

Exhibits.

Exhibit 1.

WRITTEN STATEMENT TENDERED BY JAMES HARRIS, ENGINEER, MOUNT MULLIGAN COLLIERY.

Mount Mulligan,
3rd October, 1921.

On Monday, 19th September, I went out on the works at 8 a.m., and, after seeing all the men at work, I inspected the power-house plant and found all to be in good order. I then visited the brick plant and main store, and was returning to the coke works when the mine explosion took place.

Safety lamps were immediately procured, and, in company with Mr. Watson and two labourers, we entered the main tunnel. At the deputy's cabin we found the manager, Mr. T. J. Evans, also a clipper, Mr. M. O'Grady; after they were conveyed to the surface we pushed forward down the main heading to No. 2 slit, where the body of R. Thompson was found. After making sure that life was extinct we again pushed on, but, after going some thirty yards, we met with gas and were compelled to return.

I then took charge of a gang for the purpose of installing a small fan on the main return airway, and Mr. Watson got a gang together to clear a road along the main heading.

After an hour and a-half the fan was set to work, but after exhausting air for two hours we found the conditions in the main heading worse than before the fan was started.

The fan was now shifted into the main tunnel and used to blow air into the mine, and the return airway fully opened. The air now began to clear, and we were able, by adding eleven-inch air pipes to the fan delivery, to get down the dip and brattice off openings on both sides.

After two hours we were able to get down to No. 2 slit, and sent out the body of R. Thompson. The air now being fair, we were able to reach to No. 10, and the body of clipper T. Hawes was found and sent out. We now tried to get to the bottom, but CO was again met with, so we decided to let the fan run for an hour before venturing further. During this spell Inspector of Mines Mr. E. Laun arrived.

On again entering the mine we were able to get to the bottom of the main dip, and sent out another five bodies. Brattice cloth was now placed across the main dip below No. 10 for the purpose of driving the air in No. 10 to ventilate this section, known as Beattie's Wall.

Mr. Laun now pushed on with rescue work, and the writer returned home for rest.

Returned again at 8 a.m., and in company with A. and H. Plunkett, supported by a strong relief gang, we visited all the top bords on Beattie's Wall. CO was found to exist in dangerous quantities, as the painted finch turned on his back in every face, and the safety lamps went out; however, a safe return was made to the main heading, and that part of the wall cleaned up.

On reaching the fresh air the two Plunketts and F. Vogler showed signs of being overcome with the gas, one of the Plunketts being rather bad. Vogler not being with us in the lead should not have been effected. Although I, personally, took the lead, and visited all the top working faces I felt no ill effect of the gas.

Mr. Laun now continued and cleaned up this face.

TAYLOR'S FLAT.

We now concentrated our attention to this flat, which led into the bottom pick wall. The fan was now shifted down on to Taylor's Flat, and the air pipes laid along the drive. The shifting of this fan was much expedited by the good work done by the Chillagoe engineer and his gang. After letting the air blow in here for some time the writer, in company with W. Matthews, made an examination into the jig flat and found the air clear but fairly warm. After getting out two bodies from this section the writer was relieved by Mr. Laun. On returning, the rescue work on this wall was almost complete, and it was arranged with Mr. Laun that I should try and recover the bodies from the top seam section.

TOP SEAM SECTION.

To get into this section it was necessary to change the ventilation. The fan was stopped and the brattice removed from No. 2 slit and a brattice placed across the main heading below the No. 2 slit. Good air was found to be travelling along the slit, but, on arriving at the stone drive, I found the air coming out of this section and not going in as expected. A brattice was now placed across the main return to the fan drift, and the air turned into the stone drive leading to the top section. On entering the stone drive we found a hole had been blown through from the stone drive to the old workings in No. 2 seam, and that all the air was going down into it. Some delay was caused here, as we had to send to the surface for brattice cloth. When all was in order W. Matthews, in company with C. Austin, made an inspection with safety lamps, and reported all in order. The writer, in company with Warden Dunlop, then went forward, and, with the stretcher-bearers, started to send out the bodies. Thirteen bodies were sent out of this section, and we were satisfied that all were cleaned up. The explosion in some parts of this section appeared to be very mild, but was accompanied with a fair amount of flame.

FITZPATRICK'S WALL.

Preparations were now made to start rescue work on this wall. The brattice was taken down from the main dip and placed across the No. 2 slit, and the fan started to blow air in along Taylor's flat. All men were withdrawn for the time to give the air time to circulate the faces. Mr. Laun now took charge again and the writer took rest.

On returning, I found the work of removing bodies still in progress, and this work was continued throughout my shift. Mr. Laun and shift cleared up all the bodies that were in sight on the following shift.

As there were still bodies left when I again took up duty, it was necessary to start from the bottom of the pick wall and make a complete search up along all the faces and cut-off roads. Although we spent six hours in a vigilant search we did not find a body. This completed my search for bodies, as Mr. Laun found three more on his next shift.

MINE FIRE.

Acting under instructions from Mr. Watson, in company with Mr. Saint-Smith, Inspector Laun, and W. Matthews, we went into No. 1 slit to the main return air-way. At this point a small fire was located. This was successfully dug out and shifted down the stone drive, all being well watered. A visit to the scene on Monday proved the fire to be out.

PLANT.

The whole of the plant comes under my jurisdiction, and, at the time of the explosion, was to the best of my knowledge in good order.

JAS. HARRIS.

Exhibit 2.

WRITTEN STATEMENT TENDERED BY F. J. LAUN, INSPECTOR OF MINES, AND E. C. SAINT-SMITH, GOVERNMENT GEOLOGIST.

Mount Mulligan,
The Chairman, 29th September, 1921.
Royal Commission,
Mount Mulligan Colliery Explosion.

SIR,—We beg to tender you herewith the complete notes made by us regarding the effects of explosion, direction of same, &c., in the underground workings of the Mount Mulligan Colliery, in connection with the violent explosion which took place at about 9.25 a.m., on Monday, 19th September, 1921. The notes furnished hereunder were made, in each case, at the actual sites described. In order that as much detailed information as possible might be obtained for the information of your Commission, the examination was commenced on Saturday, the 24th instant, by us, and continued till yesterday afternoon, the 28th instant. The data given represent our agreed-upon observations in every instance. Several heavy falls of roof occurred during our inspections.

With the object of making more readily intelligible the relative positions of the bodies, working faces, blown-out stoppings, focus of violence, &c., the accompanying two blue prints from tracings prepared by Mr. H. C. Mainwaring, Surveyor to the State Smelters, Chillagoe, is tendered herewith. This tracing has been made from the plan—on a scale of 1 inch to 1 chain—in use by the Chillagoe Limited, which latter company own and work the colliery now under review.

