting card



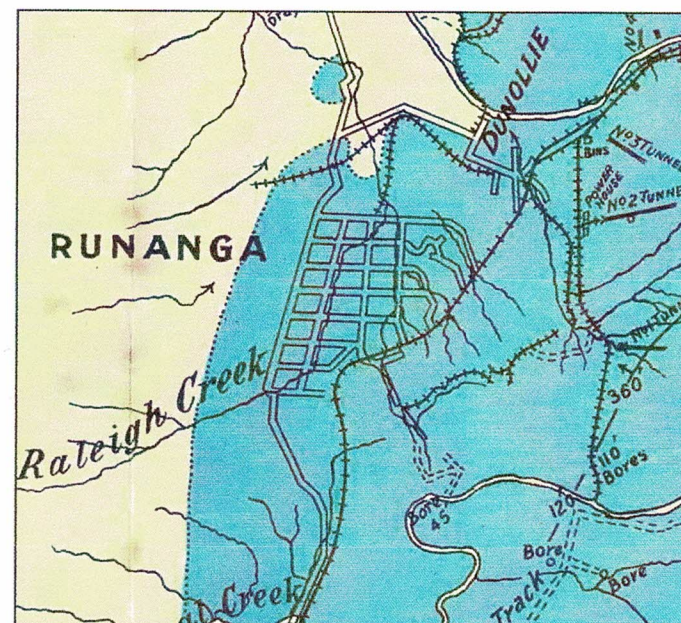
Stewart Nimmo

Townships - Runanga & Dunollie

In 1895, the original settlement area for miners was planned as "**Kotare**" just upstream from the **Coal Creek Falls** where it was thought the coal would be mined from the seams discovered there. This is still shown on the 1908 map.

Dunollie

In early 1901, there was almost no settlement in Dunollie where a few tents and shacks were near the eventual site of the Dunollie Hotel. By early 1902, activity at the State Mine site was increasing and timber being milled especially by the to be State-owned Dunollie sawmill. Shacks started to replace the tents but conditions were still primitive. The land had been bought by Alex McDougal as a speculation hoping that the Government would purchase it at a profit. He wanted £6000 but Seddon refused. The site was actually better than that at Runanga. There was a small store and boarding house by December 1902. The first houses were constructed in 1903, one was for the Mine manager. McDougal auctioned his sections December 22, 1903 but only 32 of the 160 were sold.



Detail from 1911 Map Greymouth Coalfield
[In exhibitor's library]



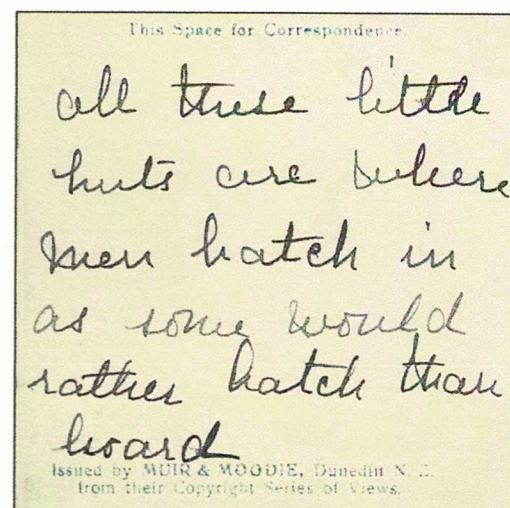
6474. Dunollie State Mine near Greymouth. N. Z. Muir & Moodie

6474 "Dunollie, State Mine, near Greymouth West Coast NZ." Muir & Moodie divided back postcard from their Copyright Series of Views.
"Phototyped in Austria"

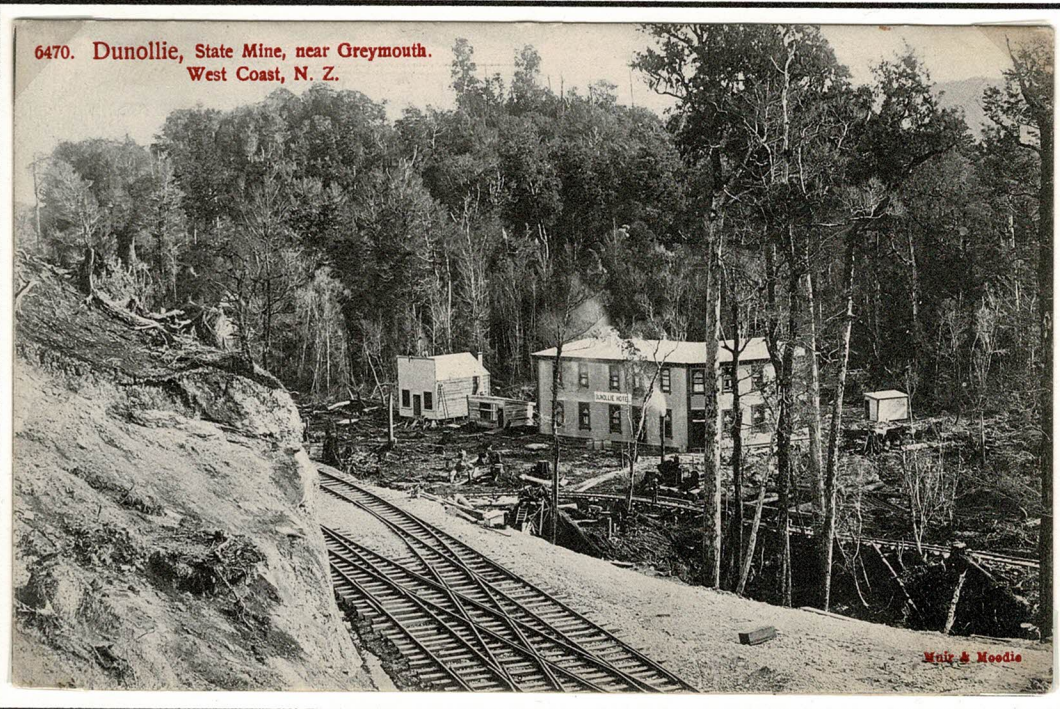
View shows the State owned Dunollie Sawmill with tramway to the right and Railway to Mine in centre

"Dunollie, State Mine, near Greymouth West Coast NZ." Muir & Moodie divided back postcard from their Copyright Series of Views.
"Made in Germany"

The view shows the **railway just completed but not ballasted** and the **Dunollie Hotel**. The site was cleared in February 1904, a license granted 7 June 1904 [the miners were opposed] Opened for business 1 July 1904 complete with parlour, billiard room and all usual hotel facilities.



"All these little huts are where men hatch in as some would rather hatch than board"



6470. Dunollie, State Mine, near Greymouth. West Coast, N. Z.

"Good Luck From Dunollie" tinsel coated novelty divided back postcard series 560 Made in Germany.

Dated 27-12-1908, Auntie B writes:

"Jack now working down the Mine"

The Settlement was always known as Dunollie and the Mine as "Dunollie State Mine" - the State Mine office was moved from Greymouth to Dunollie in 1908.

The Post Office was initially Runanga but changed to State Collieries reflecting the State ownership



Runanga

Seddon bought 90 acres from H J Bignall for Runanga at a cost of £500 who had started to mill timber in the area. The site was described a *"primeval rimu forest and swamp"* with 2 streams that eventually required 19 bridges. Sections were allocated from 25 January 1904 but plans were submitted in March 1904. The State built some miner accommodation 1907-1909 but the policy changed in 1910 with the Mines Department having nothing more to do with housing. A school was built in 1905-1906; the Library in 1907; Co-operative Store and Miners Hall in 1908.

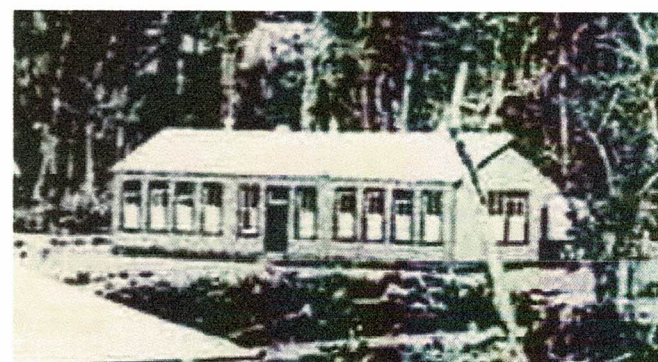


Divided back postcard "Township Runanga" Used from Totara Flat [42 km NE Greymouth] 10 FE 16, with 2 x 1/2d KGV War Tax overprints.

Issued by A E Kilgour, Greymouth

Message in part: *I am having quite an enjoyable time in Westland, I am expert rider and driver, the weather is glorious, eating plenty of Mushrooms."*

View shows the **school** centre left - opened January 26, 1906.
The site for the Miner's Hall is still not cleared [April 1907]



A school reserve was established when the township was surveyed. In December 1904, Greymouth Education decided to build a large school. the site was cleared in March 1905 and construction started August 24, 1905.

Issued by A. E. KILGOUR, GREYMOUTH
The Up to date Bookseller & Stationer.

A E Kilgour took over the business of Chris. Smith in April 1907 as Bookseller, Stationer and Fancy Goods Importer. He remained in business until January 1933

Postcard must be dated from April 1907

The Cooperative Store

Many of the miners had come from areas in Britain where co-operative stores were well established and were aware of the benefits to could bring to working people. A committee was formed in April 1905 and constriction completed in 1906. The store was destroyed by fire in 1912 and a new one built in just 2 months. One of the features of the co-op store was a bread delivery service. New Zealand had not issued its own currency and was still dependent on British coins and there was often a shortage of penny and half-penny coins. To overcome this, the **Runanga Co-operative** store issued **bread tokens** which could be bought in bulk and used to pay for **Bread - 1/4 - 1/2 or 1 pound loaf**. The Brass 1/2 lb Load tokens had a hole punched through so they could be kept on a string



1/4lb Loaf Token
Aluminium 23mm, blank reverse

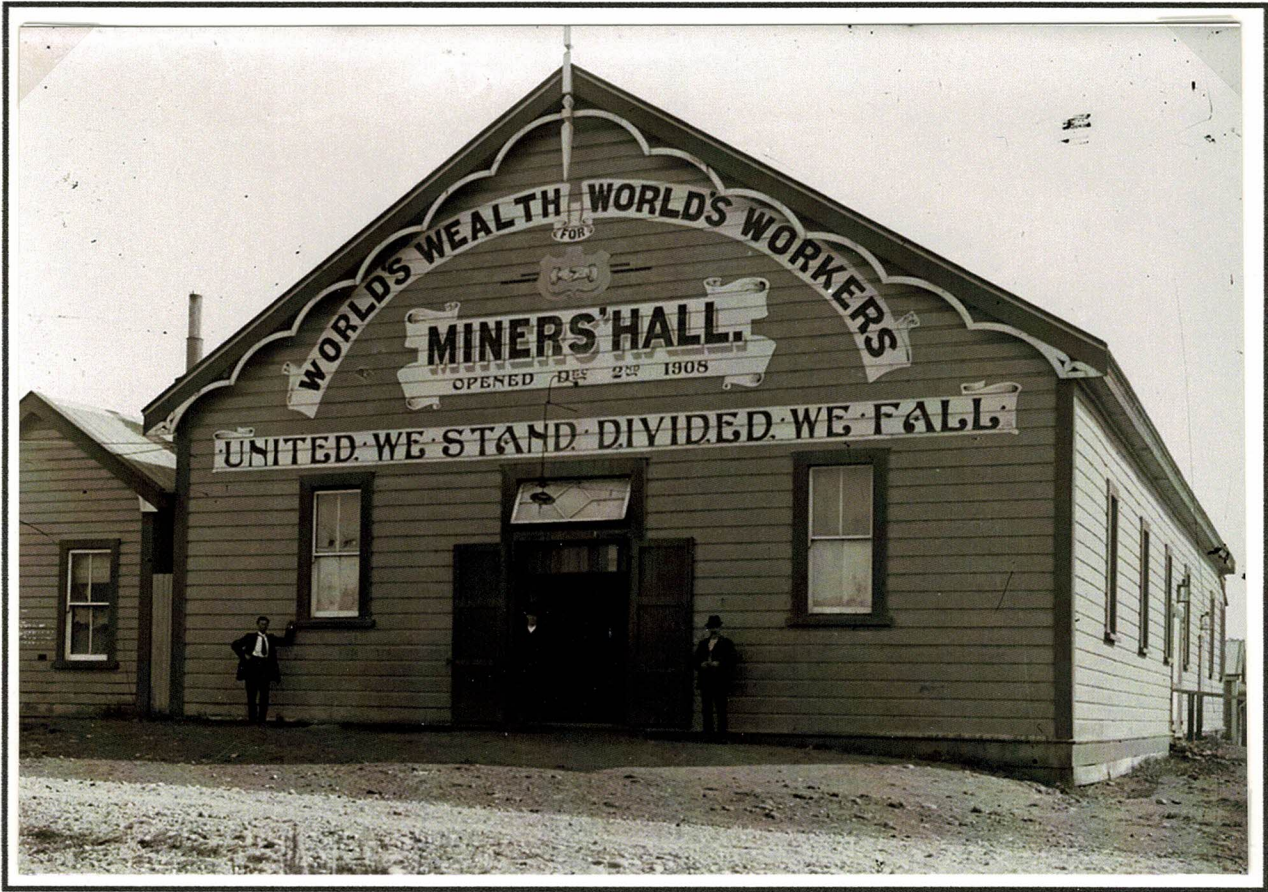


1/2lb Loaf Token
Brass 25mm similar design on reverse



The Miner's Hall

In early 1905, shortly after the **Runanga Miner's Union** was formed, Bob Sample proposed that the miners should build their own co-op store and hall. A site was cleared in April 1907. The hall w as the first built on a **co-operative** basis with the Union combining with their employer, the State to finance its construction. The grand opening was **December 2, 1908** and a special train brought hundreds of guests with 800 attending the banquet. A toast was proposed to **"International Consolidated Labour"** reflecting the general philosophy of the people present. The Hall, with the well-known slogans painted was a feature of the town until destroyed by fire in 1937.



Postal Matters:

The first postal facilities at Runanga were provided by Mr Thomas Batty who conveyed correspondence between the State Mine Office and Greymouth from **September 1903** - this was done at no cost but a service to the community pending better arrangements. Thomas Batty was the agent for the Greymouth Evening Standard and Canterbury newspapers. The railway from Dunollie was opened 1 May 1904 and on **April 30, 1904**, a **posting box** was erected at the State Coal Mines Office [Dunollie] and Mr W Hall, Mines accountant was in charge of the **private bag** despatch between the Mine and Greymouth Post Office. The Mail Bag was carried by the railway engine driver who was met by a Post Office clerk and mail bags exchanged daily.

Runanga - State Collieries - Dunollie

The first **Post Office** in the district was opened in charge of **Mr John Masters** at his store at **Dunollie** in **January 1, 1905**, under the name of **"Runanga"** Money Order and Savings bank facilities were added August 16, 1905 and a telephone office and telegraph bureau on August 22, 1905. This Runanga Office was issued with an **"F" Class** datestamp. Startup states that the office was renamed **State Collieries** **July 16, 1906**. The address by Hon Arthur Guinness at the opening of the new Post Office building in 1911 at Dunollie stated **"The designation of this office was altered to 'State Collieries' on the 1st August, 1906 and a new post office with the name 'Runanga' was opened at the railway station two days later"** This is confirmed by the report in the Grey River Argus on **August 3rd 1906**.



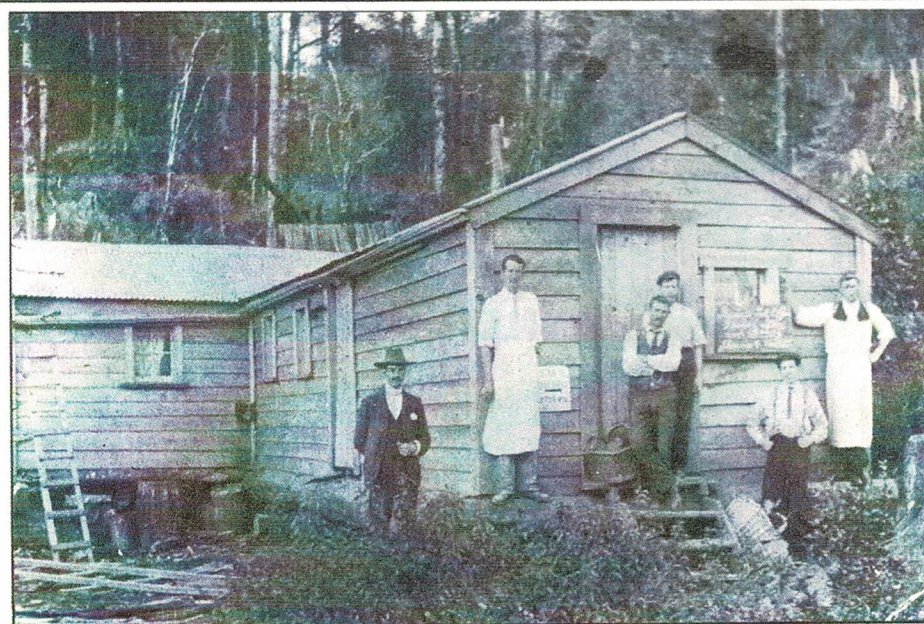
Postcard of Essenden Victoria addressed:

"c/- C G McDonald Coal Creek State Mine Greymouth"
"per S S Wimmera"

Transit Greymouth "A" Class 30 JE 05,
Received **Runanga "F" Class 1 JL 05** [unrecorded by Wooders].

McDonald is listed in Stone's Directory 1909 for Runanga as **"Miner"**

S S Wimmera was a small passenger steamship [3022 tons] built in Scotland 1904 for an Australian firm. It hit a mine 26 June 1918 off the Cape Maria van Diemen North of New Zealand with loss of 26 lives out of 151 on board. The wreck was discovered in 2010.



(Photos courtesy Alexander Turnbull Library)

First Post Office.

The Post Office at the State Mine and usually known as "Runanga" will in future be named "State Collieries." A Post Office is also now open at the Railway Station to be named "Runanga."

It is also intended at an early date to provide at the Railway Station a telephone office and bureau and also Money Order and Savings Bank branches.

As the two offices are within one mile of one another and settlement is spreading in all directions it behoves residents to see their letters are properly addressed to one office or the other. Letters addressed simply "State Mine" and without the name of an office are liable to be treated as insufficiently addressed and be returned direct to the sender.

Grey River Argus 3 August 1906

State Collieries Post Office used a "B" Class datestamp. The postal facilities remained under John Masters at his store but was transferred to the State Coal Mines Office when this was moved from Greymouth to Dunollie [State Collieries] on August 11, 1908.

The name was changed to Dunollie October 11, 1926 closing March 17, 1928.



Postcard "Morrison's Haven Prestonpans" Scotland mailed MY 22 11 addressed: "c/- Wonthaggi P O State Mines New Zealand"

Received Greymouth "B" Class 5 JL 11 and Taxed Double deficiency 1d. Sent on and annotated:

"Not State Collieries NZ" "Try Victoria Australia"

Wonthaggi and the State Coal Mine came into being in 1910 and supplied coal to the Victoria railways

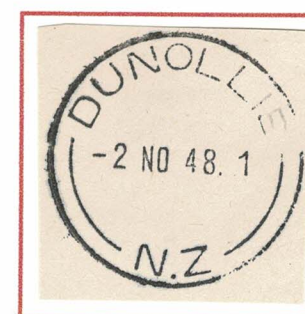
Prestonpans is a small mining town near Edinburgh. Coal mining started in 1210 and was probably the earliest coal mining in Britain



Dunollie Post Office was reopened for just 6 months July 1 to December 24, 1948. This was a Public Works Camp investigating the possibility of reopening the former Point Elizabeth No. 1 Mine. It used a "J" Class 33.5mm datestamp.

Wooders classes as rarity "10"

2 NO 48



Dunollie 16 NO 48 to Christchurch

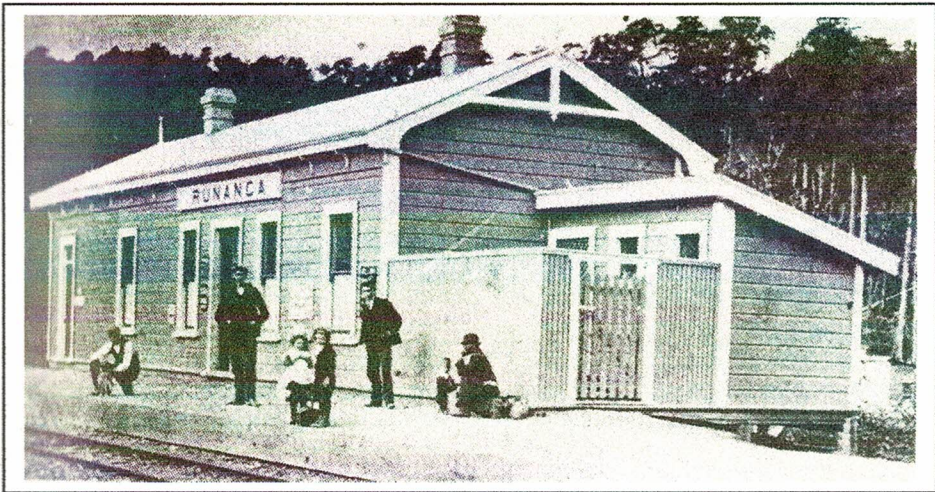
The Point Elizabeth No. 1 State Mine closed down March 19, 1920 having produced 2.4 million tons. A party of cooperative mines worked the coal pillars until 1929. The Public Works Department set up a Camp near the abandoned mine in June 1948. 20 men under 3 engineers from the Mines Department spent 6 months exploring the workings of the mine and drilling bore holes to determine the feasibility of establishing an open cast mine. The conclusion reached in the Report dated March 17, 1949 was unfavourable as the coal was considered too deep and the cost of overburden removal too high.

Runanga Post Office

Officially, the Runanga Post Office opened **July 16, 1906** when the 'Runanga' office at Dunollie was renamed State Collieries. The Runanga Railway Station was opened in May 1906 and it was stated that a Post Office would be opened. Newspaper Reports indicate that the Runanga Post Office was opened **August 3, 1906**. The Grey River Argus states that Money Order and Savings Bank facilities would be opened on August 16, 1906.

The first postmaster and stationmaster was Mr Patrick McDonnell - he died after being run over by a train on July 27, 1907 Subsequent post & station masters were G Marsh [July 27 1907]; Mr H F Neale [20 August 1907]; Mr P G Taylor [19 July 1910]; Mr C F Lancaster [17 August 1910].

The station at Runanaga is to be opened this week, and a post office is to be established there. It is to be hoped that a money-order office and savings bank will be opened in connection with the post office, as the want of it is keenly felt by the residents here.
Greymouth Evening Star May 1, 1906



An addition is being made to the Runanga railway station in connection with the Postal and Money Order Office and Telephone Bureau. The Postal branch was opened last week, but no doubt some time will elapse before the Money Order Office is opened. The want of this office is very keenly felt, so it is to be hoped that matters in this direction will be hurried on by the Postal and Railway Departments.
**Greymouth Evening Star
August 7, 1906**

The building has been a disgrace to such a large and important district as Runanga for a length of time, the postal and railway business having to be transacted in a small, poky room with no privacy whatever. What is really required is a new and up-to-date post office quite apart from the railway buildings and a separate staff,
**Greymouth Evening Star
December 16, 1909**

The Runanga railway Station c 1909 with the **Post Office** addition at left
[From Alexander Turnbull Library]

At the official opening of the New Post Office building, 18 November 1911, the Postmaster J P O'Reilly remarked on the remarkable increase in business.
In **1905**, 6830 items were posted and 15,740 items delivered
In **1910**, 74,590 items were posted and 104,900 items delivered.
A **letter-carrier** service was commenced **May 24, 1909** replacing an irregular delivery service by telegraph message boy that started June 18, 1908

The Post Office building at Runanga, which was opened on Saturday afternoon, bears on the front gable the words "Runanga Post Office." Lower down above the letter-box opening there is a small tablet announcing that money-order business is transacted there. But there is no notification that the office is open to transact telegraph work or that it is a telephone bureau. Yet such is the case as the business done there shows that it is very much needed, for all the branches of the postal, telegraphic and telephone work.
**Greymouth Evening Star
November 20, 1911**

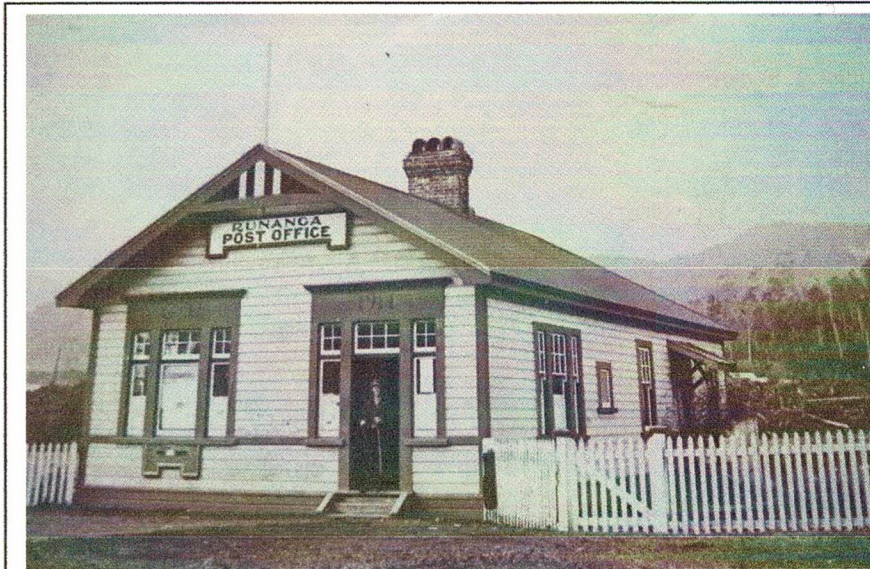


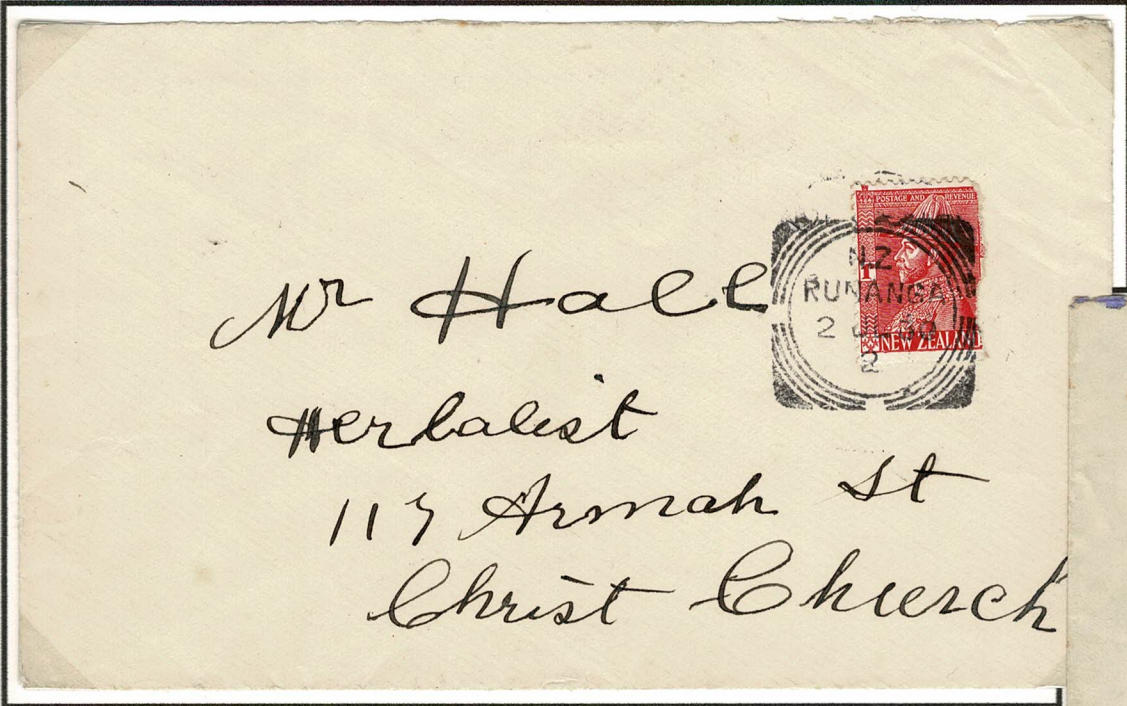
Photo from West Coast History - attrib Bill Johnson

Runanga Post Office closed March 30, 1992.

