

## LYELL.

*United Alpine Quartz-mine.*—(4/12/95): Work has been resumed in the old No. 1 tunnel near the site of Zalatown. At a point about 100ft. in from the mine-mouth, a reef with westerly underlie, 4ft. wide has been cut through and is now being reopened. Another reef not quite so far in, which was worked to the north in the early days of mining on the coast, is now to be reopened to the south of the level. Air right. Some loose pieces of wall-rock on the way in are to be taken down. The only work doing from No. 7 level is sinking the inclined shaft, which is carried on by three shifts, and the face of which is in slate, in the foot-wall. The distance on the incline from No. 7 to No. 8 levels is 300ft., and the face is 190ft. further. One of the wire ropes used in hauling was unsafe, so I requested in writing that it should not be further used, all work to be done by the other. I was informed this would be complied with, and that a new rope was ordered at once. Report a week behind. Plan duly kept, but not dated.

*South British Prospecting Tunnel.*—(4/12/95): This is a prospecting drive adjoining the United Alpine ground, and it is in a distance of 195ft. A reef was cut at 170ft., but was not considered payable. Various leaders were also cut, but with no better results. As Mr. Green did not consider the subsidy he received under the regulations sufficient, he has discontinued all work.

*United Italy Quartz-mine.*—(4/12/95): A new low level has been driven by the party of tributers, and the line of leader cut at 630ft. From this, 120ft. has been driven on the track of the leader, which is thin and irregular. An uprise is to be started shortly, as the party believe they are right underneath the golden stone worked in No. 3 level. Six men in all are at work, in three shifts. At date of writing a rich leader is said to have been found.

*Tyrconnel Quartz-mine.*—(4/12/95): The leader has been driven on for some 260ft. from the low level, and from this a winze has been put up to an intermediate level, above which two stopes are at work. Two stopes are also working 40ft. higher up. The quartz varies from 14in. to 1in. in thickness. Air very good. Some loose pieces of wall-rock are to be timbered up. Six men in all are at work. The second shift of two men work in the lower stopes. The prospects are considered good.

*Lyell Creek Low-level Tunnel.*—(3/12/95): A crushing was taken out from the level and two stopes above, but it did not turn out well. After this a winze was put up 50ft., with no better result. A winze is now being sunk to the north of this, on quartz about 4ft. in thickness. Air led in in large pipes, which give a good current. Three shifts of two men each are employed. Later operations, I understand, have been confined to sinking on the lode more to the south, and with better prospects.

## WESTPORT.

*Swanston Quartz-mine.*—(16/11/95): This is the old Guiding Star and Morning Star ground at Mokihinui, which has been taken up by a new company, and operations so far have been carried on with vigour.

In the Guiding Star ground a level has been driven from the side of Maori Creek for a distance of 80ft., on quartz all the way. Two stopes have also been started. Air good. The course of the lode is nearly north and south, and the underlie is to east at 70°. The average width of the reef is about 18in., but the wall-rock is very hard. This block of stone has been traced on the surface for 130ft., and is also said to have been found 10 chains ahead in a bend of the creek. The old level in the Morning Star ground has also been extended, but operations have been stopped for the present, as the shoot of gold is considered to be underfoot, the crushing having only yielded about 4dwt. of gold per ton. A ten-head stamper battery has been erected, and is worked by a 4ft. Pelton wheel. Ten men in all are employed.

*Great Republic Quartz-mine.*—Work has been resumed prospecting at this mine, so this district should thus get another trial. I have had no opportunity of visiting it, but I am informed that Auckland capitalists have secured an interest in it, and funds will be available for its full development.

## REEFTON.

*Progress Quartz-mine.*—(17/10/95): Fourteen miners stopping per shift, and the main shaft is being sunk. At present it is down 70ft. from the No. 5 level. 450ft. of driving will be required to connect with the winze when bottomed. The winze at present is down 150ft. Good and heavy timber is being put in the stopes, and this is required, as the lode is 40ft. in width. Air in stopes not very satisfactory, and in the winze it was bad; but before work starts it is cleared out by a hand-fan.

(20/11/95): I revisited this mine, as the hanging-wall at the stopes had caved in and choked the airway. The cause of the fall was probably through a bend in the course of the reef, by which an oblique pressure would be exerted on the sets of timbering. I had cautioned Mr. Black as to the liability to such a thrust at my previous visit, but at that time there was nothing to find fault with in the timbering. The air was very fair at one end of the fall; at the other end it was dull, but not bad. I measured the intake current as 4,600 cubic feet per minute. I found the screen beyond the engine at the main shaft was rolled up. On pointing this out to Mr. Black he ordered it to be put down. Next day I inspected the levels, winze, and airways out to the surface, and wrote Mr. Black as to the steps which should be taken to improve the ventilation.

(11/2/96): An intake air-current of 7,400 cubic feet per minute circulating. No. 3 level and the passes are being repaired. No work is being done in the stopes, which are well filled in, but only developing of the mine, or dead-work, going on.

As this mine is one of those which have been bought by Mr. Ziman, it is to be opened up so that a steady output shall be maintained. The old levels and passes are to be repaired, and connection made with the Globe Mine. Compressed air is to be substituted for steam underground, and at my last visit I found the latter was not being used. This ought to be an improvement, as the heat underground was a great drawback to good ventilation when the wind was strongly down-cast, although an assistance at other times.