The principal workings have been made in the No. 2 (or middle) seam. As there is still a third seam below the No. 2 seam, this bottom seam should be known as such, but, in view of the fact that but a very negligible amount of work has been done on the lowermost of these three seams, the middle or No. 2 seam has always been known as the bottom seam, and the No. 1 seam above the latter is known as the top seam. These names of Top and Bottom seam, respectively, have therefore been preserved on the attached blue prints.

As the bodies were recovered by the various rescue parties they were numbered by the Police officials at the main tunnel-entrance, the following being the order in which they were brought to the surface. The names of those men whose bodies were identified are marked thus †. These numberings have been used on the plans.

1 † T. J. Evans } No. 1 to 3, inclusive,
2 † M. O'Grady } recovered from Cross-
3 † N. Ruming } Measure Drift.

4 † R. Thompson
5 † T. Hawes
6 † T. Adams
7 † L. Joachimzik
8 † F. Gielis
9 † S. Liversidge

10 † H. Bollen
11 † P. Minogue
12 † J. Carney
13 † T. Camm
14 † J. Long
15 † T. Hutton
16 † F. Pattinson
17 † T. Taylor
18 † F. Latimer
19 † R. Leary
20 † E. Hutton
21 Unknown—Probably
Geo. Hawes
22 † E. Riseley

Nos. 10 to 22, inclusive, recovered from Beattie's Machine Wall, North Side Workings (on bottom seam).

23 Unknown—Probably
J. Reay
24 † P. Marks
25 † J. Drier (junior)
26 † J. Drier (senior)
27 Unknown
28 Unknown
29 Unknown
30 † J. Regan
31 Unknown
32 † H. Harrison
33 Unknown
34 Unknown
35 Unknown
36 † J. Nixon
37 † H. Jackson

Nos. 23 to 37, inclusive, recovered from Pick Wall, South Side Workings (on bottom seam).

38 † W. C. Cole
39 † G. James (junior)
40 † S. McColm
41 Unknown—Probably
H. Martin
42 † F. Butcher
43 † J. O'Boyle
44 † R. Spiers
45 † J. Henry
46 † J. Carson
47 † H. Mansfield
48 Unknown—Probably
J. Lawson
49 † J. O'Halloran
50 † J. Fogarty

Nos. 38 to 50, inclusive, recovered from Top Seam Workings.

51 † W. Ostle
52 † W. Thompson
53 Unknown
54 Unknown
55 † W. Fisher
56 † S. Seymour
57 Unknown
58 † T. Adcock
59 Unknown
60 † R. McCormack
61 † J. Lomax
62 † T. E. Parkinson
63 † T. Hynes
64 † A. Casloff
65 † E. Morgan
66 † R. Whelan
67 † W. Smithson
68 † A. Hall
69 Unknown—Probably
R. Templeton
70 † F. Grant

Nos. 51 to 70, inclusive, recovered from Fitzpatrick's Machine Wall, South Side Workings (on bottom seam).

71 Unknown—Probably J. Loughrie. No. 71 recovered from No. 12.

72 † J. Fitzpatrick
73 † P. Conopia
74 † G. James (senior)

Nos. 72 to 74, inclusive, recovered from depleted workings at the top of Fitzpatrick's Machine Wall.

One body still remains in the workings (on 29th September, 1921), probably in the No. 1 Gate road above the straight-in road on the bottom south level.

The accompanying list shows the cavil for places, to commence on 19th September, the morning of the explosion :—

CAVIL FOR 19TH SEPTEMBER, 1921.

	<i>Contractors.</i>	<i>Shiftmen.</i>
<i>Main Dip</i>	Joachimzik and Adams	H. Bollen Miner
<i>Top Seam</i>	Martin and Henry	P. Minogue Miner
	Fogarty and O'Halloran	R. Leary Miner
	Spiers and Boyle	S. Liversidge Miner
	Mansfield and Lawson	J. Carson Miner
<i>Taylor's Wall</i>	F. Pattinson and T. Hutton	F. Butcher Miner
	Camm and Long	J. Fitzpatrick Machineman
	Riseley and Hawes	P. Conoplia Machineman
<i>Pick Wall</i>	Jackson and Nixon	T. Taylor Machineman
	Drier and Son	J. Beattie Machineman
	McIntyre and Cunningham	G. James (senior) Miner
	Kerr and Butler	G. James (junior) Wheeler
	Harrison and Johnstone	T. Adcock Miner
	Mounsey and McColm	R. McCormack Wheeler (youth)
	Carney and Turriff	P. Marks Wheeler (youth)
<i>Fitzpatrick's Wall</i>	Hall and Smithson	J. Reay Wheeler (youth)
	Ostle and Bell	F. Gielis Wheeler (youth)
	Lomax and Hynes	E. Hutton Wheeler (youth)
	Morgan and Casloff	F. Latimer Wheeler (youth)
	Templeton and Loughrie	R. Thompson Miner
<i>Top of Pick Wall</i>	R. Pattinson and W. Thompson	T. Hawes Wheeler
	Stevens and Swift	M. O'Grady Wheeler
	Fisher and Seymour	N. Ruming Wheeler
<i>No. 21 Bord</i>	Regan and Whelan	W. Cole Winchman

T. J. Evans, Mine Manager

Frank Grant, Deputy

T. E. Parkinson, Deputy

The following notes are taken in the order given below :—

CROSS-MEASURE DRIFT.

The cross-measure drift (650 ft. in length) has suffered very severely, being the main intake for air from the surface. The mine timbers were blown down in all directions, and numerous local falls from the roof occurred. The deputy's cabin was completely wrecked, the timber being splintered to matchwood for the most part. The anemometer was smashed to pieces, as were also a couple of safety lamps. We were fortunate in being able to recover from the wreckage here the mines inspection record book, practically undamaged. Scorching of paper was observed. All the earthy material over the timber at the portal collapsed, and heavy machinery outside the portal was wrenched from its base and hurled down the hillside. The grass and trees outside have been burnt and scorched for a considerable distance. The Mine Manager, T. J. Evans (No. 1), was rescued, badly injured, at the deputy's cabin, whilst the body of N. Ruming (No. 3) was found in the daylight near the portal, and that of M. O'Grady (No. 2) was located near Evans, in the middle of the haulage road.

TOP SLIT (LEFT)—SOUTHERN WORKINGS.

The brick stopping close to the top of the main dip has been blown to the south with violence for a distance of 20 ft. Further in, the brick deflector has been blown uphill with violence. The brick wall and doors in the drift, on the right-hand side of the main haulage road, old top level, were blown northerly (*i.e.*, outwards from the dip) with great violence.

MAIN DIP.

The roof has fallen in at the brow over an area of 6 ft. by 8 ft. to a height of 1 ft. since rescue operations ceased.

