

There is a charge of 13 per cent. to 19 per cent. for explosives; that is also higher than in Johannesburg?—I suppose it is because our rocks are so hard.

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Mr. Schmitz-Dumont.

Can you tell us the cost per ton for dynamite?—In the main shaft the average cost per foot is 23s.—that would be about 3s. 4d. per ton.

I know mines in the Rand who spend 6s.—That is probably due to drilling with rock drills—explosives for that are always very much higher.

On the Rand it varies from 6d. to 6s. per ton.

Mr. Brakhan.

Can you give us the size of the shaft?—The inside dimensions are 14 feet by 6 feet. It is a vertical shaft of three compartments.

Well, the cost does not seem to be excessive. Do you timber the shafts?—We have not divided the cageway yet. It is only partially timbered on account of the hardness of the rock.

Mr. Brochon.

What do you think about the quality of dynamite used on the Rand?—I really do not know much about dynamite. I have tried it on several occasions. I tried it at the Metropolitan five or six years ago, but the fumes were so bad, and I did not get the efficiency I considered necessary, so I turned to using blasting gelatine. I think there is very little to complain about blasting gelatine. What I complain about is the cost.

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Mr. G. A. DENNY made the following statement:—

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I have been asked by the combined Klerksdorp Chamber to represent them before this Commission. I was lately resident in Klerksdorp as general manager of the Klerksdorp Proprietary Mines, Limited, and consulting engineer to the Buffelsdoorn Consolidated and Southern Klerksdorp Companies, and was elected vice-president of the Chamber of Mines. I am an Australian, and was educated in Victoria as a mining engineer, and have practised as a consulting engineer in London, and have in a professional capacity examined mines in many countries of the world, including Hungary, Canada, U.S.A., Central America, Australia, and Tasmania. I came to the Transvaal in 1893, and have since been actively engaged in the pursuit of my profession. The combined Klerksdorp Chambers have themselves drawn up a statement, which they wish me to present to this Commission. Before doing so, however, I would like to make a personal statement dealing with the present condition of the district. I have carefully read through the evidence given, and the statements made by previous witnesses, who have, however, confined the applicability of their remarks more especially to the Witwatersrand district. It is obvious, if the evidence which has been adduced in support of the contention that the mining industry of the Transvaal is labouring under extraordinary burdens be a true reflection of the conditions which have conduced to its present low vitality, that the Klerksdorp district is burdened more heavily than that of Witwatersrand, for the following primary reasons: (1) The average lowness of grade of its reefs; (2) Its outlying position. It is an axiom throughout gold-producing countries that a mine of proved richness, and even of only moderate payability, will directly influence the prospective value of the immediately adjoining properties, and indirectly affect that of a whole area within reasonable distance. Such being the case, it follows that, as long as the postulated mine is producing gold profitably, there is some reason to hope that intelligently

