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British Mining (Part).

Bedford United. At Wheal Marquis, the lode in the sump-winze is 2½ft wide, and worth from £90 to £100 per fathom. In the bottom level east, the lode is worth £60 per fm; in this level west, the lode is 3ft wide, and worth £40 per fm; the north lode is still worth £12 per fm. The lode in the 80fm level east is 3ft wide – good work; there is no alteration in the western winze in this level. In the 70fm level, the lode is 2½ feet wide, and worth 12 per fm. At Liscombe, the lode in the adit level, and rise in this level, is still producing good stones of ore. The 25fm level, east of the south engine-shaft, is still composed of gossan, spar, and ore. There has been no lode taken down in the adit level east since our last report. September 21.

Callington. Kelly Bray engine-shaft being down 30fms from the surface, we have commenced cutting plat, and expect the lode will be cut in about a week; sinking below the 25, no alteration has taken place; in the stopes, the lode is from 3 to 4ft wide, ore throughout. The 70fm level, on this lode, is not yet in settled ground, numerous small branches intersecting it at present; it is 4ft wide, producing good stones of ores; from present appearances, the back will pay for working at 5-0d in the £1. The 50fm level is within a few fathoms of the cross-course; the lode is spotted with copper ores. In the 40fm level south, to the east of the cross-course, we have a small branch of silver-lead ores; calculating on the underlie of the lode, as seen in the 70, we expect to cut it very shortly, and have no doubt, after the different levels in this direction are properly ventilated, of making profitable returns of silver-lead ores from the great cross-course. The 100fm level, north from the north engine-shaft, continues in a most congenial channel of ground for the production of silver-lead ores; the lode at this time is not rich; the back will pay for working, at a moderate tribute; in the south end a little improvement is taking place, the ground being a little softer – the lode, also, looking better. The 90fm level north; is poor in the south end, the lode is 10in wide, coarse of quality. The 70fm level north is opening ground, that will work in a high tribute. The 40fm level north, on the lead lode, being unproductive, the same has been suspended; the men are now engaged driving west on the north lode; we have discovered, dipping to the north, and running between the clay slate to the north end, a channel of elvans; to the south, some stones of copper ores have been broken here. At the south mine, no lode has been taken down in the 125 south, neither in the rise in the back of this level; this we expect to hole, in the course of a few days, opening a good piece of tribute ground. In the rise, in the back of the 112 north, the lode is small, producing silver-lead ores; we expect to hole a winze to this part, the early part of next month; in the south end, no lode has been taken down. The 100fm and 90fm levels, both north and south, are opening tribute ground. – September 20.

Coatlithe Hills. The vein has slightly altered for the better during this week, now being wider and more regular than it has been for the last fortnight; it has taken a turn to the north, of about 1ft in a fathom; I expect the junction with the other vein will be cut sooner than at first anticipated. The ground in the horse level is much the same as when I last wrote. The level east, from A shaft, has been driven about 4ft during this week, and the horse level nearly a fathom. – September 18.

Cubert Silver-Lead. The engine-shaft is now sunk below the 35fm level about 4fms 3ft – ground still hard, wet, and spare for sinking; in the same level, going east, the lode is at present small and unproductive; in the same level, driving west, the lode is between 2 and 3ft wide, yielding some very good work for lead – a promising end. In the 25fm level east, the lode is 1ft wide,

composed of spar and stones of lead; going west; in this level, the lode will yield about a ton of ore per fm. – a kindly end. The men in the new western shaft are employed still in the 15fm level, cutting whim-plate. Nothing new in the tribute department. – September 17.

East Crowndale. – The ground in our engine-shaft is still very difficult to sink, it having a continuation of the same kind of ground as last reported on – we are now down 45fms 3ft. The lode in the adit level, at Rix Hill, is not so good as when last reported on – is now 4ft wide, composed of peach, capel, killas, and tin; you may expect from appearance a better account in my next, as the appearance of the end indicates an improvement. The ground in the shaft, sinking on this lode, is, I am glad to say, all saving work, and the ground favourable for sinking. We hope to hole to the adit level in the next week, when we shall proceed to sink below the adit level on a good course of tin – our engine and pit work all in good order. – September 18.