The first brick stopping on right-hand (northern) side of the dip, below the brow, was blown inwards (*i.e.*, northerly), as also were the Nos. 2, 3, and 4 brick toppings down the dip on the same side. A recent fall of the shale roof, some 6 in. thick, has occurred below the No. 4 stopping. Immediately adjoining the top (east)

side of the No. 1 left entrance into the top seam workings the roof has fallen for about 15 ft. by 20 ft. by 2 ft. in thickness. The No. 5 heading on the right-hand (northern) side of the dip has no brick stopping, and no inspection was made beyond the brattice, the same remarks applying to the No. 1 left-hand opening immediately opposite, as also the No. 6 right-hand side opening.

At the middle slit (where the body of R. Thompson, No. 4, was found) the roof has shelled off—particularly into the southern workings. No brick stoppings were used hereabouts. No damage was noticed along the dip below where Thompson's body was found for a distance of 30 yds. with the exception of two sets blown over, but at the No. 7 right-hand side opening the brick stopping is now lying on the rail side owing to having been held up by the pack wall beyond it.

Along the dip, at the first old workings on the southern side below the middle slit, much destruction of timber work is in evidence in addition to shelling off of the roof, but a portion of the latter fall has taken place subsequent to cessation of the rescue operations.

At the bricked-in transformer set along the north side of the dip the brickwork was shattered and the transformer slightly twisted from its bed in an uphill direction towards the main entrance. The fusion plug is still in position here.

At No. 8 brick stopping on the north side, adjoining the downhill side of the transformer room, the bricks have been blown inwards (northerly). A telephone has since been installed between the transformer room and the brick stopping on the right-hand side.

The next (No. 9) north side opening down the dip, about 60 ft. down, along the dip below the No. 8 stopping, was known during the rescue operations as No. 10 right, and leads to Beattie's machine wall; this level is described below some 20 ft. down the dip from No. 10, and on the opposite (south) side is another heading leading to Fitzpatrick's machine wall, which is also described in detail below. The body of Thos. Hawes (No. 5) was found on the left side of the dip immediately below the entrance to Fitzpatrick's wall.

Immediately below this entrance; and down the dip, the timber is intact for about 40 yds. down the dip, with the exception of six sets blown down. No falls occurred in the roof along this section.

At the next right-hand (north) opening, known as No. 12 Right, a road leads north to the bottom of Beattie's wall; the roof here has fallen in subsequent to the explosion.

A very slightly scorched old electoral roll (for Cunningham) was seen on the floor of the dip at the entrance to No. 12 Left (known as Taylor's flat), which latter leads to the pick wall face.

The bodies of two wheelers, viz., F. Gielis (No. 8) and S. Liversidge (No. 9), were found on the far (south) side of two full trucks of coal, some 20 ft. south from the dip along this lastmentioned No. 12 Left.

About 50 ft. below the entrance to No. 12 Left is located the bottom wheel of the endless-rope haulage, and the bodies of two men, viz., T. Adams (No. 6) and L. Joachimzik (No. 7) were recovered from on the top of timber here just below the wheel.

Bodies found in these northern workings were removed from the following locations:—

H. Bollen, P. Minogue, and J. Carney (Nos. 10, 11, and 12, respectively) from the bottom of the small jig plane on No. 10 North. T. Camm, J. Long, T. Hutton, F. Pattinson, and T. Taylor (Nos. 13, 14, 15, 16, and 17, respectively) from the main jig plane from the No. 10 level down to No. 12. An unidentified man (probably Geo. Hawes) and E. Riseley (Nos. 21 and 22, respectively) were found lying in a small dead-end on the southern side of the jig, immediately below the No. 10 level.

This main haulage road, which is at right angles to the strike of the coal seams, commences at a grade of 1 in 3, but nearer the bottom averages about 1 in 7.

NORTH SIDE (RIGHT-HAND) WORKINGS.

A marked feature of most of the workings and roads in this portion of the mine is the amount of scorching and burning observable, indicating great heat hereabouts during the course of the explosion, though the presence of unburnt papers, &c., in places suggests strongly that the flames leaped forward in long bounds.

At the bottom of the jig road on Beattie's machine wall, about 300 yards northerly from the dip, a body was found, and the crib wrapping-paper was unburnt. Twenty feet further in (to the north) a billycan was found quite undamaged. The body found here was almost certainly that of a wheeler; the wrecked truck lies alongside where the body was found.

The electrically operated coal-cutting machine (long-wall machine) is intact at the bottom of this wall. Apparently the operators were engaged at the time in the work of replacing the "picks" on this machine, one blunt "pick" being still in position. A couple of skips, half filled with coal, were found close to the machine. No paper was burnt hereabouts nor were the old clothes scorched.

At the No. 2 gate on Beattie's machine wall, a roll of paper was found unscorched, and the place is quite undisturbed. Opposite this opening, and on the southern side of the jig plane from Beattie's wall, two bodies were located in a dead-end about 30 ft. south of the jig plane. Three other bodies were recovered from the jig plane at the entrance to the lastmentioned dead-end. No bodies were found actually at Beattie's face.

At the top gateway on No. 10 a brattice on the main level has been blown out in the direction of the dip, but with little or no violence. About 30 ft. south of this another brattice stopping has been blown the same way. Remnants of the brattice cloth on a pig-stye nearer the dip show the threads directed in the same (southerly) direction.

The roof along the No. 10 road shows no sign of either violence or extreme heat. The timbers are heavily coated with a sooty dust which has resulted from the explosion.

The No. 10 heading, which commences at the north side of the dip and extends northerly to Beattie's wall, shows the following:—The first brick stopping from the dip has been blown violently inwards (*i.e.*, northerly). Apparently the abovementioned brattice cloths now on the south side have been driven back by the returning air (reversion) after the main explosion wave subsided.

At the entrance to the No. 5 gate on the jig road, a coil of fuse was found burnt out. The brattice stoppings on the Nos. 5 and 6 gates were scorched.

SOUTH (LEFT) WORKINGS.

Proceeding towards the top seam along the slit south from the main dip, it was observed that a truck of coal-bearing token No. 3—is standing just inside the level. A fall of roof some six inches thick occurred over a length of, roughly, 20 ft., commencing at a point 30 ft. in from the dip. A further fall of roof occurred over a length of 12 ft. by a height of 3 ft. along the middle of this slit road into the stone drive.

STONE DRIVE.

In the stone drive connecting the top and bottom seam workings the appended data were collected:—

Twenty-five feet along this stone drive, going westerly, there is an extensive fall from the roof as well as a fall from the floor of the drive into an old bord below on the bottom seam. This fall is roughly 20 ft. in length and up to 3 ft. in height, and the cavity, which commences at the eastern end of the fall, is from 6 to 8 ft. in length for the full width of the drive. Ten feet further along the drive a second smaller fall occurred.