Datestamps:

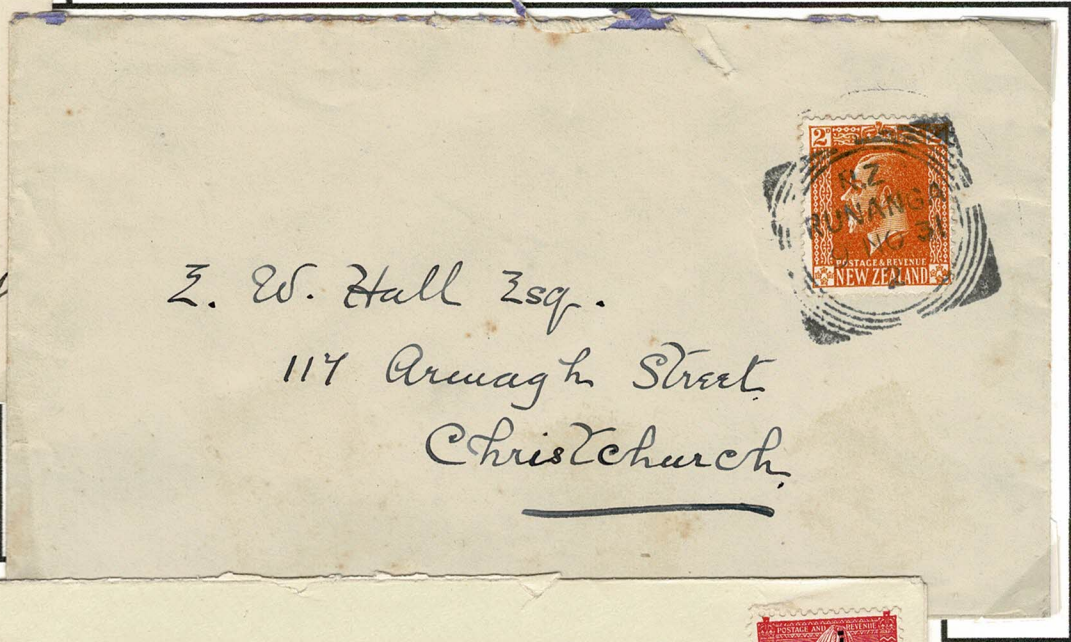
The **"F" Class 'Runanga'** datestamp was transferred to the new office from Dunollie. It was replaced by **"J" Class 29mm** in 1934 which was used until the office closed. **Relief** datestamps are known in 1934 and 1948

			
25 JA 21	18 DE 21	5 JL 32	OC 33
Runanga "F" Class			

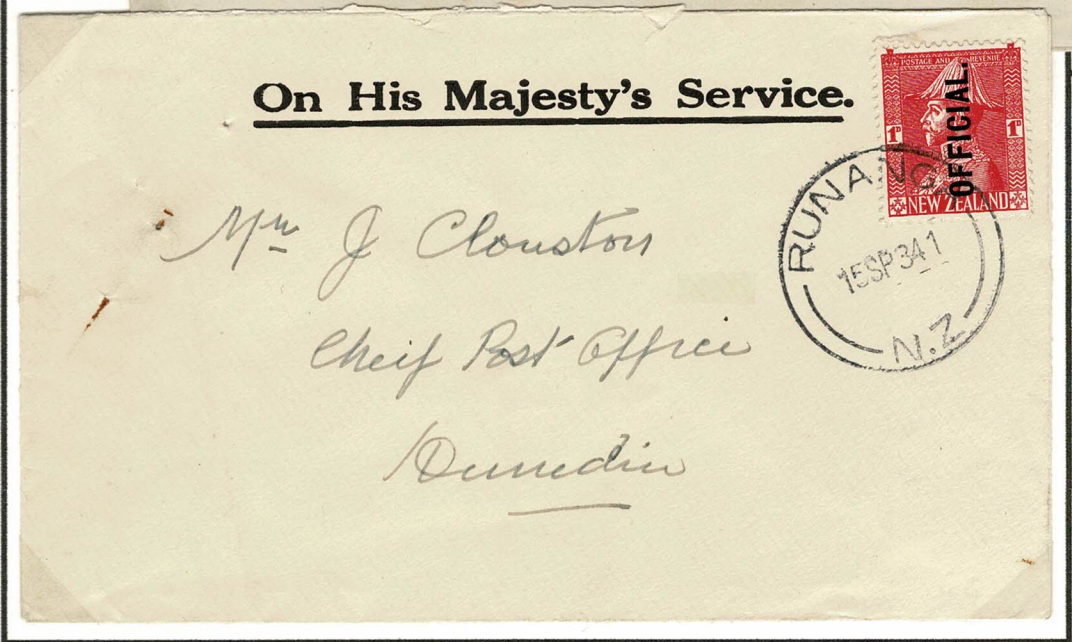


Runanga "F" Class 2 JL 30 index 2 on 1d Admiral
Runanga "F" Class 9 NO 31 index 2 on 2d KGV

E W Hall was a pharmaceutical herbalist in Christchurch with an expensive mailing list and 152 page sales catalogue. The archive of his mail is a valuable record of New Zealand Post Office markings



Skeleton Relief Datestamp 15 JE 34
Index 2
["F" Class being replaced
Skeleton Relief Datestamp 28 MY 49
index 1
["J" Class repair]



36 MR 36	17 MY 48	2 AU 55	9 AP 56	22 SP 58	14 MR 67
Runanga "J" Class 29mm datestamp Mail Index 1 - 3					

Letter from M K Cuthill, postmaster Runanga headed **Post Office Runanga 27 April 1972** on New Zealand Post Office stationery Form 63-A

Sent in New Zealand post Office envelope with **Official Paid** cancelled **Runanga 27 AP 72**.

Mrs **Isobel Hunt** was another of the pioneer women postmark collectors - here seeking a Registered Letter and a photograph of the post Office.

This group of women collectors [Mrs Doris Simmons, Mrs Vera Francis, Mrs Walker, Mrs Isobel Hunt, Betty Brown and Ivy Perry] were actively collecting from 1948 and their contribution to New Zealand postmark knowledge has never been properly acknowledged. Examples of their covers exist in every New Zealand postmark collector's material.

P.O.—63A

Telephone No.

Extension:



IN REPLYING PLEASE QUOTE
THE NUMBER HEREUNDER.

Post Office,
RUNANGA.

27 April 1972.

Mrs I.M. Hunt,
Box 1871,
CHRISTCHURCH.

Dear Mrs Hunt,

I apologise for the delay in fulfilling your request for a registered article and receipt, but I have been endeavouring to obtain a photograph of this Post Office for your collection. I have been unsuccessful in doing this, so took a snap with my own camera and have been waiting until all the film has been exposed. Unfortunately one of my children managed to get at the camera and has exposed the whole film to light.

However I have taken your address and will and will forward a photo as soon as I can.

Yours faithfully,

M.K. Cuthill
(M.K. Cuthill)
Postmaster.

NEW ZEALAND POST OFFICE

Mrs I.M. Hunt,
P.O. Box 1871,
CHRISTCHURCH.

OFFICIAL
PAID



IF NOT DELIVERED WITHIN
TEN DAYS RETURN TO
POST OFFICE AT POINT
OF MAILING

Y 123

Point Elizabeth No. 1 Mine - Dunollie State Mine

The Point Elizabeth No. 1 Mine was situated at the end of Herd Street in Dunollie. On **31 January 1902**, the Government gazetted the cancellation of the Coal leases in the Coal Creek area and established a much larger State Coal Mine Reserve which abutted the existing leases of Greymouth-Pointe Elizabeth Railway & Coal Company [Brunner lease]; Blackball Freehold lease and the Paparoa Coal Mining Company extending up to Ten-Mile Creek and including Seven Mile Creek. On **March 15, 1902** the construction of the Railway was taken over by the Public Works Department.

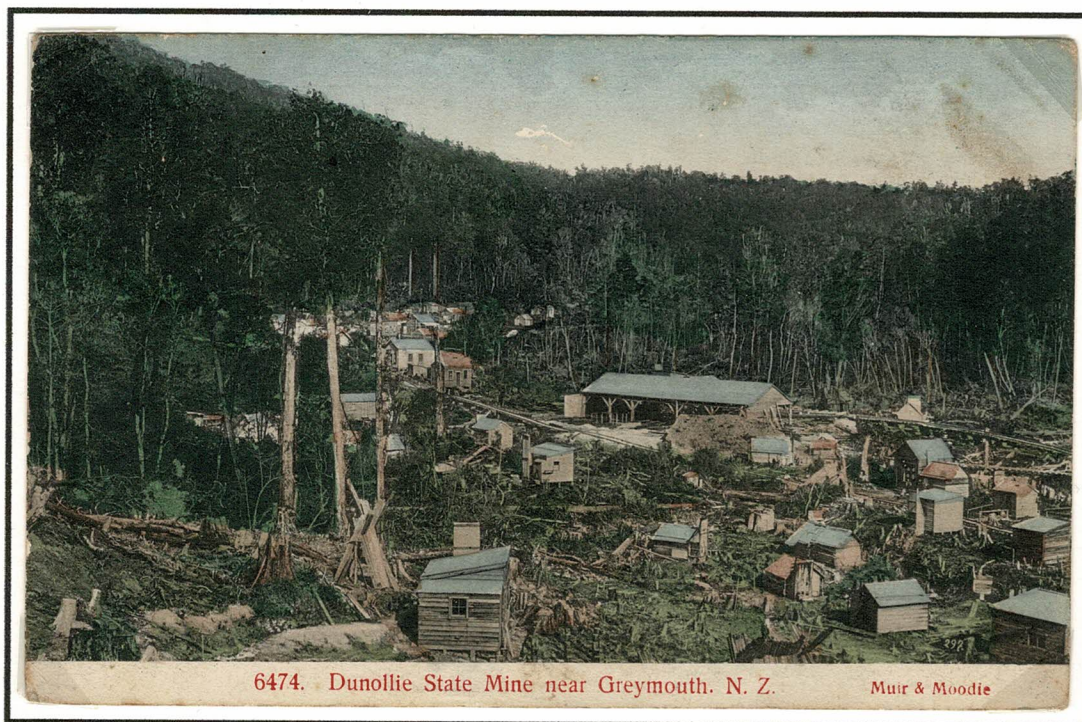
On **May 5, 1902**, Mr J Hayes finished laying out the survey for the mine opening work and the drive of No.1 Tunnel was started on **May 6th** on the South side nearest to Coal Creek. Three shifts worked to drive the tunnel 12 chains [240 meters] to the coal seam. By **March 1903**, each of the 4 Tunnels was making good progress with 50 men employed on this task, the ropeway was being cleared to the railway and the Manager's House [Jos Herd] was built. By **July 1903**, over 400 men were employed.

The No.2 Tunnel struck the Seam on **August 20, 1903** and mining commenced. By **October**, ventilation shafts as been driven into the workings and 500 tons of coal had been stockpiled. The Bins were completed **February 26th, 1904** using timber from the Pollock & Lee Sawmill that the State had taken over in 1903.

On **December 23, 1903** a new seam was discovered separated by 4m of fireclay - both "bottom" and "top" seams were to be worked. The ropeway was completed and ballasted and ropes installed and coal tubs ready for use.

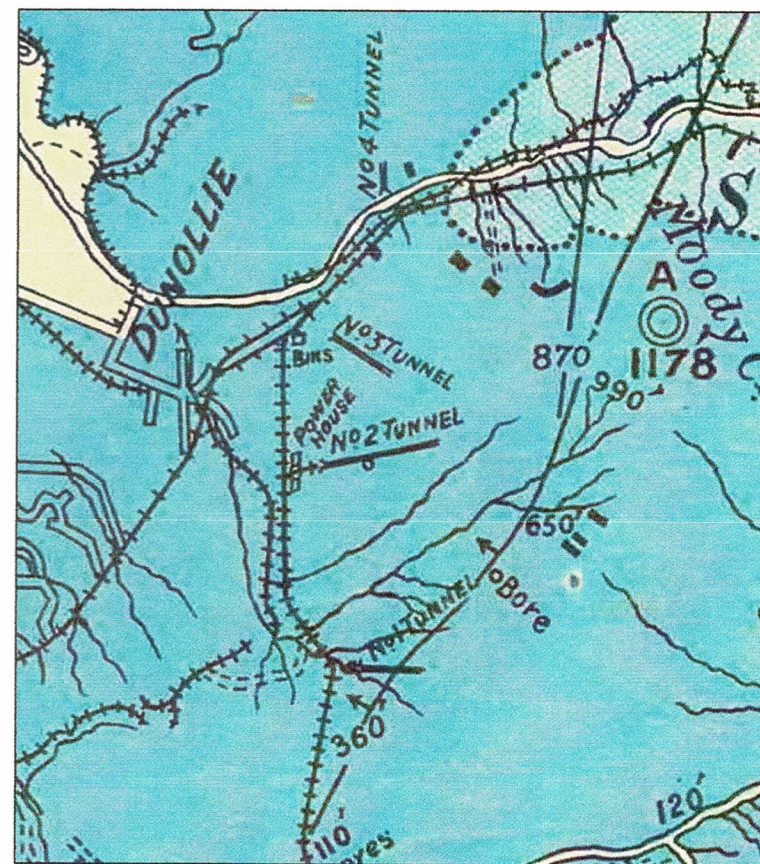
On **February 18, 1904** three tons were taken for testing on the Greymouth tug "Westland" with highly satisfactory results. On **May 13**, the rails over the Dunollie viaduct were laid and on **May 27, 1904**, the first loads were railed out to Greymouth Port for testing on HMS "Psyche". By **June 15, 1904**, 1400 tons had been produced and tested again and found very satisfactory for gas production and railway use. By **March 1905**, storage bins of 2000 tons capacity had been completed. State Coal depots were established in Wellington [April 1906], Christchurch [July 1906], Wanganui [May 1907] and Dunedin [July 1908]. The Bins were extended in **March 1909**.

The Inspector of Mines in his **Report October 23, 1913** stated that there was only 4 years of life left because of the converging faults. The mine was **closed March 19, 1920** having produced 2.4 million tons. **Peak Production was in 1910 with 213,000 tons produced and 476 men employed.** The record daily output was 1030 tons in January 1918.



6474. Dunollie State Mine near Greymouth. N. Z.

Muir & Moodie



Scan of part of 1911 Map of Greymouth Coalfield Shows the 4 Tunnels, Power House, Bins and Tramway. The geological faults can be seen as is the railway up to Rewanui and Liverpool Mine

Dear Ethel This is a rather
view of the surroundings
about the State mine
you cannot see any portions
of the mine the big shed is
the sawmill belonging to the
mine. I hope you will be able
to see the place very soon
sorry you have been sick hoping
you are quite well again
Love me with love from your Affectionate
Muir & Moodie

"Dunollie State Mine near Greymouth N Z" Divided back by Muir & Moodie

Message: "Runanga 6/5/07"

"This is another view of the surroundings about the State Mine. You cannot see any portion of the Mine. The big shed is the sawmill belonging to the Mine."

New Zealand State Coal Mines

Plan of the

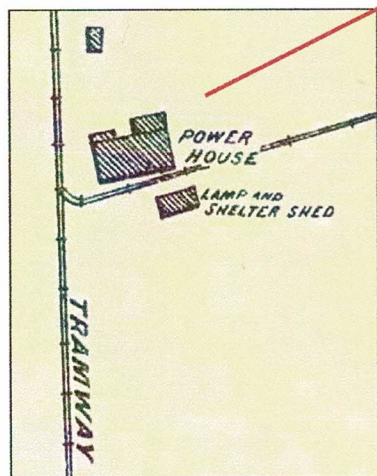
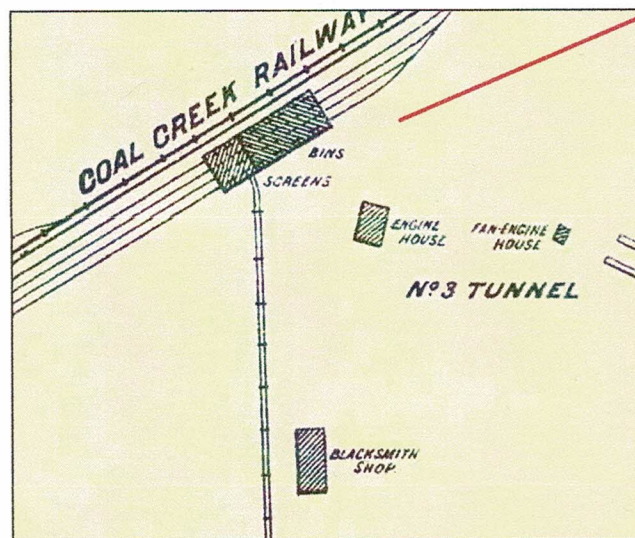
Point Elizabeth Colliery

James Bishop MIME, Manager

Signed R C Muir Authorised Surveyor 5.6.08

Appended to 1908 Report to House of Representatives,
Minerals and Mining "State Coal Mines" [45 x 85cm]

In Exhibitor's Library



No. 3 Tunnel

No. 2 Tunnel

Bore Hole

Tramway

No. 2 Section

No. 2 Main
Dip

Manager's
House

Bore Holes

Fault Line

No. 1 Tunnel

No. 1 Section

Main No. 1
Dip

Coal Creek

No.4
Tunnel

Fault
Lines

Bore Hole

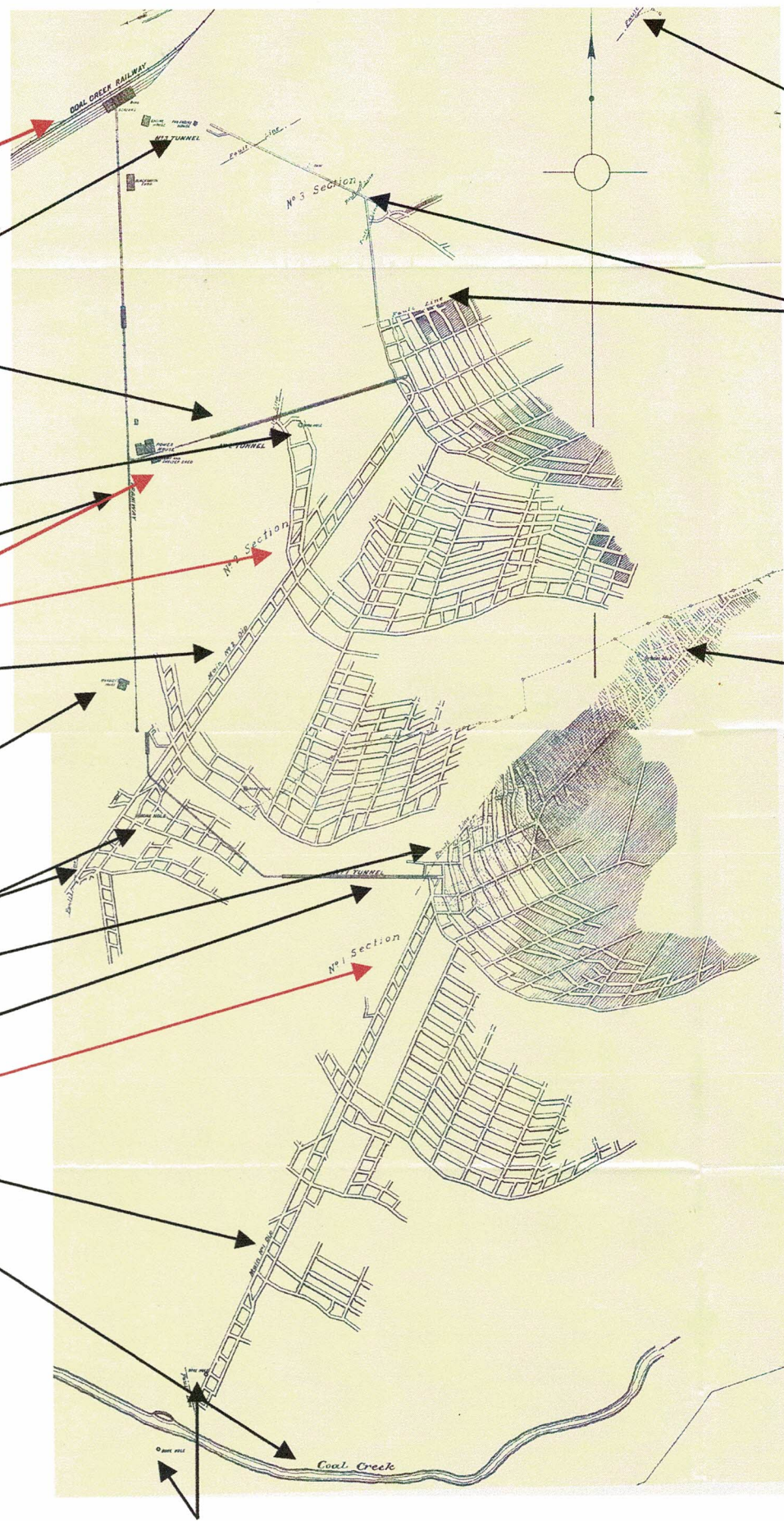
Bore Holes

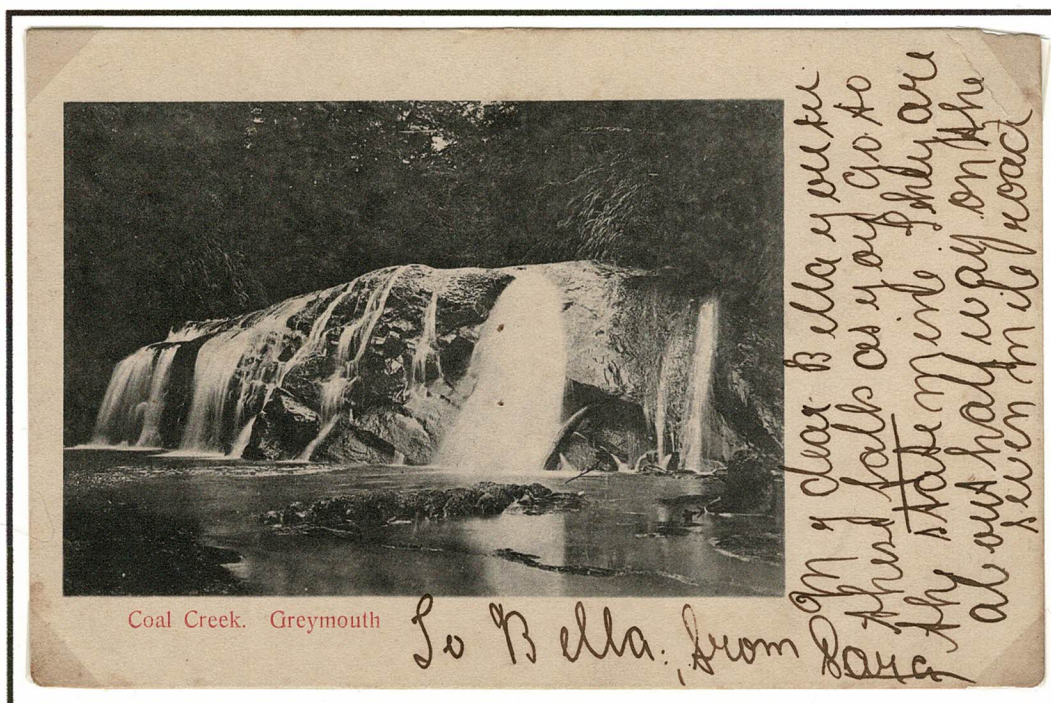
The Report by Mr Bishop highlighted total production 233, 497 tons
131,000 tons from No.1 Section and 102,000 from No. 2 Section.

There was 218,000 tons put to market with **Railways** 87,000 tons;
Private companies and Shipping Companies 65,000 tons and other
Government Departments 47,000 tons.

The **average production** was 900 tons per working day.

Employed were 299 men underground and 79 above ground - total
378 men





"Coal Creek. Greymouth"

Undivided back postcard "J.Ring's" annotated "1/3/05"

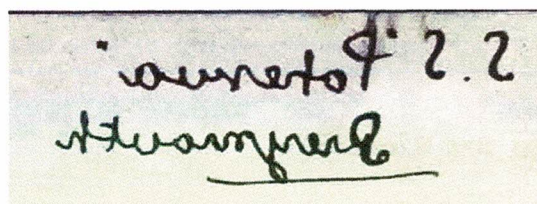


Message:

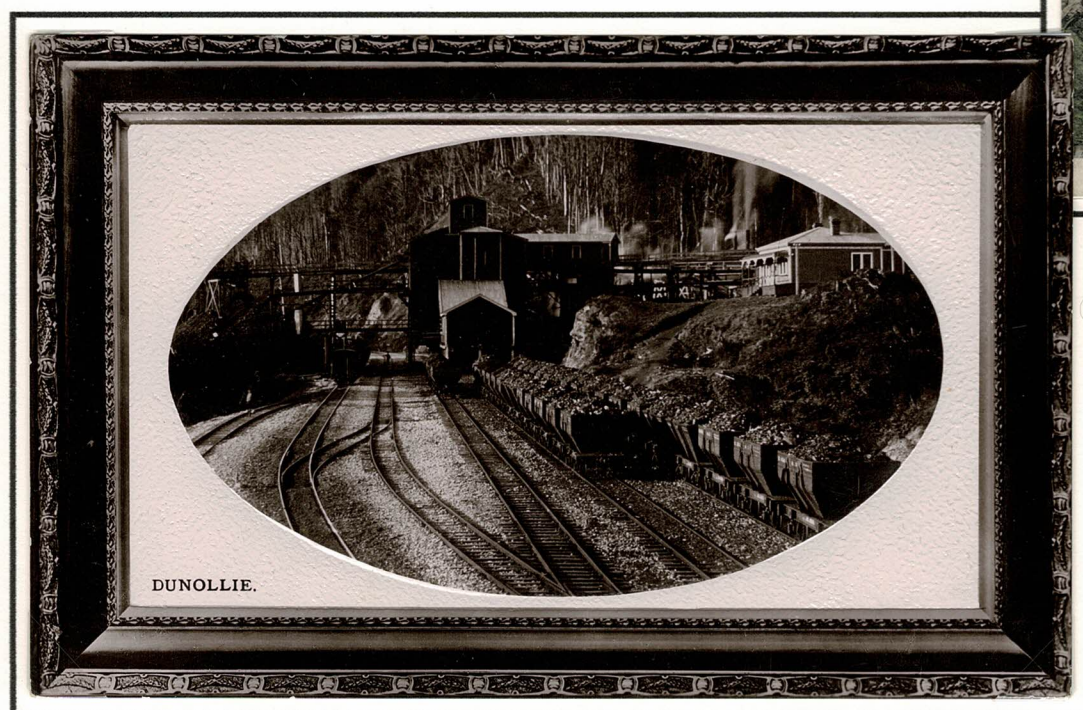
"... you see these falls as you go to the state mine. They are about halfway on the seven mile road."

Rapahoe [often referred to as "Seven-Mile" at the mouth of the Seven Mile Creek. Surveying up the creek started in 1906 resulting in a railway, mine [Liverpool State] and settlements of Rewanui and Upper Rewanui

Message in "Mirror Writing" with "SS Poherua" on picture side.



SS Poherua, 746 tons cargo/passenger was built in 1890 by W Harkness & Son of Middlesborough, for the Union Steam Ship Company for the coal trade. Stripped and scuttled in Cook Strait in 1924.



6474 "Dunollie State Mine near Greymouth N Z" Muir & Moodie divided back. Mailed from Greymouth 6 PM 9 MR 1909 [machine cancellation, ½ d postage to Wellington.

The Grey River Argus reports that the SS Poherua departed Greymouth 7 PM 9 March 1909 with mail for "Wellington and North"

"Dunollie" Divided back postcard from "Universal Post card Co. Dunedin." "Printed in Britain"

View shows the coal loading facility, the storage bins and the coal yard



6473. Dunollie State Mine, near Greymouth N. Z. Muir & Moodie

6573 Dunollie State Mine, near Greymouth N.Z."
Muir & Moodie divided back postcard from their Copyright Series of Views. Phototyped in Austria

The view shows the **Bins**, coal loading facilities and marshalling yard that were completed in **March 1905**. The **Tramway** is at right centre with the **Engine House** and **Blacksmith shop**. One rake of "Q: Class wagons waits for the locomotive while 4 empties are waiting.

"1. State Collieries, Loading Bins Dunollie N Z"
Divided back postcard "Printed in Saxony"
Issued by **John Ward, Runanga**



Headed **"Runanga 1/2/10"**

Message: **"This is the state mine about a 1/2 mile from Runanga"**

John Ward, Runanga

JOHN WARD.

Bookseller, Stationer and Fancy Good:
Repository,

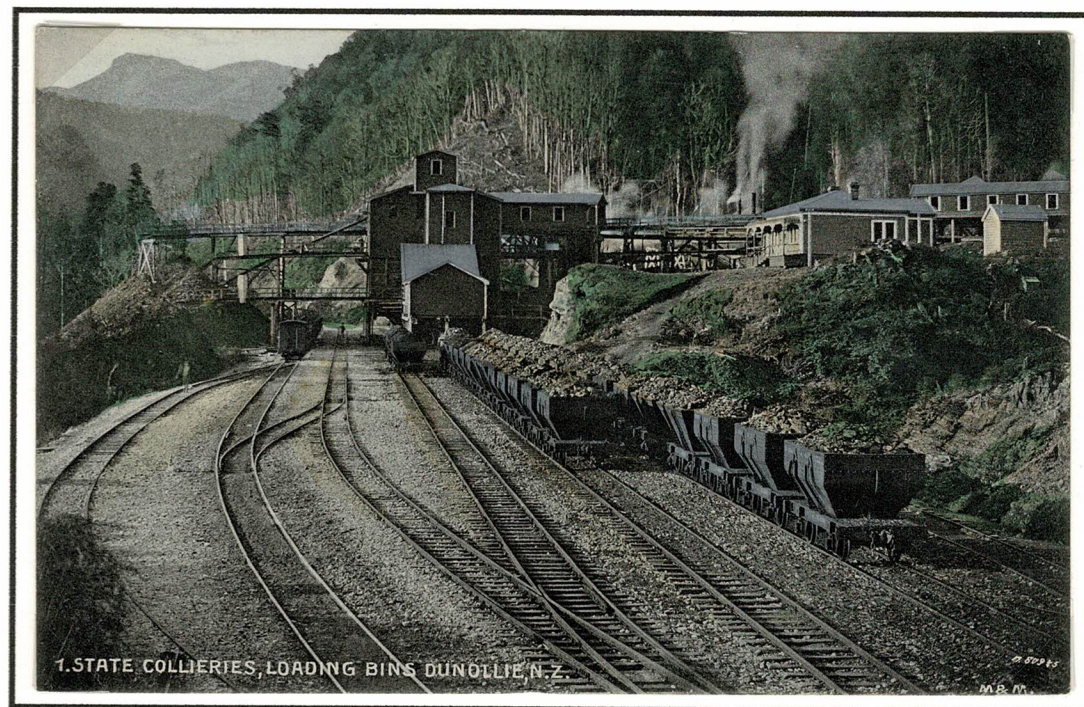
TAYLOR ST. : : : BRUNNERTON
McGOWAN ST. : : : RUNANGA

DIRECT Agent Zealandia and Orior
Ranges, Dunlop Tyres, Rubber
Heels and Bicycle Requisites, School
and Nursery Requisites, Crockery
Lampware, Fishing Tackle, Patent
Medicines. Orders booked for all
kinds of English and Colonial News
papers or Magazines; also Printing and
Advertising Agent. Enquire prices and
you will find the cheapest house on the
Coast. United Insurance Coy. risk
accepted at lowest current rates.

