

ANNEXURE A.

EXTRACTS FROM THE REPORTS OF INSPECTORS OF MINES.

NORTHERN DISTRICT.

MR. MATTHEW PAUL, INSPECTOR OF MINES, WAIHI.

Waihi Gold-mining Company (Limited).—No. 11 level (1,301 ft. from collar of No. 5 shaft): No. 5 shaft north crosscut—This level was started from No. 5 shaft at the beginning of August, and was driven northward a total of 373 ft. At 26 ft. the Royal lode was met, and is $5\frac{1}{2}$ ft. wide. At 70 ft., quartz 9 in. wide; course, 92° (true), vertical. At 172 ft., quartz 3 in. wide; course, 60° (true), dip 1 in 6 south. At 215 ft., quartz 3 in. wide; course, 45° (true), dip 1 in 1 south-west. At 280 ft. three stringers of quartz, making a total width of 12 in.; course, 40° (true), dip 1 in $2\frac{1}{2}$ north-west. At 357 ft. the Dreadnought lode was met, and its width is about 10 ft.; course, 33° (true), dip 1 in 3 north.

No. 10 level (1,151 ft. from collar of No. 5 shaft): The water was pumped down to this level at the end of February, and development was then resumed. Royal lode—East of No. 5 shaft south crosscut the level has been extended from 186 ft. to 744 ft. From 300 ft. to 737 ft. the lode averages $19\frac{1}{2}$ ft. wide. West of No. 5 shaft south crosscut the level has been extended from 174 ft. to 735 ft., and varies greatly in width between $6\frac{1}{2}$ ft. and 20 ft. Dreadnought lode—This payable lode was discovered when sinking No. 4 shaft in April at 88 ft. below No. 10 level. Since then a good deal of development has been done at No. 10 level. It was found that a 12 in. lode at 120 ft. south of No. 4 shaft in the No. 5 shaft crosscut (north) corresponded with the course and dip of the Dreadnought lode, which was driven on east and west. Eastward the level was driven a total of 730 ft. when the main branch of lode junctioned with Empire lode. At 526 ft. east a south offshoot of the lode branched off, and has been followed 111 ft. At 737 ft. the level on the Empire lode was connected. The lode is pinched in very hard country, and further work was suspended. Bath south-east crosscut was started from Empire lode at Bath pass, and was driven a total of 645 ft. in a good class of country. Another 70 ft. will reach Royal lode. Empire lode—East of No. 5 shaft north crosscut the level was advanced from 395 ft. to 552 ft. the lode varying in width between 8 ft. and 14 ft. West of No. 5 shaft north crosscut the level has been advanced to 791 ft. It is found the payable ore extends from the 350 ft. west crosscut to 671 ft., a length of 321 ft., the lode varying from $10\frac{1}{2}$ ft. to 18 ft. in width. At 444 ft. a crosscut was run north 13 ft., when north part of Empire lode was met 12 ft. wide. No. 2 shaft south-west crosscut was driven 56 ft. when Welcome lode was met. The level was then turned on course of Welcome lode, and followed to 240 ft. west from No. 2 shaft, where Welcome lode nominally junctions with Edward lode at Trout pass. Edward lode south—The level has been advanced from 240 ft. point to 435 ft. south of No. 2 shaft, which is a length of 195 ft. opened up on Edward lode; the lode here varies in width between 40 ft. to 75 ft. Martha lode, south section, west of No. 5 shaft north crosscut—The level has been extended from 376 ft. to 584 ft. At 400 ft. the lode has been crosscut; the north and south sections together are 50 ft. wide, and are separated from the Regina section of lode by 5 ft. of country; the Regina section is 15 ft. wide. Regina section of Martha lode—This section starts at about 390 ft. west of No. 5 shaft north crosscut, and was followed to 481 ft. west of same. At 400 ft. the lode is 15 ft. wide, and at 480 ft. the lode is 15 ft. wide.

No. 9 level: Dreadnought lode—At 444 ft. east of No. 5 shaft north crosscut, along the course of Empire lode, a crosscut was run south-east 14 ft. when the main part of the Dreadnought lode was intersected. It is $6\frac{1}{2}$ ft. wide. Westward, 213 ft. was driven. Eastward, 8 ft. was driven where the lode is mixed with country. In No. 5 shaft north crosscut, 54 ft. from the shaft west crosscut, a leader that would correspond with the Dreadnought lode is showing, and it was driven on eastward 106 ft. Prospecting crosscuts—Sole south-east crosscut was extended from 92 ft. to 117 ft. from Edward lode. At 94 ft. the Royal lode, 3 ft. wide, was met.

No. 8 level: Dreadnought lode—At 550 ft. east of No. 4 shaft north crosscut, along the Empire lode, there is a quartz vein 12 in. wide branching off the Empire lode with a course of 225° (true), dip 3 in 5 north. This is believed to be the Dreadnought lode. It has been driven on west 34 ft.

Shafts: No. 2 shaft was sunk from 100 ft. below No. 9 level to $148\frac{1}{2}$ ft., or a total of $1,227\frac{1}{2}$ ft. from the surface. No. 4 shaft was sunk from $66\frac{1}{2}$ ft. below No. 10 level to $108\frac{1}{2}$ ft., or $1,256\frac{1}{2}$ ft. from the surface. No. 5 shaft—Sinking in this shaft was resumed in June at a point 117 ft. below No. 10 level, and sunk to $167\frac{1}{2}$ ft. below same, or to a total depth of 1,319 ft. No. 11 level was opened out at 1,301 ft. in a good class of country.

General: No fatal accidents and only one that could be classed as serious occurred during the year. Two sets of Draeger's mine-rescue apparatus have been obtained, and the shift-bosses are being trained in their use.

Waihi Grand Junction Gold-mining Company.—The Waihi miners' strike of 1912 retarded progress in this mine at least a year. A large number of the most competent miners left to obtain work in Australia and elsewhere. It was well into February before work was properly organized and the bottom level (No. 6) unwatered. The company was fortunate in having ordered an Ingersoll Rand compressor (2,000 cubic feet per minute) prior to the strike. This was installed as rapidly as possible, and to a certain extent overcame the shortage of miners.