From just beyond this lastmentioned fall to as far as the interception of the top seam the timbering is intact. The electric hoist used for working the top seam dip appears to be undamaged. The body of W. Cole (No. 38) was found on the northern side of the drive at a point 4 ft. west of the winch. A watch was found on the winch, and showed that it had stopped at 8.36. This electric winch could not have been in actual operation at the time of the explosion, seeing that the empty rope is at the bottom and no skips had been hooked on. At the end of the slit, where the stone drive turns away to the right to the top seam, there are two doors on the bottom seam. The first one has had part of its brickwork blown southerly, and the stopping at the bottom of the main upcast is blown easterly against the rib.

TOP SEAM.

A body was found in the right-hand heading on the road 40 ft. (north) from the stone drive. The timber hereabouts is intact.

The bodies of R. Spiers (No. 44) and J. O'Boyle (No. 43) were recovered in the No. 1 bord, which latter is the most northerly bord working on the top seam, at a point at the face about 50 ft. down the right-hand heading. None of the timbering has been disturbed in this area and, in addition, there is an absence of signs of violence.

Along the wheeling road from the lastmentioned working place to the straight-in dip off the stone drive much very charred newspaper fragments may be seen, but the timber is apparently only slightly scorched and quite intact. A much smaller volume of dust than usual has been deposited in this section. A skip was thrown off the line on the flat roadway here.

At the exit from the lastmentioned roadway into the straight heading at the first wheeling road to the right below the brow, the electric coal-cutting machine

junction box had been thrown down and appears to have been blown easterly. At this point the cable leading to the machine from the junction box is hanging over a cap of timber and shows decided heating from the roof to within six inches of the floor, all the charring here being on the uphill (*i.e.*, easterly) side of the cable. A plug of gelignite lying on the floor within two feet of this cable shows the paper wrapping on the upper side to be charred. The tape insulation at the connection with the switch (or junction box) was charred in all three cases to brittleness.

At the second bord on the right-hand side of the straight-in dip three bodies were recovered at a point two yards below the right-hand turn into the bord. It is practically certain the names of the men found at this point were F. Butcher (No. 42), H. Martin (No. 41 ?), and an unidentified man (No. 40)—probably Beattie.

At the face on this second right-hand bord the bord-and-pillar (electric) machine was situated; it is set in cutting at two yards from the downhill corner; the motor had clearly been left running when the men left their machine hurriedly, as the controller was found set at "full feed" and the machine is in the absolutely correct position for resumption of cutting. Two of the lastmentioned three men were the operators of this machine. These men's bodies were discovered 16 yards away from their machine. The top corner of the machine had been blown off and hurled 3 ft. uphill (*i.e.*, easterly). The cable connection to the plug exhibits considerable charring right in to the plug. The coal dust now coating the machine-trolley is coked in places, and that covering the rib side and the props on the road towards the dip road is also coked on the machine (southern) side. A partly emptied tin of friction grease (for the machine) has been charred around its outer edges. A waistcoat was found to have been rent into two halves, and a number of wax matches (in the usual small cylindrical cardboard container) in a pocket of the vest had been fired, though some of the matches had failed to ignite. The dust on the machine-trolley, and also that on the intake air side of the props and chocks, was found to have been converted into coke, especially near the roof.

The electric cable was somewhat charred along the length of the machine-trolley, about 12 ft. back from the machine. Both the trailing cable lastmentioned and also the travelling cable suffered charring.

At the bottom bord on the straight-in dip, tools (identified as belonging to H. Martin, No. 41 ?) were located. This man's body was recovered from a point 6 yds. uphill from his working face. The bord had been cleaned out preparatory to cutting, and the miner had apparently been engaged in squaring up his bord.

At the bottom bord on the left-hand side from the straight-in dip, which cuts off the left-hand heading, the following was observed:—

A full truck stands on the road in the face; the bord is machine-cut. No firing of explosives had been done, and the sole work appears to have been confined to filling slack from the cutting. Papers hereabouts are scorched. The body of J. Henry (No. 45) was located here.

Proceeding uphill towards the new shaft towards the old workings, we observed that in the main wheeling road to the top bords a small fall had taken place in the roof at 10 ft. in from the straight-in dip, near the junction of the stone drive.

At the bottom of the old rise wheeling road an empty skip was found with broken harness and limbers thrown with great violence against the side of the truck; the pony's collar, however, was found at least 30 yds. uphill (southerly) from himself, with the straw stuffing burst out on one side. The bridle still remained on the pony's head. The pony lies on the roadway

at a point opposite the staple shaft, with his head pointing northerly towards the empty skip. The body of the lad who was driving the pony (Geo. James, junior, No. 39) was recovered at the entrance to the left-hand heading six yards down the latter (southerly) from the pony. A very deep cut was noticed on the pony's withers, suggesting either that his backbone had been violently broken or else that he had been thrown violently up against the roof timbers or, possibly, sideways against the pack wall. From close to where the pony lies on the roadway up to the first bord on the right-hand side the timbering has not suffered, and there is a marked diminution observable in the quantity of sooty dust deposited in these workings, as compared to those just described.

From the right-hand turn-off from the main road, at a distance of 20 yds., two bodies, *viz.*, those of H. Mansfield (No. 47) and an unidentified man—probably Lawson (No. 48 ?) were found. These men worked on this bord at a distance of at least 120 yds. from the place whence their bodies were recovered; they had rushed back along the wheeling road from the face against the incoming fresher air, and one of them had brought his water-bag with him. At 34 yds. further in towards the face, paper was not even charred. Much brownish dust (coked dust ?) covers the timbers and roadways here. A watch, found inside a crib tin, was stopped at 1.45, and had probably been more or less protected from the explosion shock by the cushion of food. At this uphill bord, a truck, which had been filled by the miners, still stands at the face. The brattice stopping leading to this last bord is intact, and there are no noticeable signs of violence.

In the second right-hand bord further uphill, about 20 yds. from the main straight-in road, there is a newspaper on the roadway showing signs of severe burning. Just beyond this point, above a junction box, a quantity of newspaper stacked on top of a cap shows much burnt edges, but beyond this point to the face no paper can be seen which shows any sign of having been affected by fire. A (filled) truck of coal is standing at the face. The two men—J. O'Halloran (No. 49) and J. Fogarty (No. 50)—who were working at the lastmentioned bord followed the pack wall around until they emerged into the main wheeling road, which latter they then followed against the air (*i.e.*, downhill towards the dip), a total distance of 116 yards. For the first portion of their journey they had perforce to follow the outgoing air to as far as the main road, when, as above stated, they rushed in the direction of the intake air.

SOUTH (LEFT) WORKINGS ON BOTTOM SEAM.