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directed prospecting of other areas within the stated reasonable distance, will develop an equally profitable ore deposit, and hence the district is regarded as one of possibility, and enterprising companies can always be found to work therein. Given, however, on the other hand, that a district is one which has only a record of failures to show, which can only keep one or two mines running along precariously in a hand to mouth manner, and what is the result? There is no room for hope of possibility based upon an actual successful mine; the district suffers in times of inflation from the machinations of the wild-cat promoter, who, without thought of intrinsic values, saddles the public with useless properties at exorbitant rates, and when the bubble bursts, saddles the district with a name which spells "fraud" to the minds of the investing public. The latter description is eloquent of the condition of Klerksdorp to-day. Boomed with extravagant reports and estimates in the excited months of June and July, 1895, the punctures in its armour caused by the suspension of operations of company after company, have only too surely reduced it to utter collapse. It has now clearly been shown that the characteristic feature of the district's auriferous resources is bodies of banket ore, averaging about 20s. per ton in money value, in many instances 20 ft. or more in width. The output of the Robinson, Wemmer, and other rich mines in the Witwatersrand district, prove that the wealth of their ores is more than competent to balance the evil of excessive dynamite costs, railway rates, etc., which have been so fully ventilated before this Commission, and the effect of such a demonstration is two-fold. Firstly, it maintains the commercial status and credit of the towns which in parasitic growth cluster around them; secondly—and, if possible, more important still—it maintains the courage of directors and shareholders in mines which are not certain from month to month on which side the balance of profit and loss will fall, and stimulates again, indirectly, commercial development. In the Klerksdorp district, there is, unfortunately, no such stimulus. Company after company has initiated work with great anticipation of success, and without exception the companies which have reached the milling stage have proved either unprofitable or only profitable enough to show a very slight amount above the working costs. The district as a whole, then, gentlemen, is reduced to this basis: (1), reduction of working costs; (2), abandonment of operations. Of 25 companies holding property in the district, only seven are working; namely, two, the Buffelsdoorn Estate and Gold Mining Company, Limited, and the Eastleigh Mines Limited, are producing; one, the Klerksdorp Gold and Diamond Company, engaged in mill erection; and three, the Eastleigh Deep, Eastleigh "A," and Buffelsdoorn Consolidated Gold Mining Company, engaged in prospecting their holdings; and one, Ariston, working on tribute. The remaining companies and scores of syndicates are lying dormant, awaiting the advent of conditions more in keeping with the average grade of their ores, before attempting to re-start work. The whole vitality of the district therefore, is contingent upon the provision of such conditions as shall make the exploiting of the Klerksdorp low grade ores a commercially successful venture. And here the mining industry and the Government of the country meet upon common ground, for in the death of the one is involved firstly, heavy losses to the pastoral and agricultural industries of the district; and secondly, and more directly, a serious loss of revenue. The industry and the Government have therefore to contend against common conditions, which are inimical to their progress, and the question arises in what way the common danger to be avoided, and the languishing industry rehabilitated and re-vitalised. The voluminous expert evidence already given before this Commission makes it superfluous to again illustrate the facts that have been adduced under the heads of dynamite, railway rates, etc. It has been shown that a reduction of rates and the abolition of the dynamite concessions will secure the first step in the

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ameliorating conditions which are absolutely essential for the vitality of a district like Klerksdorp. Given low rates of transport and taxation only of such articles as the country can itself legitimately produce, and the now distressful burdens of living will be reduced, and in direct proportion will it be possible to reduce the costs to the mining industry, under the heading of white labour. The pay of the kaffir should be reduced by nearly one-half its present rate. I may state in passing that in the mines of Hungary, the white miners under my control were paid at the rate of from 10d. to 1s. for 10 hours' work; mechanics, such as carpenters, smiths, fitters, etc., at the rate of 1s. 3d. to 1s. 6d. per day. In all cases these men housed and fed themselves. The climate of the country is extreme. Contrast with this the condition of the kaffir. From his earliest infancy his wants are practically supplied by nature. The desire for comfort, and the ambition to occupy any particular social distinction, requiring luxurious display, is absolutely unknown. He lives in a climate which is one continuous sunshine. Whence then the necessity for paying him coin in the quantity which he demands, a quantity which is perfectly fictitious, and only arises from the fact that he has a natural aversion for work, and therefore the demand for his labour exceeding the supply which spontaneously offers, creates a competitive market, of which he is not slow to take advantage. It seems to me that the one final method of reducing kaffir pay rests with the Government. It has the power to create laws which shall compel every able-bodied kaffir to perform a given amount of work per annum. A system somewhat of this kind was put into practice by the Government of the Republic of Guatemala. The Government watched with growing anxiety the gradual shrinkage of the country's revenue, and decided to make a bold step for the purpose of augmenting it. In pursuance of this, they enacted a law that every able-bodied resident of the country should sow a certain area of ground with coffee, or, failing personal performance, should pay the Government an assessed amount of coin for the provision of a substitute to do the work. The plan proved a perfect success. Guatemala is to-day the most prosperous of the Central American Republics. The institution of a modified scheme to meet the special conditions of this country, would, I believe, be of great assistance to the mining industry, and through that to the State. Under such compulsory methods the hordes of idle, and, at present, useless kaffirs, who reside within the territory of the South African Republic, would become a factor of economical importance in the staple industry of the State, and the question of want of native labour would vanish from the horizon of practical work. From a manufacturing standpoint, the Central American Republics may fairly be classed with the Transvaal. I had occasion to import certain machinery and supplies from the United States, and from England, in the carrying out of mining operations in the Republic of Honduras. The Government notified me that absolutely no import dues would be charged on goods of any class whatsoever, so long as it could be proved that they were *bona fide* for use in the operation of my company, or for the company's employees. It was further stated that the Government was so anxious to foster the mining industry in their country that they would assist in every possible way to meet the wishes of its responsible representatives. In consequence of these concessions there is a growing feeling of confidence in the status of the Republic; and its mineral resources are under exploitation by many wealthy London corporations. A modification of such policy on the part of the Government of this country would undoubtedly lead to a cheapening of the necessaries of life; and specially the treatment of the industry with more confidence and republican spirit, would inevitably result in an activity that would be for the lasting benefit of the State. In Victoria, Australia, not only does the Government do all in its power, in its administrative capacity, to assist the mining industry, but it actually votes from £200,000 to £300,000 each year for the purpose of assisting prospectors to develop

