

On 5th May, I accompanied Mr. H. Lutwyche to his holdings on Wolfram Creek at Upper Scamander and made an inspection of the area with a view to arriving at a decision relative to the merits of the area as a prospective producer of wolfram.

It is obvious that a considerable amount of prospecting has been done on the area. On the report of Mr. Lutwyche development has extended back to the period of the first World War when wolfram was produced from the workings and transported by road to St. Helens. The road to St. Helens was a poor one and access has now been established via Upper Scamander.

Mr. Lutwyche assured me that he and his syndicate members are responsible for the construction of the last four and a half (4½) miles of the road to the camp. On that section of the road two (2) substantial bridges have been constructed. Although quite a large proportion of the road has been only cleared of timber and ruts filled up, a further large proportion has been constructed as a sidling road with earthworks of a maximum depth of 4 ft. 6 inches (4'6"). The total length of such sidling would not be less than sixty (60) chains and must have entailed considerable labour.

The road has provided access for both other mining interests and wood carters who have been active in the area.

The holdings in which Mr. Lutwyche and his Syndicate are interested are as follows:-

Lease No. 28M/51 of 40 acres in the name of M. Walker
Lease No. 27M/51 of 40 acres in the name of Mr. Lutwyche
Lease No. 68M/51 of 40 acres in the name of Mr. Lutwyche
and a prospecting area of 35 acres situated to the north of and adjoining 28M/51. This prospecting area surrounds a lease of 5 acres in the name of Brooks and

Semmens, with which it originally formed the 40 acres lease 19M/51.

It is on the 5 acre lease that most of the early development has taken place and from that development that the early production came. On that lease several parallel wolfram bearing quartz veins occur. The veins have been opened by deep trenches of varying lengths to reveal widths of vein varying to seventeen (17) inches. On one of the larger veins two (2) adits have been driven from one of which ore has been produced. From one of the deep trenches a shaft has been sunk for a depth of not less than 35 feet. The veins all strike in a north-easterly direction and dip in a north-westerly direction at a steep angle.

Similar wolfram-bearing quartz veins occur on lease 68M/51, immediately to the north of little wolfram creek. These veins have also been opened to varying depths by trenches. In all the trenches fine wolfram can be seen and heaps of broken quartz show where wolfram has been napped by hand from the ore.

The Syndicate is at present operating on lease No. 27M/51. This lease lies to the south of and adjoins 68M/51 with Little Wolfram Creek coursing along its northern boundary. The Syndicate is opening an adit from a point about 40 feet above the level of Little Wolfram Creek in hard blue quartzites. The adit is being driven as a cross-cut in a general W.S.W. direction to cut a wolfram bearing quartz vein the outcrop of which has been traced in a south-westerly direction for some 200 yards. A second parallel vein occurs about 30 ft. to the west.

The site of the adit is about 100 ft. in altitude below a former adit, now collapsed, from which Mr. Lutwyche asserts that some 20 years ago high grade

ore was won. The Syndicate has installed a portable compressor, a Jack hammer to a water pump to facilitate mining operations. Work is continued for a full five (5) day week.

The Syndicate has four (4) share holders each of whom has contributed £300, a total of £1,200. From this capital the foregoing development has been financed with the result that capital is now exhausted.

Although it is generally known that wolfram occurrences are irregular, the fact that so many wolfram bearing veins occur in the district and that the particular vein aimed at in the adit has already produced high grade ore suggests that the present work promises profitable results. It is expected that the adit will cut the vein within 100 ft. of the portal and it is estimated that the cost per foot of driving will be approximately five pounds. An advance of £500, if possible, under the Aid to Mining Act, would enable the Syndicate to prove the grade of ore available and would perhaps make possible the opening of another productive mine.

It is, therefore, recommended that this amount be made available.

Sgd. H.G.W. Keid

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