Taylor's Flat and the Pick Wall.—The bottom heading on the left side (south) from the main dip is known as No. 12 Left or Taylor's flat. At about 300 yds. in from the entrance a large fall of brushing has occurred, extending along the lower side of the heading. A further 30 yds. in, there is a jig plane which runs uphill (*i.e.*, easterly). Continuing our inspection along the straight road we noted where two bodies had been recovered on the road, and the filled truck was found off the road at the face. This latter portion of the mine is known as the Pick Wall face, and but very little, if any, shooting is usually required along this wall. A fall of brushing right at the face had buried one man to a depth of 4 ft.; his body was unidentified (No. 71).

At 12 yds. uphill (easterly) along the jig plane from the lastmentioned main road, the body of Jas. Reay (No. 23) was found, whilst that of Percy Marks (No. 24) was located in the first gateway below the jig along the jig plane, this man being found only 20 ft. from his machine. No violence was observable here. Two bodies were recovered in the face at the topmost working place on the pick wall. Along the level to this face, paper was unburnt.

In the second gate on the left from the top of this jig plane a couple of bodies were recovered at the face, whilst two more were found in the third gate back from the face on the roadside. Two other bodies were taken from near the face at the fourth gate. At the fifth gate from the top (or the first from the bottom roadway) the body of a man was got in the face in front of a truck; a large fall from the roof here fell on the truck and behind it and extends down to the No. 1 straight road. Some 6 ft. of the roof has come down, and a severe stench is arising from under this fall of rock near the buried truck at the end of the roadway. Presumably the man (Butler?) was engaged filling the truck at the time of the disaster. Owing to an incorrect tally of the bodies at the portal of the main tunnel, this body was not recovered, and the rescue parties returned from Mount Mulligan to their homes. It will be dangerous to attempt the removal of this sole remaining body until the large fan has been again put into commission and the roof of the working place where he was killed is caught up safely by timbering.

Trucks either full or partly filled were found in every one of these Pick Wall working places.

No. 11 or Pump Flat.—Leading into Fitzpatrick's machine wall. The first (wooden) door, about 100 yds. in from the main dip, has been blown outwards (towards the dip) with violence, though the lighter splinters of pine and fragments of the old brattice stopping between the door frame and the wall have been blown inwards again by reversion. The second (wooden) door, located some 35 yds. further in, was completely demolished, and all the small timber composing it shattered into matchwood; a heavy iron hinge was found at a point 17 yds. towards the dip from this doorway, but a quantity of fine splinters was found driven behind a prop against the pack wall in the opposite (inwards) direction by reversion. A notably greater quantity of brown (coke?) dust remains on the southern side of the boards remaining in the doorway at the floor than is present on the northern (outwards) side.

Near the bottom the of monkey shaft, which leads from the top seam to the bottom seam workings, are two switch boxes used on the cables leading to both the bord-and-pillar machine and also the longwall machine on Fitzpatrick's wall. The switch on the cable leading to the bord-and-pillar machine has been blown downhill (in the direction of the dip). This piece of heavy machinery could hardly have been torn away from its support and thrown down into its present position except by some violent explosive force, as the returning air current would probably not be sufficiently powerful to wreck such a substantial object.

The brushing on the bottom side of the road is settling into the pack wall, but there are no signs of this having taken place on the top side; the same remark also applies to the roadway on Taylor's flat.

At the flat, or first turn-out, on this road the fragments of brattice cloth and paper have been blown against the timber from the south side. The first truck on this siding has had its northern end broken in, whilst the southern end has escaped damage; this particular truck could not conceivably have been bumped into anything solid, and the damage mentioned is clearly due to the force of the explosion itself. Some 20 ft. further in on this siding another truck has been similarly damaged at its northern end and is also now standing nearly vertically—jammed against the roof—with its northern end down on the rails. A third truck has been jammed against the second one just referred to, and its northern end is touching the roof whilst the southern end is down on the rails; the bottom of this third truck is badly damaged. A fourth truck alongside is lying up against the (western) rib. The fifth truck has been shifted bodily from the "empty" road over on to the "full" road, but has otherwise suffered but

little damage. Near these trucks may be seen a stack of mine props which have all been pushed over in the direction of the dip (*i.e.*, northerly).

Following this straight road to the top end of the pick wall, beyond the road leading to the left (*i.e.*, east to the Fitzpatrick wall) two bodies were found at a point 80 yds. in along the main roadway. The tram-line to near the place where these bodies were recovered has been lifted up bodily about 9 in. over a length of about 25 ft. by the explosion.

At 10 yds. in along the road from the side wheeling road there is a badly shattered track; the papers here are not burnt. Fuse, tokens, and a half-plug of gelignite were found by us. There are abundant signs of violence hereabouts, but burning does not appear to have taken place.

Immediately beyond this lastmentioned damaged truck, the pack wall has been blown out of the gob on the eastern side on to the roadway, with very great violence. There are no signs whatever of recent work having been carried on in this working-place at the end of the main road.

At the first gateway on the short rise wheeling road there has occurred a violent disturbance of the gob above (topside of the road), blowing the packing into the road for a length of 50 ft. This has very much the appearance of having been produced by a violent blast coming downhill at this point. No signs of recent work having been carried on can be seen in the face at the end of this road.

At the No. 2 gate there is a truck nearly filled with coal in the face, which latter is 40 to 50 ft. behind the No. 1 gate road abovementioned. The men engaged here must have been getting coal. A "monobel" cardboard wrapper is lying at the face much scorched. The stalling under the brushing near the working face is in perfect order.

Outside this gateway, on the rise wheeling road, a coil of new fuse has been completely burned out, though the paper alongside has been merely scorched (due to the ability of fuse to burn in an atmosphere devoid of oxygen.)

On the road, at the entrance of the third gateway, a watch was found in a vest; this watch had stopped at 1.57. An empty truck standing just inside the gateway has not been damaged, but is off the rails.

At the face, in the fourth gateway, a body was found. Explosives are lying spilt near the face, including loose caps and gelignite (Nobel's).

At the last bord on this road a truck of coal had been loaded. No signs of violence or burning are observable. One body was recovered from here.

Continuing our inspection at the first left-hand turn-off the main (pump flat) road, we noted that at 50 yds. up this left-hand road a body was found on the top side of an empty truck. This man must have been engaged pushing an empty truck uphill at the moment when the explosion occurred; the truck backed downhill over him. A further 30 yds. up the hill some of the ironwork forming portion of this truck was found, much battered about, on the floor of the level (going easterly). It is probable that at the moment of the explosion the truck was near to the point at which the ironwork now rests, and that the truck afterwards ran downhill over the man.

At the end of the No. 4 gateway from the last-mentioned road may be seen an empty truck, tools, burnt paper, and scattered explosives. The coal face has not been cut by the machine.

At the end of the next gateway uphill two bodies were found by the rescue parties. An empty truck here shows both ends smashed.

At the No. 6 gateway the machinemens' tools are stacked at the entrance, and have not been disturbed.

