

FURTHER PAPERS RELATIVE TO

brought under your notice by a petition from the miners and others resident at Macrae's, I refrain from more than this casual mention of it as a work likely to lead to the opening up of some valuable ground not at present workable.

Chas. E. Haughton, Esq.,
Under Secretary for Public Works for Gold Fields,
Dunedin.

I have, &c.,
H. W. ROBINSON,
Warden.

Mr. Warden ROBINSON's Report (B) upon Main Flushing Channel at Naseby.

SIR,—

Dunedin, 10th February, 1872.

In returning to your hands the plans and papers relating to the proposed main channel for carrying off tailings from the Hogburn diggings, Naseby, I have respectfully to request your attention to some remarks and suggestions.

2. In another report, in reply to your Memo. of 5th inst., which accompanied the papers I now return, I have gone into the general subject of water supply at some length. In that report I have urged the importance of a race being brought in to furnish flushing water to assist to carry forward the tailings, which, by their accumulation, threaten before long to bring sluicing to a standstill. I purpose now to point out the necessity for the construction of a main channel, and to show how it can be made to work in with the plan for bringing in flushing water.

3. The want of a main channel at the Hogburn is no new fangled idea. Years ago it was felt and it was foreseen that as time crept on the evil would increase, while the difficulty of coping with it would every year become greater. As long ago as May, 1868, complaints upon the subject of tailings were made to the Government, but those complaints were not made until the nuisance had begun to be felt as intolerable.

Without recapitulating all the arguments that have from time to time been brought forward, I may simply say that the nuisance is greater than ever. The tailings continue to accumulate, and in doing so to cover up large areas of ground known to contain gold. If a channel were made so as to make the best of the available "fall" of the gully, most of the ground I refer to might even yet be worked to profit. The effect of this would be not merely to benefit those miners now resident at Naseby, but to make room for many more. I have no doubt that many even who have left the Hogburn years ago, would come back if they knew that a main channel was in course of construction.

4. I have perused the reports of Messrs. Pyke and Barr, and as regards the construction of the work I have nothing to add to the very careful report of the latter gentleman.

5. But I desire to offer some suggestions as to how the flushing channel and the main tailings or sludge channel may be made to work together, and to return some interest on the outlay. I would propose that the rights of the Dead Level Company to the large tail race now held by them at the Hogburn, be bought by the Government; that a main channel be then constructed as proposed by Mr. Barr; and that both channels and flushing race be then vested in a local Board of management or Trust. Mr. Pyke in his report stated that at the time he wrote the Dead Level Company were willing to sell the exclusive right to use of their tail race for £500, they to retain, however, the sole right to all gold that might be found in it. It would, in my opinion, be better to buy their whole right if possible. In that case the Board of management would be able to derive a revenue not only from a charge for running into the channel, but from gold obtained by washing it up, as has been done at St. Bathans.

6. "My proposition is that the board consist of seven members, three to be elected by the miners, and four, including a treasurer, to be nominated by the Government. As the duties of the board would be onerous and responsible, they should receive some remuneration for their services. A special regulation should be made under section of the "Goldfields Act, 1866," for the constitution of the board, giving them power *inter alia*: 1st. To charge a rent upon all tail races discharging into the main channel. 2nd. In case of the channel needing repair or enlargement, to levy special rates upon the owners or occupiers of all claims from which tailings and tail water flow into the main channel. 3rd. To hold the exclusive right to all gold found in the channel. 4th. To stop all persons from running water or tailings into it when necessary for washing up and repairs. 5th. To regulate the hours during which the channel shall be used and the mode of employing the flushing water. 6th. To determine at what inclination tail races shall be allowed to discharge into it. 7th. To sue for and recover (through their treasurer) all rents, rates, and penalties. 8th. To defray out of funds in the hands of their treasurer all necessary charges for repairs, enlargement, labor of washing up, and other expenses of management. 9th. To pay over to the Colonial Treasurer from time to time the balance of money remaining in the hands of their treasurer.

7. I am not in a position to furnish an estimate of the amount that would be requisite for these works. Mr. Barr estimates that £6,000 would be wanted to complete the channel, and Mr. Pyke could have bought up a certain interest in the Dead Level race for £500. I, myself, think it probable that the main channel can be made for less than Mr. Barr's estimate. I believe it would be found in practice that the channel need not be made for the whole three miles at first, and that in some parts the Dead Level race could be taken advantage of.

8. In case it should not be found practicable to agree with the Dead Level Company for the absolute surrender of their race, it would be necessary to fall back upon the arrangements suggested by Mr. Pyke, and to which, at the time of Mr. Pyke's visit, they were willing to accede. This was to pay them £500 to give up the exclusive right to their tail race, and to expend a sum of £1,000 in enlarging it, but to allow them to retain the right to any gold that might find its way into the race. That the race as at present made can, by a little management, be made to carry more than what the Dead Level Company themselves run into it is proved by the fact that the company has recently been allowing several parties to run in for a small weekly charge. This has proved a great convenience as