

3/10/10 : Charles Cavanagh, died from the results of injuries received by falling a distance of 25 ft. down No. 6 shaft, on the 8th October, 1909.

14/10/10 : Matthew Berryman, killed by falling out of cage in No. 2 shaft.

11/11/10 : J. C. Chapman, killed, being caught in the machinery at the Waihi mill.

NON-FATAL.

Waihi Extended Gold-mining Company.

28/2/10 : James Berryman, badly cut by blasting accident.

Waihi Gold-mining Company (Limited).

7/3/10 : H. Hartley, leg broken in a collision between two of the company's engines, which convey the quartz to the Waikino mill.

10/5/10 : J. Walker, leg broken in the opencut by a stone rolling down the rill during stoping.

7/7/10 : A. Lucas, received severe injuries to his back through cage dropping hard on the bottom at No. 5 shaft.

14/7/10 : A. Dyart and E. Thompson, badly burned about the face and hands whilst opening a drum of sulphuric acid.

23/8/10 : J. Proban, skull fractured by being struck with the rim of a driving-pulley whilst oiling the bearing.

8/10/10 : T. Marks had both legs badly bruised by being caught between two coal-trucks at Waikino mill.

12/10/10 : D. Currie had two fingers cut off by circular saw at Waikino mill.

Talisman Gold-mining Company (Limited).

2/4/10 : J. Gribble, eyes severely injured by explosion of detonators at No. 12 level of this mine.

22/8/10 : J. McIntyre, skull fractured by stone rolling down a rise between No. 11 and No. 12 levels.

15/9/10 : F. McClymont, leg broken during fire at the Talisman air-compressing plant.

Waihi Grand Junction Gold Company (Limited).

3/11/10 : J. Brown had his leg broken by a truck of mullock being tipped on top of him whilst he was in a pass.

I have, &c.,

MATTHEW PAUL,

Inspector of Mines.

Mr. BOYD BENNIE, Inspector of Mines, Thames, to the UNDER-SECRETARY, Mines Department, Wellington.

SIR,—

Inspector of Mines' Office, Thames, 24th March, 1911.

I have the honour to present my report on the gold-mining industry in the Thames district for the year ended the 31st December, 1910.

May Queen Mine (W. Baker, mine-manager).—No. 6 level : Several small leaders striking into the hanging-wall country of No. 4 reef have been stoped out. An intermediate level was driven on one of the small leaders for a distance of 80 ft., and specimen stone was frequently secured. A winze is now being sunk on the leader. No. 9 level (747 ft.) : Stoping has been done over this level on No. 4 reef, but the results were disappointing ; also on the Queen of Beauty reef, but work had to be suspended owing to defective ventilation. No. 10 level (1,000 ft.) : Three crosscuts are in progress—the main crosscut, which is being driven to cut the Queen of Beauty reef ; the south-west crosscut ; and the north-east crosscut. The main crosscut is now 258 ft. in length. It was noticed that a break in the ground had occurred, evidently displacing the lode, and the south-west crosscut was started to pick it up again. It has been driven 100 ft., and has passed through several small highly mineralized quartz veins. The north-east crosscut is being driven from the main crosscut to intersect the quartz lode that was met with in the 1,000 ft. chamber. A good class of country has been disclosed for the 164 ft. driven. A well-defined lode (5 in. wide) was met with in the reserve, about 20 ft. from the company's ground. The deep-levels crosscut is now 40 ft. into the May Queen ground. During the year the company treated 1,690 tons of quartz and 230 lb. of specimen stone for a yield of 1,124 oz. of bullion, valued at £3,165 4s. 9d. Twenty-nine men were employed.

Thames-Hauraki Pump (W. Baker, mine-manager).—During the year the machinery, with the exception of the drawlift-levers, ran remarkably well. However, the levers have caused a deal of anxiety, and, in spite of constant attention, several mishaps have occurred. The pump-rods, which used to be troublesome, have, since the adoption of the new coupling, given no further trouble. By effecting numerous improvements in the buckets and pump-valves the pitman has succeeded in reducing the water-speed of the engines from 11·5 revolutions to 7 revolutions per minute. The average number of strokes per minute was 2. The safe speed is 4·5 strokes per minute. Alterations have also been carried out in connection with the ladderway and platforms in the shaft.

Thames Deep Levels Mining Board.—The Board has installed a Roots blower in the pump-yard close to the winding-engine room. Nine-inch air-pipes have been carried down the shaft into the face of the deep-levels tunnel. By this means adequate ventilation is produced. The deep-levels crosscut has made very tardy progress, only about 200 ft. being driven.

Saxon Mine (G. Warne, mine-manager).—The main shaft has been enlarged and retimbered to a depth of 354 ft. The water-level and the presence of CO₂ prevented repairs from being continued