At the No. 7 gateway no truck had been brought up nor had the coal been cut. A chock on the uphill side under the brushing near the face shifted slightly downhill. No sign of burning hereabouts.

At the No. 8 gateway there are no signs of violence, and all the tools are lying about. The bodies of T. Hynes (No. 63) and J. Lomax (No. 61) were found near a full truck of coal close to the face. At the entrance to this No. 8 gateway from the main road, newspaper was scorched.

At the No. 11 gateway, which is the topmost place on Fitzpatrick's longwall machine run, the machine was not in work, the men being absent at the time of the explosion procuring rails, but was set ready for sumping in. The cover was off the gear-box and blown uphill 30 yds. The cable attached to this machine was not affected in the slightest degree. There are no signs of violence here, and none of the timbering has been disturbed. Bright coal is showing in the face; this coal has clearly fallen since the explosion. A cap and lamp were found blown back from the face into the pack wall (easterly). J. Fitzpatrick (No. 72) and P. Conopia (No. 73) operated the machine, but the bodies of these men were recovered many hundred feet away in depleted workings, whither they had gone for rails, as stated previously. *This is the first indication seen by us of severe force uphill*, all the other lines of extreme violence below this point having followed the face downhill. Two bodies were recovered from this No. 11 gate working place. Paper lying about was unburnt. The tools here are stacked in the position they were in when brought in by the party. A full packet of "monobel," detonators, and a coil of fuse were seen here undamaged. The only undercut coal on this machine was on the top (eastern) side of this gate road.

At the top end of the rise wheeling road the body of F. Grant (No. 70) was recovered from beneath a fall of rock on the roadway. No violence was noticeable here apart from the fall of roof.

In old workings at the top left-hand side of Fitzpatrick's wall, G. James (senior), P. Conopia, and J. Fitzpatrick (Nos. 74, 73, and 72 respectively) were lifting rails when they became alarmed by the explosion and hurried down the return-air course till they were finally overcome, the nearest body being 80 yds. distant from the point whence they fled, and roughly 20 yds. separating the bodies of each of the other two men. No damage was caused here.

VENTILATION FAN.

The large turbon fan at the mouth of the fan drift was wrenched from its supports with great violence and the solid 9-in. concrete wall of the fan drift was completely shattered, in spite of the fact that a light wooden roof had been provided for this drift to allow for any sudden disturbance in this air-course.

FIRE IN THE WORKINGS.

The general manager, Mr. Watson, considered that in view of the volume and kind of smoke which poured out at first from the fan drift, and also that a slight air current had been maintained during the period which elapsed before temporary fans could be installed, that there must assuredly be a fire burning near the fan drift. On the morning of Saturday, 24th September, before commencing our detailed examination of the workings, we made a search, in company with Messrs. J. Harris (chief engineer) and W. Matthews (coal miner) for such possible fire, and quickly located one at the top slit on the bottom seam, in close proximity to the position forecasted by the general manager, viz. : in the return airway. The coal was on fire for a length of 15 ft. on the southern rib.

Recognising the great danger to the mine of a fire in such a position, we immediately commenced work and succeeded in ultimately extinguishing it by means of completely digging out the burning and heated coal and carrying it away in buckets to a safe place in a stone drive near by on the fan drift; in this work we were assisted by yourself.

On Monday, 26th instant, the site of the fire (shown on the plan accompanying these notes) was again carefully inspected by us, in company with Mr. Watson. Tests then conducted by the latter gentleman with a hydrogen lamp, in both the fan drift and also at the top of the demolished air-crossing over the main dip, yielded entirely negative results as regards the presence of firedamp at either of these locations.

As careful an examination as possible was made by us of the whole of the underground workings of the colliery, but we could find no further trace of fires still burning anywhere throughout the mine.

We have, &c.,

E. J. LAUN,
Inspector of Mines.

E. CECIL SAINT-SMITH,
Government Geologist.

ATTACHED.

Plans of top seam workings, showing air circuits, falls of ground, location of such bodies as could be definitely placed, and blown-out air stoppings and doorways. (*Vide Exhibits 8 and 9.*)

Exhibit 3.

STATEMENT TENDERED BY C. V. LEWIS,
ACCOUNTANT, CHILLAGOE LIMITED, MT.
MULLIGAN, GIVING NAMES OF MEN IN
MINE AT TIME OF EXPLOSION ON 19TH
SEPTEMBER, 1921, AND CAVIL LIST OF
SAME DATE :—

NAMES OF MEN.

1.	T. J. Evans	.. ..	Mine manager
2.	F. Grant	.. ..	Deputy
3.	T. E. Parkinson	.. ..	Assistant deputy
4.	L. Joachimzik	.. ..	Contract miner
5.	T. Adams	.. ..	Contract miner
6.	H. Martin	.. ..	Contract miner
7.	J. Henry	.. ..	Contract miner
8.	J. Fogarty	.. ..	Contract miner
9.	J. O'Halloran	.. ..	Contract miner
10.	R. Spiers	.. ..	Contract miner
11.	J. O'Boyle	.. ..	Contract miner
12.	H. Mansfield	.. ..	Contract miner
13.	J. Lawson	.. ..	Contract miner
14.	F. Pattinson	.. ..	Contract miner
15.	T. Hutton	.. ..	Contract miner
16.	T. Camm	.. ..	Contract miner
17.	J. Long	.. ..	Contract miner
18.	E. Riseley	.. ..	Contract miner
19.	G. Hawes	.. ..	Contract miner
20.	H. Jackson	.. ..	Contract miner
21.	J. Nixon	.. ..	Contract miner
22.	J. Drier (senior)	.. ..	Contract miner
23.	J. Drier (junior)	.. ..	Contract miner
24.	D. McIntyre	.. ..	Contract miner
25.	J. Cunningham	.. ..	Contract miner
26.	W. Keir	.. ..	Contract miner
27.	D. Butler	.. ..	Contract miner
28.	H. Harrison	.. ..	Contract miner
29.	W. Johnstone	.. ..	Contract miner
30.	G. Mounsey	.. ..	Contract miner
31.	S. McColm	.. ..	Contract miner