Greymouth Evening Star
January 14, 1909

Mr John Ward, stationer, Runanga, has just opened a new line of post-card view of Runanga and State Collieries, and invites the residents to inspect his large and up-to-date stock of post-cards. I has the largest stock of these on the West Coast.

Greymouth Evening Star
September 29, 1909



1.STATE COLLIERIES, LOADING BINS DUNOLLIE N.Z.



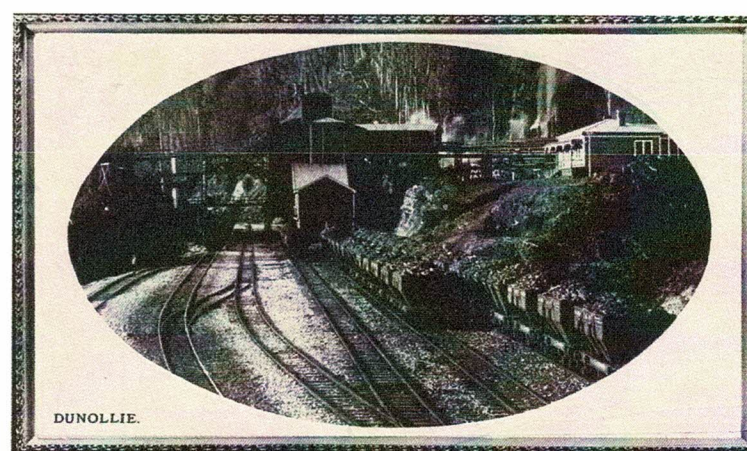
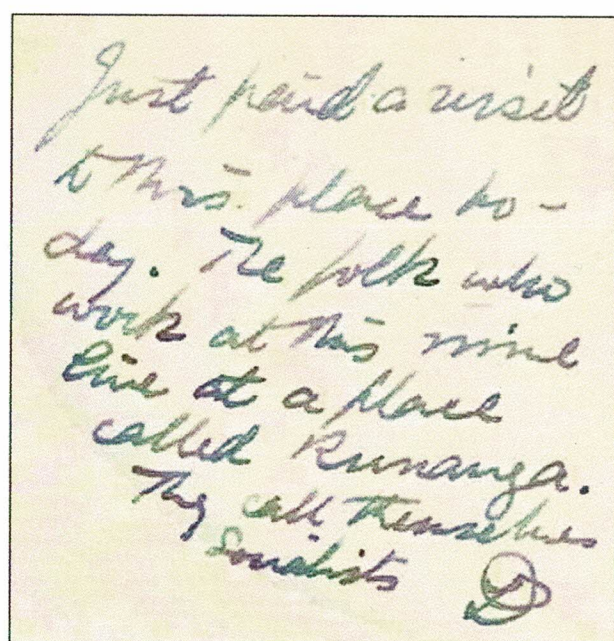
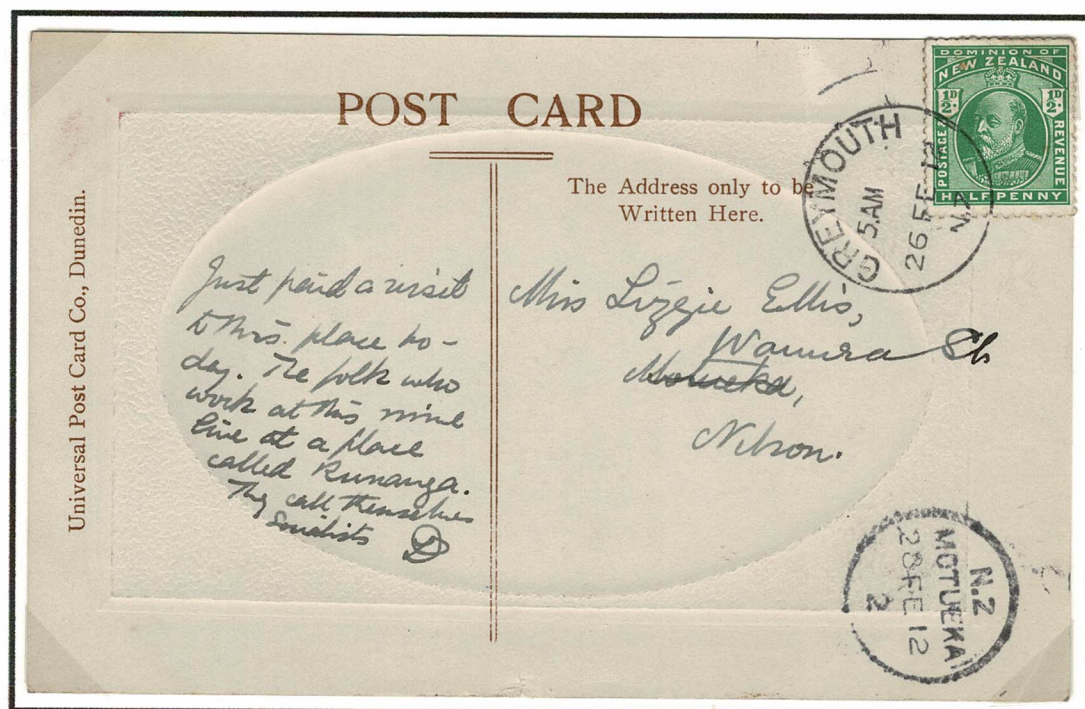
Bottom right has **"M&M N 80915"** indicating a Muir & Moodie Photo

The view shows the **extension to the Bins** and storage completed in **March 1909**. The tree stumps have all been removed and the new **State Mine Office** building completed

The Runanga Socialists

It was the Blackball Strike of 1908 that brought Socialism and the trio of **Bob Semple, Patrick Hickey and Patrick Webb** to prominence. Hickey and Webb had been dismissed from the mines at Denniston and found work, aided by Semple, at the Blackball Company Mine. This mine was the only one where 'Crib Time' [time set to eat lunch in the Mine] was 15 minutes [an arrangement agreed in the past allowing men to knock off 15 minutes early]. This was not an issue covered by the Arbitration Act of 1890]. Hickey and Webb, assisted by Semple set up a Socialist Party in Blackball and looked to take advantage of the 'crib' issue and engineered the **Blackball Strike**.

Semple was the President of the **Coal Creek Miners Union** and a strong advocate for both unionism and socialism and the co-operative ideals. He was instrumental in the creation of the **Runanga Co-operative store** in 1906 and the **Miners Hall** in 1908. The slogans on the Hall "**United we Stand - Divide we Fall**" "**World's Wealth for the World's Workers**" "**Not for a Race but for all Mankind**" "**The World is Our Country, to do Good is our Religion**" - gave a good idea of the Philosophy.



Centre of Postcard "Dunollie"

Postcard from Universal Post card Co., Dunedin. Mailed with ½ d KE from **Greymouth "B" Class 26 FE 12**, received Motueka 20 FE 12. Message reads:

"Just paid a visit to this place today. The folk who work at this mine live at a place called Runanga. They call themselves **Socialists**."

Patrick [Paddy] Charles Webb

As a result of his involvement in coal-mining strike action in Australia, **Webb** was blacklisted, and in 1905, he moved to New Zealand to seek work. He moved to the West Coast, working in mines first on the Denniston plateau and then at **Runanga**.

Webb became involved with the **New Zealand Socialist Party**, and was an advocate for socialist ideals. Webb scored a considerable victory when he organised a successful strike at a mine in **Blackball**.

When the Labour Party won the 1935 general election, Webb was appointed to Cabinet by Michael Joseph Savage, his old friend from the mines in Australia. He was given the position of **Minister of Mines**, a role in which he pressed for the **nationalisation of the coal-mining industry**.



Minister of Mines 1935-1945.

Office of the Minister of Mines
letterhead July 23, 1940
to JT Dove, Seddonville

Signed "**PC Webb**"

Minister of Mines



DOMINION OF NEW ZEALAND

Office of the Minister of Mines,

WELLINGTON.

JULY, 23rd. 1940.

Dear Sir:

APPLICATION FOR A LOAN OF £1,000.

Further to my letter of the 11th. June, I have given full consideration to a report submitted by the Department on your proposal, and regret to state that I have reached the conclusion that the prospects are not good enough to justify me in recommending the Government to grant a loan of £1,000 for the purpose.

Yours faithfully,

PC Webb

Minister of Mines.

Mr. J.T. Dove,
SEDDONVILLE,
Via WESTPORT.

This is my husband's
address

Mr. James Jenkins
of the State Coal Mining Company
Dunollie
N. Greymouth
West Coast.
New Zealand.

28 Scalegill Rd
Moor Row
3rd Dec.

Dear Sir.

I have seen Mr Bonney
& Mr. Patterson, and they are
both willing to act as witness
es.

I remain

Yours truly
Jane Jenkins.

Letter from Jane Jenkins 25 Scalegill Rd, Moor Row [Cumbria NW England] dated 3 Dec [1908]

James Jenkins was employed as a miner in the **State Coal Mine at Dunollie**. He had arrived in New Zealand in December 1906 with his brother John in response to the extensive advertising and promotion of a better life for miners in New Zealand. Both Jenkins were employed by the **Montreal Mining Company at Moor Row Cumbria UK**, which was an extensive iron mine with open cast and shafts.

It was not unusual for men to emigrate then send for their wives and family when they were settled. The letter from **Jane Jenkins** confirming a firm of lawyers as witnesses was likely an application for **assisted travel to New Zealand** with her 3 children. James Jenkins had a lease granted for a **Section in Runanga** in July 1908 and is listed in Stone's Directory of 1909 as "**miner**"

6688 James Jenkins applied for a
renewable lease over 1 rood, being Sec,
13, B k. XAIII, Runanga Township.—
Granted.:

West Coast Times 16/7/1908

Shackleton Antarctic Expedition 1908-1909 - "Nimrod" - State Coal No. 1

The Government donated coal from **State Coal No.1 Mine at Dunollie** for the 1908-1909 British Antarctic Expedition under Ernest Shackleton. The coal was sent by collier to Lyttelton where 255 tons were loaded on "Nimrod" and another 10 tons two days later **total 265 tons**. Departed **December 1, 1908**. When Nimrod returned in March 1909, 82 tons remained in in bunkers. This was the Government response as the 1907 expedition received coal from the Westport Coal Company!

"Shackleton Outshacked en Route for the South Pole" "Vic" Coll: Capping carnival 1909" "ZAC" Photo Well. NZ" [Victoria College]

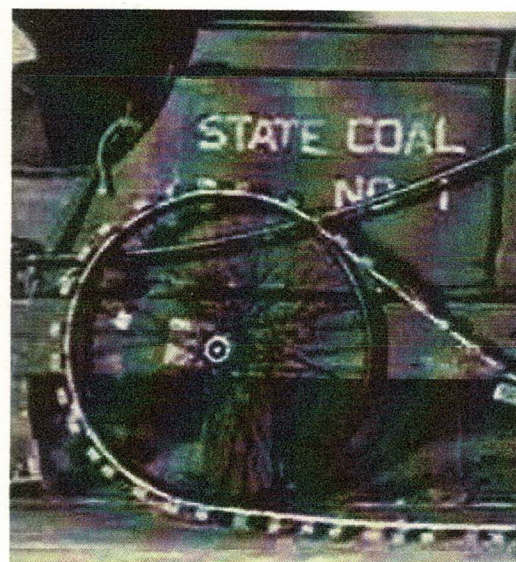


Real Photograph Postcard by "ZAC" - J Zakariah - his real photograph postcards are unequalled in documenting the events and social occasions in Wellington. Mailed at **Wellington** with ½ d Mt Cook stamp cancelled "C" Class 26 JL 09 to Woodville.

Message: "This is a photo of the **VC Motorcar**. It was taken after the **concert we gave for the unemployed**. The car had been taken to pieces several times & so is a bit frayed here & there. A man sat inside the tower part and turned a handle that worked the wheels and I can tell you that ratchet arrangement kicked up a row. In addition we had a man with a motor byke stationed behind the scenes and all the explorers had horns. If you had not seen the programme with the songs I can let you have a copy. The farce was very good - much beyond anything they have done before. My performance came off as "Curtain raiser" In other words I fulfilled the humble, if useful offices of chief stage hand."

The Concert for the Mayor's Unemployment Relief Fund was **17 July 1909**

P.P.S. I reckon I have got my money's worth out of this p/c what do you think? R.G.B.
Dear Dick
"PPS I reckon I have got my money's worth out of this p/c What do you think?"



THE MOTOR CAR.

A COMMISSARIAT CONVEYANCE.

ITS VALUE DEMONSTRATED.

The motor-car was a new venture in connection with polar exploration, and when it was seen to have come back safely with the Nimrod, lashed securely on the deck forward, there was naturally a great deal of curiosity as to how it had behaved. The car is an Arrol Johnston, petrol driven and specially designed for work amongst the ice and snow. Many motor experts cast doubt upon the usefulness of such a machine in the polar regions, but experience seems to have proved them to have been wrong.

Lyttelton Times March 26, 1909

The great event of the year among students of Victoria College is the Capping Carnival, which this year takes place on the 24th and 25th June.

This year the carnival sketch is a skit on the recent Antarctic Expedition, entitled "Shackleton Out-Shacked."

Lyttelton Times March 26, 1909

MAILS AND GIFTS.

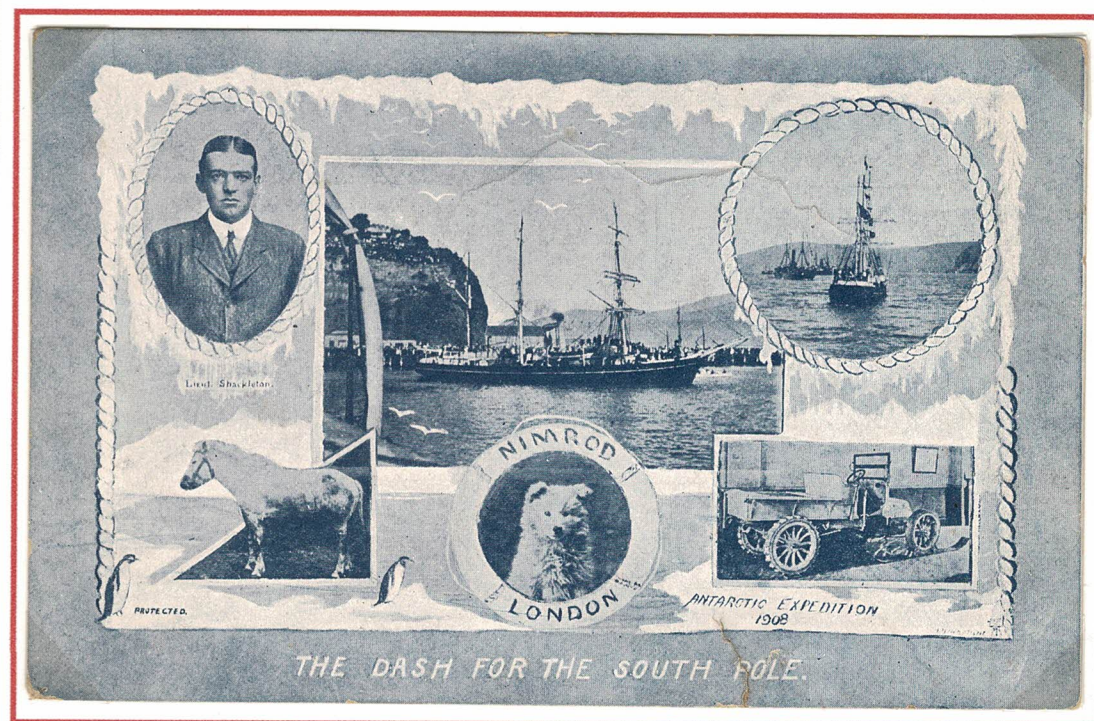
A large mail was sent down by the Nimrod for members of the shore party, Mr Kinney having submitted it to a drastic process of elimination, in order to weed out unnecessary pamphlets and other communications sent along with the sole object of securing the King Edward's Land post mark.

Christchurch Press December 2, 1908

"The dash for the South Pole" "Antarctic Expedition 1908"

protected postcard, no details.

Shows the "**Nimrod**", Shackleton, Horse and dog and the **Arrol Johnston** vehicle



Derailment & Murder



Derailment - Photograph James Ring [History-House Greymouth] July 22, 1908

ENGINE AND FIVE COAL TRUCKS DERAILED.

This afternoon at 2.30 o'clock a serious railway accident occurred on the wharf, alongside the side station on Mawhera Quay.

At that hour an engine, with a large number of trucks, together with some carriages, came steaming in from the State Collieries.

When alongside the station, the engine gave a sudden lurch, and was thrown crossways on the rails.

Five trucks (fully loaded with coal) then left the rails, the one next to the engine being overturned, and the coal emptied on the ground.

The trucks ploughed into the ground for a couple of feet, and then came to a standstill.

It will take a considerable time to get matters righted again. Some of the trucks appear to be damaged a great deal.

The cause of the derailment was that a rail had been removed whilst repairs were being effected.

When the accident occurred, there was a rush for the locality, and soon several hundreds of people had gathered about.

Greymouth Evening Star
22 July 1908

The **Greymouth-Point Elizabeth Railway** carried over 2.4 million tons of coal from the State Mine between 1904 and 1920. In that time, this was the only derailment of a coal train reported

Robbery & Murder November 9, 1917

A car being driven by **John Coulthard** with Isaac James, Mine Manager State Colliery and **William Hall** chief pay clerk was held up at gunpoint on November 9, 1917. They were transporting the fortnightly pay of £3659/16/8d for workers at the State Mine. The assailant shot and **killed** instantly, John Coulthard [son of the previous Mine Manager] and shot William Hall who died of injuries December 28, 1917. The culprit was eventually arrested, tried convicted and hanged at Lyttelton

Miss A Coulthard
c/o Mr J. Coulthard
Mine Manager
at Lyttelton

Scan of part postcard addressed to
Miss A[nn] Coulthard John's sister
[Postcard is in Brunnerton section]

EXECUTION OF EGGERS.
MAINTAINED HIS INNOCENCE.
DEATH INSTANTANEOUS.
(Per Press Association.)

CHRISTCHURCH, March 5.
Frederick William Eggers convicted of the murder of John Coulthard on the West Coast was executed at Lyttelton to-day.

His demeanour on the scaffold was very firm.

In a statement to the sheriff, which the Press was unable to obtain except in snatches, the murderer persisted that he did not do the shooting.

Death was instantaneous.

Grey River Argus March 6, 1918



A committee was formed in Runanga November 8m 1918 to raise fund for a memorial to John Coulthard and William Hall. It was **unveiled June 7, 1921.**

Photo 2002, Exhibitor & Elizabeth Marshall

Rewanui - State Mine Extension - State Collieries Extension - Point Elizabeth No. 2 Colliery - Liverpool State Mine - Siberia

State Coal Mines had taken over the coal leases in the Coal Creek area and declared a large area as State Coal Reserve on 30 January 1902. Geological surveys of the area of Seven Mile Creek were completed by November 1906 but further work was done in the Ten Mile Creek during 1907. In 1908, the colliery manager at Point Elizabeth Colliery reported to Mines Department that recent work had confirmed an extensive un-faulted field of high quality coal in the areas of Garveys Creek, Seven Mile Creek and ten Mile Creek Gorge. The Government was aware of the need for a new field and the Mines Department decided its next colliery would be up Seven Mile Creek at a locality which would soon be known as **Rewanui**. The new mine would be **Point Elizabeth No. 2 Colliery**.

There were 6 major works required and it was decided that all would be developed simultaneously:

1. Service Horse Tramway
2. Rewanui Incline Railway
3. Rope-road
4. Bins
5. Townships
6. Mines

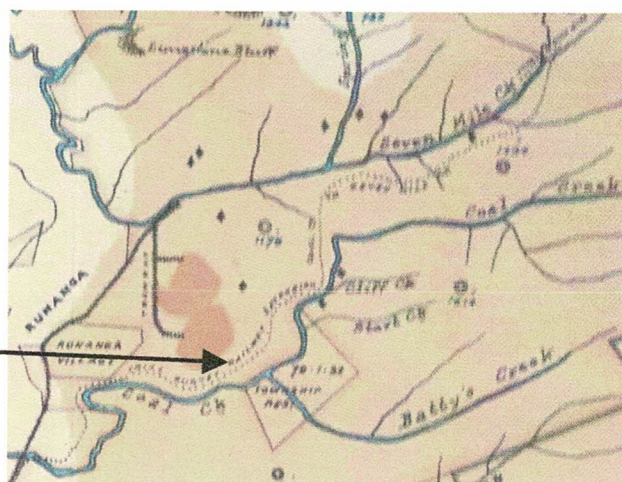
Service Horse Tramway

This was built in 1909 to give access to the No.1 Mine. The tramway ran up the north side of Seven Mile Creek on a gradient of about 1:12. It was all done by hand and required large cuttings but no large bridges. Wooden rails were laid with steel rails on bends. Teams of horses hauled up trolley loads of equipment including boilers, steam compressors and building materials. It was largely abandoned once the rope-road was functioning.

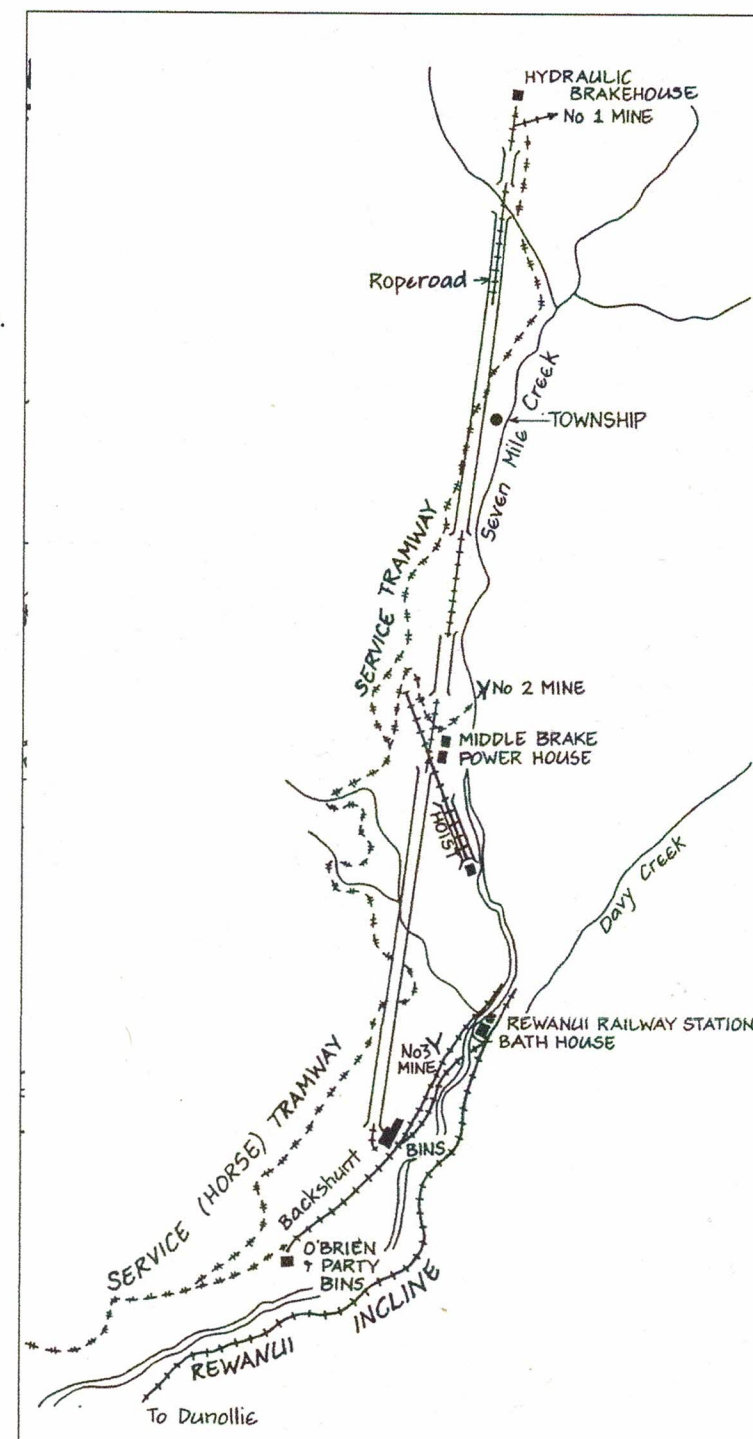
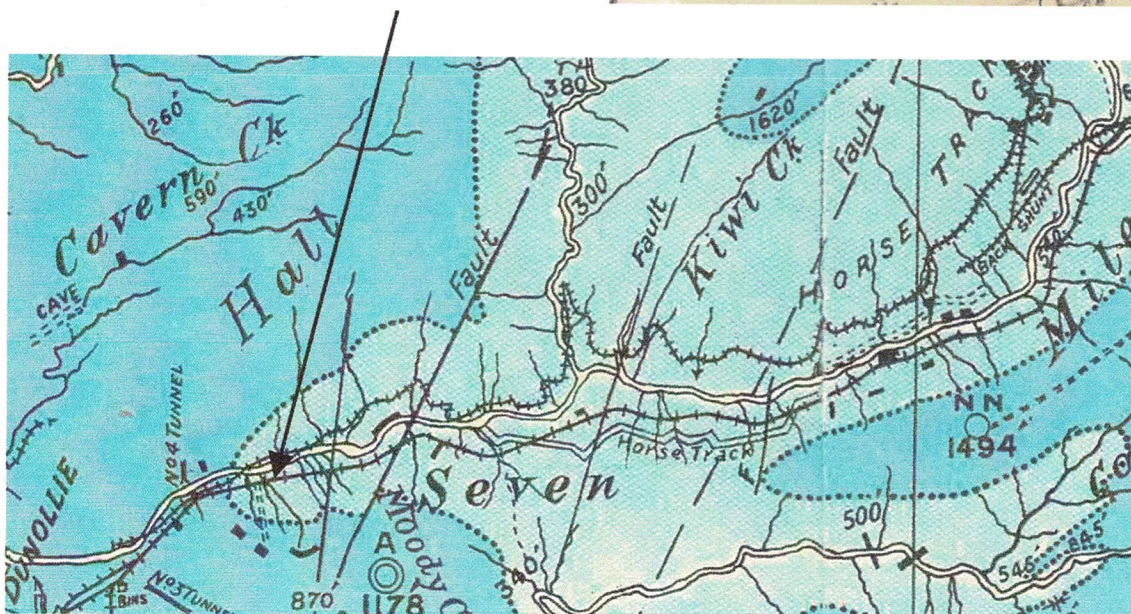
Rewanui Incline Railway

A "Trial Survey railway Extension to Seven Mile Creek" was carried out in early 1907 with the connection to the Greymouth - Point Elizabeth railway south of the Coal Creek bridge. Shown on the 1908 Map of Grey Coalfield]. This was reviewed in late 1907 with the connection to be at Dunollie as shown on the 1911 Map. In Exhibitor's hands

Trail Survey Line 1908



Rewanui Incline Railway [under construction] 1911



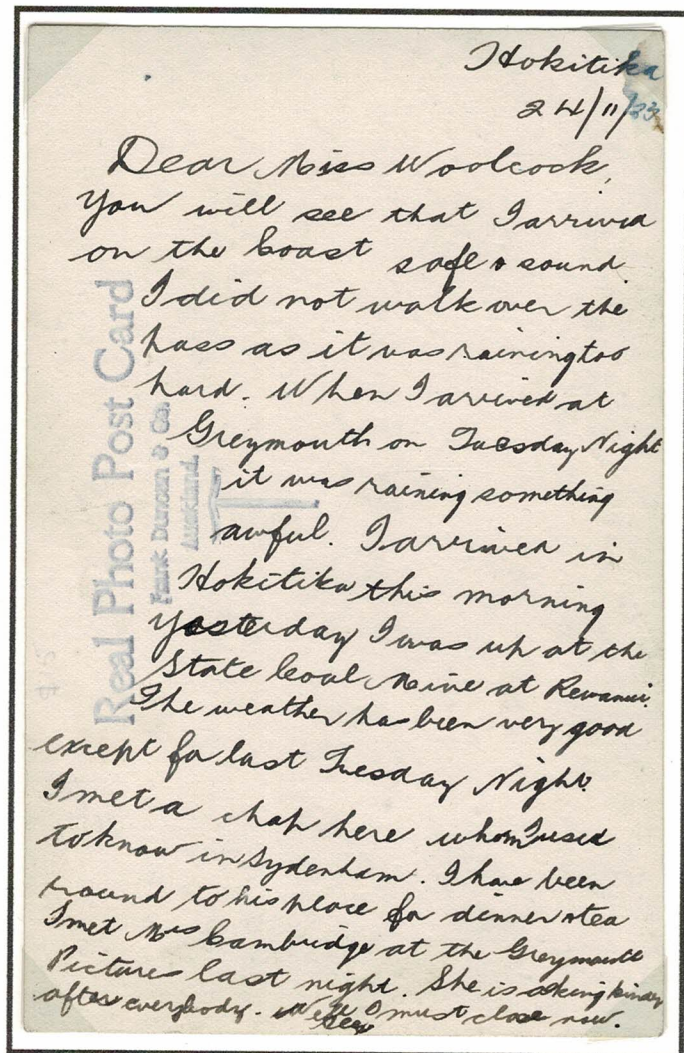
Schematic of Rewanui & Liverpool Area
[modified from "Siberia to the Sea"]

The **Rewanui Incline Railway** - Coal Creek Extension - State Mine Extension - Point Elizabeth Extension - Seven Mile Branch - was 5km in length and took over 4 years to complete with 2 tunnels and a Fell Centre braking line for the fall over the length was over 500m. By May 1909 over 340 men were working over 48 separate contracts. It carried over **5,000,000 tons of coal from the Liverpool Mines**. It was built by the **Public Works Department**, declared fit and safe for use **June 26, 1913** and handed to the New Zealand Railways **January 21, 1914**. It was a public railway and the incline was used by most of the Residents - Miners who lived in Runanga - trips to Greymouth etc. It was also a tourist attraction, visitors travelling up and down on the miners' train for a brief look at the mine environs. When the Liverpool Mines closed in 1984 all services were cancelled from **November 5, 1984** and rails uplifted leaving a roadway to Rewanui.

