

MT. BISCHOFF EXTENDED MINEWARATAHGeneral Statement

The object of the visit to this property was to make an examination of the workings at No. 6 and No. 9 levels; all productive work being recently suspended, operations are confined solely to developmental work on the Giblin Lode at No. 9 level.

During the past few weeks, the market price for tin which for a few years has been buoyant, ranging between £280 to £300 per ton quite unexpectedly dropped below £260. To a company which was only able to make a slight profit over working expenses at a comparatively high level prices ruling, the fall in the metal market was a serious matter to face, necessitating the suspension of all productive work and confining operations to developmental work only, with three or four men employed.

No. 9 Level

At the time of this examination preparations were in hand to commence driving North from stope 160 feet from level at a point 40 feet above latter.

Hitherto comparatively little work has been carried out on the lode at this level, it being split up into a series of veins rendering mining work costly.

At the end of stope and for some feet south is an intrusion of porphyry which is no doubt responsible for the disturbed state of the lode. The porphyry dyke here is 6 feet wide. Between it and the hanging wall of slate is a vein of gossanous material. At a distance of 4 feet from the latter is a parallel vein of siliceous gossan 6 inches thick which is low grade- that is, estimated to contain less than 1% tin. In the back of this stope at the same level 30 feet south of face a short make of gossan or oxidised lode material is exposed on the hanging wall over a length of a few feet, the average width is about 18 inches. The hanging wall along this stope is clean and well defined with a dip of about 10° from vertical. At other points in the back of stope the lode is split into three small veins containing dense pyrites merging to gossan.

At the intersection of the lode in tunnel nothing in the way of development has been carried out. It is here split into two veins 9 feet apart. The footwall vein is about 10 inches thick and that on the opposite wall 4 inches. These veins consist of dense pyrites and from assays taken where exposed contain 0.7%. They are not running parallel. The footwall vein has an apparent course of S 18° W while the hanging wall one strikes S 10° E. Providing there is no variation in strike these veins should junction at a point 20 feet south of drive.

No. 6 Level

An examination was made of the drifts extending both north and south of tunnel. All available ground to the south appears to have been worked out.

In the south drive 630 feet from cross-cut the end of drive is in fissured slate. The lode here is gossanous material 4 inches thick, said to contain 0.4% tin. From general appearances this vein shows a tendency to widen.

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On the north side of tunnel at 400 feet from latter a lode striking almost parallel to drive was intersected, the tin value being low (0.2%). Although this vein is impoverished it is promising in appearance. It contained much better value where cut in rise 150 feet further south. So far as driven on northerly it continues in very favourable slate country.

All known occurrences of payable ground above No. 6 Level have been extensively and systematically worked out, the future of the mine will rest upon developments between No. 6 and No. 9 Levels.

Connection by rises have been made between these levels and a limited amount of productive work undertaken. Short makes of rich ore have been met with but on the whole the general prospects have been disappointing. It is very evident judging from the data given on the mine plans that a general impoverishment of ore has occurred with depth from the surface, in addition to a shortening of the fissure veins.

It must however, be borne in mind that a very extensive block of unexplored ground occurs between No. 9 and No. 6 Levels.

Productive work from No. 9 Tunnel can be carried out to much greater advantage particularly with regard to cost than was possible at the upper levels.

The reason for this is that all ore broken can be tracked direct to battery bins, also the lode which below No. 6 level assumes a more vertical dip can be stoped with less handling of ore to bins.

The prospects showing on the No. 9 Tunnel level already referred to, are worthy of a small amount of developmental work. Seeing that the mine is so well equipped with all necessary plant and appliances the work would be carried out expeditiously with a minimum of costs. The same applies to the projected work of driving north from stope 160 feet from tunnel.

It would also be advisable to rise on make of gossan referred to occurring in back of stope.

The prospects generally of the mine cannot be said to be encouraging, but it would be a pity at this junction to definitely close it before giving the places mentioned a trial for at least a month or two; if it is found that prospects are not satisfactory further consideration can then be given to the situation.

The Company is fortunate in possessing a mine manager with the ability, energy and enthusiasm of Mr. H. B. Schell to whom I am much indebted for assistance given and information supplied at the time of my examination of the workings.

J. B. SCOTT  
State Mining Engineer.

Mines Department,  
HOBART.

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