

further discharge nearly impracticable, except in times of flood, and then even with the channel formed so far as I have stated it would be well to allow some discharge, so that the storage ground at the outlet may be economised, for it is not to be lost sight of that the channel in the course of two years probably would require further extension, and the same would require to be repeated so long as the workings continued. The advantages which would be gained by this scheme would be—first, the remedy of the existing danger to flood of the town of Naseby, and secondly, and of not less importance to the district, would enable present workings to be completely exhausted, and also new ones opened up upon the spurs lower down the main gully. I believe these objects could be obtained even with the present supply of water, but, with an addition thereto, of course the channel would be all the more productive of public benefit.

If these works described above were carried out, it would be expedient that their control should be placed in the hands of a local committee, with power to frame and enforce bye-laws, and within certain limits to levy rates, both for its maintenance and extension, when such became necessary.

It will be observed that the carrying out of these works would involve an interference with the rights presently exercised by the Dead Level Company in having a monopoly of the natural run of the creek down the main gully for the tail race; but this I can only refer to, as suggestions upon that point do not properly come within the scope of a report upon the engineering points involved.

For the guidance of the Government I have formed an approximate estimate of the cost of these works, which I may state at £6,000.

If it be not expedient to carry out the whole of the above scheme at once, I would suggest that the portion along Roach's Gully to the junction with the natural creek in the main gully be carried out by itself with as little delay as possible, otherwise the consequences to property in Naseby may be serious. I believe that even this instalment of the larger scheme would be productive of much present benefit, and if the junction at the main stream were properly formed and attended to by the local committee, there need be no immediate deposit of *debris* of such an extent as to damage either the property of the Dead Level Company or of the townspeople, but such an arrangement would render the channel in the main gully an unavoidable consequence within a year or two.

This portion of the work could be accomplished for probably £1,800 or £2,000.

I have, &c.,

G. M. BARR,

Engineer of Roads and Works.

The Secretary for Land and Works.

Mr. PYKE's Report upon Accumulation of Tailings in the Hogburn, Mount Ida.

SIR,—

Warden's Office, Clyde, 23rd July, 1870.

In accordance with your instructions as conveyed in letter of 30th June, 1870, I do myself the honor to report that on the 15th instant I proceeded to Naseby to enquire into certain matters set forth in the petition (herewith returned) of miners and residents at Naseby.

2. For the better elucidation of the points at issue, I obtained from Mr. Surveyor Barron, and now forward, 1st. A rough sketch of part of the main gully, Hogburn. 2nd. A plan and section of proposed storm channel, Hogburn; and 3rd. A lithographed plan of the town of Naseby.

3. On Saturday, 16th, in company with representatives of all the parties interested, I made an inspection:—1st, of the main gully, and of Dead Levels Nos. 1 and 2 below the township; 2nd, of the same above the township; 3rd, of Roach's Gully; and 4th, of Wet and Enterprise Gullies. The following Monday, 17th instant, I heard the various parties at the Court-house, where evidence was publicly given touching the grievances complained of. On this occasion there were present—

Messrs. Farmer and Lewis, representing the Miners' Committee.

Mr. Roberts, representing the Race Owners.

Messrs. Glenn and Harper, representing the Townsfolk.

Mr. Brookes, representing No. 2 Dead Level.

Mr. Carling, Manager of the Extended Water Race and Sluicing Company, Registered, or No. 1 Dead Level.

There was also a large number of other persons, chiefly miners, in the Court-house.

4. Evidence and information were freely sought from all and sundry willing and able to render any. The only persons who gave any evidence, however, were Messrs. Lewis, Roberts, and Carling, copies of whose statements are appended hereto. I believe more evidence would have been tendered had not all parties been satisfied that the personal inspection made by me rendered more explanation unnecessary.

5. I may briefly mention here that during my investigations several attempts were made to induce me to review some of Mr. Warden Robinson's decisions, but that I steadily declined to do so, it not being any part of my instructions to entertain complaints of such a nature; moreover, as I pointed out, there is a Court of Appeal established by law.

6. The existing state of affairs I found to be as follows:—

In the main gully (see rough sketch) there are two large tail races, locally known as Nos. 1 and 2 Dead Levels. No 1 belongs to the Extended Company, and is held under a certificate, No. 9,449, dated July 9th, 1865, "for a tail race, 6 miles long, commencing in the main gully, opposite Noke's Bakery" (above Naseby). The certificate is signed B. R. Baird, pro. Warden.

By another certificate issued by Charles Broad, Warden, the same Company are entitled to a "flood race, 6 miles long, from Extended Company's claim in main gully." On the back of this latter the following condition is endorsed—"Water to run whole breadth of gully." I confess my inability to understand this condition.

No. 2 Company (known as the Rip and Tear) hold a certificate, No. 322, dated 21st December, 1866, signed by Charles Broad, Warden, "for a tail race, 1½ miles long, commencing at Extended claim in main gully, and terminating opposite Horswell's garden in main gully.