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, nd 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.

igh's 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.*

ates 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.

Is that calculated on the cost?—Yes. There is one item in connection with the delivery of goods by the railway department that I would like to draw the Commission's attention to. The railway delivery is to take place free within 2½ miles radius. The Langlaagte Deep lies within a mile from the 2½ 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 2½ 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 of food, appears at 21·2 per cent.; food cost, 3·89 per cent.; white labour, 35·89 per 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 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 much it costs for carrying it; would you specify how much of that 8½ per cent. is 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 there is one as low as 7 per cent.—The 460 per cent. is an outside case—it was the freight on Portland cement.

Mr. *De Beer.*

One would expect a far heavier expenditure on a deep level property than on an outcrop mine. I see several of your expenses are less than the expenses handed in 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 6½ fine dwts.

Including cyanide?—Including the yield from all sources.

What is the value per ounce of fine gold?—£4 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?—6½ dwts. is the average for the twelve months.

ays. The Bonanza is a deep level, and it goes much more than 6½ dwts.?—Very much more. I believe the Bonanza goes 20 dwts.

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

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

So that you cannot take 6½ 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.

lirec- mine f Gel- Deep. To what account do you charge directors' fees?—General expenses.

In what way are they calculated?—One guinea per meeting. Meetings are held fortnightly, 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 £1,500 per annum; mines' secretary, £540 per annum; storekeeper, £300. I do not remember what the compound manager is paid, but he is not a highly paid official. The assayer gets £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.

