

APPENDIX.

(a.) REPORTS OF INSPECTORS OF MINES.

Mr. BOYD BENNIE, Inspector of Mines, Thames, to the Under-Secretary, Mines Department, Wellington.

SIR,—

Inspector of Mines Office, Thames, 28th March, 1908.

I have the honour to furnish herewith my report on the gold-mining industry in the Hauraki Mining District, together with statistics, for the year ended the 31st December, 1907.

Waihi Gold-mining Company (Limited).—The following is a concise report, bearing principally on the mining operations conducted at Nos. 8 and 9 levels, where the most important development-works have been carried on during the year.

No. 9 level (1,000 ft.): North-west crosscut from No. 5 shaft.—This has been extended a total distance of 42 ft. A dam constructed of brick, with cast-iron frame and door, has been erected at a point 24 ft. in this crosscut. This dam is large enough to enable trucking to be carried on through it. In case of emergency it can be closed in a few seconds. At 36 ft. in, the north crosscut towards No. 4 shaft has been commenced. At this same point a south crosscut has been started, with the object of intersecting the Royal lode. The country rock is very firm, and is giving out very little water. A cistern measuring 118 ft. by 7 ft. by 5 ft. has been excavated, also a valve-chamber measuring 33 ft. by 15½ ft. by 15 ft. for third plunger of C pump. It is anticipated that the water will be tapped and pumping commenced from this level early in 1908.

No. 8 level (850 ft.): The greater part of the mine-development during the year has been done on this level.

Royal lode east of North section junction: The level was advanced 406 ft., making a total of 772 ft. Everything points to this lode continuing in width and values as further development proceeds.

West of North section junction: The level was advanced 363 ft., making a total of 653 ft. from North section junction.

No. 4 shaft, north-west crosscut: This crosscut has been extended 128 ft., making a total of 703 ft. from No. 4 shaft. At 584 ft. the Martha lode was intersected, and proved to be 110 ft. wide.

Empire lode: The level was extended westward 657 ft., making a total of 964 ft. from No. 4 shaft, north-west crosscut. At 964 ft. a crosscut was projected north-west 55 ft., where a connection was made to level on Edward lode.

East of No. 4 shaft crosscut: The level was extended 24 ft., making a total of 74 ft.

New reef at 226 ft. in No. 4 shaft, north-west crosscut: The level was driven westward on course of this lode 50 ft., and this vein will be explored during the coming year.

Martha lode: This was intersected for the first time on this level at 584 ft. in No. 4 shaft, north-west crosscut, and proved to be 110 ft. wide. To facilitate the working of this large ore-body, it was deemed advisable to divide it into three sections—namely, Regina section, South section, and North section. A total length of 516 ft. was opened up on the Regina section; a total of 1,176 ft. was driven on South section; and on the North section 616 ft. was driven east and 336 ft. of the main crosscut.

No. 6 shaft crosscut: This has been connected with the Martha lode, No. 6 shaft giving good ventilation. The distance is 143 ft.

No. 2 shaft, west crosscut: This was driven a total length of 300 ft. from No. 2 shaft. At 69 ft. the south section of Welcome lode was met, and proved to be 45 ft. wide. At 160 ft. the second part of the Welcome lode is met; the width of this second body at right angles is 20 ft. The Martha lode was intersected at 248 ft.

Welcome lode: Owing to the lode being very wide, driving has been done on its course in two places. On the South section driving was commenced at 64 ft. from No. 2 shaft, and at 165 ft. on second portion. The South section drive was driven a total of 226 ft.

No. 7 level (700 ft.): Royal lode: The level was extended on the reef for 588 ft. to west of North section junction, or to 51 ft. west of the Edward junction. Two stoping-blocks on the shrinkage method are in operation. They contain at present 27,750 tons of broken ore.

Rex lode: The south end of the level was advanced from 909 ft. to 1,002 ft. from Royal junction.

The irregular mass of ore on the Welcome lode of No. 2 shaft has opened up well. No. 2 shaft has been sunk to No. 8 level, and the drives connected through to the other shafts. A new winding-engine has been erected at No. 4 shaft. No. 5 shaft has been sunk to No. 9 level (1,000 ft.), where the third plunger set is being erected. No. 6 shaft has been sunk and connected through at No. 8 level (850 ft.). The brace with automatic tipping-gear is erected, and the railway-hoppers under it are nearing completion. The main south-east crosscut has been advanced to 1,300 ft. from No. 5 shaft. The Rex reef was passed through at 779 ft., where it was 6 ft. wide. Nothing else but small quartz veins has been met with as yet.

Shafts: Shafts Nos. 2 and 5 have been sunk during the year. The total depths of the six shafts at the close of the year and the depths sunk during the year are as follows: No. 1—total depth, 708½ ft.; No. 2—total depth, 935 ft.; sunk during year, 39 ft.; No. 3—total depth, 348 ft.; No. 4—total depth, 853½ ft.; No. 5—total depth, 1,020 ft.; sunk during year, 157 ft.; No. 6—total depth, 856 ft. About