East Tamar Consols. – The lode in Harrison's Shaft is 2 feet wide, saving work. The lode in the 54fm level north is 20in wide – fluorspar and ore; the lode in the 54 south is 15in wide – a very kindly lode. The lode in the 46 north is 20in wide – fluorspar and ore, work of a good quality; the lode in the 46 south is 10in wide – capel and spar, with some spots of lead. The lode in the 38 south is 18in wide, good work. At Charlotte's, we have commenced sinking the shaft under the 11fm level; the lode in the shaft is 2ft wide – fluorspar and ore, a very kindly-looking lode. The lode in the 11fm level north is 18in wide, saving work. September 20.

Great Wheal Martha. – We have driven east about 8ft., and find the lode getting more compact, and somewhat improved; it is at present 5ft big, 1ft of which is composed of mundic, spar, and copper, and the remaining part spar and capel, intermixed with copper and mundic. In getting off from the cross-course, we expect still further improvement; the ground is getting more favourable for driving, and indications good. – September 18.

Holmbush – The diagonal shaft is sunk 10fms 3ft below the 120fm level, the ground in which is still favourable. The lode in the 120fm level, west of the great cross-course, is 14in wide, composed of spar, mundic, and spots of ore. The lode in the 110fm level (south) is 20in wide, composed of spar, flookan, and stones of lead – saving work; the lode in the rise above this level is 2ft wide, composed of flookan and stones of lead, which is saved and stamped. The lode in the 100fm level (south) is 2ft wide – the middle part of which, at present, is poor; in the back and bottom of this level there is a good branch of lead, worth £12 per fathom; the pitches in the back of this level are not quite so productive as they have been, but are still yielding some good lead work. The lode in the 90fm level (south) is 20in wide, composed of spar, flookan, and stones of lead, all of which goes through the process of stamping. Our lead parcel weighed 15 tons 5cwts 1qr, and was yesterday put on board the Active, trader, Southward, master, at Plymouth, for Truro. – September 21.

Ilam – I find that the end, driving towards Brown's Shaft, on a lode, was cut 9fms 1ft west of Robins's Shaft, and we have driven on the lode 4fms; we have now to drive on the course of the lode 30fms, to get back opposite Brown's Shaft; if the lode keep its regular course, we shall have to drive a cross-cut south 12fms, to get under Brown's Shaft, which will make 42fms. From the bottom of Robins's Shaft to the bottom of Brown's Shaft is 32fms 3ft, and the cross-cut is driven towards Brown's Shaft 7 fathoms, which will leave 25fms 3ft more to drive to get back under Brown's Shaft. It is my opinion, that Brown's Lode has split up in branches; as we drive towards the shaft, and get under the 20fm level, east of Brown's Shaft, I think the lode will again become settled, and I have no doubt be productive. If the lode cut in the 67fm level, west of Robins's Shaft, prove Brown's Lode, it has taken an underlay 2½ft in a fm, where in the 67fm level the lode has a perpendicular underlay; I cannot call it Brown's Lode, and if I could do so, I would not advise to spend one pound in driving; I think it advisable to sink a little on the junction of both lodes. For the further working of the mine, I would recommend Robins's Shaft to be continued

sinking 15fms under the 67fm level, and then drive east and west, in order to get to the bottom of the cavern, where I have no doubt we shall have a bunch of copper; I would also recommend driving the end, north of Robins's Lode, to cut the perpendicular lode, and drive the 67fm level, east of the shaft, to cut the lead lode; and also drive the cross-cut, which I have no doubt we shall meet with the lode in Brown's Shaft – I consider it will save £90 by driving the cross-cut, to what it would to drive on a lode towards Brown's Shaft. In conclusion, I have not a doubt but Ilam Mine will make a good paying mine – it has one favourable indication, that the lodes are larger in the bottom levels than in the levels above, and I go by the stones of copper which were broken from the lodes; and, in my opinion, there must be a large deposit of copper not far off. – September 18.