Exhibitor at South Portal of No.1 Tunnel

This was 45m in length, completed with walls and arch in **October 1909**. When the two construction teams met it was found that they were only 10 cm out of alignment. The completion of the lining was delayed by a shortage of shingle for the concrete.

Access was restricted in 1990 by locked gates.



"Hokitika. F.G.R 6625"
Real Photo Postcard from
Frank Duncan & Co.
Auckland.

FGR is Frederick George Radcliffe. From 1915 he issued small numbers of his real photo postcards under the imprint of Frank Duncan.

Headed "Hokitika 24/11/23" message in part:

"When I arrived in Greymouth on Tuesday night it was raining something awful. I arrived in Hokitika this morning. *Yesterday I was up at the State Coal Mine at Rewanui....*"

Rope-Road

This was required to bring the coal from the Mine [Point Elizabeth No. 2 - Later Liverpool No. 1] to the bins. It was 3200m long with a fall of over 200m. It had 4 tunnels - total 1800m and 2 large viaducts spanning 140m and 180m. It was largely completed by **1910**. It worked by gravity and had two large hydraulic brake systems. The upper section was the travelling route for workers and residents until a track to the township [**Upper Rewanui**] was built in 1935. When the No.1 mine closed in 1932, much was taken up but the part immediately above Middle Brake was used to deliver goods and household coal to **Upper Rewanui**. When No.2 mine closed in 1965, the rope-road was dismantled.

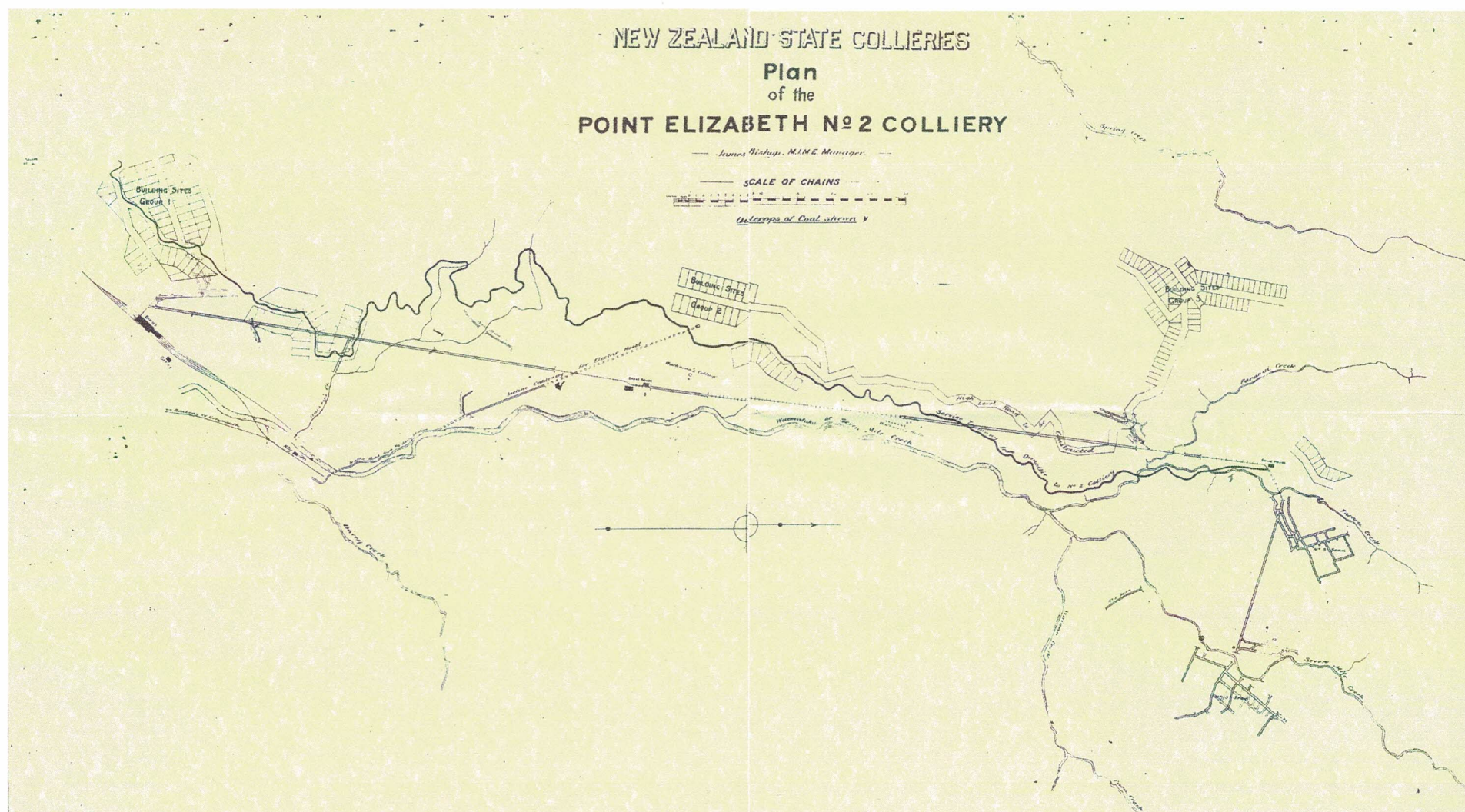
Bins

The bins were capable of holding 4000 tons of coal. Their size reflected not so much the mine's output as the ever-changing state of the Grey River bar. A good amount of storage capacity was required to enable the mine to keep working while colliers were unable to enter or leave the harbour. Construction started in 1911 and was completed in **1913** and was electrically lit - the first such in the country. In January 1918 a huge slip engulfed the site requiring new bins of 3500 tons capacity. When the mine was closed, the bins remained a tourist attraction but were demolished in 2000-2001.

Townships & Postal Matters

Officially, Rewanui was to have been built on **three sites**; above the Bins, Middle Brake and top mine respectively. In reality settlement was never so ordered as men preferred to live as close to their workplaces but there were still **three Rewanuis - Lower, Upper and Siberia** [far up in the shadows of the Paparoas]. At first the locality was called the **Extension**, then it was **Liverpool** and only later was it **Rewanui**. The origin is unclear but it may mean "Tall Tree" which is appropriate. The Lower Rewanui site was appropriate for the horse tramway but most of the development occurred in the area around the back-shunt.

Reduced scan of the **Plan of the Point Elizabeth No 2 Colliery** c 1913 [original in exhibitor's library]
Shows the Three Building Sites and Sections



Townships & Postal Matters

Rewanui Post Office opened **September 20, 1910** at Dennehy's store with a telephone bureau added in December 1911. The Dennehy Brothers Jim and John were involved with transporting heavy materials up the horse tramway to the mine site during 1909. It was later at the railway station and a letter carrier was employed by 1928. The Post Office used two "J" Class datestamps. Closed **November 4, 1961**

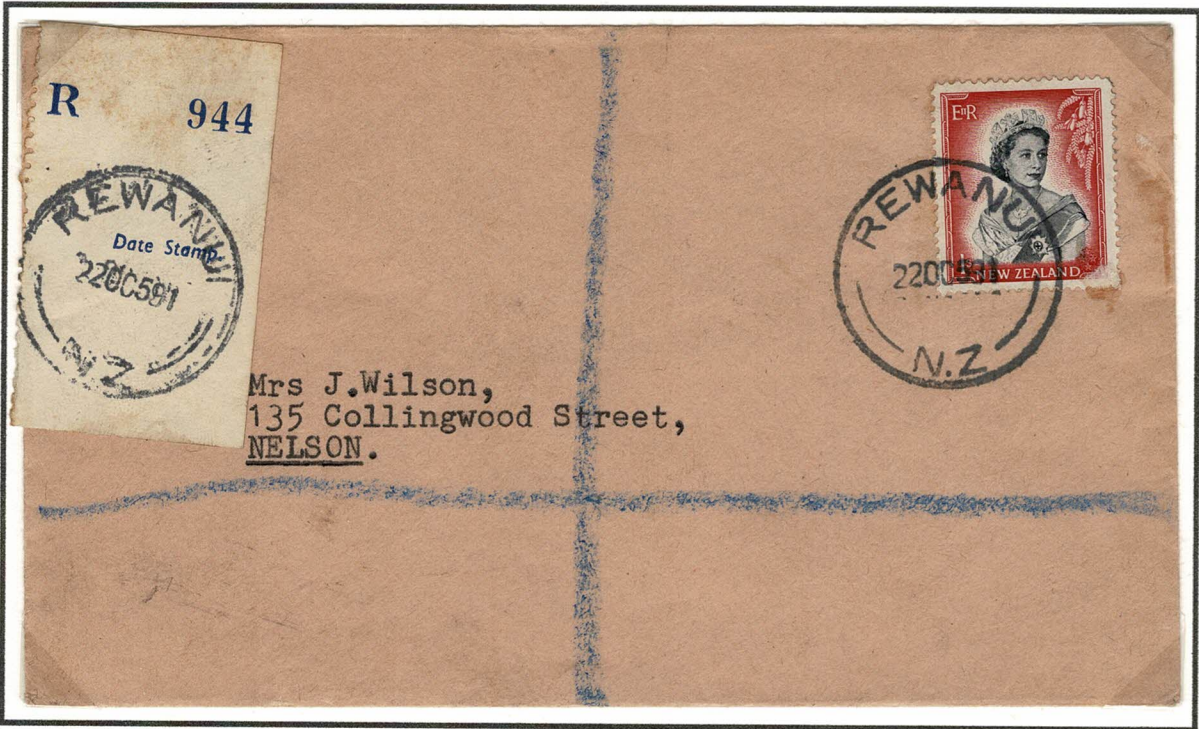
From Tuesday, 20th instant, a post office will be opened at No. 2 State Collieries at Dennehy's store, to be named "Rewanui." Mails will be despatched twice weekly, leaving Greymouth Tuesdays and Fridays at 6.30 a.m. and Rewanui the same days at 3.30 p.m. "Rewanui" interpreted means "great elevation."

Greymouth Evening Star
September 17, 1910



A telephone bureau has been opened at Dennehy Bros' store at Rewanui, State Mine Extension. Subscribers using the 'phone are asked to give two short rings. For the convenience of residents in that locality arrangements have been made for the official election and licensing returns to be made known.

Greymouth Evening Star
December 6, 1911



Rewanui Registered 22 OC 59

Upper Rewanui Post Office opened **June 5, 1928** and closed **September 5, 1941**. It was opened in response to the further development of the Liverpool No.2 Mine. Access was initially by foot then by the cable car [Hoist]. The mailbag was sent up from the Rewanui Station daily.



A "J" Class 28mm datestamp was used - Rarity 8

Liverpool State Mine

The **Liverpool State Coal Mine** comprised several mines, numbered from 1 to 4 with some duplication. No.1 [1909-1932]; No.2 [1913-1914]; No.2 [1919-1969]; No. 3 [1913-1926]; No.3 [1960-1984]; No.3A [1916-1921]; No.3 Extended [1923-1926] No. 4 [1921-1925]. They were operated on the conventional bord and pillar system which went in two phases. The first was development where the miners went forward extracting coal from bords and leaving pillars to support the roof. Then came pillar splitting and extraction when they gradually retreated leaving the roof to collapse behind them. Major production was from the No.1, the second No.2 and first No. 3 mines. Total production to closure in 1984 was over **5,000,000 of high quality sub-bituminous coal**.



"Liverpool Miners" from "Grey District Coal Mining in Photographs" The text includes **"the No.1 seam entrance was 532 m above sea level and 3.2km from the railway. No.2 entrance was 2.4km from the bins and 471 m above sea level."**

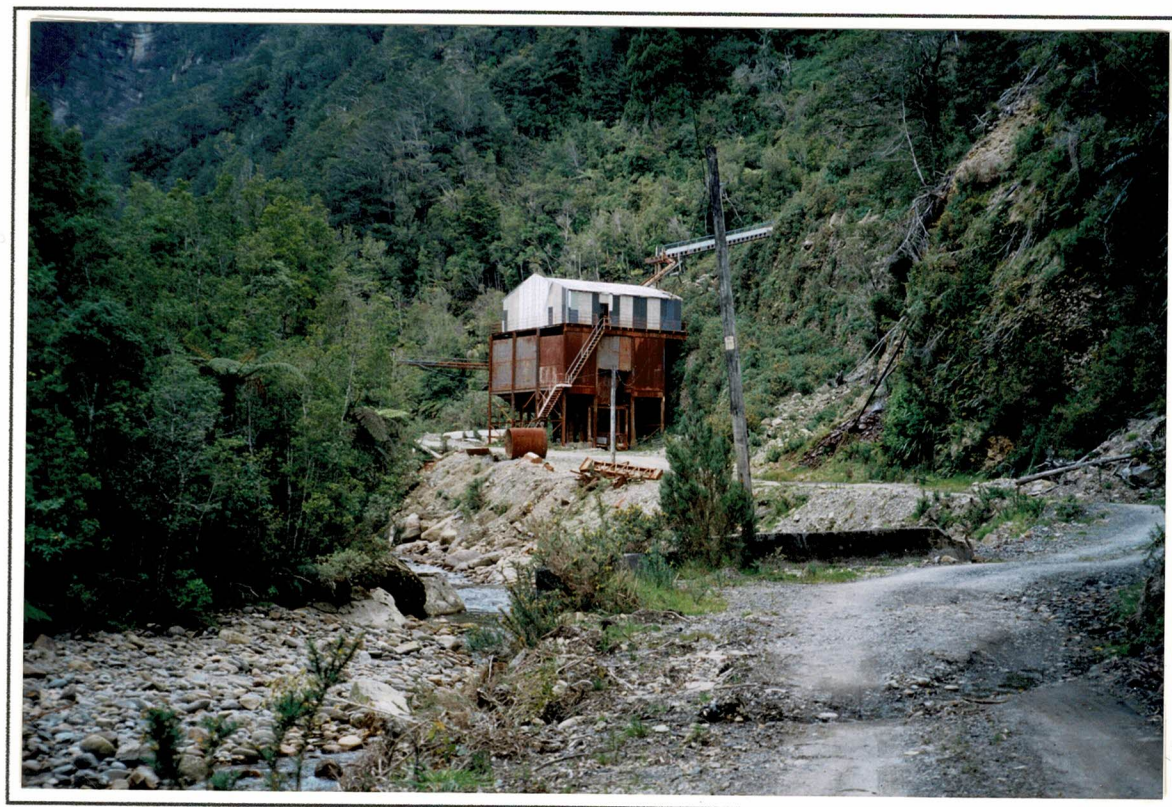
The photograph is in "Siberia to the Sea" it is by Alexander Bathgate and shows ***"Miners about to go on shift in No. 1"*** and dated **August 1928**

Private Mines

Development of the Rewanui Incline created opportunities for private parties to mine coal deposits which were of no interest to the State. During the 1920-1930 period a number of mines were established, some with their own storage bins and shoots to allow loading to wagons on the railway. It is estimated that these private mines produced over **350,000 tons** until the Incline was closed.

Exhibitor photograph 2002

Shows the Bins erected by the **Moody Creek Party** in 1947 adjacent to the mine portal and haulage system, the Seven Mile Creek and rail-bed. This mine produced over **120,000 tons** - initially via the Rewanui railway and wagons but when trains ceased operating in November 1984, trucks were used. The mine closed in 1999.





"State Mine Extension 6.9.12"

Real Photograph postcard with embossed
Mascotte Studio / Photo / Greymouth N.Z.

Mailed in an envelope - there is an impression of the
Rewanui datestamp that may be 1915.

Mascotte Studio was established in Greymouth August 8,
1908 and was advertising postcards for sale at 6/- a dozen
over the next several years.

The view shows the mouth of the No.1 Mine [Point
Elizabeth No.2]. The foundations are for the Brake
House. The rails are laid but the ropeway is not
installed.

Undated message reads: ... "Sunday"

"Just a line to let you know we arrived safe
and I got up the hill fine,"

"this is **one off the tunnells** that we had to
come through."

"It was great when we got out of the **train**
there was a lot of people & they all had to
come all **up the hill** & they all started out
carrying their lanterns. We will be **leaving**
here on Thursday ..."

"... We had **another big tunnel** to come
through beside this one."

"Tim and the boy are away bathing"

Post Card
Sunday Dear Lizzie
Just a line to let you know we arrived safe
and I got up the hill fine this is one off
the tunnells that we had to come through
it was great when we got out of the train
there was a lot of people & they all had to come
all up the hill & they all started out carrying
their lanterns we will be leaving here on Thursday
& will be home on Monday morning so be prepared to
come to Limerick Tuesday so hoping you are all well
we had another big tunnel to come through beside this one
Remain your
loving sister Kate

*Beats would like up hill
Tim & the boy
are away
bathing
you can see
nothing but
brush we are
going up to the
mouth of the
State mine
this afternoon*

Comments:

1. The fact that the author, Kate, had arrived by **train** at Rewanui makes this card written January 21, 1914 at the earliest as that was when the line opened.
2. The fact that they part went **up the hill** and through **TWO tunnells** suggest that they went up the Traffic road from the Railway Station through the eventual Cable Car [Hoist] tunnel [from 1915] then through the Rope-road tunnel above Middle Brake - that is the only possible option.
3. The fact that Kate, written on **Sunday**, says she is **leaving here** on **Thursday** suggests staying several nights at what was **Upper Rewanui**.
4. The fact that Kate is to visit the mouth of the State Mine **this afternoon** suggest that it is **Liverpool No.2 Mine** being visited - close to Middle Brake
5. The reference to **bathing** can only mean a trip to the sea at **Rapahoe**

Specific Runanga & Rewanui References:

"Runanga Home of Champions" 2005

"Runanga Recalled" John Flood, 1996

"Siberia to the Sea" Les Wright, 2000

Rapahoe - Seven Mile - Nine Mile - Ten Mile - James State Mine - Strongman State Mine

The coal seams at Seven-Mile and Nine-Mile were surveyed in 1908-1909. they were considered part of the Paparoa or Brunner Geological Coal bearing areas. They were in the State Coal Reserve established in 1902.

The decision of the Government to start immediately with the opening up of the Seven Mile colliery, and to begin at once the construction of the necessary branch railway, is only what was to have been expected in view of the facts of the coal situation in the Dominion. It is, at the same time, a most favourable augury of West Coast prosperity.

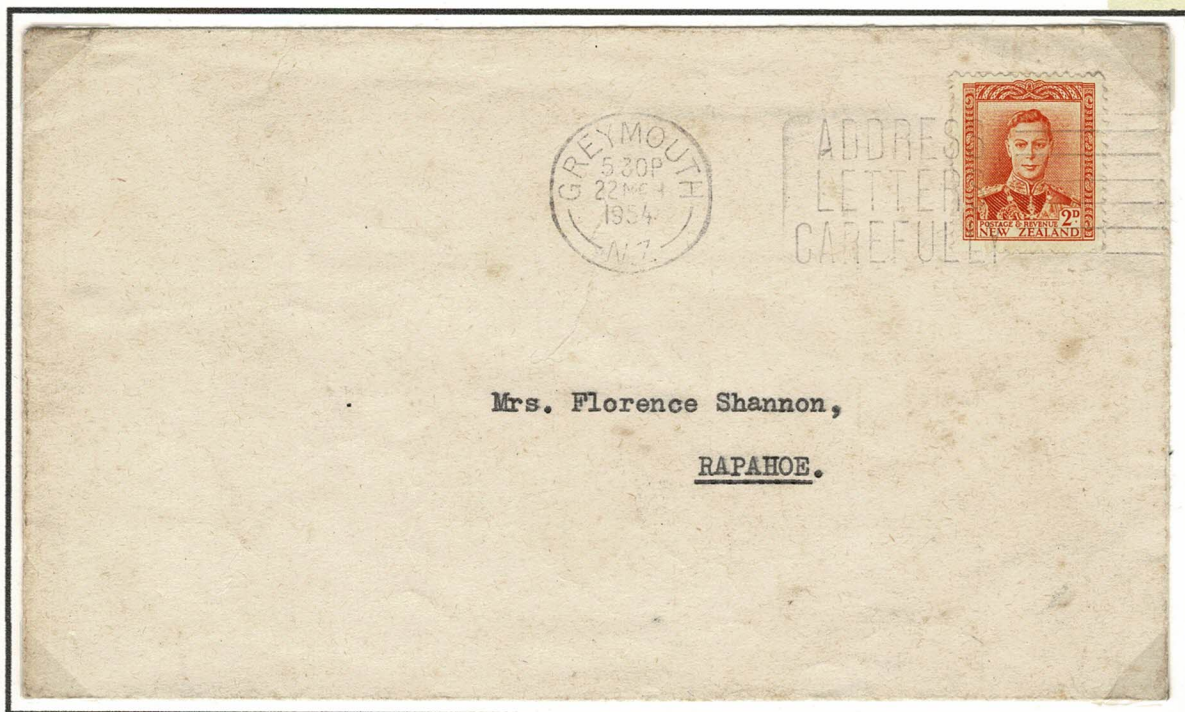
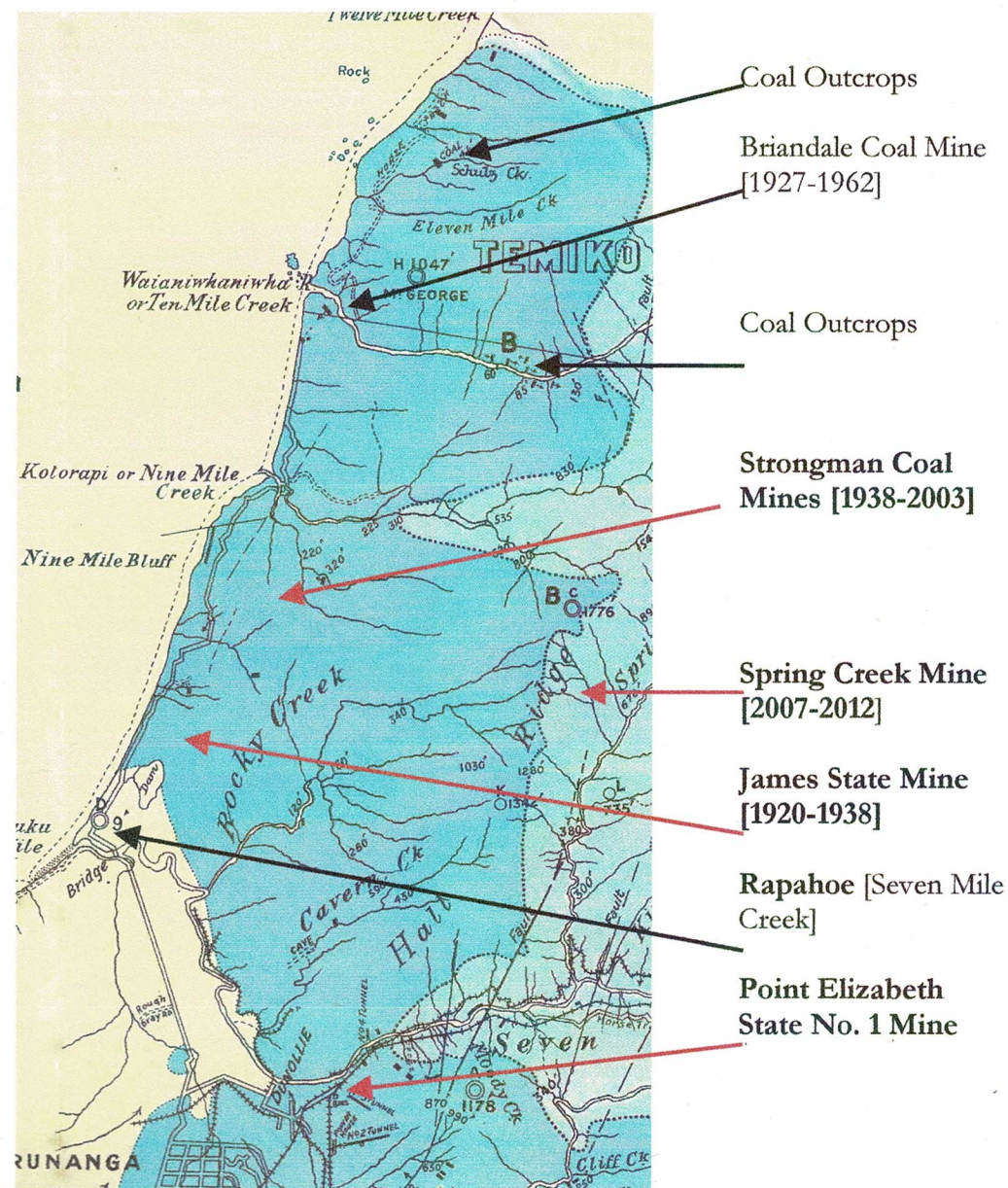
Grey River Argus May 24 1919

A decision was made in May 1919 to proceed with a State Mine and Branch railway to Dunollie. The original name was **Seven-Mile Colliery** but was changed to **James State Mine** in 1921 after I A James who was General Manager State Coal Mines in Wellington from 1919. He had been wounded in the Robbery/Murder of the Point Elizabeth payroll in 1917.

Tenders were called for a 1000 foot tunnel January 1, 1920. Tenders were called for headings April, 4, 1922. The Coal Seam was struck June 17, 1922.

March 24, 1920 the Public Works Department announced that instructions had been given to construct the **Railway from Runanga to the new mine** and work on the station yard. In June 1920, it was reported that all the land required for the railway had been purchased and that work was progressing from each end. The Railway opened to Rapahoe September 3, 1923. The screens and bins and were built along with a bathhouse and engineering workshop. Coal railed to Greymouth port.

Rapahoe or Seven-Mile, was a seaside settlement at the mouth of the Seven-Mile Creek. It was a popular place for picnics and excursions for the miners at Runanga. There was a post office at the store 1906-1926.

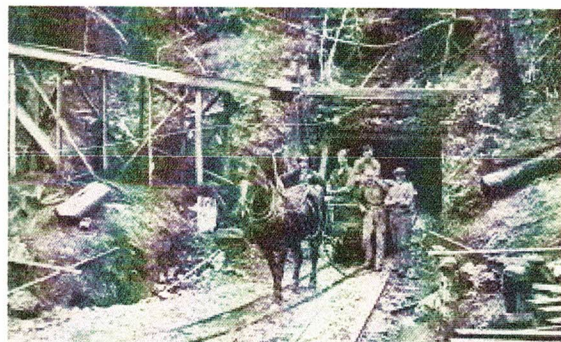


A **Public Works Camp** was established at Rapahoe to expand the Coal Bins and other infrastructure works as well as the road works to Ten-Mile. The **Rapahoe Post Office** was re-opened August 4, 1930, closing February 29, 1932. "J" Class datestamp used. Wooders rarity "9"



James State Mine

The Coal seam at State Mine at Rapahoe was struck in **June 1922** and production commenced in December. The initial coal was of poor quality, brown with a high sulphur content but later mining found improved quality but never as good as the mine's successor - the Strongman Mine. The railway link to Dunollie was open in September 1923 and production slowly increased. The mine continued to be developed through 1924 with the better coal being reached that year. The site was geologically complex and faulted making steady production challenging. The mine workings spread nearly to Rocky Creek and the main heading north to Cannel Creek. The mine was finally closed in **1943** after producing **682,741 tons**. The peak year was **1932 with 72,000 tons and 79 men employed**. The ropeway from the heading at Cannel creek to the bins at Rapahoe was later used as haulage route from the Strongman mine



Mouth James State Mine c 1922
[History House Greymouth]

The original coal screening and storage bins for the James Mine were built in 1921 adjacent to the railway station and yard. They were severely damaged in 1930 by subsidence and were rebuilt by the Public Works Department workers from the Camp established. These were dismantled in 1943. New bins for the Strongman mine were built in 1939

All the coal from the James Mine and from Strongman Mines [until late 1950's] was conveyed to the screens and bins by ropeway. After the ropeway was damaged, coal was trucked from Strongman and Spring Creek Mines until closure in 2012.



