

GENERAL.

At date of writing the Inangahua Low-level Tunnel is in about 4,000 ft., and the Venus line of reef should soon be cut. Some 700 ft. ahead the line of the Golden Fleece reef should be met, but to connect with the winze being sunk from that mine will require 300 ft. driving to north on the course of the vein.

A forty-stamp mill is to be erected by the Consolidated Goldfields near the site of the old Globe battery, and a water-race for driving-power, which will be $10\frac{1}{2}$ miles in length, is in course of construction. About two miles and a half have been completed, and forty-eight men are at work on the remaining portion.

No work has been done at the Larry's Creek group of mines for want of a dray-road.

Marina prospecting has not turned out as well as expected, but at Jackson's there has been sufficient encouragement to continue.

On the Victoria Range discoveries of rich blocks of stone lying loose on the surface in considerable quantities have induced many parties to take up claims, and a lode in the solid is said to have been recently discovered.

Prospecting has been continued on the Paparoa Range, with results said to be highly satisfactory to some of the claim-holders, and next summer should see important developments.

There have been no returns from the Donnelly's Creek Mine during the year.

Mr. Zala informed me he was doing nothing at his mine, and did not appear to regard the prospects as very encouraging.

ALLUVIAL MINING.

MAHAKIPAWA.

King Solomon Mine.—(5/10/96): This mine has been stopped for about two months, and the water is right up in the shaft. It is intended to increase the capital and work the flat on a large scale.

Barry and Wearne's Claim.—(5/10/96): This is the old Davis and Carr ground. Only two men are at work, sluicing. The prospects are fair, but there is not much ground left to work.

Hibernian Extended Claim.—(5/10/96): This claim has been bought by the tributers, but little or no work has been done on account of the water, and at present they are flooded out.

Boys' Own Claim.—(5/10/96): Only three men working near the shaft, and it is expected to be worked out very soon. Timbering, where working, all right. Lyford and party have held this claim right through from the start of the rush, and since date of inspection they have informed me they have worked it out.

WAKAMARINA.

Wakamarina Gorge Claim.—(7/10/96): The dams have now been erected, and work has been started at the lower end of the claim. The piles have been driven 7 ft. apart, and are 14 in. square. The width at top of the dams is 4 ft. and at bottom 7 ft., Mr. Hill informs me, and between the walls is packed with shingle and puddled-clay. The lining is $2\frac{1}{2}$ in. in thickness. The paddock being taken out is 22 ft. long by the full width of the gorge. The drift is raised in cages running on iron-rail guides up a frame erected for the purpose, but no men are allowed to ride. It is intended to work the upper part of the gorge by driving, and thus avoid handling the overlying drift. Twelve men in all are employed.

COLLINGWOOD.

Parapara Hydraulic-sluicing Company.—(28/9/96): No. 1 face has been opened up, and a cut made through the spur some 700 ft. in length. At the deepest part it was over 100 ft., but now it is in low ground, with a face about 20 ft. in height. The drift is composed of clay, with quartzite and slate pebbles, and at times irregular blocks of hæmatite. The main bottom appears to be the ragged edges of the older limestone, which may render the saving of the gold very difficult, but it is not yet certain if the limestone seen is the solid or only very large blocks. The tail-race, 700 ft. long by 2 ft. 6 in. wide and 20 in. deep, is partly paved with stones, and the remainder is laid with angle-iron ripples at a grade of $5\frac{1}{2}$ in. to the 12 ft. A 4 in. giant nozzle is used, with a head of 300 ft., and Mr. Guthrie informs me $12\frac{1}{2}$ heads of water are at present being used. Three shifts are worked, employing four men in the day and two in each of the others. No men are allowed near the face after dark. No. 2 face, after working some time, has been stopped for want of fall. Both these faces adjoin the Parapara River, and, although a large amount of material has been sluiced away, the expectations formed have not been realised. The elevators are further down on the flat, below Messrs. Washbourne's works. They started some ten months ago, and worked to a depth of 63 ft. The drift is all fine gravel, with alternating layers of clay. Very little gold was obtained at first, but I am informed the face was in payable drift when stopped in February last, by which time the fall for the time being was exhausted. The drift apparently got poorer the further out in the flat. The depth at the elevators is 43 ft., but they were raising the drift 20 ft. higher to get a dump for the tailings.

WESTPORT.

Clapton's Drive, Mokihinui.—(4/6/96): This is a prospecting-drive in the terrace fronting the sea above the worked-out ground which paid so handsomely in the early days. The tunnel runs in south-east, and Mr. Clapton hoped to find a payable back lead, as gold has been found on the terrace, but he has since abandoned the ground.

Halligan and Party's Claim, Addison's.—(17/7/96): Six men in the party are at present sluicing at a face 25 ft. in height. A shaft has been sunk on the upper side of the road 18 ft. in depth. This requires timber, which is to be put in. The intention is to connect with the main tail-race, as a new face is to be opened up here. From the tail-race a rise has been put up 33 ft. to connect with the shaft, but, as there is a layer of running sand to be passed through, all further work is to be done by sinking.