

eventually be traced as shewn on the line A, on the plan attached, which I forward for the purpose of giving a general idea of the extent of this district, and the position of places I have alluded to in the course of this report. The sketch from which it was taken was made by Mr. Lowe (late Warden), some considerable time prior to the reefs (through which the line cuts as shewn by him) being discovered at Inangahua.

The line B intersects the Moonlight Reefs, but these have hitherto been but imperfectly tried, and it is generally believed by men of experience that they will yet be found payable. There is also every reason to suppose that some deep leads will yet be discovered. The expenses attending the prospecting for them (owing to the quantity of water to be contended with) has hitherto prevented their being systematically searched for. It is only within the last two years that anything in the way of deep sinking has been attempted, and the results have been so far favourable that their existence (at Half-ounce) has been established, and although the cost of pumping machinery has been considerable, the ground has paid for working.

Independently of both these resources, the prosperity and permanency of the district would be put beyond doubt by the formation of the water races I have already mentioned. Unless I have failed to make myself understood, it will be gleaned from the foregoing remarks that the district is peculiarly one to be worked by means of ground sluicing; and it is merely the want of a water race on a large scale that prevents it assuming the position and importance it merits.

Good roads would also undoubtedly do much towards developing the resources of the valley, and the lines at present in formation will be of very great service to both the farmers and miners.

The roads originally made when first the district was rushed were, at the time, of great value, but they were necessarily formed hurriedly and before a proper survey could be made to determine the best route through which they should pass. These roads were for the most part pack tracks, and answered the purpose well enough for the time being, but that day has gone by, and since the ground has been worked out within easy reach of the Grey River, which at present affords the only means for the conveyance of provisions to the various diggings in the Grey Valley, it becomes imperatively necessary, if the district is to be developed, that a main dray road be made through it with branches to the various mining centres, and also a cattle track from Ahaura to Amuri. At present, the stock consumed on the diggings is brought *via* Hokitika, an absurdly circuitous route. When the position of the place and of the pastoral country of the Amuri (from which we ought to draw all our supplies of meat) are taken into consideration, I am certain that the opening of a good cattle road from the Amuri would do much towards reducing the price of meat to the miners.

One grave consideration for the necessity of having increased facilities for communication in this portion of the West Coast, is the great danger and loss of life which frequently attends travellers and the conveyance of goods up the Grey River. At one spot alone twenty lives have been sacrificed (two within the last six weeks). The loss of property in the shape of valuable horses and cargo is of constant occurrence.

This Report would be incomplete without some notice of the valuable coal mine at Brunnerton, which is under my supervision. The seam of coal is of great thickness (nearly twenty feet through) in some places, with a fall towards the river, on whose banks it is situated, thus enabling the coal to be delivered into boats by means of a self-acting incline.

What has been done at present with the mine, which is being worked by the Nelson Provincial Government, may be said to be merely opening up the seam for future operations when a railway or tramway is made to the port.

A sum of money has, I am led to believe, been placed upon the estimates of the Provincial Council for the purpose of making a tramway from the mine to Cobden; this, if carried into effect, would be the means of enabling the mine to supply a large quantity of the coal required throughout New Zealand. It may therefore be looked upon as a work of very great value, not only to the district itself but to the colony at large.

I have, &c.,
CALEB WHITEFOORD, Warden.

The Under-Secretary for Gold Fields.

WESTLAND.

No. 9.

Mr. Warden REVELL to UNDER-SECRETARY Gold Fields.

General Report to 31st March.

Warden's Office,
Greymouth, 10th May, 1872.

SIR,— In compliance with your circular, dated 27th March, 1872, I have the honor to make the following general Report on the district under my charge, for the nine months ending the 31st March last, past.

About three years ago it was considered advisable for the better accomodation of the miners in the outlying portions of the district, to divide it into three sub-districts, viz.: Greymouth, New River, and Arnold.

Monthly sittings of the Resident Magistrate's and Warden's Courts have been held at Clifton for the New River sub-district, and at Orima (formerly Maori Gully) for the Arnold; each place being distant sixteen miles from Greymouth, and about the centre of the sub-districts.