Exhibitor Digital Photo [2012] Screens & Bins at Rapahoe

Strongman State Mine

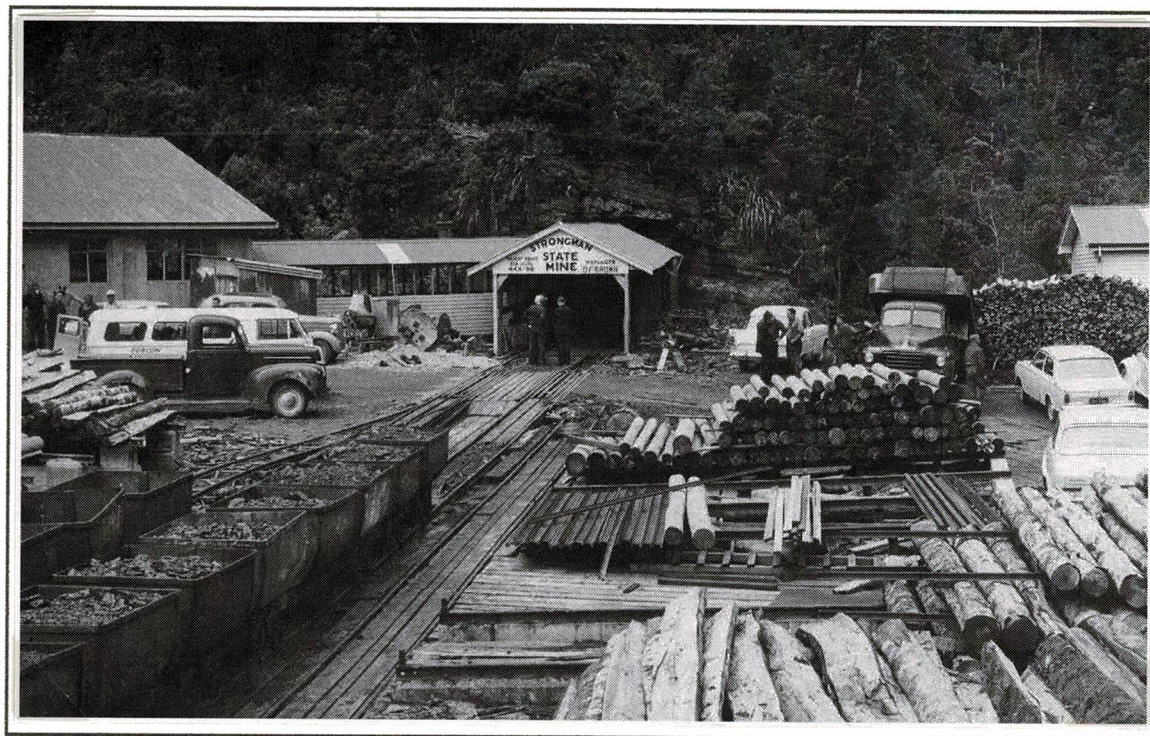
Further surveys 1920-1932 in the Nine-Mile and Ten-Mile areas with 15 bores drilled during 1930, proved quality coal seams.

A State Mine approved - Strongman - was approved in 1935. Work started in 1937 on the stone drive - eventually 2km long.

The Coal was struck in **January 1939** and the mine officially opened **October 31, 1939** by Paddy Webb. The Mine is named after Charles Strongman who became Superintendent of State Mines after I A James in May 1936.

The mine was 700 feet below the surface. A feature of the mine was a **4km ropeway** from the mine mouth through the James Mine to the new bins at Rapahoe. This continued to 1959 when road contractors took over. The coal seams were 2m to 10m thick.

The Mines - produced over **8,000,000 tons** until closed in 2003.



"Strongman Mine" from 'Grey District Coal Mining in Photographs'. This is reproduced in 'Strongman Mines 1938-2003' and dated 10 January 1967 - the date of the explosion

Private Bag,
GREYMOUTH.

12th November 52.

Mr. J. Guy,
Secretary,
Runanga State Miners' Union,
RUNANGA.

LIVERPOOL MINE UNION REPRESENTATIVES.

Dear Sir,

Conference held at Runanga on 11th November, 1952,
between the Management of the Liverpool and Strongman
Collieries, Representatives of the Runanga State Miners'
Union and the Superintendent of State Coal Mines.

Further to our discussion on the several matters under
review, I now submit the following proposals on behalf of the Mines
Department for your consideration and action:-

Liverpool Colliery Roperoad Bonus. The present rates of payment are -

- 1½d. per ton on all coal and stone produced from the mine up to and
including 300 tons daily.
- 2½d. per ton on all coal and stone produced from the mine over 300 tons
daily.

I will increase the 1½d. per ton to 2d. per ton, also
the 2½d. per ton to 4d. per ton.

STRONGMAN Colliery Roperoad Bonus. The present rate of payment are -

- 1½d. per ton overall on all coal and stone produced from the mine.

I will agree to increase the 1½d. per ton to 2d. per ton.

Strongman Colliery Trucking Contract. The present rate of payment are -

- 1/- per ton on all coal and stone produced from the mine up to and
including 300 tons daily.
- 2/- per ton on all coal and stone produced from the mine over 300 tons
and up to and including 350 tons daily.
- 3/6d. per ton on all coal and stone produced from the mine over 350
tons daily.

I will increase the above mentioned 2/- per ton to 2/6d. per ton.
" " " " " 3/6d. " " " 4/6d. per ton.

The present Strongman Mine Trucking Contract was set out
in C.M. Council Decision 1949/401, page 729, and this present proposal
in no way alters the wording of the preamble to the decision referred
to, i.e.

"The present method of computing earnings be maintained and that,
in consideration of all factors relating thereto, including additional
travelling time involved up to the present."

The increased rates for the Liverpool and Strongman Roperoad
Bonus Systems, and the increased rates for the Strongman Trucking Con-
tract will, in accordance with the undertaking given by me, be made
applicable from the 28th October, 1952, providing only that written
notification of the acceptance of the whole of these proposals has been
received by me not later than 19th November. This, by the way, is the
time required for calculating arrears of payment.

John Hughes
Superintendent.

Mining Agreements 1952

National Agreement May 1952

Runanga District Agreement November 1952

NEW AGREEMENT REACHED

"The Press" Special Service

GREYMOUTH, June 18.

Some adjustments in the rate of pay-
ment for certain classes of work in the
mines in New Zealand, along with
minor changes in conditions, are in-
cluded in the new national agreement,
which was reached in a conference at
Wellington last month, and which is
now awaiting ratification by the vari-
ous unions.

The agreement will come into force
for a period of two years immediately
upon ratification, but the wage rates
agreed upon are subject to any pro-
nouncement which the Court of Arbi-
tration may make at the conclusion of
the present hearing of the claim for a
general wage increase.

The new agreement was negotiated
in Wellington by representatives of
coalmine owners and the Mines De-
partment and the United Mine Work-
ers of New Zealand.

Only national matters of general ap-
plication in the industry are covered
in the agreement and a series of con-
ferences in the various mining dis-
tricts will be held to arrange local
agreements which are complementary
to the main agreement.

Separate Agreements

Two separate district agreements
operate on the West Coast. All mines
on the Buller, Inangahua, and Grey
Valley fields are covered by one, but
the Runanga district State mines,
Liverpool and Strongman, have had
their own agreement for some years.
Each union is given the opportunity of
ratifying the national agreement in
addition to negotiating a district agree-
ment where applicable.

It is expected that negotiations for
the Runanga district and West Coast
agreements will be opened at an early
date.

All small private mines are covered
by the national agreement already
drawn up.

Christchurch Press June 19, 1952

NEW AGREEMENT REACHED

(From Our Own Reporter)

GREYMOUTH, December 4.

A new agreement has been reached
for the Runanga district State coal
mines, and is now in operation. Pro-
tracted negotiations to formulate a new
working agreement for West Coast and
Buller miners proved abortive when
conferences were held at Westport in
August and September.

When asked today about the out-
come of last month's conference at
Runanga, the Superintendent of State
mines, Greymouth (Mr J. Hughes) said
that a new agreement had been
reached covering all aspects of mining
at the Liverpool and Strongman col-
lieries. In addition, a separate agree-
ment had been negotiated covering
members of the Engine Drivers Union
employed at the two mines.

The Runanga agreements are to re-
main in force until April 30, 1954, or
until succeeded by new agreements.
They contain several minor adjust-
ments. Mr Hughes today expressed
the view that they should ensure rea-
sonably uninterrupted work at the two
mines.

Throughout the year the Runanga
miners have maintained their separate
identity in that they have never been
parties to the West Coast agreement
which covers all other mines on the
West Coast and Buller. The outcome
is that the Liverpool and Strongman
miners are now the only miners in the
province covered by a current work-
ing agreement. The West Coast agree-
ment has nominally expired, but since
the failure of the Westport conferences
the miners have continued to work
under the provisions of the old agree-
ment.

The success of the negotiations in the
Runanga area has given considerable
satisfaction in mining circles.

Christchurch Press

December 5, 1952

Copy of Letter [original is attached to this page] from Superintendent
State Mines at Greymouth Mr John Hughes dated 12th November
and signed by him.

Sets out the proposals submitted to the Conference held in Runanga 11th
November 1952 regarding:

- The Liverpool Collieries Roperoad Bonus;
- Strongman Colliery Roperoad Bonus and
- Strongman Colliery Trucking Contract.

Letters from Mr Hughes, Superintendent of State Mines, Greymouth to Runanga State Miner's Union dated 12th November 52 and signed by him
[originals are attaché behind page]

The Left refers to "recent instances of falls of roof at Strongman Mine" and has suggestions for the Mine Manager as to how the situation regarding the displaced workers could be managed.

The Right is headed "Extra Wet Time for Shiftmen and Truckers" and explains the difference in working conditions between miners, shiftmen and truckers and does not agree extra payments should be made.

Private Bag,
GREYMOUTH.
12th November 52.

Mr. J. Guy,
Secretary,
Runanga State Miners' Union,
RUNANGA.
LIVERPOOL UNION REPRESENTATIVES.

Dear Sir,

Referring to the recent instances of falls of roof at the Strongman Mine and the consequent trouble which has arisen regarding the question of the finding of work for the men affected by the falls, I now, as requested by you, outline my views on what would be a reasonable attitude for the Manager to adopt.

In the first place, I consider that every person attending the mine for the purpose of working therein, should, as far as is reasonably and economically practicable, complete his full shift.

In the case of a fall of roof taking place in a roadway leading into a section of the mine during a working shift, (which, by the way is the instance under review), sufficient men should be retained to attend to the repairing of the fall and also to attend to any other repair work urgently requiring attending, providing the air courses are not materially affected and providing tools are readily available and the men competent to do the work required.

I am assuming that all shiftmen would be retained. Then I would give preference to truckers in an equitable manner consistent with their capabilities.

As the Mine Manager, I would expect to be the sole judge of the fair application of the above arrangements, and also I would expect to receive equal co-operation from the workers in regard to the completion of a full shift after attending the mine, as in my opinion no person has the right to just please himself when he performs a full day's work, and at the same times places an obligation on the Manager to provide him with work to suit his own personal convenience.

Yours faithfully,

J. Hughes

Superintendent.

Private Bag,
GREYMOUTH.
12th November 52.

Mr. J. Guy,
Secretary,
Runanga State Miners' Union,
RUNANGA.

Dear Sir,

EXTRA WET TIME FOR SHIFTMEN AND TRUCKERS.

The principle of general application of extra wet time has never been accepted as being equally applicable to shiftmen and truckers as is the case with miners, and I cannot agree to this being the case now.

It has always been understood that a miner is more likely to suffer from extra wet conditions than is a shiftman or trucker, for the simple reason that a miner is more or less confined to his working place and is therefore subjected to the adverse wet conditions almost continuously. A shiftman or trucker usually moves about from place to place in the course of his working operations, and generally speaking, partially escapes the adverse wet conditions.

There are, however, invariably some exceptions to any defined rule and such could happen with the foregoing comments. I appreciate and accept the fact that some very abnormal wet conditions can, in exceptional cases, be applicable to a shiftman or trucker, even to the extent that for health reasons no person can reasonably contend that he was not entitled to some special consideration.

I would not agree to accept the judgment of the Check Inspectors on this particular matter as being decisive, nor would I agree to allow the Umpire to adjudicate, but I would accept the judgment of say the Underviewer, and would, at the same time, expect him to treat any case on its merits and in a reasonable and fair manner.

In the present case in question, i.e. J. Reid, the position is that I discussed this particular case with the Acting Manager, Mr. S. Kennedy, on the 10th instant, and having the conditions of work described to me, I am satisfied that this case is one which would come within the scope of the views above expressed, and therefore I agree that J. Reid's penalty be refunded. It must be understood that any person at any time would be expected to avoid the adverse conditions whenever same is practicable, but consistent of course with him carrying out the work required to be done.

Yours faithfully,

J. Hughes
Superintendent.

LIVERPOOL COLLIERY UNION REPRESENTATIVES.

Strongman Mining Disaster January 19, 1967

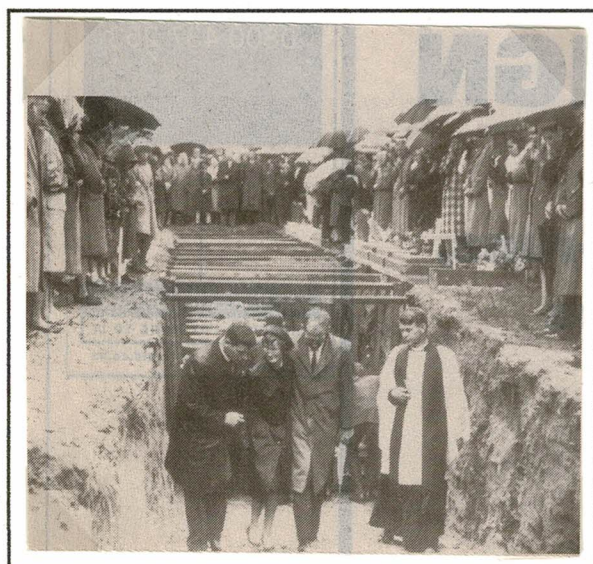
At 10.04 am January 19, 1967, an explosion occurred in the Green No.2 Section of the Strongman Mine, **killing all the 19 men** in the section. On the 20th 15 bodies had been recovered by Rescue teams but were unable to re-enter due to acrid smoke. The section was sealed for three weeks and two further bodies recovered. But the bodies of two men were never recovered. A Commission of Inquiry 10 April 1967 concluded that the explosion occurred in the goaf [That part of a **mine** from which the **mineral** has been partially or wholly removed] and was caused by a shot that was fired in contravention of Coal Mine Regulations. The Commission was critical of the mine management for allowing safety standards to fall far below requirements. The mine had had an exemplary record until this event.

Strongman Disaster 40th Anniversary from Sunday Star Times and Weekend Herald
January 20, 1997 [Rescue team at Mouth] [Mourners leaving mass grave]



Strongman Disaster Memorial Rapahoe
[Exhibitor photograph 2012]

Memorial erected and dedicated 1997 on 40th Anniversary



Specific Reference

"Strongman Mines 1938-2003" by Solid Energy August 2003

Briandale Collieries Limited

This Company applied for a coal lease at **Ten-Mile Creek** in **December 1924**. It started as a Co-operative mine but was formed into a Company as the mine was expanded. The bins were erected in **December 1927** with coal being sent down a flume. The mine employed up to **50 men** producing 300 - 1000 tons a week - all of which was trucked by road to the loading bay at Rapahoe railway station. **Total production of life of mine - to 1962 over 390,000 tons.** Most was exported to Christchurch where it was promoted. The Mine company supported others in petitioning the Government to extend the railway from Seven-Mile to Ten-Mile - support was declined. It was involved in a dispute with the Unions over the [short-lived] introduction of Tribute Mining systems.

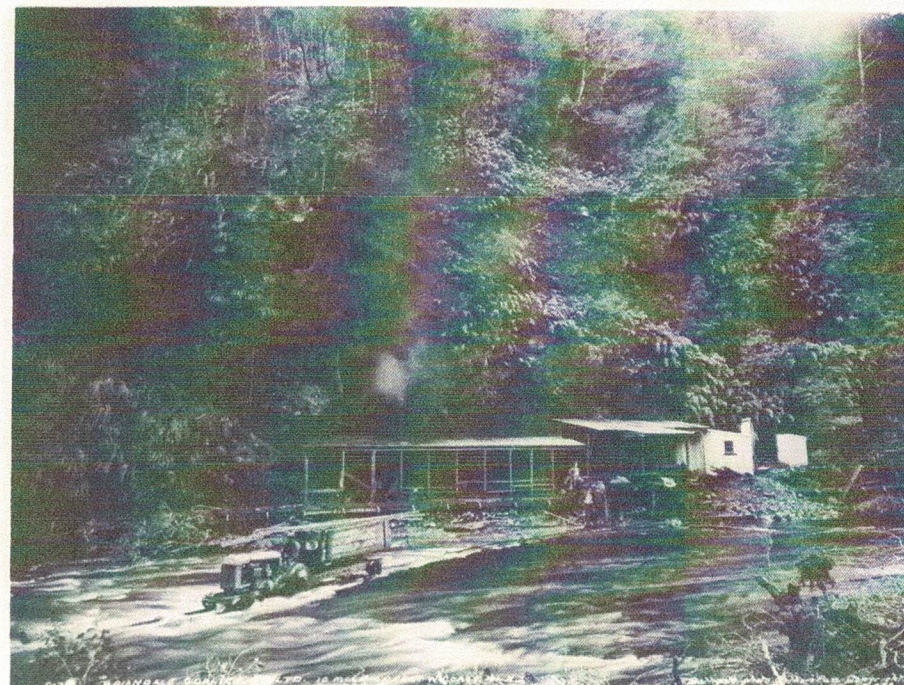
There were about 20 small coal mines between **Seven Mile and Ten Mile Creeks**. Most were operating as **co-operatives** and the production of these mines in 1940 was varied from 1000 tons to 8000 tons per annum with usually 6-10 co-operative miners.

The Grey County Council yesterday decided to accord its consent to an application by the Briandale Collieries, Ltd., for permission to erect at the Ten Mile a coal binn, and a fluming from their mine to the road. The Council stipulated that the structures should be erected to the satisfaction of the County Engineer. The applicants intimated their acceptance of an agreement to pay sixpence per ton to the Council for coal carted to Rapahoe over the county road.

Grey River Argus November 4, 1927

PAPANUI COAL DEPOT

430 Papanui Rd. (Farissey & Macdonald, Props.)
Ring Phone Ahi66 for Pelawmain.
BELLBIRD, BURKE CREEK, or LINTON COALS
CO-OP. .. 16/6 1/2 ton, 5/9 bag.
BRIANDALE .. 16/3 1/2 ton, 5/6 ..
BLACKBALL .. 15/6 1/2 ton, 5/3 ..
KAITANGATA, 15/6 1/2 ton 5/3 ..
Firewood Reduced. Prompt Delivery.



Photograph Briandale Mine 1928 [original in Hocken Library]

BRIANDALE COLLIERIES LIMITED

MINES:
TEN MILE, GREYMOOUTH
PHONE 490 D
BOX 163

REGISTERED OFFICE:
181 CASHEL STREET
CHRISTCHURCH
PHONE 34-823
P.O. BOX 388

TELEGRAPHIC ADDRESSES:
"BRIANDALE"
GREYMOOUTH
"JAREDPATH"
CHRISTCHURCH

P.O. Box 388,
CHRISTCHURCH,

8th May, 1958

Messrs. Dunn's Transport Limited,
C/o Mr. W. A. Clark,
P. O. Box 14,
GREYMOOUTH.

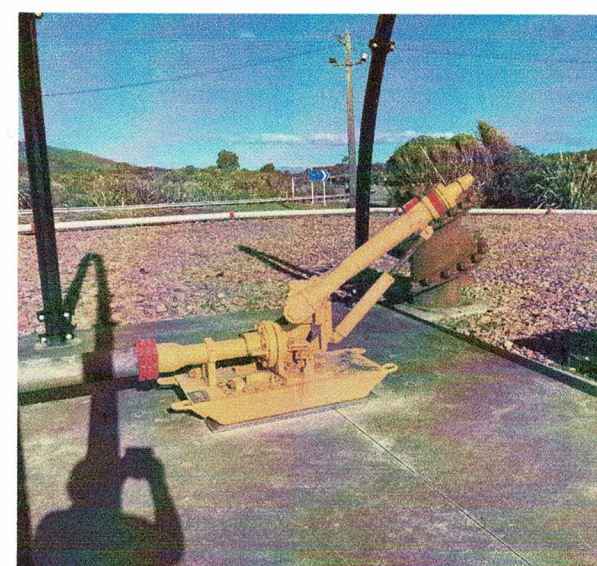
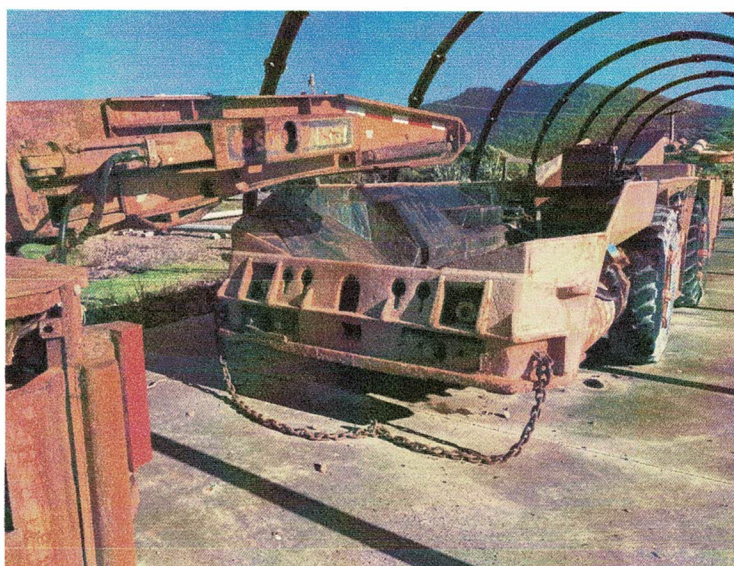
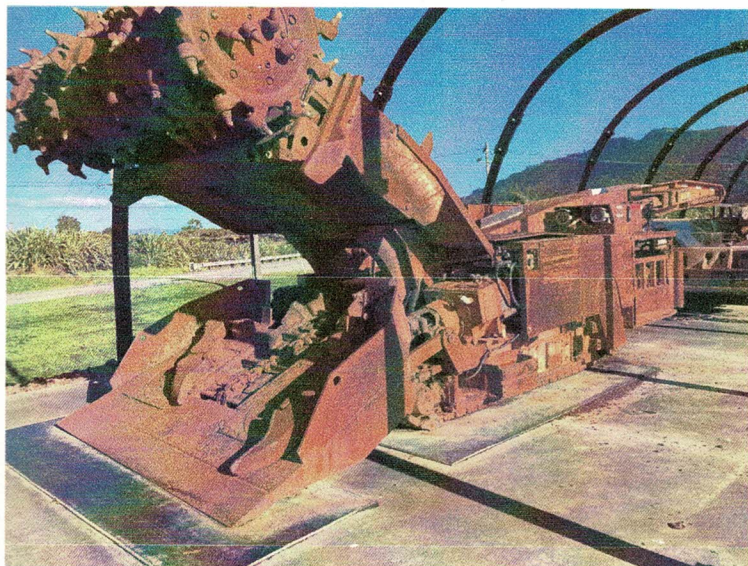
Dear Sirs.

Letterhead **Briandale Collieries**
regarding payment for coal
transporting charges dated
8th May 1958

Company taken over in 1963 by a
subsidiary of Fletcher Holdings
after the mine had ceased to
operate

Commemoration - Education at Runanga - Rapahoe 2020

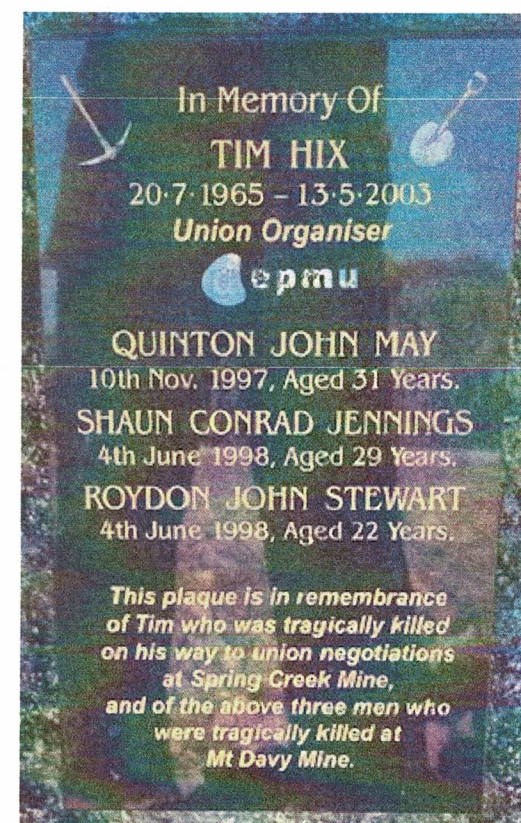
A mining commemoration and education area is being developed beside the State Highway between Runanga and Rapahoe with a large covered display area under construction which has the underground mining equipment from the closed **Spring Creek Mine** - a continuous **underground miner with conveyor** for both tunnel work and coal mining, the **hydraulic high pressure system** used at the coal face. An information panel is being set up in the **underground crib unit** and the huge **Richardson Extractor fan** from the **Strongman Mine** is a feature. Exhibitor digital photos 2022.



The **Mt Davy** area was surveyed and drilled by Japanese interests in the **1970-1984 period**. The coal is bituminous with low ash and low sulphur. Specialist coal is available from this mine with less than 1% ash and sulphur.

The **Mount Davy / Liverpool Mining Permit** contains high quality coking coal and would be sourced for export into international markets for steel and cement production.

The **Mt Davy Underground Mine**, on the banks of **Seven-Mile Creek**, was developed by Solid Energy at Mt Davy in 1997 but the mine was subsequently closed in 1998 after three miners were killed in two separate accidents, as it proved **too hazardous to mine**. The 1998 fatalities were caused when the men were overcome by **Methane gas**.



Pike River Mine & Disaster November 19, 2010

- 1946 The first geological examination of coal seams near the crest of the Paparoa Range by Harold Wellman [1946-147]
- 1979 Geologist Terry Bates and assistants explored the area. Six drill holes confirmed the presence of a large area of coal in Brunner Seam.
- 1982 The Pike River Coal Company was formed to hold exploration rights
- 1988 The company was bought by New Zealand Oil and Gas Ltd.
- 1989 Over a 15-year period, the Pike River Coal Company undertook further exploration and acquired the necessary authorisations to develop a mine
- 2005 July. A report to the board of Pike River Coal proposed a plan and development strategy for the mine.
- 2005 December. Work on the 11-km access road, which involved building several bridges - completed in 10 months.
- 2006 September Work commenced on the 2.3-km tunnel until it crossed the Hawera Fault and penetrated the coal seam
- 2007 November. The tunnel crossed the Hawera Fault into coal
- 2008 November 27th the mine was officially opened to mark the imminent start of coal production.
- 2009 November coal was being extracted from the Pike River mine, it was still in start-up mode
- 2010 On Friday 19 November at 3.44 p.m. a series of explosions disabled power and communication into the mine. **31 men, 2 survived 29 died**

Coal mine moves closer to reality

A multimillion-dollar coal project on the West Coast is moving closer to reality, says the consortium seeking a mining licence.

The consortium comprises Todd Group with 18 percent, Coalcorp 33 percent, and Japanese partners Mitsui Mining and Kanematsu Goshu, each of which hold 24.5 percent.

Todd spokesman Richard Tweedie said the consortium had appointed Ted Millar, formerly with BHP, as project manager to take the project through the licensing and regulatory stage.

Mr Tweedie said the consortium hoped to have cleared the licensing phase by early 1994. The Japanese

members of the consortium had shown a keen interest in marketing the high-quality coal.

Mr Tweedie noted the increased appeal of coal for electricity generation as nuclear power generation became less attractive.

At this stage he expected that the West Coast underground coal mine, 10 kilometres north of Greymouth, would yield about a million tonnes a year.

The coal reserve was estimated at 128 million tonnes. Depending on the final size of the mine, it was expected to cost less than a previously mentioned \$200 million to bring it into production. — NZPA



Adit Portal, Pike River Coal Mine

There is little doubt that the first **explosion** on 19 November was caused by the ignition of a large volume of **methane**. The Brunner coal seam had long been known to be highly gassy,

Following recommendations from the Royal Commission, the government created **WorkSafe New Zealand**, a Crown Agency dedicated to safety, with an independent board.

