

ANNEXURE A.

SUMMARY OF REPORTS BY INSPECTORS OF MINES.

NORTHERN INSPECTION DISTRICT (Mr. M. PAUL, Inspector of Mines).

Quartz-mining.

Waihi Gold-mining Company (Limited), (J. L. Gilmour, Manager).—No. 14 level (1,752 ft. below collar of No. 4 shaft): The north crosscut was driven to 120½ ft. from No. 4 shaft. The first 70 ft. was in disturbed country, but from this onward the country is firmer. The following low-grade veins were intersected: At 102 ft., 3½ ft. wide; course, 19° (true), vertical. At 117 ft., 2 ft. wide, dipping 2 in 1 north. Driving east on the vein at 102 ft. was done for 58 ft., and a crosscut north commenced from this point and driven to 292 ft. The following veins were intersected in this crosscut: At 55 ft., 11 ft. wide; assay value, 2s. 6d. per ton; course, 33° (true); dip, 1 in 3 south. A distance of 112 ft. east was driven on the course of this lode. At 107 ft., 3 ft. wide; assay value, 2s. 4d. per ton; course, 68° (true); dip, 1 in 8 north. At 163 ft., 21 ft. wide; the first 17½ ft. is of low value; the last 3½ ft. has an assay value of £1 16s. 9d. per ton; this vein has a dip of 1 in 6 south-east. At 199 ft., 9 ft. wide; assay value, 1s. per ton. At 274 ft. the north section of Martha lode was intersected, the full width being about 6 ft. and average assay value £1 14s. 9d. per ton. Driving east and west was commenced on this, and a total of 107 ft. was driven by the end of the year. The average assay value for this distance was about £1 10s. per ton, and average width about 8 ft.

No. 13 Level (1,578½ ft. below collar of No. 4 shaft).—Martha lode east of No. 4 shaft crosscut: Driving east on this was continued to 609½ ft. The lode was crosscut at different points, the widths being as follows: At 400 ft., 87 ft. wide, of which 50 ft. is payable; at 500 ft., 73 ft. wide, containing some payable quartz; at 600 ft., 53 ft. wide.

North section of Martha lode west: At a point 358 ft. west, and at 10 ft. in Foster's south-east crosscut, a section of the Martha lode, 28 ft. wide, was intersected. The assay value is low.

Dreadnought west crosscut, commencing at 218 ft. in No. 4 shaft, north crosscut, was driven 166 ft. The object of this crosscut is to intersect the Edward lode at Trout winze.

No. 12 Level (1,447½ ft. below collar of No. 4 shaft).—Martha lode, north section: At 460 ft. west a crosscut was driven 37 ft. south-east. The first 22 ft. is a mixture of low-grade quartz and country; the next 10 ft. is quartz, assaying £1 5s. per ton; and the last 5 ft. quartz and country, assaying 9s. 3d. per ton. A total of 82 ft. has been driven east and west in the payable section. At 52 ft. west a crosscut proved the full width to be 27 ft., of which 10 ft. is payable.

Royal lode: The drive east on this was advanced 71 ft., making a total of 239½ ft. No payable ore was met, and driving was suspended.

Edward lode south of Trout crosscut: The drive was extended to 188 ft. in low-grade quartz. A crosscut at 161 ft. proved 33 ft. of reef, the assay value being low. Trout winze, situated at 81 ft. in Trout crosscut, was sunk 107½ ft. A crosscut at 91 ft. deep showed the full width of reef to be 60 ft., of which about 30 ft. is payable.

No. 11 Level (1,301 ft. below collar of No. 5 shaft).—Edward lode: Salmon winze was sunk to 90½ ft. A crosscut at this depth proved the full width of reef to be 23 ft., the value being low.

Salmon west crosscut: On the 12 in. vein at 249 ft. 16½ ft. was driven north and south: the value was low, and further work was stopped.

