I am managing director and acting manager of the Langlaagte Royal, and that without a salary. The directors meet every week, and charge no fees. We are simply doing everything to reduce costs to the very lowest possible limit.

The Chairman said he wished to thank Mr. Hamilton for the statistics he had given. The way he had prepared his statement had saved a lot of time to the Commission, and he (the Chairman) was very pleased to hear from what Mr. Hamilton had got to say, that there would be co-operation from the group he represented. The points he had brought under notice would have the best consideration.

Mr. Hamilton, in return, thanked the members of the Commission for the consideration they had shown him.

In supplying the figures re European wages and stamps crushing on the Rand, Mr. Hamilton added the following ---- May I say that but for your preferring to question me instead of my giving an opening statement, I had intended mentioning one or two important points in which the Government and Raad had helped us, ad namely-the Native Liquor Law, the Native Pass Law, and the Public Purity Law. These are admirable laws, and I take the opportunity of heartily thanking the Government for them; and of pleading that the necessary staff may be provided to adequately enforce them. Your Honourable Commission has only to enquire into this to find that considerably more money must be provided to do this, else they will become a dead letter or worse; in fact, the Pass Law is far from being a real help now. I desired also to call your attention to the terrible injury done to the country on and to the burghers thereof by the Iron Concession. Years ago, but for this concession you would have had iron and steel works started. On the behalf of European capitalists, I approached the holders of this concession in 1889, for permission to make and manufacture iron and steel, and the lowest terms they would give was a royalty of 2d. per lb., or nearly £20 per ton, which was, of course, prohibitive. The iron and steel industry is a better industry for the permanent welfare of the country than gold, and if you consider the money sent out of the country since 1889 for iron. and steel, that could have been manufactured here, you will see what this country has lost through a concession that has only blocked the way of progress.

Mr. FRANK RALEIGH stated he was secretary of the Rand Mines since the 1st January; previous to that he was business manager and secretary of the Rand Central Ore Reduction Company, and was seven years secretary of the Crown Reef Gold Mining Company.

### Chairman.

On what points can you give evidence ?—I can give the Commission information regarding the railway charges on machinery. I can give the general working costs of the only mine that is producing in the Rand Mines Group—Geldenhuis Deep.

# Mr. Hugo.

Will you be able to give information regarding the native labour question and labour generally ?---No, I cannot give information on that.

### Chairman.

Begin with the Railway question.—I have prepared a statement showing the cost of importing machinery, taken from the Rand Mines' books, the statement shows the percentage of total importing charges. Railway charges vary from about 12 to 460 per cent., but that is an outside case.

2203

Is that calculated on the cost ?—Yes. There is one item in connection with the perdelivery of goods by the railway department that I would like to draw the Commisis sion's attention to. The railway delivery is to take place free within  $2\frac{1}{2}$  miles radius. The Langlaagte Deep lies within a mile from the  $2\frac{1}{2}$  miles radius, and the charge for delivery is 3d. per 100 lbs; at that price delivery can be obtained direct from the goods station. The mine gets no consideration for the  $2\frac{1}{2}$  miles radius for free delivery. The charge for delivering heavy weights, say between 15,000 and 20,000 lbs. weight, is 1s. per 100 lbs. The same work we can get done for 6d. The working percentages of the Geldenhuis Deep are:—Native labour for the year 1896, exclusive Get of food, appears at 21.2 per cent.; food cost, 3.89 per cent.; white labour, 35.89 per v cent.; coal, 8.45 per cent; dynamite, 10.7 per cent.; cyanide, 2.2 per cent.; and the balance is made up of sundry items.

Mention some of them.—Zinc, 15 per cent.; oils and lubricants, 1 per cent.; candles, 1.36 per cent.; dies, quicksilver, and screening for the mill, 1 per cent.; sundry stores, assaying, chemicals, and machinery, 5.6 per cent.; insurances, licences, rents, printing and advertising, premium on natives, and sundry items, 5½ per cent.

### Mr. Smit.

Is the delivery of coal charged in the 8 per cent. ?--Everything is included. How much does it cost at the pit's mouth ?--Our price is for delivery at Elandsfontein. The price at the pit's mouth may be estimated.

# Mr. Hugo.

In the 36 per cent. you put down for white labour, does that include office sale expenses, manager's salary, and directors' fees ?---Manager's salary is included, but directors' fees are not included; they only amount to £92 8s. for the year.

All office expenses are included in that, except directors' fees ?-I think the head office salaries are not included; they amount to £840 for the year.

### Chairman.

You have not stipulated in that statement what the price of coal is, and how Rail much it costs for carrying it; would you specify how much of that  $8\frac{1}{2}$  per cent. is <sup>co</sup> freight, and how much really is the cost of coal?—That I only will be able to estimate.

You see there is a complaint about the high rate charged for coal, and I am anxious to fix the percentage of the freight on coal ?—I have not got the information, but I can obtain it.