After the **Royal Commission** completed its report, the Department of Labour laid charges against the Pike River coal company under the existing Health and Safety in Employment Act

Pike River Disaster is the 4th worst loss of life in Coal Mining after Brunner [1896 - 65 dead]; Ralph's [1914 43 dead]; Kaitangata [1879 34 dead] then Strongman[1967 19 dead]

Left: Evening Post August 10, 1992

Right: Business Times July/August 2008

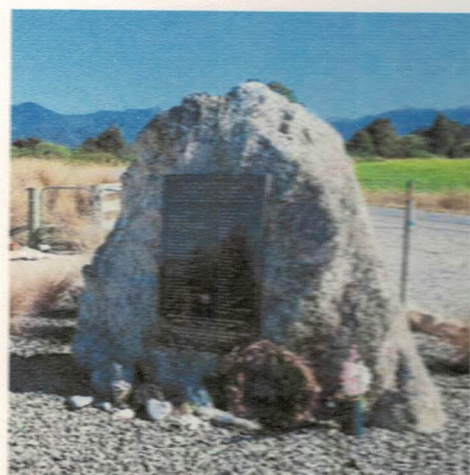


Exhibit digital photo 2022



New Zealand Recreational GPS Society.
Pike River Mine Disaster

The coal market collapses

In 2012 the international price of coking coal fell dramatically, leading to the closure of a number of coal mines. Solid Energy, New Zealand's main exporter of coking coal, went into voluntary administration in 2013 and is currently being wound up. Had there been no explosion, it is likely that Pike River would have shut down by 2013 as there was no longer a market for the coal it was producing.

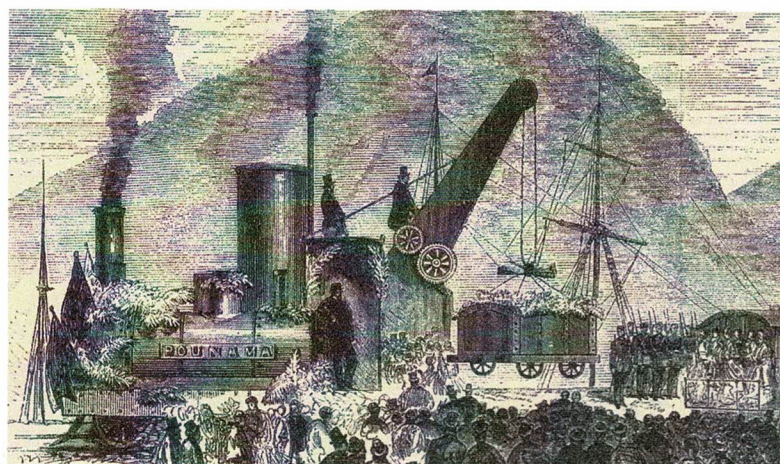
Port of Greymouth

The Grey River bar was a major impediment to the development of the Coal trade from Greymouth and only vessels with limited draft could safely negotiate it. The purchase of the paddle steamer *"Dispatch"* in 1866 allowed vessels to be towed in and out of the harbour on high tides. The Grey River entrance was progressively changed over decades with retaining walls etc so that the current would scour the channel and the bar. This work continues to be carried out.

The first wharf was the **Cobden Wharf** or **Coal Wharf** and was on the north side of the Grey River [the Nelson Provincial side] nearer to the Gorge. This was in operation from 1865 but was never entirely satisfactory. An application for a wharf on the south side at Greymouth [Canterbury Provincial side] was made in 1867. Eventually an upper wharf and lower wharf were constructed. Flood damage in 1868 and 1872 severely damaged the wharves and infrastructure making Harbour improvements essential. The report in the Grey River Argus in April 1872 explains.

side. In the meantime the Nelson Government works the mine, brings the coal down to the Cobden wharf—a short wharf, about 100 to 150ft long, situated at the Gorge, and the only place where any craft load on the Cobden side. As the steamers decline to go over to the wharf, the boats are under the painful necessity of taking coal to the steamers on the Greymouth side.

Until the completion of the railway from the Brunner Mine in 1876, coal was loaded at the mine at the **"shoots"** into barges for the trip down the Grey. These barges held between 14-20 tons of coal. At Greymouth, they were either tied up at the wharf or alongside vessels and the coal **manually unloaded**. Once the steam crane and railway were completed, loading used what a correspondent called a **"gadget"** - a contrivance that was the cause of many accidents. The railway truck was lifted to a height sufficient to allow the coal being emptied, by men with poles releasing the lower section, down a wooden chute into the hold.



April 7, 1876, the Greymouth and Brunnerton Railway was opened and the first wagons of coal were loaded into the *"JB Taylor"* using the "gadget" methods. It was not entirely successful at the 12-tons crane struggled to lift the wagon and coal - 11-tons.
[Later the vessel was loaded with coal from a barge]
[Original in Brunner Section]

A report in Grey River Argus September 9, 1876 explains the process and problems.

Coal is now coming down pretty freely by the railway, some 30 tons having been brought down on Wednesday, and nearly the same quantity yesterday. The work of loading the vessels is now being more readily accomplished, the time occupied from hooking on to one truck, discharging it, replacing it on the rails, and hooking on to another being from 7½ minutes to 8½ minutes, and when some contemplated improvements to the trucks are completed, the manager expects to deliver a truck in five minutes with the steam crane, or fully 100 tons a day. At present the coal cannot be delivered to the railway from the Brunner Mine as fast as it can be taken away, owing to the small engine at the mine, used for hauling the cage across the river, not being powerful enough, but this will be shortly remedied. The line all



"Greymouth Wharf 1884"

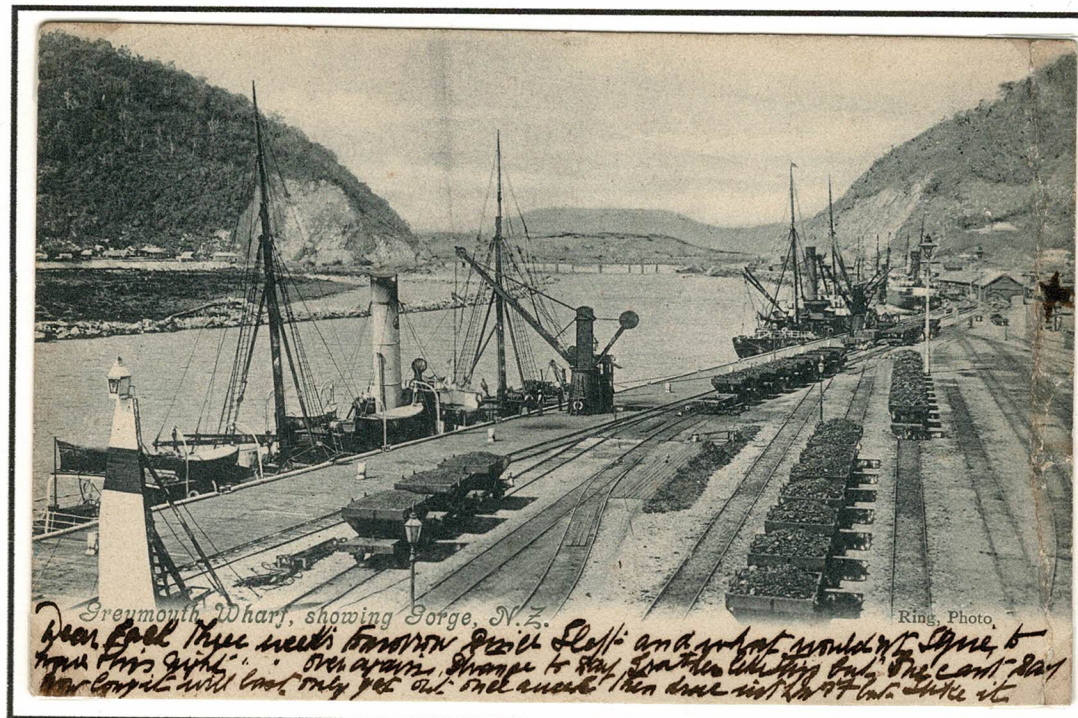
Photo reproduction by History-House Greymouth. This image is seen on P 161 of *"The Golden Grey"* headed "1884 Greymouth Wharf"

The 12-ton steam crane is seen at left with "L" Class coal wagons in foreground.

It was superseded by two 20-tons Hydraulic cranes in 1887. These were fixed not on rails.

The Mawhera was loaded by hydraulic crane on Saturday. The work is accomplished at a tolerable rate of speed, but the process is not so speedy as loading from the gadget. About 175 tons per hour is the most that can be done by the new process. In order to bring the loaded trucks opposite the hold of the steamer, a horse and driver are required the captain not appearing to answer for that part of the performance. It takes two men to hook the trucks to the jill chain and one standing on the hatch to knock the doors loose. The only advantage apparently is that tender coal does not suffer so much as when shot from the gadget. But it is possible that further improvements in the way of economising labor will yet be made in loading by the hydraulic crane system.

Grey River Argus 20/8/88



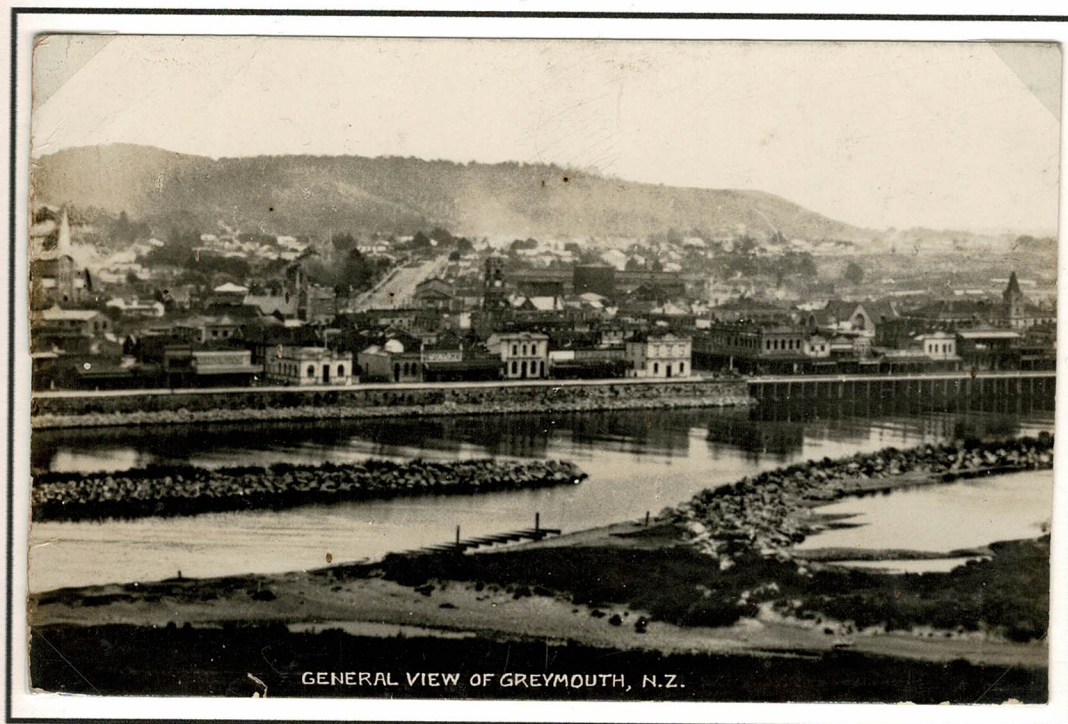
The lower wharf will be completed next week, after which the planking of the wharf will be resumed opposite the Albion Hotel. The 20-ton steam crane will be shifted immediately above the goods' sheds, and is to be a permanent fixture. The present arrangement of the rails on the wharf will be altered after the planking is finished so as to facilitate shipping work.

Grey River Argus 5/3/1893

"Greymouth Wharf, showing Gorge, N.Z." "Ring Photo" undivided back bilingual postcard. View clearly shows the 20-ton Hydraulic crane fixed to the wharf in centre with the second similar crane working at right. Because the cranes were fixed the colliers had to be brought alongside to be loaded. This is in contrast to the situation at Port of Westport where the cranes were on railway tracks. Rakes of "Q" Class coal wagons await loading. James Ring was an active Greymouth based photographer and his photos received many awards. Later Ring & Inkster.

Harbour Work

Extensive use of rock from the Cobden Quarry was used to confine the Grey River into channels to assist the maintenance of depth for shipping. The "Tip Head" was gradually extended, protecting the entrance, allowing the current to scour the bar allowing vessels safer access.



"General View of Greymouth N.Z." undivided back real photo postcard, no photographer or print details. View shows the upper wharf and extensive protective rock walls

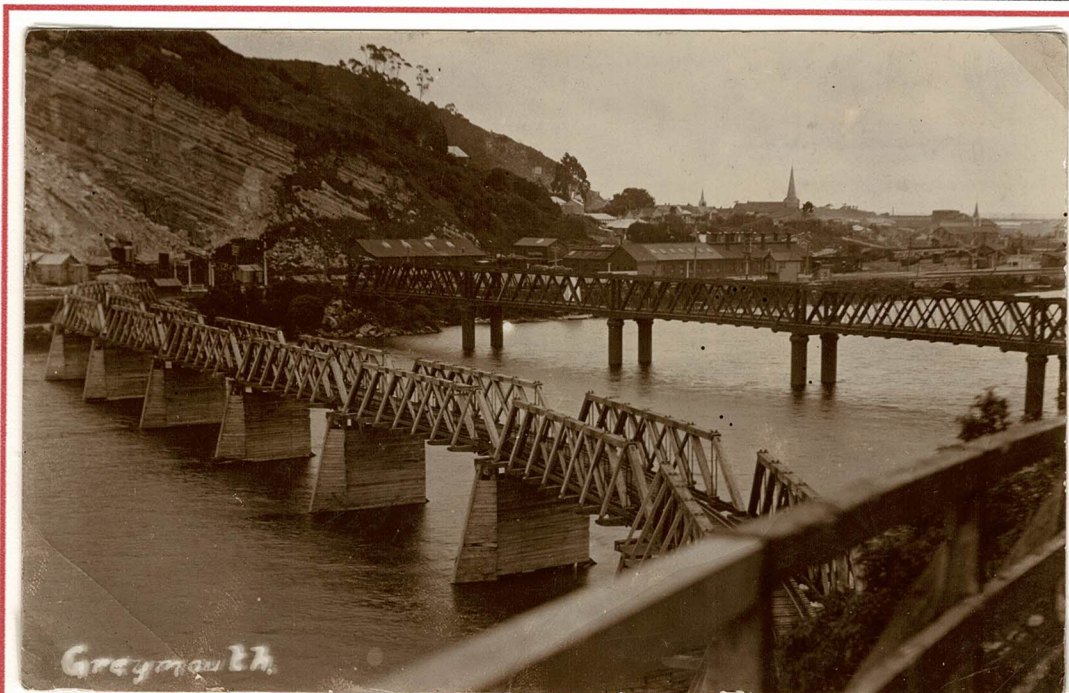
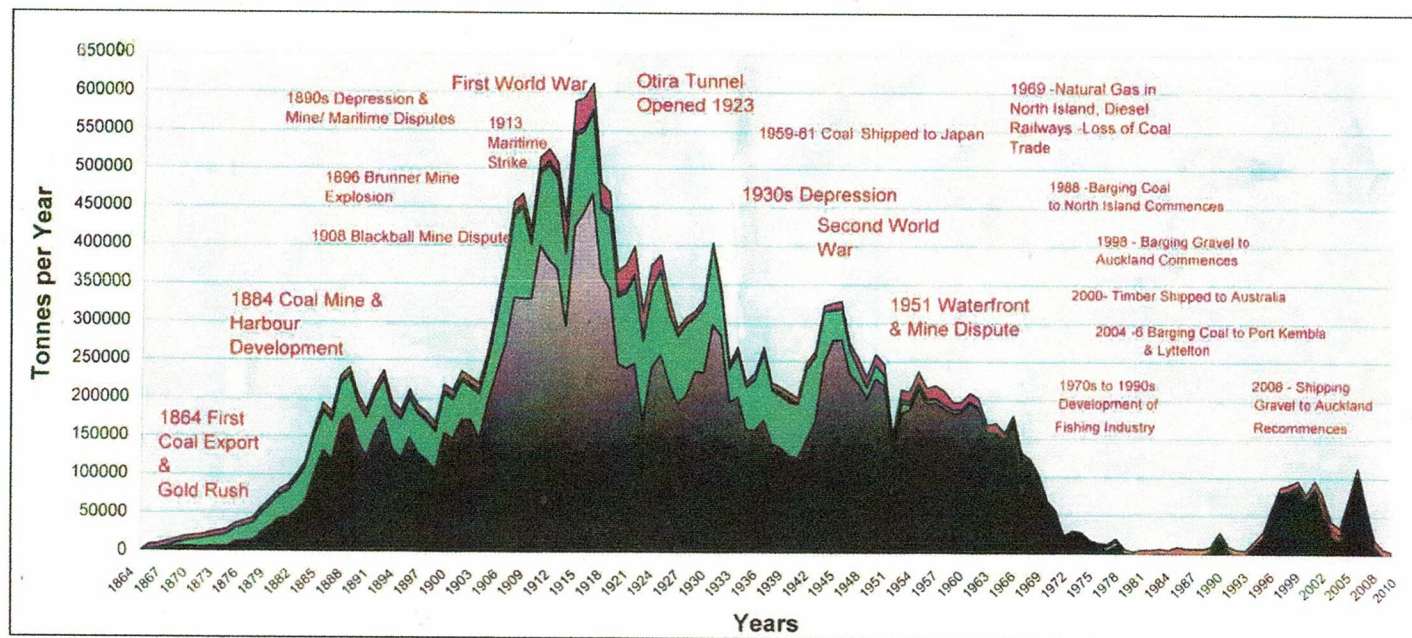


"Signal Station, Tip Head, Greymouth N.Z." Divided back postcard by Muir & Moodie from New West-Coast Series. Used Queenstown 3 AP 08. The Signal Station was manned and monitored the state of the Grey River bar for shipping

Port of Greymouth Trade 1860-2010

[Graph modified from "The Golden Grey"]

Export of Coal is shown in dark. There was a period of stability of around 150,000 tons annually 1886-1903 which reflects the Brunner and Blackball coal production all of which was carried down the railway on the south side - [Midland Railway] to the Port. The rise in exports from 1905 is from the opening of the Point Elizabeth State Mine and Bridge. Production and exports decreased during the significant industrial action - Blackball 1908, 1913 Great Strike and 1951 Waterfront dispute. The opening of the Otira Tunnel and the railway link to Christchurch and Lyttelton caused a drop in collier exports until the mid-1940's which then declined steadily to the early 1970's when most of the mines were closed and rail dominated transport. Barging of coal occurred intermittently from the 1990's. **Total 19,160,000 Tons**



The firm of **D S Jolly & Co** was advertising in Dunedin September 19, 1899

THE Great Place for Visiting and all other
Cards is **D. S. Jolly and Co.'s Printers,**
Moray place. 19s

In "Wish You Were Here" - the story of New Zealand postcards, it is mentioned that **D S Jolly & Co, Dunedin** had issued a series of coloured postcards [Boer War] on both sides] and one was known used in **April 1900**.
A very early postcard producer. In partnership 1904

PARTNERSHIP NOTICE.

A DEED OF PARTNERSHIP has been Signed This 1st day of August, 1904, between **D. S. JOLLY**, of Dunedin, Printer and Stationer, and **A. M. BRAIK**, of Dunedin; and Notice is Hereby Given that the Business hitherto carried on by "Jolly and Co." will in future be carried on under the style of "**JOLLY & BRAIK, Printers and Stationers,**" at their Premises, **MORAY PLACE** (opposite Coffee Palace).

All Accounts owing by the firm of Jolly and Co. will be Paid by **D. S. Jolly**, by whom all Moneys Owing to the said firm will be received.

D. S. JOLLY.
A. M. BRAIK.

August 1. 1904.

Mr **A M Braik** died in 1912 and
Mr **D S Jolly** died on 1918.

The business remained until at
least 1921 after which no
advertisements appear

I BEG to intimate to the Public that the Business of my late husband, Mr **D. S. Jolly**, will be carried on under the Management of my daughter, Mrs Chapman, on my behalf, under the old name of **JOLLY & BRAIK, Commercial Printers,** Moray place. I trust to still receive a continuance of business from old customers.
25s
JANET JOLLY.

Otago Daily Times 25/9/1918

Real Photo Postcard "Greymouth". Divided back No details. Mailed from
Dunedin FEB 4, 1913 to Reefton. **D S Jolly & Co.**

View is of the Grey River Bridges - the near one is the railway link from the
State Mine at Dunollie

Message reads "I received your letter & will do up some photos with the next
batch I am doing. I have printed some p.cards of West Coast views also one of
two of my taking. I will post one now & again to you"

Signed "Dave J"

State Coal Shipping Office - "Kotuku"

The New Zealand Government passed Legislation in 1901 setting up State Coal Mines. State Coal took up an extensive Coal Reserve north from Greymouth and took over the Greymouth - Point Elizabeth & Railway & Coal Company railway and coal mine when it went into receivership. The first coal from this Colliery was railed to the Port and shipped in July 1904. To facilitate and coordinate the shipping of **State Coal** at the Port a **Shipping Office** was set on Mawhera Quay at the northern end. This Office is first mentioned in the local newspapers in **May 1907** where Plans for a hostel at Point Elizabeth Collieries were displayed for tender.



Real Photo postcard, divided back, no details. Mailed **Greymouth 1 MAY 1909**
State Coal Shipping Office

The Grey River Argus published the weekly **Coal Export details**. The three listings are from the Weeks ending **April 24; May 1st and May 7th**. The **"Kotuku"** was a regular USSCo Collier mostly running between Greymouth and Onehunga with a turnaround time of about 5-6 days. In these 3 weeks The **"Kotuku"** carried 1760 ton 5cwt of State Coal; 70 tons of Blackball Coal and 628 tons 17 cwt of Brunner Coal.

STATE.			
	Tons	Cwt	
Kotuku	397	4	
Himitangi	217	15	
Kennedy	7	1	
Rosamond	70	16	
Pcherua	1358	15	
	2060	11	
BLACKBALL.			
	Tons	Cwt	
Kotuku	70	0	
Petone	724	0	
Ngahere	1196	0	
Mangapapa	7	16	
	1097	16	
BRUNNER.			
	Tons	Cwt	
Kotuku	323	17	
Jane Douglas	37	9	
Mapourika	415	8	
	776	14	

Week ended May 1st:—			
STATE.			
Kaitangata	524	13	
Arahura	242	18	
Kini	362	6	
Kotuku	840	7	
Waverley	113	7	
Himitangi	243	10	
Mapourika	194	7	
Poherea	1406	7	
Waverley	115	10	
Alexander	321	2	
	4364	13	
BLACKBALL.			
Holmdale	15	0	
Ngahere	754	16	
	739	16	
BRUNNER.			
Mapourika	321	10	

The export of coal from this port totalled 8031 tons 6dwt made up as follows:—			
STATE.			
Himitangi	224	1	
Arahura	224	4	
Rakanoa	483	9	
Kittawa	768	15	
Rosamond	71	0	
Kotuku	522	14	
Mapourika	70	4	
Kini	409	16	
Waverley	114	8	
Poherea	1413	10	
Koonya	568	17	
	4899	16	
BLACKBALL.			
Ngahere	139	14	
Petone	682	7	
Kini	243	15	
	2318	16	
BRUNNER.			
Kittawa	151	5	
Mapourika	70	2	
Kotuku	305	0	
Koonya	258	18	
	821	14	

"Kotuku" due *Mrs Alf Sadler*
here about Friday. *Co M. Morgan*
& loads again for *Kumara*
Onehunga.
1.5.09 *JP*

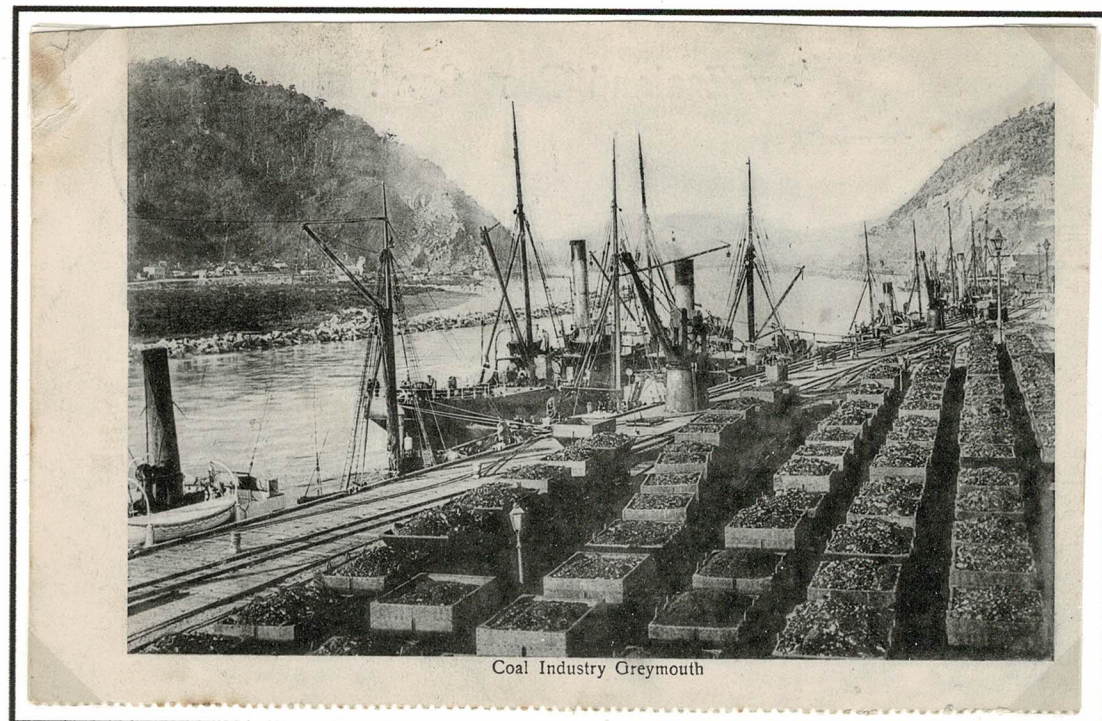
"Kotuku" due here about Friday & loads again for Onehunga 1.5.09
Addressed to Mrs Alf Sadler

The **Kotuku**, a Union Steamship Co vessel of 1052 tons and 662 tons net. It departed Onehunga 3rd May 1909 and loaded coal for New Plymouth and Onehunga and departed 5th May 1909 [Shipping News]

Alf Sadler was an engineer on the **Kotuku** he is mentioned in the report on the "Kotuku Mishap" when she broke a tail shaft near Wellington September 26, 1910

Captain J. Flynn and his officers, Messrs D. McDonald and Webb, had an anxious time during the gale. Much praise is due to the engineers, Messrs Alf. Sadler, A. McKenzie, and W. Spargo, in accomplishing the temporary repairs during the heavy rolling of the vessel. The **Kotuku** was to discharge her 60 tons of cargo at Wellington on Saturday, in order to undergo repairs.

Coal Industry & Marshalling Yards



"Coal Industry Greymouth" postcards, divided back from a Booklet of cards by **A E Kilgour**. Left: mailed Dunedin **DEC 12 1912** to Port Chalmers. Right: from Greymouth "B" Class 26 OC 08 to Christchurch has message *"This is how they load the Boats with coal."*

Issued by **A. E. KILGOUR, GREYMOUTH**
The Up to date Bookseller & Stationer.

A E Kilgour came to Greymouth from managing a drapers at Denniston and established his Bookseller, stationer and fancy good importer business in May 1907. He was **advertising postcards of the West Coast** from July 1907 and Greetings postcards in April 1909. In business until 1923 when he became agent for Tourist Department

Ernest de Turret founded the "Gordon Real Photo Series" in 1908-09. The backs of his cards usually incorporate a distinctive **kookaburra logo**.

He was based in Whangarei from 1910 and advertising postcards for sale - described as an "Art Photographer" is real photograph postcards were of high quality and were printed in New Zealand.



Card mailed under cover
to Hastings

Message in part:
*"You will remember this
place I am sure, I wish I
was waiting on the wharf
for you and Arthur"*

"Greymouth Coal & Good Wharves ET" Real photo divided back postcard

The **Coal Marshalling Yard** was at the south end of Mawhera Quay. View, looking North, shows one of the fixed **Hydraulic cranes** and rakes of coal laden "**Q**" Class wagons awaiting loading

"F T Series No. 4425 A Loading Coal Greymouth"
 "photo by H Winkelman" Real photo divided back
 postcard mailed Greymouth JA 17 1908 to Foxton..

