

Exchange Quartz-mine.—(16/10/91): This mine adjoins the Cumberland, and at present employs six men. An adit has been driven, which cuts the reef at 450ft. The country is soft at places, but it is well timbered. The thickness of stone is variable, from 6in. to 2ft., and the prospects are at this date undecided. (10/3/92): The workings are carried on from two levels, 60ft. apart, in which six men are employed. The stone in No. 1 is payable, but in No. 2 is rather poor. Average thickness about 3ft. 6in. No crushing has yet been done, and the prospects are still undecided. A winze connects the two levels, providing sufficient air. No copy of new Act.

Durham Quartz-mine.—Not visited, as nothing is doing at present (16/10/91) pending the letting of a contract.

Rise and Shine Quartz-mine.—(16/10/91): Only two men are working, driving an adit, which is 190ft. in, and still in the country. Timber was needed, so I requested Mr. McVicar, who was in charge, to see to it, and as the work was on contract, I also wrote the legal manager, Mr. Lee, who subsequently informed me that he had put on a man, and had it properly secured.

AI Quartz-mine.—(16/10/91): A winze has been sunk 50ft. on a leader from $\frac{1}{2}$ in. to 1in. in thickness, from which, however, the returns were high—10oz. to 20oz. to the ton. Two men are working in the level, which is in about 140ft. Detonators on roadside, but will be attended to.

Kapai Quartz-mine.—(16/10/91): This is a prospecting drive about 160ft. to the face. Country stony, standing well. Two men working.

Happy Valley Quartz-mine.—(16/10/91): Only a tunnel, with sides flaking, and face in country. Caps and dynamite on roadside. No one about, and evidently not working for a few days. (31/10/91): Two men driving on track of reef. Walls attended to, and no dynamite to be seen. 10/3/92): This mine is stopped at present, as they were uncertain if they were on the right line of reef.

Sir Francis Drake Quartz-mine.—(16/10/91): The only work doing is sinking a shaft, which is down 57ft. The reef is expected to be cut at 100ft., and it is intended to sink the shaft a further depth of 120ft. Nine men in all are employed, on contract.

Gallant Quartz-mine.—(16/10/91): A little stoping is being done above the level, the stone under foot having been taken out. As the workings are ahead of the air, a winze is to be sunk for ventilation. Dynamite and caps on roadside are to be shifted into old level. An outcrop has recently been found at a higher level, which may improve the prospects of this mine.

Scotia Quartz-mine.—(16/10/91): Only two men employed driving a cross-cut to prove a line of reef which has been found on the surface.

Hard to Find Quartz-mine.—(31/10/91): Two shifts of two men each are stoping above the level. The stone will run 1ft. 3in. in thickness, and is payable, but pinches out at the face. An old winze was put down 70ft., but the stone did not live down. Timber in level good, but a few rungs of ladder to be renewed.

Inkerman Quartz-mine.—(25/2/91): Stoping is going on from the No. 2 level, the stone running from 2ft. 6in. to 3ft., but both to north and south it has pinched, so the main shaft is being sunk to a depth of 340ft. At present it is down 260ft. The vertical ladders used in sinking will be replaced when it is down the full depth. On the 1st May, in sinking the shaft, Patrick Moloney, a contractor, and Robert Goode, having fired a shot which did its work, started drilling in or near the position of the old hole, when a slight explosion occurred, blowing some dirt into the former's eye, and burning Goode slightly on the arm. (16/10/91): Eighteen men in all working in three shifts. Ladders right, and air sufficient. Plan in town office for survey to be endorsed. I requested Mr. McCallum to get cover on cage, and provide cross-bar at No. 2 level. The latter will be done, and a new cage is to be made.

General Gordon Quartz-mine.—(31/10/91): A level is driven in on the reef about 50ft., thence there is an uprise to the surface. The stone is dark blue in colour, showing gold pretty freely, and runs from 1ft. 6in. to 2ft. 6in. in thickness. A long tunnel at a lower level did not strike the reef, as it was driven too far to the south. Some sets of timber in level have moved, and dynamite on roadside, but Mr. Naysmith will attend to them.

Empress Quartz-mine.—(31/10/91): Only one man working in an open cut on same line of reef as General Gordon. He informed me that two tunnels had been driven, over 500ft. long, at a lower level, but the reef there, which is not the same as where he is working, held out no inducements to go on.

Big River Quartz-mine.—(26/2/91): No. 1 level is an adit connecting with the shaft at a depth of 220ft., from this the shaft is sunk another 200ft., and thence two cross-cuts are being driven. This is all the work doing at present, employing ten men underground, and fourteen in all. 15/10/91): A total of twenty-nine men now employed in three shifts. Stoping is being carried on from No. 2 level. No filling in, the wall rock being shot down. Requested Mr. Black to have pump protected and bar at No. 1 level brace. Safety-catches, but no detaching hook, as 220ft. from pulley to level. Two men were working in the old tunnel. Air good. Too much open under foot for ordinary working, but this will be finished when one more stope is taken out. The level will still be kept open for air.

Lord Edward Quartz-mine.—(15/10/91): This mine is worked from the Big River Company's workings, and is also under charge of Mr. Black. The only work doing is driving. No timber needed as country hard. Air not too strong.

National Quartz-mine.—(15/10/91): There is 150ft. of a cross-cut, and a similar distance has been driven on the reef, which is very thin, only a few inches, but carrying good gold. Air very good, as a winze has been sunk before driving. Only two men are at present employed, opening up a chamber.

Triumph Quartz-mine.—I did not remain to inspect this mine, as the men were said to have gone into town.

Inglewood Extended Quartz-mine.—(2/3/91): Worked by a party of seven tributers in three shifts. At present they are driving from a winze 50ft. below the low level. Plan at Mr. Collings