

The plans accompanying these notes were prepared from data of survey made by the writer assisted by Cadet Geologist, Q. J. Henderson, last week.

It will be noted that the prospecting tunnel now being driven by the Company is in granite country rock. A reference to the plan will indicate the boundaries of the granitic and sedimentary rocks.

Above the tunnel level, 200 ft. from the approach, in the direction in which the tunnel is being driven, an old open face is situated on the hillside. The bottom of this open cut is 76.70' above the tunnel level.

These workings, which are about 70 ft. long by 10 ft. wide and 6 to 8 ft. deep have been put in with the object of developing a quartz vein which occurs in the granite. No information is available with regard to the quantity of ore removed. The floor of the cut now shows a very narrow vein of white quartz, in which no mineral is visible. The vein is lying at a very flat angle, but there is no evidence on which to base the conclusion that it will continue at its present apparent dip or assume a more vertical one. There has not been sufficient work done to prove its character below the shallow level of the excavation on it. To reach a point vertically under it would involve driving the tunnel a distance of 133 ft. from the point at end of tunnel at the time the survey was made. A considerable distance past that point would require to be driven to intersect the downward continuation of the vein, if it dipped at the flat angle it assumes in the surface workings.

On the surface beyond this again at a point 384 ft. the approach to tunnel an underlie shaft has been put down to a depth of 14ft. on an angle of about 45° dipping in the direction in which the tunnel is being driven.

The surface of the ground at this point is 150 ft. above the tunnel level, so that from the present position of the face of tunnel a total distance of 317 ft. would require to be driven to reach a point vertically below the mouth of the shaft. There is nothing to indicate what the true dip of the formation is and for that reason assuming that a tin bearing formation continued it would be impossible to calculate what distance the tunnel would need to be extended to reach it.

The plan clearly shows the position of the various workings in relation to the tunnel.

The small amount of surface work carried out is not sufficient to give the necessary data to determine the best position for a tunnel to be placed to prospect the area on which the outcrops of formations have been located.

In the writer's opinion considerably more surface prospecting should have been carried out before any opinion would be expressed as to the most suitable position for an exploratory tunnel to be placed.

So far as indications are concerned the present site is quite as favourable as any other that could be selected, taking into consideration the immature state of surface developments.

The present undertaking in driving the tunnel is an ambitious scheme and its continuance will depend entirely upon the policy of those in control of the

finances of the Company.

A tunnel at a shallower level would have been less costly and would have served quite as well the objects of the Company as a preliminary scheme of development.

The other surface workings are situated at such a remote distance from the tunnel that the question of their development by the present operations cannot be considered.

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