Henry Winkelman was based in Auckland
 FT - Fergusson Taylor were a Christchurch firm

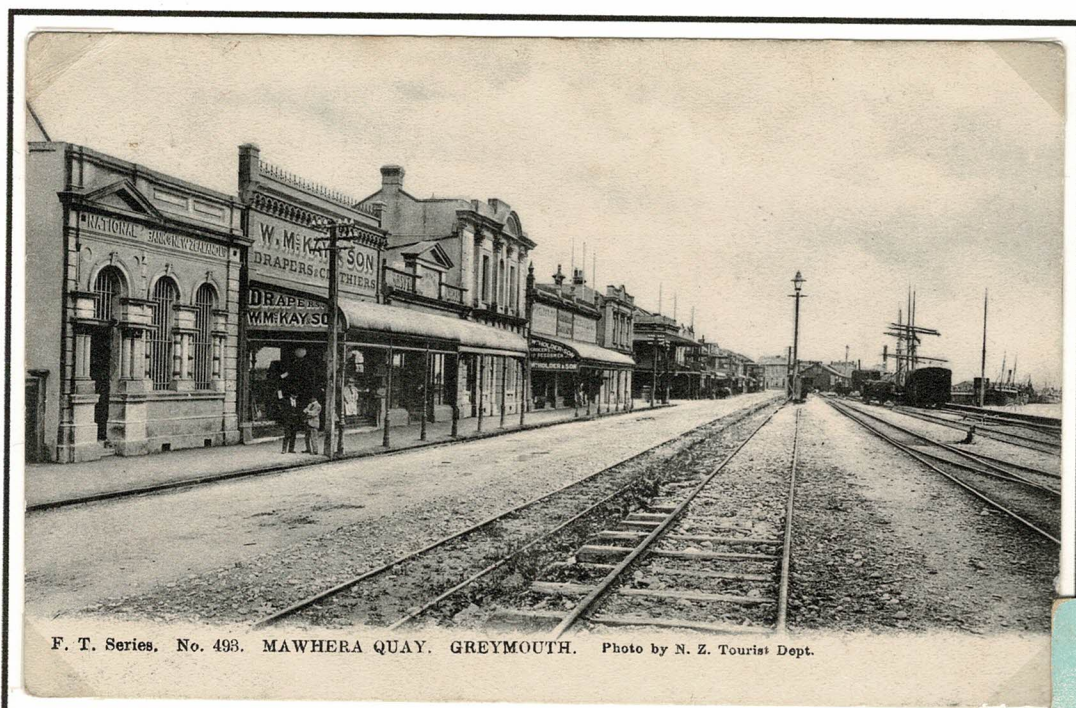
View of Marshalling yards looking north along Mawhera
 Quay with the Railway Bridge in distance. Rakes of
 "Q" Class coal wagons waiting on loading.

The Timber at left is evidence of the significant timber
 exported through the port - often carried as deck cargo on
 Colliers.



F. T. SERIES. No. 4425 A. LOADING COAL, GREYMOUTH.

Photo by H. Winkelman.



F. T. Series. No. 493. MAWHERA QUAY. GREYMOUTH. Photo by N. Z. Tourist Dept.

"Mawhera Quay Greymouth" F T Series No. 493,
 "Photo by N.Z. Tourist Dept" undivided back postcard
 mailed Greymouth "A" Class 24 OC 05 2PM to Coopers Creek
 Oxford received "A: Class 30 OC 05.
 View looking South showing the railway tracks

"Mawhera Quay Greymouth" No. 2065 A "FT Series"
 Divided back annotated "30-1-07" to Gundagai, Australia. From
 "Thos Smith Brunner Post Office"
 View is looking North with "L" class coal wagons in foreground

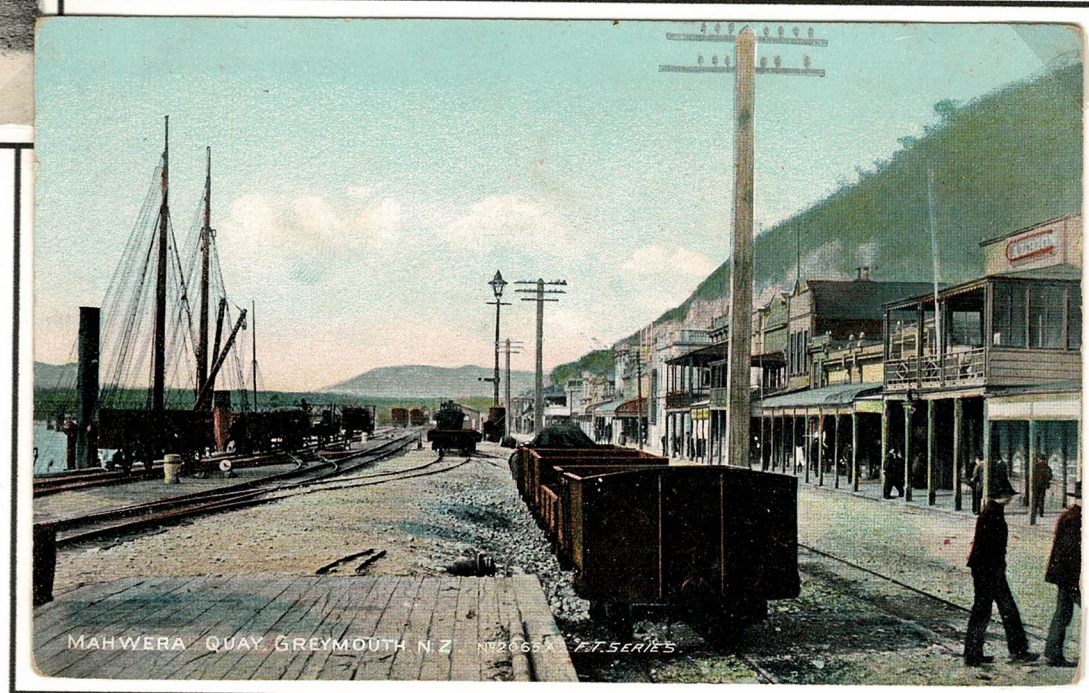
Fergusson Taylor

This firm was probably based in Christchurch and in 1904 they issued a
 series of views with undivided back. They used a variety of
 photographers and set themselves as the principle supplier of postcards
 brining out new series frequently. From 1908 it is thought they became
 part of the Tanner Bros Ltd empire.

The early black & white views were numbered under 1000 [493 above]
 while their later colour versions with numbers 2000+ are coloured
 versions of the earlier monochrome version. [2065 right]

NZ Tourist Dept

New Zealand was the first country to dedicate a government department
 to tourism. In 1901, the Department of Tourist and Health Resorts came
 into being - on activity was promotion and advertising



MAWHERA QUAY GREYMOUTH N.Z. NO. 2065 A FT. SERIES

This **James Ring Postcard** shows the wharf with the railway station at right and railway tracks leading South to the marshalling yard. The 20-ton Hydraulic crane is centre. The vessel about to berth is the **SS Arahura**.

SS Arahura built 1905 for USSCo for Wellington - Nelson - West Coast run. 1607 tons, 190 passengers and cargo capacity. **Length 320 feet** [the maximum the Port of Greymouth could manage] Transferred to Anchor Shipping Co in 1925



"The Wharf Greymouth N Z"



Greymouth 28 MY 07

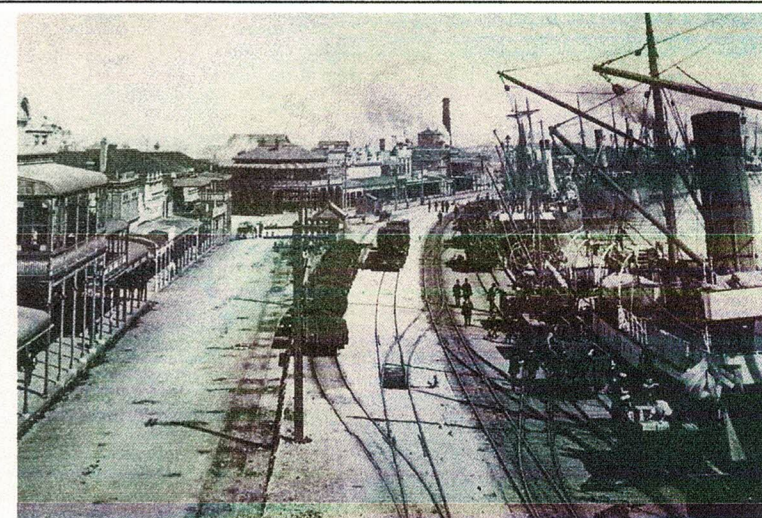
J. Ring, Photographer



Real Photo Postcard - undivided back [pre 1908] no details.
Annotated on back "**Shipping at Wharves Greymouth**"

View of Mawhera Quay looking South with multiple vessel tied up

Loading Coal at Greymouth



"**Grey District Coal Mining in Photographs**" has this identical view with a little more seen at left than in the postcard.

Not attributed.

The text accompanying this includes:

"Coal was railed to Greymouth and exported to many parts of New Zealand and the World. Between 1864 and 2000, 18 million tons was loaded from the wharf. The length of the vessels was limited to 320 ft as larger vessels could not turn in the River. Often coal boats were three abreast waiting to be loaded with coal."

Greetings from Greymouth - because of the importance of the Coal Industry views feature on Greetings cards.

Mascotte Studio Photos & Postcards issued by Messrs S Mills & Son Greymouth

LOCAL VIEW POST CARDS,

INCLUDING:—

- 3 Glossy, with six Oval Views,
- 3 Glossy, with Sunset Effect,
- 6 Sepia Views,
- 1 Coloured, with 7 views,
- 1 Postman Novelty Card, with 10 views,
- 1 Glossy New Zealand Ferns.

These Cards are all well finished, and a very cheap lot—3s the set of fifteen cards; post free.

S. MILLS & SON.

PICTURE FRAMERS,
MACKAY ST., 11. GREYMOOUTH.

Greymouth Evening Star

12 December 1913

THE MASCOTTE STUDIO can
supply a first-class PHOTO
Upstairs McDonald's Buildings
Mascotte Studio for Photos and
Postcards.—Advt.
Grey River Argus 19/3/1923



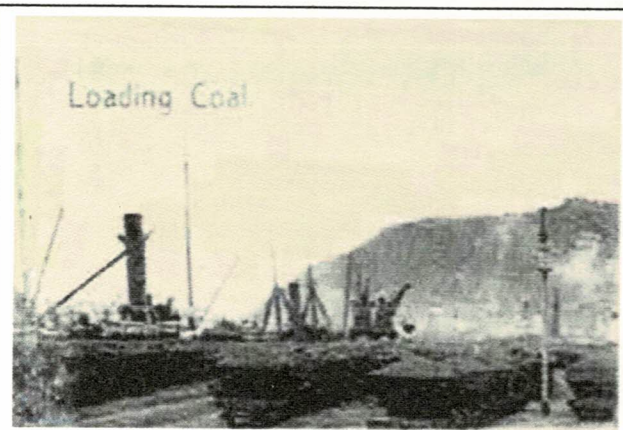
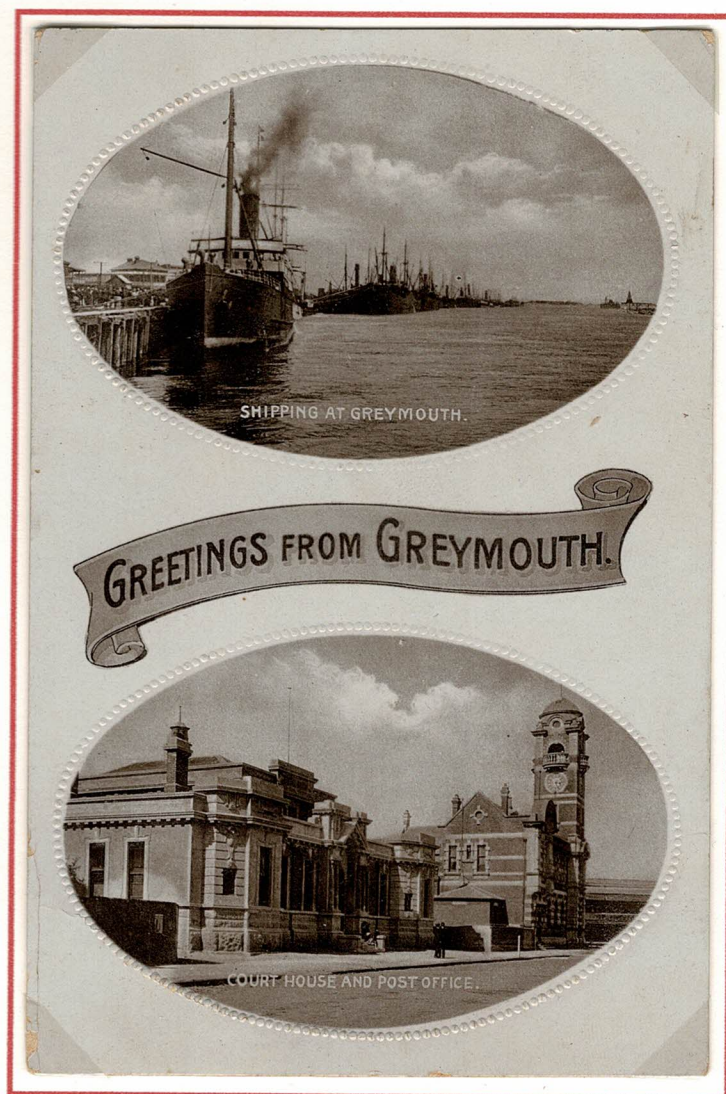
"Budget Card" Postman Novelty Card "Greetings from Greymouth"

[Test in brown]

Printed in Saxony - Design "J"

10 small views

1. Post Office
2. Shipping at Greymouth
3. SS Arahura leaving Greymouth
4. Court House & Post Office
5. Top of Coal Creek Falls
6. Loading Coal
7. Tainui Street
8. SS Arahura arriving at Greymouth
9. Coal Creek Falls
10. Greymouth Hospital



"Greetings From Greymouth" Glossy postcard with two views. "Photograph by Mascotte Issued by Messrs S Mills & Son" Text in Brown, divided back Printed in Saxony.

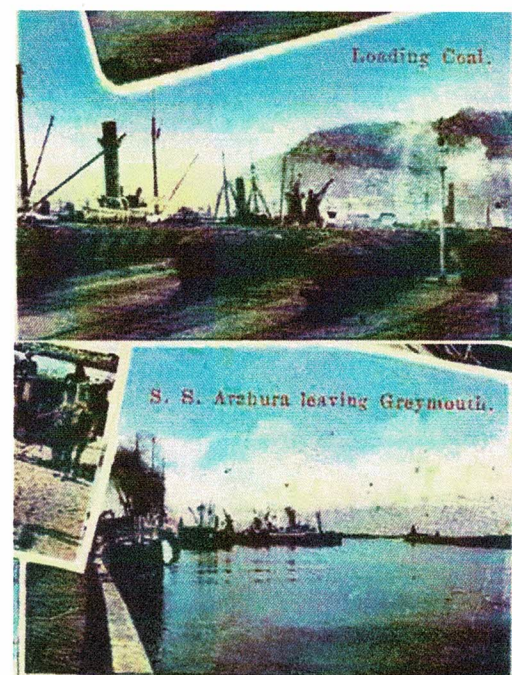


"Greetings From Greymouth"
Divided back postcard "Coloured
with 7 Views"

"Photograph by Mascotte.
Issued by Messrs s Mills & Son"

"Printed in Saxony"
Text in brown

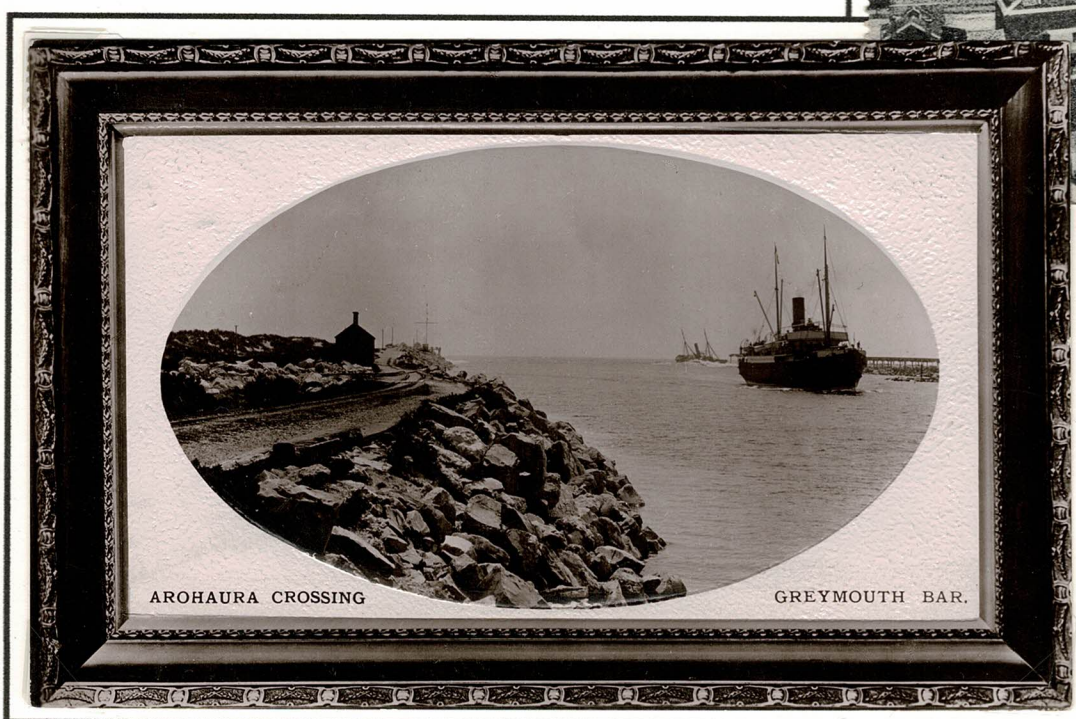
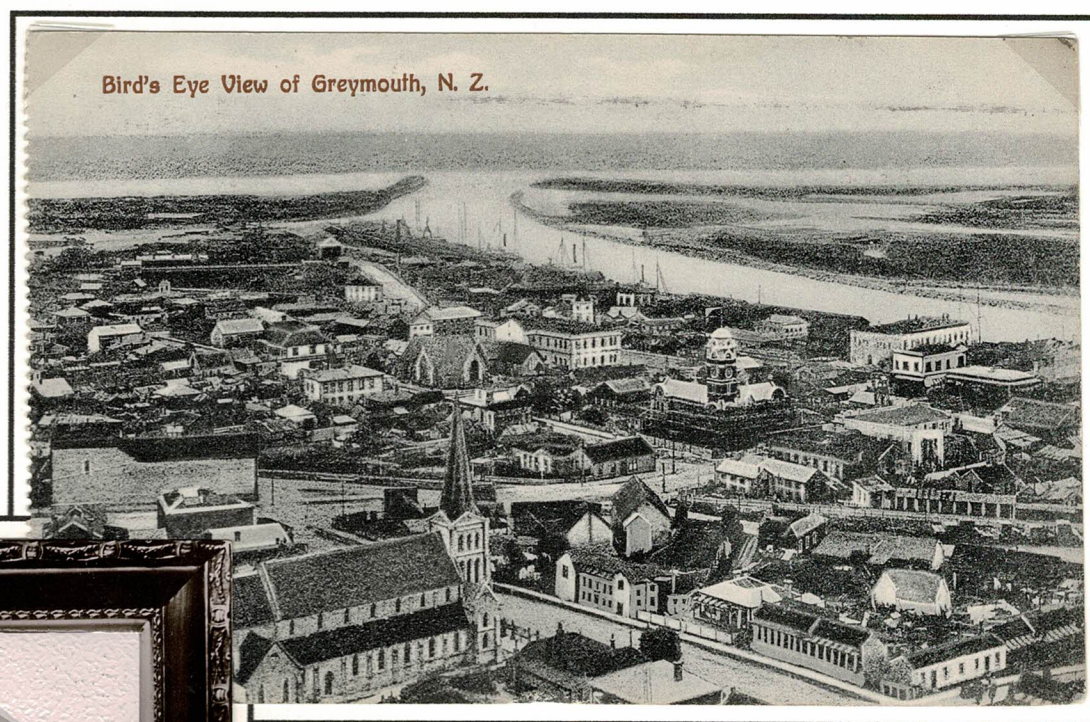
1. Court House and Post Office
2. Tainui Street
3. Loading Coal
4. Post Office
5. Greymouth Beach
6. View of Greymouth
7. S S Arapura leaving Greymouth



"Bird's Eye View of Greymouth, N.Z."

Divided back postcard, no photo or print
details, mailed Greymouth JE 2 1910 to
Wellington.

View shows the Grey River mouth with
South Tiphead but before north breakwater
constructed and numerous ships berthed
alongside the wharf awaiting coal



"Arohaura Crossing Greymouth Bar" - [error as it is *SS Arapura*.

Divided back from Universal Post Card Co., Dunedin. Mailed with
KE ½ d stamp cancelled Greymouth "B" Class 5 AM 26 FE 12.

View shows the South Breakwater and Signal Station with what may be
the Harbour Tug in distance [used to tow ships in and out]

Message *"Saw a steamer coming up like this this morning"*

Shipping News from Grey River Argus reports 3 steamers arrived on
25th Feb 1912 - *SS Kini* [702t]; *SS Manurewa* [327t]; *SS Storm* [186t]

S S Kotuku Wrecked Grey River Bar May 16, 1912 with 621 Tons of State Coal



"S.S. Kotuku Ashore Greymouth" "Mascotte Studio" Real Photo postcard, divided back with embossed marking of the Mascotte Studio, used from Lyttelton "G" Class datestamp 6 JE 12 to Dunedin. Message makes no comment!

The *S S Kotuku* went ashore on the North Tiphead at the entrance to Grey River at 11.40pm May 16, 1912 and became a total wreck. At daylight May 17th a rocket line was secured and the crew brought ashore by Breeches Buoy by 8.30am.



The enquiry found blame with the Captain who was charged with 50% of the costs

AN UNFORTUNATE MISHAP

TOTAL WRECK ON NORTH TI
EXTREME RETICENCE OBSERV

Shortly after eleven o'clock last night the Union Steamship Company's steamer *Kotuku*, 1054 tons gross register and 662 tons net, left this port, under the command of Captain John Chittan, with a cargo of 461 tons of State Coal and 317,724 superficial feet of timber consigned to Timaru and Dunedin. The night was an extremely disagreeable one, but there was very little sea on the bar. For some reason other the vessel, while proceeding down the river, struck the retaining wall and it is surmised that this caused her to lose her propeller, rendering her unmanageable. She then, it is supposed, struck the submerged Hawea a derelict that is said to be the terror of every captain entering and leaving the port. Evidently the *Kotuku* lost a portion of her bottom ripped out, and then drifted over the bar and was ashore on the outside of the north with her head pointing shorewards. Greymouth Evening Star 17 May 1912

Between 1860 and 2010 there were 44 ship wrecks of vessels trying to enter or leave the Grey River Mouth, 23 of these before 1900. Of 35 vessels that were going to or from the West Coast, mainly Greymouth that simply vanished prior to 1900, 231 lives were lost. River bars are dangerous!

The dangers of distributing West Coast Coal to New Zealand Ports were not just limited to the Grey and Buller Rivers but the entrances to other western coast ports could also be difficult.

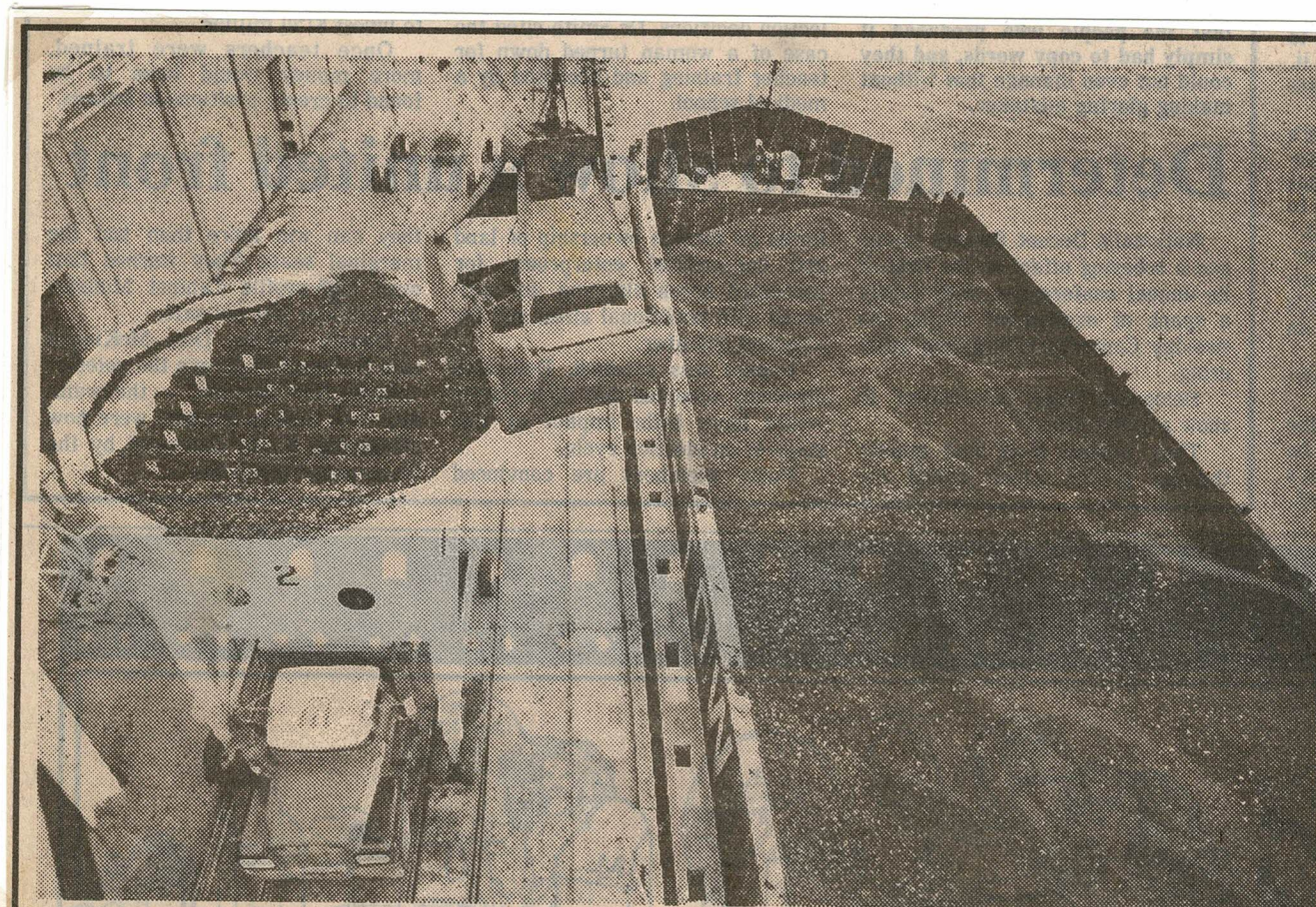
Real Photo Postcard, no details

"Charles Edwin" Wrecked at Castlecliff Wanganui - the name is incorrect - "Charles Edward"

The "*Charles Edward*" was a 240 ton 145 nett ton steamer built 1864. It had been wrecked at Greymouth November 5, 1876 and again September 11, 1879 and was able to be launched. She beached on August 18, 1888 but was refloated.

The ship with 150 tons of State Coal ex Greymouth and Westport, struck an 'object' at the bar of the Wanganui River on the night of December 15, 1908 and became stranded. The coal was taken off by lighters and gear removed but she was declared a total wreck December 17, 1908





The high-grade West Coast coal with which Coalcorp hopes to gain a foothold in the Wellington domestic market.

Coal barge first in 20 years to call at Capital

The first 1000-tonne barge load of coal in nearly 20 years to enter the Port of Wellington has been unloaded.

After a four-day journey from Greymouth, travelling at 6½ knots, the high-grade coal was trucked to storage bins for later sale through one of Coalcorp's new Coal Shop outlets at Petone.

But some has been set aside for an attempt on the world coal shovelling record.

West Coaster Piet Groot will make an attempt on Sunday to break his own record of 29.4 seconds to shift a tonne of the coal.

Coalcorp chief executive Ron Jones says the shipment is an effort to gain a foothold in the Wellington domestic heating market. Bob Moore, owner of Valley Coal, says people are starting to use coal again.

Evening Post May 7, 1990

There was quite a lot of interest in shipping coal by barge from the West Coast State mines in the 1970's. This mostly related to coal being railed to another port [Timaru or Lyttelton] the loaded on a barge to be towed to overseas destination [Japan or Korea] for steelmakers. It was considered that the Grey River bar [and the Buller River bar] were impediments to shipping directly by barge from the West Coast Ports. Some barges had been shipped at Greymouth for steel works in Australia during the 1950's.

CoalCorp, the 1980 successor to State Coal, in 1978 undertook a feasibility study for **barging coal from Greymouth to Wellington for the domestic market**. Two train-loads of the 4-wheel high-sided coal wagons were used to deliver **1000 tons** of high grade sub-bituminous coal from the **Strongman Mine** to the **Greymouth Wharf** where it was load by conveyor onto the Sea Tow barge. The first shipment was in 1990.