32.	J. Carney	Contract miner	54.	J. Fitzpatrick	Machineman
33.	G. Turriff	Contract miner	55.	P. Conoplia	Machineman
34.	A. Hall	Contract miner	56.	F. Butcher	Machineman
35.	W. Smithson	Contract miner	57.	R. Leary	Shiftman miner
36.	W. Ostle	Contract miner	58.	S. Liversidge	Shiftman miner
37.	I. Bell	Contract miner	59.	J. Carson	Shiftman miner
38.	J. Lomax	Contract miner	60.	G. James (senior)	Shiftman miner
39.	T. Hynes	Contract miner	61.	T. Adcock	Shiftman miner
40.	E. Morgan	Contract miner	62.	H. Bollen	Shiftman miner
41.	A. Casloff	Contract miner	63.	R. Thompson	Shiftman miner
42.	R. Templeton	Contract miner	64.	P. Minogue	Shiftman miner
43.	J. Loughrie	Contract miner	65.	W. Cole	Winchman
44.	R. Pattinson	Contract miner	66.	G. James (junior)	Wheeler
45.	W. Thompson	Contract miner	67.	P. Marks	Wheeler
46.	W. Stevens	Contract miner	68.	J. Reay	Wheeler
47.	T. Swift	Contract miner	69.	F. Gielis	Wheeler
48.	W. Fisher	Contract miner	70.	E. Hutton	Wheeler
49.	S. Seymour	Contract miner	71.	F. Latimer	Wheeler
50.	J. Regan	Contract miner	72.	T. Hawes	Wheeler
51.	R. Whelan	Contract miner	73.	M. O'Grady	Wheeler
52.	J. Beattie	Machineman	74.	N. Ruming	Wheeler
53.	T. Taylor	Machineman	75.	R. McCormack	Wheeler (youth)

CAVIL FOR 19TH SEPTEMBER, 1921.

	<i>Contractors.</i>	<i>Shiftmen.</i>
<i>Main Dip</i>	Joachimzik and Adams	H. Bollen Miner
<i>Top Seam</i>	Martin and Henry	P. Minogue Miner
	Fogarty and O'Halloran	R. Leary Miner
	Spiers and O'Boyle	S. Liversidge Miner
	Mansfield and Lawson	J. Carson Miner
<i>Taylor's Wall</i>	F. Pattinson and T. Hutton	F. Butcher Miner
	Camm and Long	J. Fitzpatrick Machineman
	Riseley and Hawes	P. Conoplia Machineman
<i>Pick Wall</i>	Jackson and Nixon	T. Taylor Machineman
	Drier and Son	J. Beattie Machineman
	McIntyre and Cunningham	G. James (senior) Miner
	Keirs and Butler	G. James (junior) Wheeler
	Harrison and Johnstone	T. Adcock Miner
	Mounsey and McColm	R. McCormack Wheeler (youth)
	Carney and Turriff	P. Marks Wheeler (youth)
<i>Fitzpatrick's Wall</i>	Hall and Smithson	J. Reay Wheeler (youth)
	Ostle and Bell	F. Gielis Wheeler (youth)
	Lomax and Hynes	E. Hutton Wheeler (youth)
	Morgan and Casloff	F. Latimer Wheeler (youth)
	Templeton and Loughrie	R. Thompson Miner
<i>Top of Pick Wall</i>	R. Pattinson and W. Thompson	T. Hawes Wheeler
	Stevens and Swift	M. O'Grady Wheeler
	Fisher and Seymour	N. Ruming Wheeler
<i>No. 21 Bord</i>	Regan and Whelan	W. Cole Winchman

T. J. Evans, Mine Manager

Frank Grant, Deputy

T. E. Parkinson, Deputy

Exhibit 4.

STATEMENT TENDERED BY CONSTABLE R. McCLINTOCK, GIVING NAMES OF MINERS ENTOMBED AT MOUNT MULLIGAN COAL MINE ON 19TH SEPTEMBER, 1921, WITH LIST OF DEPENDANTS, WHERE KNOWN :—

