UR 1926/96-98

SCOTIA MINE

North Mt. Cameron

This property is situated on the northern bank of the Ringarooma River about 1½ miles of the township of Gladstone, North East Coast.

Access to the leases from Gladstone is by a well constructed road for a distance of about 1½ miles the remaining distance of about a mile is on an unformed bush road, but can be negotiated by motor car with careful driving right on to the mine.

Gladstone is connected by a main road to Herrick the terminus of the North East Railway the distance being 15 miles. Herrick by rail is 84 miles from Launceston. The small seaport of Boobyalla is 10 miles from Gladstone with good road connection.

The leases of this mine have a combined area of 140 acres chartered in the name of J.T. Shields section 9675/M 20 acres, and sections 9379/M, 9380/M, 9381/M, in the name of E.M. Shields.

The land on which these leases are situated is comparatively level and lightly timbered being on the southern portion of large plain extending from the Ringarooma River to the sea coast about 12 miles to the north west.

The Ringarooma River flows within a few chains to the east of these sections thence by a wide bend winds round to the southwest then again to the north west forming a loop round the property. The water level of the river is approximately 100 feet below the general level of the land comprising the leases.

Former Workings

On the southern portion of the property a very large area of alluvial ground has been worked many years ago with apparently well payable returns of tin.

The wash dirt which in places attained a depth of 60 feet consists of fine quartz and sandstone gravel with a little clay intermixed. The bedrock is of slate with a somewhat irregular surface. The large face worked has been taken in from near the river level in a north easterly direction to the western portion of section 9381/M where sluicing operations were discontinued in a much narrower channel than the portion worked lower down towards the river. The slate bottom rises slightly going easterly. The face of wash dirt where sluicing was discontinued is about 20 feet.

To prove the extent and value of the ground to the north of the face 3 lines of bores 3 chains apart were put down many years ago, the first line is about 5 chains north of the face.

The lines of bores are parallel and have an east-west direction. Although 28 holes spaced about a chain apart were put down. This boring work proved the existence of a considerable area of ground in places over 100 feet deep. The records of the bores in No. 1 line show erratic values, the average tin content of the full line would be very low. The best return was obtained from No. 11 bore on No. 1 line which yielded 1.78 lbs. of tin per cubic yard for a depth of 65½ feet. No. 8

bore on the same line but 6 chains to the west of No. 11 returned over 1 lb. of tin to the cubic yard for a depth of 64½ feet. The other bores gave results being on the average below ½ lb. to the cubic yard. It is possible that in boring the lead of tin located in No. 11 bore is confined to a narrow channel and was missed in the other lines of bores.

It would be advisable to try to trace the payable portions of the drift by further boring work. Additional exploration bores have been put down further north of the above mentioned lines, but no authentic records of the results are available.

A comparatively small area of ground has been worked on the south east portion section 7298/M about ½ mile north east of the main face.

The workings section 7298/M are much shallower than the ground further west. The most westerly portion of these workings show unmistakable evidence of deeper ground making towards the west. The wash dirt on the north east section is very similar to that on the main workings.

There is a good area of ground between the head of the main workings and the river to the east. The distance on a bearing of 70 degrees is 20 chains. This area has a comparatively level surface until within about 2 chains of the river channel when there is a drop 101 feet from the general level of the plain to water level affording good facilities for a sludge channel.

On the west side of the workings approximately in the opposite direction to the above described line of proposed sludge channel there is a good fall into Hardwick Creek which flows into the Ringarooma River on the west. The distance to the bed of the creek is 8 chains, the vertical height from the edge of bank at open face to creek level is 68½ feet. The bed rock at bottom of workings is about 30 feet below point from level was taken. This would leave a good margin for necessary sludge channel fall.

Water Supply

A branch of the Mt. Cameron Water Race flows these sections from north to south terminating a short distance below the south boundary. At present there is no water supply from the race no water is being delivered by the race to this side of the river.

If arrangements are made to secure a water supply from the Mt. Cameron Water Race investigations should be make as to the relative advantages of obtaining a supply from the deviation of the race at Gladstone or having the water delivered by the existing branch of the race on the ground. By utilising the latter the head available by gravity would be equal to the depth of the bed rock below the drift at race level.

To convey the water by direct pipe line from the branch of Race at Gladstone a fall of at least 100 feet could be obtained at the face. The distance from the water race at Gladstone to the centre of the sections is 1½ miles. It would be necessary to cross the Ringarooma River to connect the two points. A constant water supply is essential to get the best results in working a property of this kind. To make provision for the inevitable shortage in the summer months some "return" water scheme should be

provided for if it is decided to recommence productive work on this property.

J. B. Scott
State Mining Engineer.

Govt. Mining Engineers Office,
Zeehan.

31st August, 1926.