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their holdings; the course being for the Government, upon approved opinion, to advance £1 for every £1 spent by the prospector. In the event of the find proving valuable the money is repaid; in the reverse case no claim for repayment is made, the view being that, in stimulating the mining industry, good use is made of the money.

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It is not necessary to point out, gentlemen, that a flourishing condition of the mining industry is a direct specific to agricultural and pastoral depression. Mining populations require all the produce of the farmers' gardens and fields, and his surplus stock. At present, and until the cost of gold winning can be reduced Witwatersrand is the only profitable market, and only farmers fortunate enough to be within reasonable distance of Johannesburg can expect to derive any material benefit. Should, however, costs be reduced by the concerted action of the Government and the leaders of the mining industry, then such outlying districts as Klerksdorp, Heidelberg, etc., will revive, and the farming community at points embracing the whole territory, will participate in the general prosperity. I have before stated that one strong reason why Klerksdorp should suffer in a greater measure from the imposition of heavy burdens than Witwatersrand is because of its outlying position. The centre of the mining industry of this republic is Johannesburg. There centre all the depots of supply for the ordinary requisites of every-day work. An article costs in Johannesburg a certain sum, in Klerksdorp that amount is enhanced by the transport rates between the two points, therefore the working costs are higher. In the matter of labour, also, locality has a very great influence. Johannesburg being the seat of industry, it is quite natural that men in search of employment seek that as their objective point, consequently the majority of men in the outer districts are mere stragglers, whose competency may always be called in question. Precisely the same may be said in connection with the native labour. The most efficient working kaffirs are those obtained from the north and north-east of this republic. The Witwatersrand mines have always been able to take more kaffir than were forthcoming, hence, again, Klerksdorp is only able to secure some few that filter through the main centre. These are seldom the best class of workers, and therefore their performance is poor and expensive in comparison with the average Transvaal kaffir. Klerksdorp indubitably is on the high road traversed by the Cape Colony and Basuto kaffirs, but for some months past these have been denied this route owing to the rinderpest regulations in vogue in the Orange Free State. In any case, however, as before indicated, the southern kaffir, as a workman, is distinctly inferior to the northern, and, moreover, entertains great prejudices against underground work. I have shown, therefore, that both in the matter of white and black labour, and cost of supplies, Klerksdorp suffers under greater disabilities than the Rand.