No. 10 Level (1,152 ft. below collar of No. 5 shaft).—Edward lode: The south drive was advanced to 1,700 ft. from No. 2 shaft. At 1,447 ft. a fault displaced the lode a few feet to the east. At 1,573 ft. a cross-lode 14 ft. wide again displaces the lode to the east. This cross-lode was followed to 90 ft. south-west, where work was suspended. A crosscut to the east was then commenced from the cross-lode with the object of locating the main Edward, and after driving 57 ft. the lode was intersected, the width being 10 ft., 5 ft. of which assayed £1 11s. per ton. Driving south has been continued on this. The full width at the face is about 3 ft.; the value is low.

No. 9 Level (1,004 ft. from collar of No. 5 shaft).—Edward lode: Work in the south face was resumed. A distance of 467 ft. was driven, making the total 1,149 ft. Payable ore came in at about 860 ft. and continued to the face. Several crosscuts were driven across the lode, the widths ranging from 13½ ft. to 22½ ft., all of good-grade ore.

No. 8 Level (852 ft. below collar of No. 5 shaft).—Edward lode: After driving 181 ft. from Scorpion crosscut on the south branch of Royal lode the junction of the Edward lode was found. Driving was then continued on this to 182 ft. The width of the reef varied from 18 in. to 5 ft., and the value is low.

No. 7 Level.—Harman north-west crosscut, situated 45 ft. east of Jove crosscut: This was driven 113½ ft. to prospect for the north lode. A carbonaceous seam 1 ft. wide was intersected at 26 ft., and from this point to the face the country is not favourable. The crosscut was driven considerably beyond the point where the north lode should be, but it is possible the reef may be found farther eastward beyond the disturbed country.

No. 6 Level.—North lode: This branches off the north branch of Martha lode at 154 ft. east of No. 6 shaft, and has been followed north-east for 172½ ft. The average width of quartz is about 5 ft., and the grade is good.

Shafts: No sinking was done. Repairs to the upper part of No. 6 shaft were effected during the latter part of the year. From the collar of shaft to 140 ft. down the shaft was straightened and the timbers renewed. Sinking in the main shaft below No. 14 level has been resumed, and good progress is being made.

The total tonnage crushed amounted to 201,430 tons (dry weight) of 2,000 lb. per ton, which yielded bullion to the value of £322,830 0s. 6d., being increases of 20,338 tons and £64,611 1s. 11d. respectively compared with the previous year.

The ore was obtained in the following proportions from the reefs worked during the year: Martha, 60,158 tons; Royal, 30,541 tons; Edward, 28,468 tons; Empire, 22,521 tons; Alexandra, 9,736 tons; Dreadnought, 9,356 tons; Jellicoe, 8,335 tons; North branch Martha, 7,878 tons; No. 2 Reef, 6,891 tons; North section Empire, 6,832 tons; Albert, 2,499 tons; Bell, 2,331 tons; South branch Welcome, 1,597 tons; Regina, 1,475 tons; Welcome, 1,410 tons; North, 813 tons; South branch Martha, 424 tons; Mary, 164 tons; South branch Dreadnought, 1 ton; total, 201,430 tons.

Waihi Grand Junction Gold-mining Company (A. J. Walker, Mine-manager).—No. 10 Level (at 1,540 ft. below the surface).—**Empire Lode:** The east drive was advanced 245 ft.; total, 359½ ft. Assays from 174 ft. east to 276 ft. east average £1 7s. 8d. for a width of 65 in. The balance of the driving done exposes low-grade ore with scattered samples of higher value.

The foot-wall drive east started at 170 ft. from the shaft and advanced 102 ft. At 83 ft. east a crosscut was driven 5 ft. to the north and holed into the main east drive. Assays from 43 ft. to 74 ft. east average £1 14s. 2d. for a width of 50 in. The balance of the drive is low-grade.

The west drive was advanced 345 ft.—total, 461 ft.—and was stopped, being close to the western boundary. Assays from 200 ft. to 220 ft. west average £1 11s. 3d. for a width of 68 in. The balance of the assays are low, except for isolated ones of higher value.

The north drive at 27 ft. west of the south-east crosscut was driven 26 ft. into the north wall of the Empire lode following a band of quartz from the main drive. Nothing of value was discovered, and the work was stopped.