Names of Men.	Married or Single.	Name and Address of Relatives or Friends.	No. of Children.	By Whom Identified.
Nevill Ruming	Single ..	Edward Ruming (father), Koorboora ..	..	M. O'Brien
Robert Thompson	Single ..	(Parent's address) East View, Clarevale, Newcastle-on-Tyne, England	..	J. Harris
Thomas Hawes	Single ..	Mrs. Purnell (sister), Mount Mulligan ..	..	N. Smith
Thomas Adams	Single ..	Miss Adams (sister), Seatthill, Great Broughton, Cocker-mouth, England	..	R. McClintock
Louis Joachimzick	Married..	Mrs. Joachimzick (wife), Mount Mulligan ..	..	By his wife
Francis Vicar Gielis	Single ..	Mrs. F. Grainer (sister), Mount Mulligan ..	..	R. McClintock
Sydney Liversidge	Single ..	Mrs. Liversidge, Balmain Coal Mine, Sydney	..	N. Smith
Herbert Bollen	Married..	Mrs. Bollen (wife), North Broken Hill ..	Unknown	R. McClintock
Paul Minogue .. ..	..	J. Minogue (brother), Paddington, New South Wales	..	W. McDonagh
J. Carney .. ..	..	Mrs. J. Carney, Iodide Lane, Broken Hill, New South Wales	..	W. McDonagh
Thomas Camm	Married..	Mrs. Annie Camm, Stanley House, Too-womba	..	R. McClintock
John Long .. ..	..	..	..	R. McClintock
Thomas Hutton	Married..	Mrs. T. Hutton (wife), Mount Mulligan ..	3	Wife
Frederick Pattinson	Married..	Mrs. F. Pattinson (wife), Mount Mulligan ..	..	Wife
Thomas Taylor	Married..	Mrs. T. Taylor (wife), Mount Mulligan ..	2	Wife
Francis Latimer	Single ..	R. H. Latimer (father), Arthur Terrace, Red Hill, Brisbane	..	N. Smith
Robert Leary	Single ..	Mrs. G. Leary (mother), Mount Mulligan ..	..	Mother
Edward Hutton	Married..	Mrs. E. Hutton (wife), Mount Mulligan ..	2	R. McClintock
George Hawes	Widower	Mrs. Purnell (daughter), Mount Mulligan ..	2	..
E. Riseley .. ..	..	Mrs. Riseley, Gormiston, Hobart, Tasmania	..	W. McDonagh
John Drier (junior)	Single ..	Mrs. J. Drier (mother), Mount Mulligan ..	..	Mrs. Taylor
John Drier	Married..	Mrs. J. Drier (wife), Mount Mulligan ..	2	Wife
J. Regan .. ..	..	Mrs. Martha Regan, Broken Hill, New South Wales	..	Ivy O'Leary
Henry Harrison	Married..	Mrs. H. Harrison, 138 Vine street, Wallsend, England	2	J. Harris
John Nixon	Married..	Mrs. J. Nixon, Callan Park Asylum, New South Wales	..	Mrs. Hunt
T. Swift	Single ..	Relatives unknown, arrived here from Wonthaggi	..	Mrs. Hunt
Hugh Jackson	Married..	Mrs. Jackson, Junction Hotel, Ipswich Road, Brisbane	..	B. McClintock
William Charles Cole	Single ..	No friends or relatives known .. ..	..	Mrs. Hunt
George James (junior)	Single ..	Mrs. G. James (mother), Mount Mulligan ..	..	Mother
Samuel McColm	Married..	Mrs. McColm (wife), Mount Mulligan ..	7	Wife
Frank Norman Butcher	Single ..	S. Butcher (brother), Mareeba .. ..	..	S. Butcher
James O'Boyle	Married..	Mrs. J. O'Boyle (wife), Mount Mulligan ..	1	D. Hutton
Robert Spiers	Married..	Mrs. R. Spiers (wife), Mount Mulligan ..	1	Wife
John Henry	Married..	Mrs. J. Henry (wife), Mount Mulligan ..	1	Wife
James Carson	Married..	Mrs. Carson (wife), Wolfram .. ..	..	Mr. Carson
Harry Mansfield	Divorced	Frank Mansfield, 83 Wilson Street, Redfern, Sydney	..	N. Smith
John O'Halloran	Married..	Mrs. J. O'Halloran (wife), Wonthaggi ..	..	N. Smith
John Fogarty	Single ..	James Fogarty, Waratah, Anzac Park, South Kensington	..	R. McClintock
Wilson Ostle	Single ..	Miss Ostle, Glaster's Cottage, Great Broughton, North Cocker-mouth, England	..	N. Smith
Wilfred Thompson	Single ..	(Parents' address) East View, Clarevale, Newcastle-on-Tyne, England	..	N. McCormack
William Fisher	Married..	Mrs. W. A. Fisher, Howard .. ..	..	N. Smith
Sydney Seymour	Single ..	G. Seymour, Bent Street, Wonthaggi, Victoria	..	Mrs. Hunt
Thomas Adcock	Married..	Mrs. T. Adcock (wife), Wolfram .. ..	..	A. Tudehope
Robert Templeton	Single ..	Minnie Barclay Templeton, New Monk-land Cemetery	..	T. Fitchett
Roland McCormack	Single ..	Mrs. McCormack (mother), Herberton ..	..	R. McClintock
Jack Lomax	Married..	Mrs. J. Lomax (wife), Mount Mulligan ..	..	Mrs. Lomax
Thomas Edward Parkinson	Married..	Mrs. T. E. Parkinson (wife), Mount Mulligan	2	Mrs. Parkinson
Thomas Sherlock Hynes.. ..	Married..	Mrs. T. S. Hynes (wife), Mount Mulligan ..	..	J. Hynes (father)
Alic Casloff	Married..	Mrs. A. Casloff (wife), Mount Mulligan ..	3	Mrs. Casloff
E. Morgan	Married..	Mrs. Morgan (wife), Chillagoe	5	M. Smith
Reginald Whelan (or Wheeler) .. ..	..	Mrs. Wheeler, Gormiston, Tasmania (mother)	..	..
William Robert Smithson	Married..	Mrs. R. Smithson (wife), Mount Mulligan ..	5	Mrs. Smithson
Albert Hall .. ..	..	..	..	Elizabeth Jackson
Frank Grant	Married..	Mrs. F. Grant (wife), Mount Mulligan ..	..	Mrs. Grant
James Laughrie	Single ..	Mrs. J. Doran (sister), Wallsend, New South Wales	..	Mrs. Hunt
John Fitzpatrick	Married..	Mrs. J. Fitzpatrick (wife), left here on a trip to England a few weeks ago	2	W. Conopia
Peter Conopia	Married..	Mrs. P. Conopia (wife), Mount Mulligan ..	3	Mrs. Conopia
George Doran James	Married..	Mrs. James (wife), Mount Mulligan ..	5	Mrs. G. D. James
Percy Marks	Single ..	Mr. J. Marks (father), Railway Workshops, Townsville	..	Joe Harris

Exhibit 4.—STATEMENT TENDERED BY CONSTABLE R. McCLINTOCK—continued.

Names of Men.	Married or Single.	Name and Address of Relatives or Friends.	No. of Children.	By Whom Identified.
Robert Pattinson ..	Single ..	John Pattinson (father), "Waitara Parade," Hurstville Grove, Hurstville, Sydney	..	Mrs. J. Henry
Duncan McIntyre ..	Married ..	Mrs. D. McIntyre (wife), Mount Mulligan	..	Mrs. McIntyre
Harold Martin ..	Married ..	Mrs. H. Martin (wife), Mount Mulligan ..	4	Not identified
Irving Bell ..	Single ..	Scott Hill, Great Broughton, Cocker-mouth, England	..	Not Identified
John Lawson ..	Single ..	Richard Lewis, care of Mrs. W. Dobbin, Gilmore Estate, Wollongong, New South Wales	..	Not identified
(Correct name, Oliver Lewis)				
William Stevens ..	..	care of Mrs. Schromm, Murray Street, Wonthaggi, Victoria	..	Not identified
James Reay ..	Single ..	Correct address unknown, but arrived here from Wonthaggi, Victoria	..	Not identified
Donald Butler ..	Single ..	Mrs. J. F. Butler, Wynyard, Tasmania ..	..	Not identified
William Johnstone ..	Single ..	Parents, Ashonton, Northumberland, England	..	Not Identified
James Beattie ..	Married ..	Mrs. J. Beattie (wife), Mount Mulligan ..	3	Not identified
James Cunningham ..	Married ..	Mrs. J. Cunningham, 81 Lane Cove Road, North Sydney	..	Not identified
George Mounsey ..	Widower	Children in Melbourne ..	..	Not identified
George Turriff ..	Married ..	Mrs. G. Turriff, Wonthaggi, Victoria ..	..	Not identified
William Keirs ..	Single ..	care of Manager State Mine, Baralaba ..	..	Not identified
T. J. Evans (injured) ..	Married ..	Mrs. Evans, Mount Mulligan ..	1	..
Martin O'Grady (injured)	Single ..	John O'Grady (brother), Bibbohra ..	..	..
George Morrison (injured)	Married ..	Mrs. Morrison, Mount Mulligan ..	..	..

Number of deaths, 75.

Number of bodies recovered, 74.

Martin O'Grady was brought out alive, but died soon after reaching the surface.

T. J. Evans was brought out alive and was removed to Mareeba Hospital, where he died on Monday morning, 26th September, one week after the disaster.

George Morrison was working on the surface near the pit mouth when he was slightly injured by the blast coming from the tunnel mouth.

Exhibit 5.

COPY OF "THE MINES REGULATION ACT OF 1910," CONTAINING SPECIAL REFERENCE TO THE SCHEDULE, PART III.—"GENERAL RULES APPLICABLE TO COLLIERIES ONLY," AND INCLUDING DIVISION I., "VENTILATION"; DIVISION II., "INSPECTION"; DIVISION III., "SAFETY LAMPS"; DIVISION IV., "PROTECTION OF UNDERGROUND WORKINGS"; DIVISION V., "USE OF EXPLOSIVES IN COLLIERIES" (PAGES 59 TO 65 INCLUSIVE).—Not Printed.