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cost of gelatine
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The expenditure under the head of dynamite is likewise very seriously increased at Klerksdorp. The present price of dynamite at the magazine is 95s. per box of 50 lbs. The transport rate per case from the dynamite factory to the Klerksdorp magazine is 5s. 6d., therefore the company not only makes an enormous profit on the factory price, but makes a further 4s. 6d. per case profit on the transport. Other witnesses have shown that it would be possible to lay dynamite down here, exclusive of Transvaal duties, at 42s. 7d. per case. The ruling rate for dynamite in Australia is about 35s. per case in Sydney, Melbourne, Adelaide, or Brisbane; that dynamite has to be transported from Europe, a distance of 12,000 miles, and is then sold at a figure about two and a half times less than the price at the Transvaal factory. The cost of blowing gelatine is 107s. 6d. per case, the concessionaires again taking a profit of 4s. per case on transport. Mr. Hennen Jennings has clearly shown the evils of concession granting, and I entirely endorse his views. With the abolition of the dynamite concession a free market is opened, and if treated by the Government with that liberality

which the industry claims and deserves there is no reason why dynamite should not be sold in this republic at 50s. per case. Finally, gentlemen, the case of the Klerksdorp district is one which it is hoped will be proportionately weighed in your deliberations, regarding the recommendations you may see fit to make to the Government. With liberal concessions made, the district will live and expand; without them, it cannot exist excepting in name.

Mr. Denny then handed in the following statement:—

Mr. Chairman and Gentlemen,—We, the Klerksdorp Chamber of Mines and the Klerksdorp Chamber of Commerce, representing the following mining companies: The Klerksdorp Gold and Diamond Company, Limited, Wolverand Gold Estate and Mining Company, Limited, Buffelsdoorn Estate and Gold Mining Company, Limited, Eastleigh Mines, Limited, Westleigh Mines, Limited, Klerksdorp Proprietary, Limited, Niekerk (Klerksdorp) Gold Mining Company, Limited, Rietkuil Gold Mining Company, Limited, Afrikander Gold Mining Company, Limited, Elandslaagte Gold Mining Company, Ltd., Buffelsdoorn "A" Gold Mining Company; and merchants: T. Leask & Co., Teengs Bros., A. Chittenden, Aldred, Lombard, James A. Taylor, J. Levenson, H. and J. Israel, W. Morton & Co., Gordon, Mitchell, J. Groth, Percival H. Read, Mackenzie & Co., E. Wyatt, H. Brown, Hamilton & Co., in acknowledging your circular of the 14th inst., requesting evidence in respect to grievances and burdens of the mining industry, respectfully beg to point out that in this district there are 25 mining companies, with capitals amounting to over £5,000,000, of these but two are crushing and two developing, the remainder having closed down; and should no prompt and substantial relief be obtained from the disabilities under which the mining industry is now suffering, more especially those hereinafter enumerated, it is the firm opinion of these Chambers that the mining industry will entirely collapse. On the other hand, should such relief be obtained through your advice and influence, we consider capital would be found, not only sufficient for the restarting of the closed mines, but for still further exploration. The object to be obtained is a working cost of from 12s. to 18s. per ton of ore mined and milled, to allow 5 dwt. or 6 dwt. mines to become payable propositions. To accomplish this, substantial reductions are necessary in the cost of explosives, transport, European and native wages. The cost of No. 1 dynamite at the factory for 50 cases and upwards is 85s. per case, at Klerksdorp 95s. per case; whilst the cost of transport from the factory to Klerksdorp is but 5s. 6d. per case, showing that the concessionaires not only receive their large profits from the sale of dynamite, but also make a considerable further profit on the transport from the factory to their Klerksdorp magazine. The cost of No. 1 A gelatine is 107s. 6d. per case at the factory; this is retailed at 117s. 6d. per case, transport being at the same rate as for No. 1 dynamite, consequently the same advantages accrue to the concessionaires as from the sale of dynamite. The above are the only explosives used on these goldfields in quantities. Some of the softer rocks of surface workings would, however, allow of the use of blasting powder at a cheaper cost than dynamite, if greater facilities were given for obtaining the same than at present. We would also call attention in relation to the foregoing charges that in the Orange Free State, 13 miles from our mines, the cost of dynamite is £1 10s. per case less than in the Transvaal, while the Free State Mining interests are, as your Commission is aware, infinitesimal as compared to those of this country. No. 1 dynamite is also delivered at Kimberley at 52s. 6d. per case. We consider that the best way to alleviate the above would be to allow of competition in the import of explosives, but should you not see your way to advise this course, as an alternative, relative to these goldfields only, we

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would suggest that the concessionaires be instructed to allow explosives to be imported direct to their Klerksdorp magazine via Kroonstad, Orange Free State; the mines in this district to have any advantages obtained from the more direct transit, over and above any reduction of the present price at the factory, which may be contemplated. Should this latter alternative be conceded, the following would be the transport from Port Elizabeth:—

Railway Rate to Kroonstad	4s. 9d. per 100 lbs.
Agent's Charges	0s. 4d. „
Wagon Transport	2s. 6d. „
			7s. 7d. per 100 lbs.