## Mr. F. Raleigh's Evidence.

# RAND MINES. LIMITED.

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

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| Description of Goods. | Home Cost. | Sea Freight | Colonial Charges, Duty, Agency, Landing, etc. | Railage. | Z.A.R. Duty. | Insurance an Commission. | Total Cost. | Total Importing Charges % on Home Cost. | Railage Charges % on Home Cost. |
|---|---|---|---|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ | £ | £ | | |
| Copper Plates ... ... ... | 413 | 13 | 2 | 53 | 7 | 14 | 502 | 21·55 | 12·59 |
| Cast Iron Base Plates ... ... | 114 | 53 | 8 | 201 | 2 | 4 | 382 | 235·09 | 176·31 |
| Wrought Iron Pipe ... ... ... | 285 | 46 | 9 | 214 | 5 | 11 | 570 | 100·00 | 75·09 |
| Gate Valves ... ... ... | 79 | 3 | 1 | 15 | 1 | 3 | 102 | 27·85 | 17·72 |
| Battery Post Shoes ... ... ... | 26 | 10 | 2 | 38 | ½ | 1 | 77 | 192·30 | 142·31 |
| Boiler Breechings ... ... ... | 127 | 79 | 12 | 63 | 2 | 4 | 287 | 126·77 | 48·82 |
| Netherton Iron ... ... ... | 268 | 46 | 9 | 227 | 24 | 9 | 583 | 119·79 | 84·33 |
| Hex Black Nuts ... ... ... | 60 | 9 | 5 | 35 | 6 | 2 | 117 | 93·33 | 56·66 |
| Two Comet Crushers .. ... | 880 | 108 | 15 | 265 | 16 | 30 | 1,314 | 49·20 | 30·11 |
| Shoes and Dies ... ... ... | 252 | 27 | 5 | 104 | 5 | 9 | 402 | 59·13 | 40·87 |
| Mill Engine ... ... ... | 3,656 | 325 | 48 | 806 | 66 | 126 | 5,027 | 37·47 | 22·04 |
| Air Pump ... ... ... ... | 223 | 5 | 2 | 16 | 4 | 8 | 258 | 14·79 | 7·17 |
| Sheaves ... ... .. ... | 184 | 33 | 5 | 44 | 3 | 7 | 276 | 49·45 | 23·37 |
| Cornish Pumping Rig ... ... | 1,227 | 131 | 20 | 402 | 22 | 41 | 1,843 | 50·28 | 32·76 |
| Condenser ... ... ... ... | 505 | 121 | 9 | 99 | 9 | 17 | 760 | 50·49 | 19·60 |
| Amalgam Retorts ... ... .. | 50 | 5 | 1 | 17 | 1 | 2 | 76 | 50·00 | 34·00 |
| Anchor Bolts ... ... ... | 109 | 16 | 2 | 61 | 2 | 4 | 194 | 77·97 | 55·05 |
| Base Plates ... ... ... | 249 | 114 | 15 | 433 | 5 | 9 | 825 | 231·32 | 173·90 |
| Steel Stamp Heads ... ... ... | 700 | 42 | 8 | 160 | 12 | 24 | 946 | 35·14 | 22·71 |
| Two Cyanide Tanks... ... ... | 99 | 19 | 3 | 71 | 2 | 4 | 198 | 97·97 | 70·70 |
| Steel Shaft ... ... ... | 21 | 3 | ½ | 10 | ½ | 1 | 36 | 61·90 | 42·38 |
| ,, Shafting and Fittings ... ... | 277 | 30 | 5 | 111 | 5 | 10 | 438 | 58·12 | 40·08 |
| One Corliss Engine ... ... ... | 416 | 40 | 7 | 105 | 8 | 14 | 590 | 41·58 | 25·00 |
| Angle Iron ... ... ... ... | 185 | 49 | 9 | 240 | 3 | 7 | 493 | 166·48 | 129·19 |
| Pump ... ... .. .. | 51 | 4 | ½ | 7 | 1 | 2 | 65 | 29·41 | 13·73 |
| Mill Parts ... ... ... ... | 785 | 70 | 15 | 240 | 14 | 29 | 1,133 | 44·46 | 30·57 |
| Cast Iron Capitals ... ... ... | 20 | 7 | 2 | 34 | ½ | ½ | 54 | 220·00 | 165·00 |
| Winding Engine and Hoisting Plant... | 2,414 | 151 | 29 | 396 | 43 | 82 | 3,115 | 29·08 | 16·40 |
| Plunger Pump ... ... .. | 230 | 23 | 4 | 87 | 4 | 8 | 356 | 54·35 | 37·83 |
| Rope Fly Wheel ... ... ... | 145 | 67 | 4 | 60 | 3 | 6 | 285 | 95·99 | 46·69 |
| Bolts and Nuts ... ... ... | 46 | 5 | 1 | 15 | 1 | 2 | 70 | 50·00 | 30·43 |
| Two Cast Iron Pulleys .. ... | 61 | 3 | ½ | 10 | 1 | 2 | 77 | 27·87 | 14·75 |
| Bottom Balance Bob ... ... | 18 | 1 | 1 | 5 | ½ | 1 | 26 | 44·44 | 27·78 |
| Rubber Pump Valves ... ... | 46 | 1 | ½ | 2 | 1 | 2 | 52 | 10·87 | 4·34 |
| Steel Shafting and Pulleys ... ... | 504 | 43 | 8 | 123 | 9 | 17 | 705 | 39·88 | 24·40 |
| Stamp Mill Parts ... ... ... | 864 | 49 | 9 | 155 | 15 | 32 | 1,124 | 30·09 | 17·94 |
| ,, ,, ,, ... ... ... | 2,274 | 154 | 31 | 587 | 41 | 78 | 3,165 | 39·18 | 25·81 |
| Three Tanks ... ... ... | 266 | 43 | 8 | 207 | 5 | 9 | 538 | 102·63 | 77·82 |
| 4 8in. Plunger Pumps ... ... | 230 | 24 | 4 | 90 | 4 | 8 | 360 | 56·09 | 39·13 |
| Manilla Rope ... ... ... | 91 | 5 | 6 | 13 | 8 | 3 | 126 | 38·46 | 13·18 |
| Cast Steel Cams ... ... ... | 780 | 31 | 8 | 118 | 14 | 27 | 978 | 25·26 | 15·00 |
| Cornish Pumping Rig ... ... | 1,057 | 88 | 31 | 258 | 19 | 36 | 1,489 | 41·06 | 24·40 |
| Spur Wheel ... | 195 | 16 | 3 | 56 | 3 | 6 | 279 | 43·08 | 28·72 |

