

CARGO GOLDFIELDS.

By W. Folster, M.L.A.)

The Cargo goldfield was first proclaimed on the 11th February, 1869. The boundaries of the first area commenced at the north-western corner at Cargo proper, of a property then being subject to a conditional purchase by a gentleman named J. Hartigan. The boundary then had a bearing west for three miles; on the west by a line bearing north five miles thirty six chains; on the north by a line crossing Bowan Creek this boundary being identical with an old lease No. 33 of the old pastoral district of Wellington. The boundary had a bearing east of five miles whence a line bearing south five miles thirty six chains joined with a lease (No. 36) boundary which in turn connected to a line bearing west and crossing Cargo Creek and so linking up with the point of commencement as indicated.

On the 20th May, 1873, the considerable mining activities then in evidence led to a westerly extension being proclaimed, this taking in a new belt of country which commenced at the south-west corner of the old Cargo goldfield and extended eight miles to a blind gully junctioning with Mandagery Creek at Long's Corner; on part of the western boundary by a line bearing north to that junction and thence on the remainder of the west and on the north by Mandagery, Boree and Bowan's Creek upwards to the north boundary of the old field. The further spread of

the old field. The further spread of activities led to a southerly extension south two miles by west five miles, this being proclaimed on the 16th February, 1875.

The early history of the Cargo goldfield has been very largely lost so far as definite record is concerned, in that there was no Department of Mines as a separate Government department until 1872. It is interesting hereto note that Mr. Long-Innes, a prominent barrister then practising in Sydney, sat on a commission with respect to the whole question of mining in N.S.W. and it was following the report of that commission that a department of mines and mining wardens began to function.

Geologically the Cargo goldfield has provided a fund of information and interest to those interested in gold occurrence. The field and its former history was deemed to be important enough to warrant a special geological examination in December, 1913. At that time owing to the earlier operations being more or less unknown, much of the survey carried out had to be based upon the nature of the mining excavations and a geological examination of the surface. Considerable and valued information was furnished to the Department of Mines by Messrs John McMahon and M. Hennessy, of Cargo.

As early as 1875 the old Ironclad mine lying about a quarter of a mile west of Cargo had a main shaft down to a depth of 270 feet, and the early activities were supplemented in the 80's and 90's by

plemented in the 80's and 90's by quite a marked activity. The failure of mining, that is, to any considerable extent in the Cargo district has been due, it is said, not so much to the absence of gold itself in the reefs as the narrowness of, and lack of definiteness in the gold-bearing channels themselves. Again, a difficulty has been experienced in the past in treating the sulphides with which the gold is intimately associated below what is known as the oxidised zone. In addition to this the mining efforts of the past disclose that the nature of the pay ore, though perhaps highly remunerative, has been to some extent patchy.

Before making any remarks

with respect to the prominent mines which functioned on the Cargo field and also to the geological features associated with Cargo it would be well perhaps to quote from an interesting and instructive article compiled by the Mining Registrar, Mr. Hutton, in the year 1875:

“The most prominent feature of the Cargo goldfield is the Ironclad Range, which is of considerable height, about 600 feet, and runs nearly south-south-east and north-north-west. This range seems to have been the feeder of the goldfield, as on it all the principal reefs are situated, and in nearly all the ravines leading therefrom gold in payable quantities has been found.”

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"The gullies on the eastern side which have been worked with good results are as follows: First, Long Gully, which was the first place rushed on this field, and which supported a mining population of from 100 to 500 miners for nearly two years. The next on the same side of the range is Township Gully, which was opened about the same time as Long Gully; it was also highly remunerative, one of the leads running down the centre of Cargo-street. The next was Graveyard Gully, which paid well for working."

"On the western side of the range are: First, Scrape Rock and Tin-dish Gullies. These gullies were very shallow, and were soon worked over, and produced a considerable quantity of gold. The next is Copper Gully, on which a good deal of work was done, but the amount of gold was not so great as in the others."

"All these leads have been abandoned for a time, but there is no doubt several of them will be reworked, and with good results. The reason of their abandonment was gold having been struck in Gum Flat, another gully on the same side of the range. When this gully was opened there was but a small mining population on the field, and the whole of the miners betook themselves to the new rush, where nearly all of them have remained ever since; the newcomers finding they could not get in on Gum Flat, did not care to set in to old ground of which they knew nothing, consequently left."

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"Gum Flat was opened upwards of three years ago; the gold was first struck in a gully leading thereto, at a depth of 30 feet; from thence it was traced down the flat, on which there were several rich claims. Livermore and party had the best, some of their washings going as high as 4oz to the load, the depth varied from 30 to 50 feet, it was then for a time considered almost worked out, when a party tried to sink through the false bottom on which the gold had been got, at a depth of about 90 feet, came upon a vein of wash almost perpendicular or dipping slightly like a reef, and on this vein (which has been traced through nine claims) has the principal work been done for alluvial during the past year."

The man who wins is the man who works, who neither labor nor trouble shirks, who uses his hands, his head, his eyes; the man who wins is the man who tries.

A Sydney writer penned the following: I attended the conference of the U.A.P. in Sydney, when 700 delegates from city and country sought to frame a constitution. It was a striking conference in many ways. Youthful delegates predominated and they unleashed their youthful enthusiasms. I was more than pleased that the U.A.P. conference was a fighting one. Had it shown the tameness of dull unanimity I would have said that the movement had the death mark on its brow. Now it is alive and fighting.

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