This would allow a saving to the mines of 10s. per case on the present Klerksdorp price, and a difference of 2d. per 100lbs. only in favour of the factory, as the railway rate to Cyrfontein is 7s. 2d. per 100lbs. transport to factory, say 3d., making a total of 7s. 5d. per 100lbs. This 2d. per 100lbs., however, is not material, as it would only make about 1½d. per case difference in the cost.

Railway rates.—These should be made with more consideration to the mining districts still developing, and farmers' produce such as mealies, forage, etc., and stock such as cattle, horses, and mules, should be carried at a mere nominal rate between the agricultural districts and the mines, and we consider it a matter for your consideration that, notwithstanding the large profits of the railway during the last twelve months, the present depression has brought with it no corresponding reduction in the railway charges for mining material, nor have matters otherwise been facilitated. Take for instance the rough goods' rate from Port Elizabeth. The only point of entry open to Klerksdorp during the first rinderpest regulations of the Orange Free State was Vereeniging. The rate from Port Elizabeth to the middle of the Vaal River Bridge was 3s. 7d. per 100lbs., mileage 664·42. Netherlands charges from the middle of the bridge to Vereeniging, 1s., for a distance of only one mile. Customs and forwarding charges, 5d. per 100lbs.; mule wagon transport from Vereeniging to Klerksdorp, 6s. 6d. per 100lbs.; making a total of 11s. 6d. per 100lbs. Had the same goods been taken on to Johannesburg, the railway rate would have been 5s. 3d. per 100lbs.; passing Customs and forwarding, 5d. per 100lbs.; mule transport from Johannesburg to Klerksdorp, 7s. 6d. per 100lbs.; making a total of 13s. 2d., or 1s. 8d. in favour of Vereeniging. From Delagoa Bay to Johannesburg the railway rate would have been 4s. 2d. per 100lbs.; forwarding, etc., 5d. per 100lbs.; mule transport to Klerksdorp, 7s. 6d. per 100lbs.; making a total of 12s. 1d. per 100lbs., showing a difference of 7d. in favour of Vereeniging. We may here mention that the Chamber of Commerce, when the Orange Free State proclamations were issued, approached the Government and Netherlands Railway to assist us, as far as possible, in reducing the heavy charge on this class of goods across the Vaal River and to allow us to clear our goods as before in Klerksdorp; but both these propositions were coldly received, and met with no support whatsoever. We would also like to point out the difference in mileage rates to the nearest railway stations to Klerksdorp on rough and third-class goods:—Rough goods' rate from Port Elizabeth to Kroonstad (577·49 miles) at 3s. 7d. per 100lbs.; rough goods' rate from Durban to Potchefstroom (672 miles) at 5s. 11d. per 100lbs., equal to 40 per cent. over Port Elizabeth-Kroonstad rate on the mileage of 577·49 miles only; rough goods' rate from Delagoa Bay to Potchefstroom (428 miles) 5s. 3d. per 100lbs., equals 97 per cent. over Port Elizabeth-Kroonstad rate on the mileage of 577·49. Rail carriage from Port Elizabeth to Kroonstad (577·49) 4s. 9d. per 100 lbs. Rail carriage from Durban to Potchefstroom (672 miles) 8s. 11d. per 100lbs., equals 36 per cent. over Port Elizabeth-Kroonstad rate on the mileage of 577·49.