You say the freight on machinery varies from 12 to 460 per cent.? I notice <sub>Cem</sub> there is one as low as 7 per cent.—The 460 per cent. is an outside case—it was the <sup>rat</sup> freight on Portland cement.

# Mr. De Beer.

One would expect a far heavier expenditure on a deep level property than on an Econ outcrop mine. I see several of your expenses are less than the expenses handed in lev of several of the outcrop companies. Their working expenses come to 29s. 6d., and your expenses are shown at 25s. Can you adduce any reason for that ?---Probably better equipment; improved machinery might have a good deal to do with it. Some of the outcrop companies have not the most improved machinery; the deep levels are being equipped with the very best.

What is your yield per ton ?—For the year 1896 it was  $6\frac{1}{2}$  fine dwts.

Including cyanide ?—Including the yield from all sources.

What is the value per ounce of fine gold ?-f4 4s.

So that your profit was about 3s. per ton ?—2s. 4d., exclusive of interest on debentures and advances.

Was the mine developed twelve months ago ?—It commenced milling in December, 1895. But more than 6½ dwts. was not to be expected, and so far as I know the outcrop South Reef is estimated as being struck at 3,000 feet.

Is it not possible that the reef is faulty  $2-6\frac{1}{2}$  dwts. is the average for the twelve months.

The Bonanza is a deep level, and it goes much more than  $6\frac{1}{2}$  dwts. ?---Very much more. I believe the Bonanza goes 20 dwts.

Over an ounce ?---Yes; but the Bonanza is in a very rich area.

Worand Won't the Ferreira, the Worcester, and the Wemmer deep levels also be very deep rich?—We hope so.

So that you cannot take 61 dwts. as an average yield ?--- I don't think so.

Do you know a French engineer called Mr. F. Pollock, and have you read his report ?---No.

It is perhaps not quite fair to put these questions as you are not an engineer. At the same time I am pleased to get your statement; it is a true extract from your books and disproves the report of Mr. Pollock, who says deep levels cannot pay, and that it is impossible for them to pay.

### Mr. Schmitz-Dumont.

You say white labour on the Geldenhuis Deep costs 36 per cent. Is not that very high compared with other mines, where the average is between 25 and 30 per cent. ?--I know no reason why white labour on the Geldenhuis Deep should be greater than other mines.

To what account do you charge directors' fees ?—General expenses.

mine 10 what account do you enarge directors rees — Otheral expenses. <sup>f Gel</sup> In what way are they calculated ?—One guinea per meeting. Meetings are held <sup>fortnightly</sup>, and the total amount paid in 1896 was £92.

There is no proportionate share of profits in the Geldenhuis Deep?-No.

Can you give us what salaries are drawn by the mine secretary, workmen, and managers—especially the officials charged with administration?—The manager gets  $\pm 1,500$  per annum; mines' secretary,  $\pm 540$  per annum; storekeeper,  $\pm 300$ . I do not remember what the compound manager is paid, but he is not a highly paid official. The assayer gets  $\pm 480$  per year.

Do you think other mines pay about the same to their officials, or do you know of mines where they receive much higher pay ?—I don't know of a case, but I believe there are cases where they are more highly paid.

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# RAND MINES. LIMITED.

Details of Importing, Cost of Machinery, Plant, etc., via East London.