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|---|---|---|---|---|---|---|---|---|---|---|
| Mortar Bodies | 300 | 49 | 7 | 124 | 5 | 12 | 497 | 65·33 | 41·00 |
| Steel Wire Rope | 458 | 27 | 8 | 97 | 8 | 16 | 614 | 34·06 | 21·18 |
| Pigs of Lead | 12 | 2 | 1 | 8 | 32 | ½ | 55 | 358·33 | 65·00 |
| Steam Winch | 505 | 32 | 4 | 78 | 9 | 17 | 645 | 27·72 | 15·45 |
| Whiting Hoist Plant | 262 | 12 | 2 | 41 | 5 | 9 | 331 | 26·33 | 15·27 |
| Cast Steel Pulleys | 68 | 11 | 2 | 18 | 1 | 2 | 102 | 50·00 | 26·47 |
| Stamp Mill Parts | 797 | 87 | 14 | 246 | 14 | 30 | 1,188 | 49·06 | 30·74 |
| Steel Chimneys | 285 | 64 | 12 | 239 | 5 | 10 | 615 | 115·79 | 83·51 |
| Machinery | 811 | 87 | 14 | 226 | 14 | 29 | 1,181 | 45·87 | 27·86 |
| Cam Shafts | 340 | 26 | 4 | 100 | 6 | 12 | 488 | 43·56 | 29·41 |
| Stamp Stems | 1,150 | 104 | 15 | 394 | 21 | 39 | 1,723 | 49·65 | 34·10 |
| Iron Piping and Fittings | 403 | 60 | 7 | 143 | 7 | 14 | 634 | 54·34 | 35·23 |
| Auxiliary Shaft | 190 | 19 | 3 | 51 | 3 | 7 | 273 | 43·16 | 26·31 |
| Mortar Boxes | 2,800 | 376 | 37 | 975 | 50 | 104 | 4,342 | 55·10 | 34·46 |
| Lathe | 89 | 5 | 1 | 12 | 2 | 3 | 112 | 24·72 | 12·36 |
| Steel Pipe Joints | 2,085 | 249 | 36 | 1,238 | 38 | 77 | 3,723 | 78·60 | 59·35 |
| Piping | 180 | 26 | 4 | 133 | 3 | 7 | 353 | 94·44 | 71·66 |
| "Knowles" Tank Pump | 78 | 2 | 1 | 6 | 1 | 3 | 91 | 16·66 | 7·69 |
| Portland Cement | 82 | 83 | 13 | 385 | 180 | 3 | 756 | 819·51 | 469·50* |
| Liner Plates | 130 | 7 | 1 | 23 | 2 | 5 | 168 | 29·23 | 17·69 |
| Wrought Iron Pipe | 412 | 66 | 9 | 314 | 7 | 15 | 823 | 99·75 | 76·23 |
| Steel Crank Shaft | 150 | 42 | 2 | 38 | 3 | 5 | 240 | 60·00 | 25·34 |
| Boiler | 355 | 82 | 7 | 112 | 6 | 12 | 574 | 61·69 | 31·55 |
| 24" Stroke Column Shaping Machinery | 85 | 7 | 1 | 13 | 2 | 3 | 111 | 30·58 | 15·19 |
| 40 Steel Rails | 80 | 26 | 5 | 130 | 1 | 3 | 245 | 206·25 | 162·50 |
| Wrought Iron Pipe | 886 | 189 | 20 | 732 | 16 | 33 | 1,876 | 111·74 | 82 62 |
| Picking Table | 200 | 24 | 4 | 78 | 4 | 7 | 316 | 58·00 | 39·00 |
| Winding Engine | 2,135 | 215 | 23 | 405 | 38 | 73 | 2,879 | 34·85 | 18·92 |
| Six Steel Tanks | 1,021 | 162 | 18 | 586 | 18 | 35 | 1,840 | 80·21 | 22·26 |
| One 10' Boring and Turning Mill | 759 | 94 | 8 | 169 | 14 | 28 | 1,072 | 41·24 | 22·26 |
| Six Sets Cast Iron Columns | 323 | 207 | 11 | 332 | 6 | 17 | 896 | 177·74 | 102·79 |
| Angle Iron | 243 | 74 | 9 | 335 | 22 | 9 | 692 | 184·77 | 137·86 |
| Total of above items | 38,156 | 4,628 | 671 | 14,034 | 941 | 1,351 | 59,748 | 6,298·45 | 3,891·44 |

* Special Transvaal Duty of 3/- per 100 lbs.

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

| Description. | Home Cost. | Sea Freight. | Delagoa Bay Charges 4/- per ton measure 4/- per ton weight. 3% Duty. | Railage. | Commission and Transvaal Duty. | Total. | Total Importing Charges % on Home Cost | Railage Charges % on Home Cost. |
|---|---|---|---|---|---|---|---|---|
| Rough | £ 1,700 | £ 3,363 | £ 801 | £ 6,150 | £ 82 | £ 12,096 | 611·53 | 361·76 |
| ,, | 44 | 59 | 22 | 112 | 2 | 239 | 442·95 | 254·54 |
| ,, | 18 | 28 | 11 | 55 | 1 | 111 | 503·75 | 343·75 |