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Kroonstad rate on the mileage of 577.49. Rail carriage from Delagoa Bay to Potchefstroom (428 miles) 7s. 9d. per 100lbs., equals 120 per cent. over Port Elizabeth-Kroonstad rate on the mileage of 577.49. From this you will see the rough goods' rate from Durban is 40 per cent. higher than the Cape tariff, and Delagoa Bay 97 per cent. On the third-class goods, Durban is 26 per cent., and Delagoa Bay 120 per cent. more than the Cape, taking the average mileage at 577.49, which we consider gives ample margin for large reductions on the Netherlands' charges. The Orange Free State concessionaires are now surveying the new railway line from Kroonstad to the Vaal River, and should your Government at once decide to connect it with the present terminus of the Netherlands Railway in Klerksdorp, it would greatly facilitate the transport of general goods, but more especially coal, which should on the completion of such a railway line, be delivered at our mines at from 10s. to 15s. per ton, instead of from 20s. to 40s. as at present. The ox and mule wagon transport between the Free State coalfields and these mines is also greatly impeded by the bad repair in which both the main transport road and the roads to the mines are kept. The drift at the Vaal River is also in an almost impassable state. The mines in this district being scattered over an area of 500 square miles, the advantage of the general up-keep of the roads is a matter of great necessity. In further reference to this, we would mention that while the State has received from this district of an estimated population of 2,500 (whites) a revenue for the year of £162,000, besides the extra expenditure upon the official staff, amounting but to a few thousand pounds, very little has been expended upon public works, and we are of the opinion that in common fairness more of the district's revenue should be spent in the district itself, and less retained by the Central Government.

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European wages are eight per cent. higher than in Johannesburg, though the actual cost per ton of ore mined is less, which is to be accounted for by the comparative largeness of the lodes worked. Miners and millmen are employed in this district at from 15s. to 20s. per shift, but notwithstanding the expense gone to in providing workmens' quarters, &c., by the companies, the mine managers are of the unanimous opinion no substantial reduction can be anticipated in wages until the cost of living can be correspondingly reduced, and that is to be arrived at only by an all-round reduction of the customs and railway charges on the commodities of life.

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The Chamber consider in time the present native wages may be reduced, owing to the Free State rinderpest regulations being again relaxed so far as to allow natives to pass through their territory from Basutoland and the Cape Colony to this country. The charges of the Netherlands railway are, however, still prohibitive for the importation of natives from Mozambique and Natal, and to further the supply of natives, and to assist towards a further reduction in their wages, we would suggest that natives should be encouraged to come to this district by a minimum railway fare being charged, any loss resulting from such a reduction to be made up by an extra charge on the natives when returning. It is also remarkable that, notwithstanding the very large number of natives resident in this State, they are conspicuous by their absence from employers of labour, and we consider it would be beneficial if native taxes were increased, and natives that could show certificates of having worked six months in the year be allowed a reduction of 25 per cent., besides which all Fieldcornets and others engaged in the collection of native taxes, should discourage the system of the natives selling their cattle to meet the tax, and by their paying only in coin, there would be a greater necessity for them to come out and work.

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We consider this law in itself is beneficial, but in this district it has not been put into force, and should it be enforced, this Chamber consider a competent body of officials would have to be established to carry out its provisions. The reason of the

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Chambers not having requested the enforcement of the law was, from the unanimous opinion received from the districts where it was in operation, because of the unsatisfactory manner in which the provisions of this law were being carried out.

We consider this law also good in itself, but not carried out. Could an addition be made, to the effect that no white man be allowed to obtain liquor either by writing or otherwise through the medium of natives, it would greatly facilitate the object of the law, and that offenders should be imprisoned without the option of a fine, the profits of the trade being too large for the present fines inflicted to lessen the evil. We also think that the introduction of a law establishing large native locations in the vicinity of the mining camps would be a great advantage in keeping up the permanent supply of labour and hereby beg to place before you a report on the Buffelsdoorn location in this district.—