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Hoisting       185       49       9       240       3       7       403       166       5841         51       4 $\frac{1}{2}$ 7       1       2       66       3648         51       4 $\frac{1}{2}$ 7       1       2       66       3641         51       4 $\frac{1}{2}$ 7       1       2       66       3641         51       4       8       7       4       8       7       403       166       3641         51       230       7       2       34       4       8       3664       3648       3644       364       3644       3664       3644       3664       3646       3646       3646       3646       3646       3664       3666       3646       3666       3646       3666       3646       3666       3646       3666       3646       3666       3646       3666       3646       366	Hoisting Plant					14	590	41.58	25-00
Figure       51       4 $\frac{1}{2}$ 7       1       2       65       29.41         Hoisting       Plant       2       36       4.3       39.6       4.3       39.5       31.15       29.0       39.4         Koisting       Plant       2       2.414       151       2.9       39.6       4.3       39.3       31.15       29.0       39.4         Koisting       Plant       2.30       2.3       2.3       39.6       4.3       38.2       3.115       29.0       31.15       29.0       30.6         Koi       1445       67       1       1       2       39.6       4.3       38.2       3.115       29.0       36.6       39.6       30.6	Hoisting Plant				~	1	493	366.48	129-19
Hoisting Plant       785       70       15       240       14       29       1,133       44,46         Hoisting Plant       2,414       151       29       396       43       82       3,115       290       8 $200$ 7       2       34       4       87       4       8       356       54.35       90 $200$ 7       2       34       4       87       4       8       356       54.35       90 $200$ 3       6       5       34       4       87       4       8       356       54.35       50.90 $446$ 1       1       1       1       1       2       77       29.08       95.99 $4446$ 1       1       5       1       1       2       77       29.08 $446$ 1       1       5       1       2       77       276       96.99 $466$ 1       1       5       1       2       77       276       96.99 $209$ $443$ 3       2       2       2       2       2       2       2	Hoisting Plant					01	65	29:41	13-73
Hoisting       Plant       20       7       29       34 $\frac{1}{3}$ <t< td=""><td>Hoisting Plant</td><td></td><td></td><td></td><td>14</td><td>59</td><td>1.133</td><td>44.46</td><td>30.57</td></t<>	Hoisting Plant				14	59	1.133	44.46	30.57
Hoisting Plant. $2,414$ 151 $29$ $396$ $43$ $82$ $3,115$ $2908$ $145$ $67$ $4$ $60$ $3$ $6$ $336$ $5356$ $5439$ $145$ $67$ $4$ $60$ $3$ $6$ $285$ $9599$ $230$ $5$ $1$ $15$ $1$ $15$ $1$ $285$ $9599$ $46$ $3$ $1$ $15$ $1$ $15$ $1$ $286$ $9599$ $61$ $3$ $1$ $15$ $1$ $15$ $29$ $396$ $543$ $9599$ $61$ $3$ $1$ $1$ $5$ $1$ $1$ $2$ $770$ $2909$ $604$ $49$ $9$ $1$ $1$ $2$ $2$ $1$ $2$ $1$ $2$ $2$ $2$ $109$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $6700$ $67$	Hoisting Plant				-		54	220-00	165-00
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	Rig				ĥ	9 9	1,489	41 06	14.47 14.40

				ģ	Special Transvaal Duty of 3/- per 100 lbs	uty of 3	mevaal D	Bpecial Tra	*		
3,891 .44	6,298.45 3,891.44	59,748	1,351	941	14,034	671	4,628	38,156	:	:	Total of above items
137-86	184-77	692	6		335	5.	74	243	:	÷	
102-79		896	17		332	Π	52	225	:		Andle Tunn
22-26		1,072	28 82	14	169	ж,	<b>5</b>	208	÷	Turning Mill	
22-26		1,840	35		586	8	162	1,021	:		anks in
18.92	_	2,879	73		405	<b>S</b>	215	2,130	:	÷	Siv Steel Towler
39-00		316	~		78	4	3	200	÷	ł	Winding Parties
82 62		1,876	ŝ	16	732	20	189		:	:	Picking molecular
162-50	206-25	245	ŝ	-	130	10	ଶ୍	8	:	E	Wrent trails
15-19		III	~	64	13	-	~	85	inery	ig Machinery	At BUTCKE Column Shaping
31.55		574	15	9	112	-	2	355	:	:;	Douler
25.34		240	5.0	- ന	38	24	42	150	:	÷	Steel Crank Shuft
17.69	_,	201 201 201	0 2		3 2	- 0	99	412	: :	: :	Wrought Iron Pipe
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0.0.7		16	50		9	-	21	22	:	÷	Doubles Tank Fump
	94.44	353	~		133	4	8	081	:	:	
~	28.60	3.723	12		1,238	36	249	2,085	:	÷	Steel Pipe Joints
	64-70	112	er;	_	12	~		68	:	:	Leathe
	55.10		104		975	37		2,800	:	:	Mortar Boxes
00 18:98	19.16	273			12	ŝ		190	:	:	£,
	54-34		14		143	1~		403	:	:	Iron Piping and Fittings
	49.65		39		394	15		1,150	:	:	
00.12	43-56		61		100	4	26	340	:	:	Cam Shafts
			200	2	all contractions	12		8118			Machinery
30.74		1,185	25			12		285	:	:	Steel Climnevs
				-;	81.5	24		80 L	:	:	Stamp Mill Ports
			6	ç	41	י וב 		707	:	:	Cost Stool Dulling
		645	_		. 28	4		505	:	:	White TT is The
		_		32	<b>20</b>	_		21	:	:	rigs of Lead
			16	~~~~	61	<b>x</b>		458	:	:	Steel Wire Kope
					124	~		300	:	:	Mortar Bodies
	80-87-11	6/2	_	¢ 	00		_	007	:		

# Details of Importing Cost of Timber, via Delagoa Bay.

Reilage Cherges o/o on Home Cost.	361-76 254-54 249-75
Total Importing Charges o/o on Home Cost	611-53 442-95 502-75
Total.	$\frac{\pounds}{239}$
Commission and Transvand Duty.	-∞8 <sup>8</sup> 8-
Railage.	£ 6,150 112
Velaços Bay Oharges 4/- per ton measure 3% Duty. 3% Duty.	<sup>과</sup> ố 않 t
Sea Freight.	3,363 59 59 59
Home Cost.	1,700 44 14
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KRONI-TJON.	::
DXRG	:::
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