Coal was subsequently barged about 6 monthly from the **Strongman Mine** [closed 1994] and **Strongman No. 2 Mine** [closed 2003] and the Solid Energy's **Spring Creek** underground mine [2002-2012]



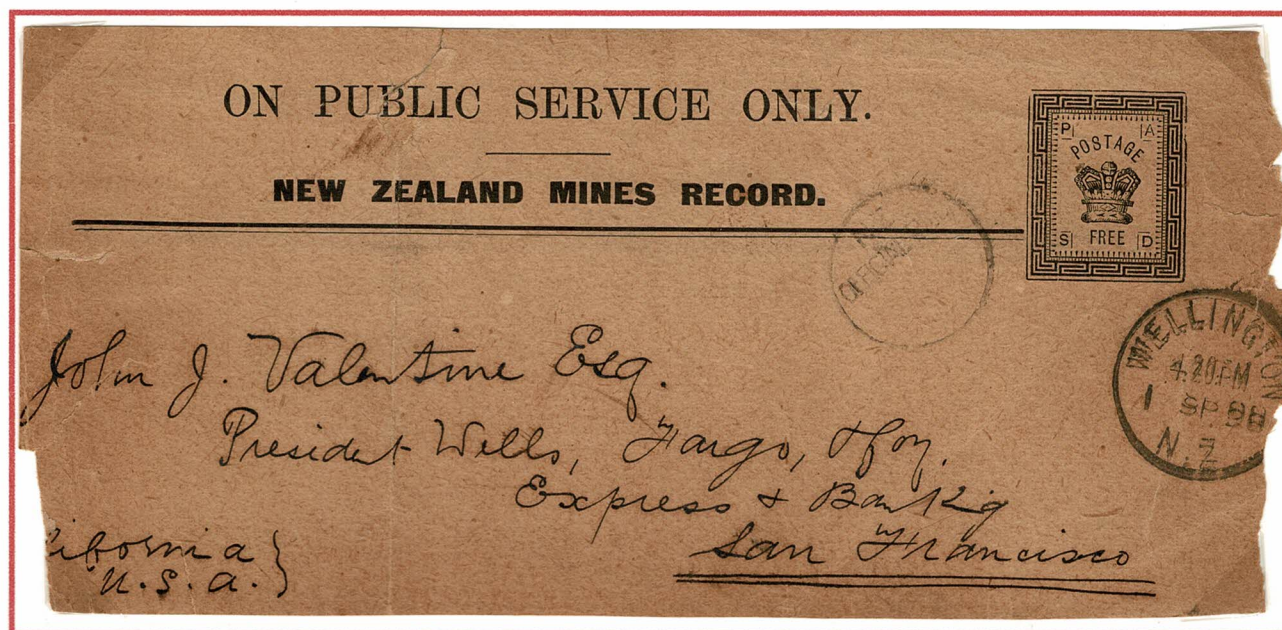
Spring Creek Mine Entrance [Exhibitor Digital Photo 2012]

State Coal Mines New Zealand

The State Coal-Mines Act was passed in the Parliamentary session of 1901, whereby the Government was authorised to embark in coal-mining under the direct control of the Minister of Mines. Under the Act, the Government has the power to make reserves of such land as may be found necessary for State coal-mining purposes. The first State Coal Mines were Seddonville State Colliery and the Point Elizabeth State Colliery.

The Mines Department was concerned with all minerals and mining in New Zealand with the significant focus of gold-mining. With the Seddon Government determined to promote national development funded by extensive overseas borrowing, it was the rising demand for coal as the energy source for railway, shipping, gas production, industries like cement and dairy factories which was in the hands of private companies that was the basis for the concept of State Control. This stated with the Coal Mine Act. Coal became progressively more important. The Handbook of New Zealand Mines of 1887 devoted just 4% of the work to Coal. The New Zealand Mining handbook 1906 has 81 pages on coal but still 375 pages on gold. The **New Zealand Mines Record** was the official publication of the Mining Bureau from 1897.

**New Zealand Mines
Record**
"Postage Free" franking
with **Official Paid "A"**
Class and **Wellington**
"B" Class **1 SP 98**
to Wells Fargo Express &
Banking San Francisco



On Public Service Only
**New Zealand Mines
Record**
"VR Postage Free"
franking of Printing and
Stationery Department.
2000/4/1900

To School of Mines
Dunedin



PRINTING AND STATIONERY DEPARTMENT,
WELLINGTON, N.Z.

[2,000/4/1900 - 2666]

In your reply

Mines, 190

quote this number in the margin.

Mining Bureau

Mines Department,

Wellington, *27.4.*, 1908.

Memorandum No.

2,000/5/1906-4662]

On Public Service Only.



N Z WELLINGTON N Z

1908 AP 27 4 30P 1908

Philip A. Schneider Esq.
Secretary
Orongorongo Academy of Science
319 Jackson Street
Syracuse
N.Y., U.S.A.

MINES DEPARTMENT,

WELLINGTON, 190

5,000/10/1906-10012]

Mr. P. Galvin.

SECRETARY,
MINING BUREAU,
MINES DEPARTMENT,
NEW ZEALAND.

EDITOR:
"N.Z. MINES RECORD,"
"HANDBOOK N.Z. MINES, 1887,"
"N.Z. MINING HANDBOOK, 1906,"

Mr. Schneider
Dear Sir I am
as requested,
please write to
 Dominion Museum
I had to get the
than

Yours Very Truly

P. Galvin
Secretary Mining Bureau

"Not Hon.", please. That is a
distinction in Cabinet-
Ministers, Upper House Members
only a non civil servant

Mailed from Wellington machine cancel AP 27, 1908 with 1d Universal OFFICIAL stamp - transit Auckland machine cancel AP 30 1908 the NIMT railway was not opened until August 1908, received Syracuse JUN 13 1908.

Mines Department Letterhead "2000/5/1906" On Public Service Only Mines Department "5,000/10/1906"

Evening Post April 2, 1897

The Mining Bureau is now open, and is in charge of Mr P. Galvin, a well-known journalist. A journal will be issued in connection with it.

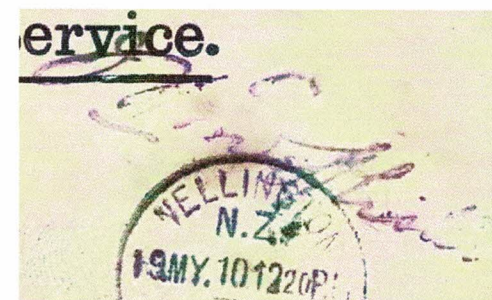
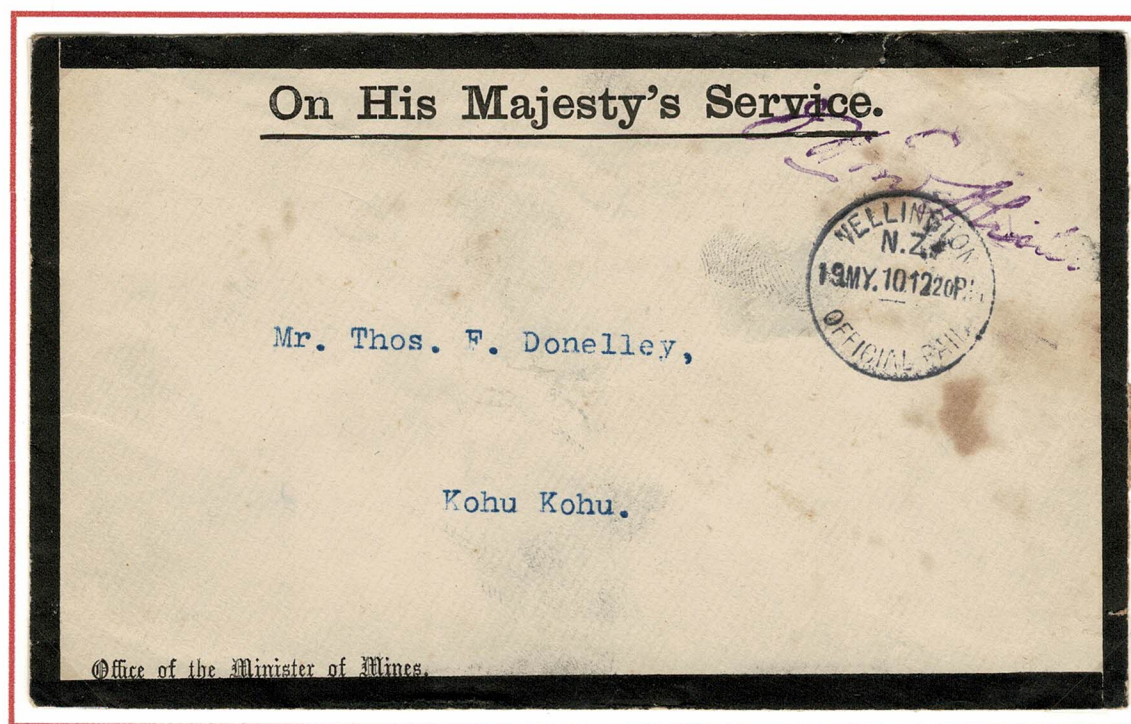
Evening Post March 19, 1907

Mr P Galvin, Secretary Mining Bureau, Mines Department, Editor NZ Mines Record; Handbook NZ Mines 1887; NZ Mining handbook 1906 [Exhibitor library]

[PRESS ASSOCIATION.]

WELLINGTON, December 17.

For the first time since 1887 a mining handbook is issued by the Mines Department, and edited by Mr P. Galvin, Secretary to the Mining Bureau, who also brought out the previous issue, when Mr Larnach was Minister for Mines. The volume contains nearly 100 illustrations, a mineral map of each island and some 70 papers by wardens, inspectors, and other experts, with a preface by the Hon. Mr McGowan, Minister for Mines. He says that advantage was taken of the exhibition to give a review of the colony's mineral resources, and gives some interesting figures of the dividends paid in a good industry.



OHMS envelope from "Office of the Minister of Mines" [print details obscured by mourning border]. Mourning border for the death of King Edward VII on May 6, 1910. Sent with facsimile hand-stamp signature of J H McAlister, cancelled Wellington Official Paid "C" Class 19 MY 10 mailed to Kohokohu received 21 MY 10

A similar cover was presented "Official Mail - an Interesting Cover" in "KIWI" the Publication for the Great Britain Society of New Zealand Stamp Collectors, Volume 39 on pages 43 and 59-60 by Alan Berry. A follow-up article in "KIWI" by Colin Capill discussed this cover [illustrated at right] and mentions the exhibit's cover seen above. Only 2 Examples are Known.

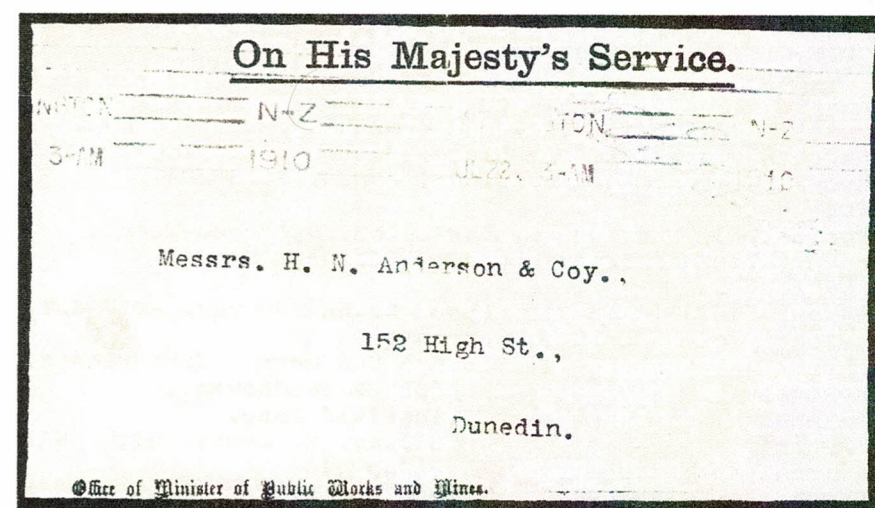
The **Franking System for Official mail** was abolished at the end of December 1906 and was followed by the introduction of overprinted 'Official' stamps.

In the Post Office Circular for **10th January 1907**, authority to frank letters and packets on the Public Service was granted to the Private Secretary to the Minister of Justice and Mines and to the Private Secretary to the Minister of Railways and Public works. No explanation was offered.

On **January 9, 1909**, Hon Robert McAlister Member for Motueka and Buller, was appointed as Minister for both Public Works and Mines - as can be seen on the cover discussed in the article. He led this position until **March 28, 1912**.

J H McAlister had been a Secretary to the Premier and in 1903 was appointed as Secretary of Health Department. In **February 1910** he was appointed as **Private Secretary to Hon R McKenzie** and as such he had the authority to frank official mail.

Two examples of J H McAlister Fran are known



Mr. J. H. McAlister will succeed Mr. C. E. Matthews as private secretary to the Hon. R. McKenzie, Minister for Public Works. During the last twelve months Mr. McAlister has acted in the same capacity for the Hon. A. T. Ngata. He was formerly one of the late Mr. Seddon's private secretaries.

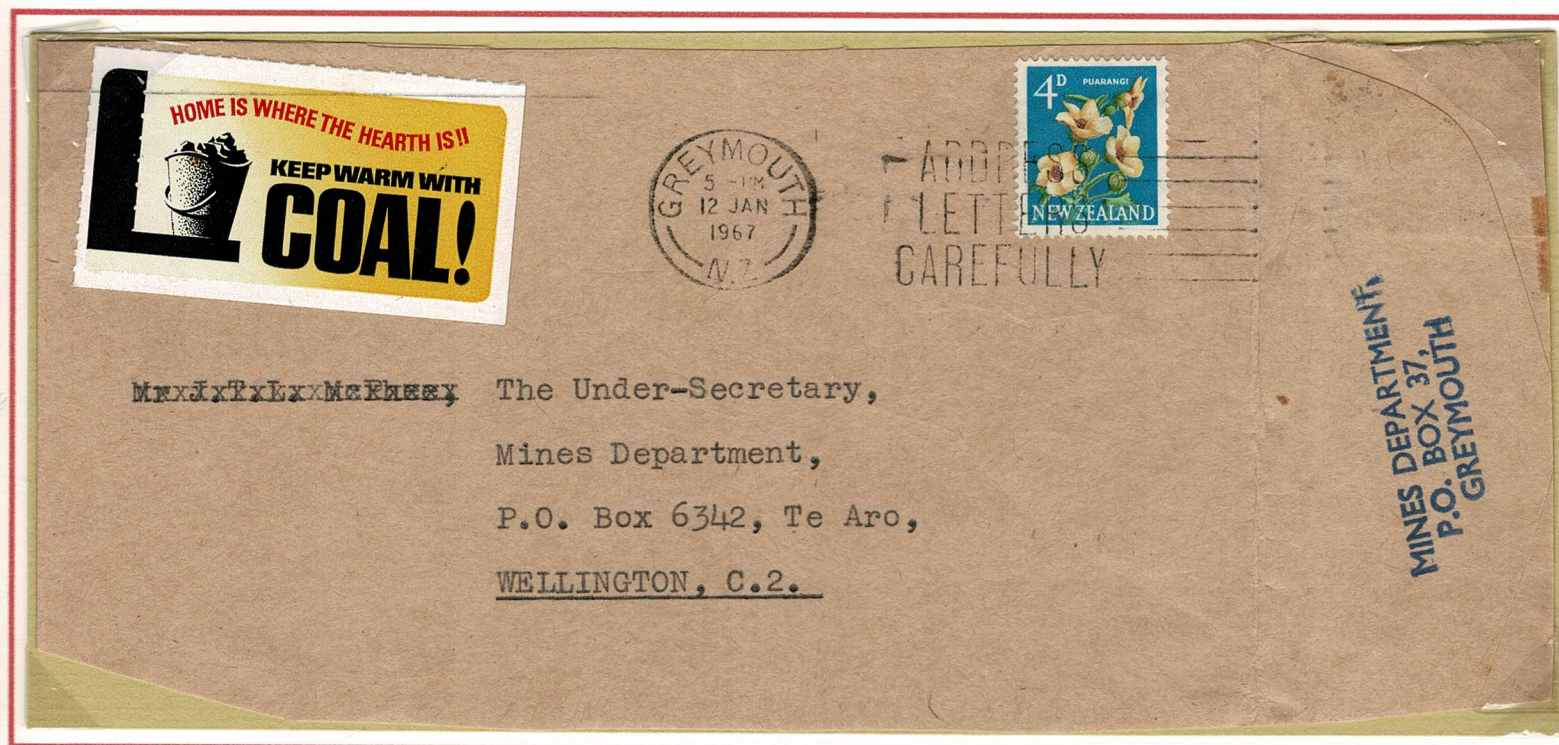
Evening Post February 5, 1910

State Coal Promotion Labels - Greymouth

In 1966, the State Coal Mines Department issued 4 promotional labels with 2 different texts. My research, published in Captain COOK, recorded a census of 40 [now 42 - 27 label 1 & 11 label 2] - and usage mainly [38] between **March 9, 1966 and July 7, 1967**. These labels are printed on high gloss paper, self-adhesive, in red, black and yellow. Three have horizontal format 56.5mm x 31,5mm and the other is vertical. They have roulette gauge 9¾ for separations. There are no printing details. The archive of State Coal Mines, held in Wellington, has no information on any Coal Promotion strategy that may have involved these labels. My research shows that it is probably that Label 1 and label 2 were printed together in 2 blocks of 5 rows.

Examining the usage of the labels: The majority are on large cut-outs from mail addressed to Mines Department in Wellington. Of Label 1 [yellow] I have 27 examples the label is on the envelope front in 24 and ALL mailed from **Mines Department at Greymouth**. Of label 2 [red] I have 11 examples on usage, all on the front with 10 mailed from **Greymouth**. I have 3 examples of label 3 [not shown] all from Dunedin and 1 example of label 4 [not shown] from Auckland.

My conclusion is that labels 1 & 2 were used primarily by Mines Department at Greymouth and were possibly printed there.

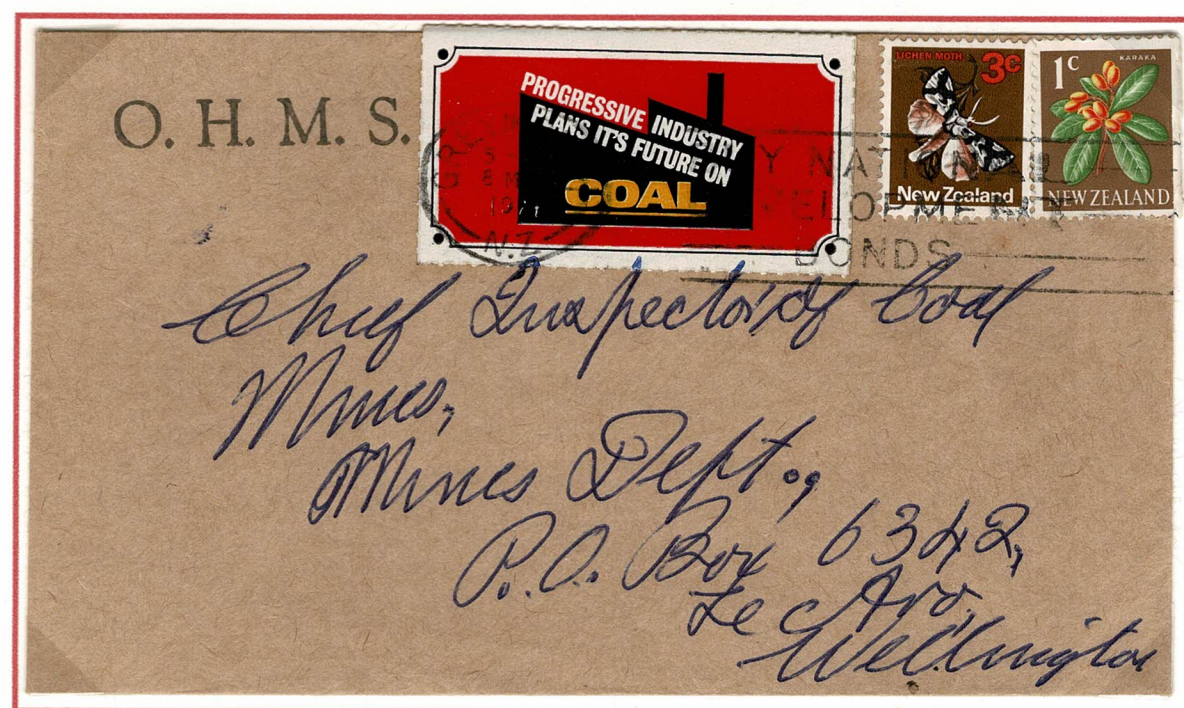
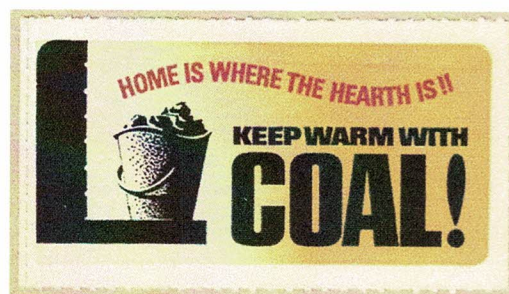


Mines Department Greymouth with
4d stamp mailed
Greymouth 12 JAN 1967 to
Mines Department Wellington.
With yellow Coal Promotion label #1

One week before the Strongman
Mine Disaster

OHMS envelope 4c postage with red Coal
Promotion label #2 cancelled
Greymouth 8 MAR 71 with

Coal Promotion label #1 on reverse
To Chief Inspector Coal Mines



State Coal and New Zealand Railways

State Coal and New Zealand Railways [NZR] have always had a very close relationship by necessity. Both Mines and Railways have had Ministers in Cabinet.

The first mines in State ownership, Seddonville and Point Elizabeth and the Greymouth area mines Liverpool, James and Strongman were dependent on the railways for transport to the Ports for shipping. In the Grey district the take over of other mines depended on rail transport. Once the Otira Tunnel was completed, the transport of coal from the Greymouth Coalfield the had two railway options - to Greymouth or by coal trains to Lyttelton Port for export. Later mines may have used road transport initially but eventually all was sent by rail.

State Coal Mines set up **Coal Depots** in various places in New Zealand from 1906, and regularly shipped coal by Collier to them. A significant amount was for use on the Railway for Steam Trains but domestic use was promoted.

The 1912 Report on State Coal-Mines [in exhibitor's library]

Point Elizabeth Colliery			Seddonville Colliery		
Depot	63,347 tons		Depot	2,276 tons	
NZR	34,349 tons	18.5%	NZR	20,347 tons	37.9%
Govt Dept	2,900 tons		Govt Dept	327 tons	
Private/shipping	87,940 tons		Private	30,749 tons	
	185,665 tons			53,669 tons	

Combined 239,335 tons - NZR 54, 699 - 22.9%
Depot Quantity 27.4%

Right: An "A" Class locomotive with Coal Train en-route to Lyttelton" Photo dated 3 December 1966. the wagons are high-sided "L" Class coal wagons

In 1983 a review was undertaken by Mines Division of Ministry of Energy into the need for new markets for coal. Some 35,000 tons was exported to Japan in 1980 via Lyttelton. It was planned to move up to 2,000,000 tons from the Grey District. That quantity was never obtained but exports continued to overseas steel makers from the State Mines.



Wellington Tram Ticket
Coal Depot Promotion
c 1910

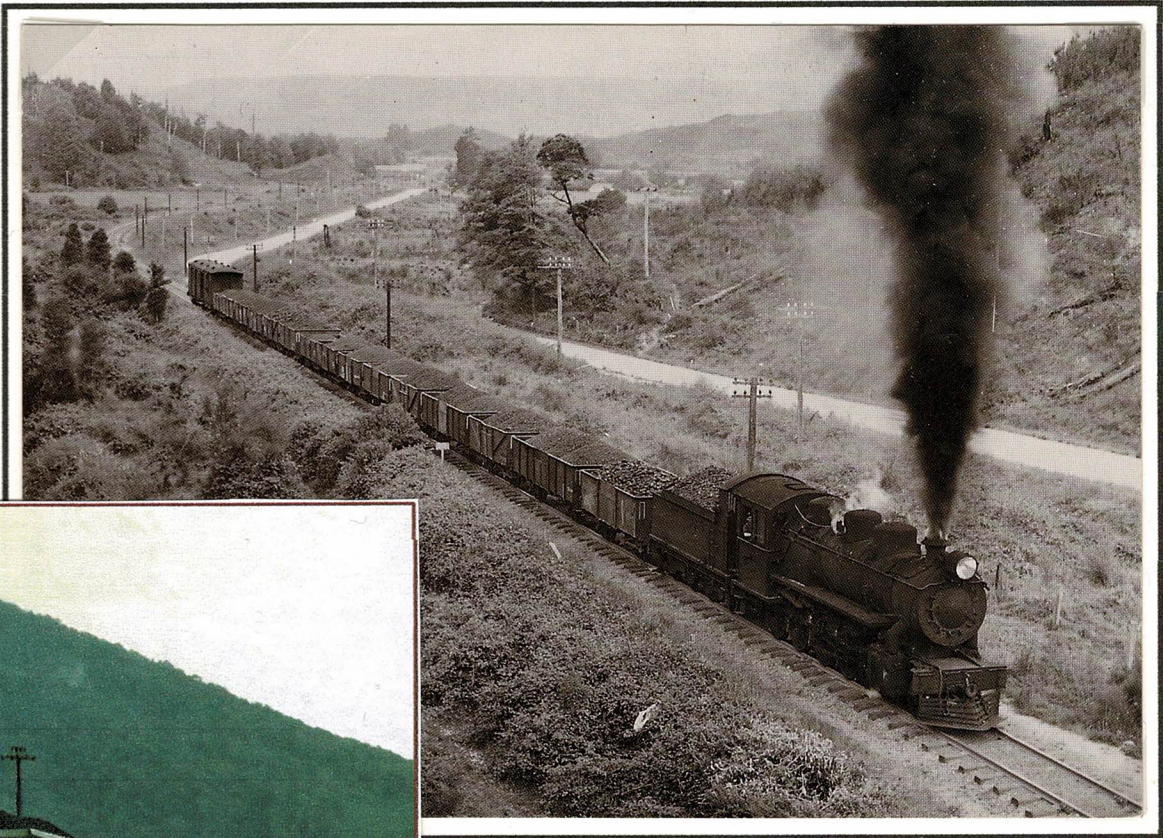
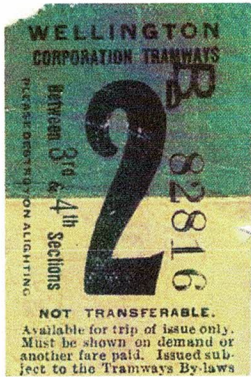


Photo from "The West Coast Coal Route" NZ rail Observer "Leaving Stillwater with an eastbound coal train on 20 October 1988" Wagons are the new aluminium wagons tare 15 tons + 42 tons of coal. Each coal train could transport 1000 tons. At Lyttelton, it was stockpiled and moved by conveyor to the ships



Greymouth Coalfield - The Last Post

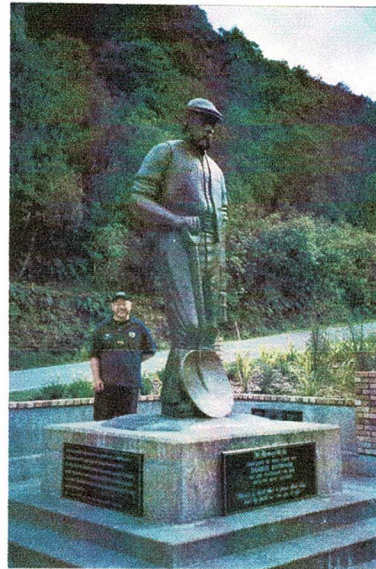
Requiem - Commemoration - Dedication

To the Miners, their Families and their Townships

The Coal Chain is broken, the Mines are no more
No miners are digging, but they're no longer poor
The Wealth they created for Company and State
Left the West Coast but made Country great

They powered the trains and industry too
For decades they worked to give then their due
But the cost of their labour their life and their limb
The memorials that stand are their suffering

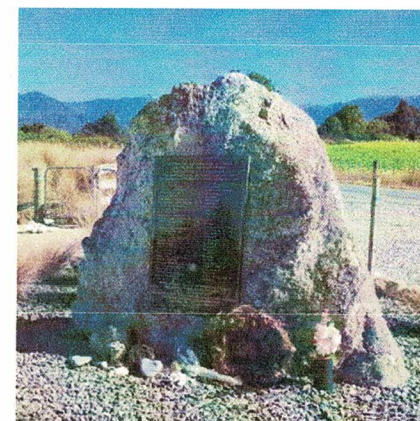
Ross Marshall "Grey Coal Lament" 2022



Poor hardworking miners, their troubles are great
So often while working, they meet a sad fate
Killed by some accident, there's no one to tell
Their mining's all over, poor miner farewell

Only a miner, killed under the ground
Only a miner, but one more is gone
Only a miner, but one more is gone
Leaving his wife and three children alone

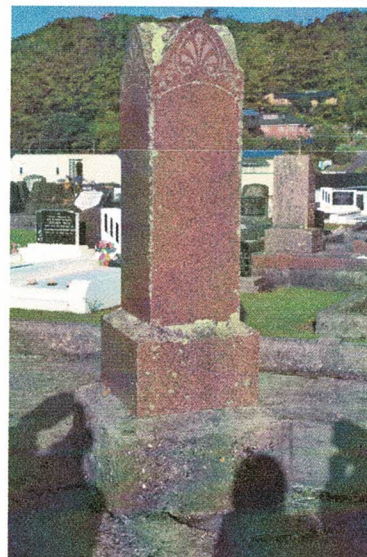
Tom Chestnut Lyrics "Only a Miner" 1928



Coulthard & Hall 1917
Robbery & Murder
Strongman Disaster
1967 - 19 dead
Dobson Mine Disaster
1926 - 9 dead

Brunner Mine Disaster
1896 - 65 dead
Pike River Disaster
2010 - 29 dead
Spring Creek Mine
2007 - 3 dead

Memorial on the Flood Wall of Mawhera Quay
Greymouth [2013] [Centre above] for all miners killed
1869 - 1910 - 426 Deaths



The Memorials are to Miners who have died
but there are many more who were injured
and thousands of families affected

The **Future of Coal is BLACK** - loss of markets, dangerous mining and Climate Change. The **Future of Coal Industry is Tourist GOLD**
with conservation and education of **Industrial Heritage** This exhibit is part of that.