On account of the isolated position of the Buffelsdoorn Gold Mine and the attendant difficulty found in the procuring and retention of an efficient supply of native labour to carry on mining operations, a part of the policy of the company to overcome this impediment has been to always make the surroundings of the natives as comfortable and pleasant as possible. In pursuance of this, five years ago a location, situated on the smaller mijnpacht, and one mile from the works, was established. At the time of the formation of this, and on the same spot, there were then resident 17 natives. At the present time there are now living there 253 souls (100 men, 67 women, and 86 children), who occupy 94 huts, built by themselves and at their own cost. In addition to these places of living, the natives have subscribed among themselves, and with the assistance of a little extraneous aid have built for themselves a commodious church and schoolroom, presided over by a native missionary and teacher. Order is maintained, and the interests of the company guarded by two police; these, in case of necessity, can easily get assistance, as the major portion of the company's police reside in the location. Of the numerous nationalities employed by the Buffelsdoorn Company (some 13) there is a marked partiality by some tribes for huts in the location; Zambesis, practically the whole of whom are drill-men, show this desire to a great degree, and to accommodate those who have gone to their countries to fetch their families, there are now in course of erection 25 huts which will shortly be almost doubled to shelter the families of other natives and their belongings from other parts of the country. From the experience gained here, there seems good ground for assuming that if locations were established in the proximity of the mines, there would be a base formed for a working force more permanent and steady in character than exists at present. In order to render police patrolling as easy and efficacious as possible, great care should be taken in the first instance in the granting of plots of ground for building purposes. Since the establishment of the location on the property of the Buffelsdoorn Estate and Gold Mining Company such a thing as the interference with the members of one tribe by men of another nationality has not been known, sickness, crime, and other disturbing influences being at a minimum. The Field Commissioner of the district, Mr. Andries Cronje, is personally acquainted with the location, its situation, supervision, and the general behaviour of the inhabitants; and in no way does he consider its establishment as detrimental to the public peace or morality. From the results obtained by the introduction of the location here there is every reason to warrant the establishment of such another in districts more thickly populated by natives working on the mines, and where the whole system would be brought more prominently under the notice of the public. In conclusion, we trust from our statements and suggestions we have been able to place before you at so short a notice your committee will be of opinion, if only what is due to us is granted, that mining costs will be so reduced as to enable the mines in this district to work on a profitable basis, and so increase the general prosperity of the district.

other location recommended.

THE BUFFELSDOORN ESTATE AND G. M. CO.

SCHEDULE OF EUROPEAN WAGES.—MARCH AND APRIL, 1897.

	March.			April.			Total.			Cost per ton.	P.c. of total cost.	
	£	s.	d.	£	s.	d.	£	s.	d.			s.
Miners	1,039	19	3	1,208	10	6	2,248	9	9	1	7.48	6.89
Fitters	257	18	3	206	0	8	463	18	11	0	4.03	1.42
Hauling engine-drivers	122	6	6	129	0	4	251	6	10	0	2.18	.77
Mill firemen	50	0	0	50	0	0	100	0	0	0	.87	.31
Compressor drivers	43	11	0	42	6	4	85	17	4	0	.74	.2
Electricians	43	13	4	48	13	4	92	6	8	0	.8	.28
Surface trams	21	7	6	5	3	4	26	10	10	0	.23	.08
Blacksmiths	136	17	11	141	4	7	278	2	6	0	2.41	.85
Drillsmiths	291	8	5	315	9	10	606	18	3	0	5.26	1.86
Masons	86	16	0	40	0	0	126	16	0	0	1.1	.39
Carpenters	168	7	1	170	9	7	338	16	8	0	2.93	1.04
Cyaniders... ..	133	4	0	131	10	0	264	14	0	0	2.29	.81
Millmen	220	12	0	205	7	6	425	19	6	0	3.69	1.31
Crusher engine-drivers	35	16	8	30	0	0	65	16	8	0	.57	.20
Mill engine-drivers	76	12	2	93	0	0	169	12	2	0	1.47	.52
Sundry	86	3	1	70	16	10	156	19	11	0	1.36	.48
Compound and watch	56	3	3	57	11	6	113	14	9	0	.97	.35
Home and store keeping and secretary	237	8	6	233	1	0	470	9	6	0	4.07	1.44
Totals	£3,108	4	11	£3,178	5	4	£6,286	10	3	4	6.45	19.2

THE BUFFELSDOORN ESTATE AND G. M. CO.

SCHEDULE OF STORES CONSUMED.—MARCH AND APRIL, 1897.

	March.			April.			Total.			Cost per ton.		P.c. of total cost.
	£	s.	d.	£	s.	d.	£	s.	d.	s.	d.	
Candles ...	317	4	8	319	0	8	636	5	4	0	5-51	198
Cyanide ...	628	13	4	377	8	9	1,006	2	1	0	8-72	309
Explosives ...	1,667	4	8	2,031	11	2	3,698	15	10	2	8-04	1183
Fuel ...	2,293	10	6	1,938	2	7	4,231	13	1	3	0-66	1296
General ...	778	8	10	646	8	11	1,424	17	9	1	0-34	481
Lubricants ...	831	14	0	276	8	5	608	2	5	0	5-27	187
Mercury ...	18	7	4	—	—	—	18	17	4	0	1-16	0
Mealies ...	693	8	2	489	1	2	1,182	9	4	0	10-24	366
Oxen ...	133	5	10	178	1	0	311	8	10	0	2-7	95
Steel ...	220	1	8	155	1	0	375	2	8	0	3-25	111
Shoes and dies ...	273	12	2	140	0	0	413	17	2	0	3-58	127
Tools ...	55	6	6	38	8	2	93	14	8	0	1-81	29
Timber ...	87	5	4	108	16	7	186	1	11	0	1-7	61
Zinc ...	48	4	3	40	1	7	88	5	10	0	1-77	27
Forage ...	29	4	10	22	5	8	51	10	6	0	1-45	15
Crusher spares ...	125	9	2	83	12	10	209	2	0	0	1-81	67
Rails and sleepers	14	11	7	0	6	7	14	18	2	0	1-13	4
Stationery ...	59	8	2	39	0	10	98	9	0	0	1-85	31
Totals ...	£7,775	11	0	£6,884	2	11	£14,659	13	11	10	6-99	448

EASTLEIGH MINES. LIMITED.

WORKING COSTS, MARCH AND APRIL, 1897.

	Cost per ton.				Per cent. of total cost.	
	March.		April.		March.	April.
	s.	d.	s.	d.		
White wages	7	0·3	6	2·7	23·20	22·78
Kaffir „	9	5·9	8	10·9	31·67	32·57
Coal	5	6·2	4	10·4	18·22	17·81
Dynamite	1	10·7	1	6·3	6·23	5·64
Cyanide	2	3·2	1	8·6	7·49	6·27
Sundry stores	3	3·4	3	4·5	10·86	12·46
Licences		6·7		4·9	1·86	1·52
Sundry expenses		2·8		3·1	0·77	0·95
Total	30	3·2	27	3·4		

BUFFELSDOORN ESTATE AND GOLD MINING COMPANY, LIMITED.

Table of Operating Costs, March and April, inclusive of Mine Redemption and Johannesburg Office Charges.

	Cost.		Tons.	Cost per ton.		Per cent. of total cost.		Cost.		Tons.	Cost per ton.		Per cent. of total cost.			
	£	s. d.		s.	d.	£	s. d.	£	s. d.		s.	d.	£	s. d.		
European wages...	3,108	4 11	13,414	4	7-61	3,178	5 4	14,292	4	5-37	6,286	10 3	27,706	4	6-45	19-26
Native Wages ...	5,037	11 6	13,414	7	6-13	4,705	6 2	14,292	6	7-01	9,742	17 8	27,706	7	0-38	29-85
Stores ...	7,775	11 0	13,414	11	7-12	6,884	2 11	14,292	9	7-6	14,659	13 11	27,706	10	0-99	44-92
Contractors and general	1,164	0 9	13,414	1	8-98	785	10 6	14,292	1	1-2	1,949	11 3	27,706	1	4-89	5-97
Totals ...	17,085	8 2	13,414	25	5-08	15,553	4 11	14,292	21	9-13	32,638	13 1	27,706	23	6-72	100-00