

reef was met with at 35 ft. from No. 4 shaft, and was 4 ft. wide; the level was driven west on course of lode 766 ft.; the average width is 24 ft.; sulphide ore is showing in the western face.

No. 6 level.—Martha Lode, north section: Stopping operations have been carried on continuously for the supply of ore to the mills. Martha Lode, south section: Stopping is in progress between Bull and Wheel No. 2 Passes and Trembath and Cameron Passes. Regina Lode: Stopping is in operation between Jones and Gate Passes, the fourth now being taken. Regina Lode, south branch: This branch was found to go off at 250 ft. west of No. 1 shaft, and was followed to 384 ft., when the lode split up. No. 2 reef: The level has been heightened and timbered for stopping from No. 6 shaft crosscut to 385 ft. west. Welcome Lode, south section: Stopping is in progress between No. 11A Pass and No. 13 Pass, the sixth stope having been started. Empire Lode: Stopping has been in progress, and the block between Nos. 6 and 5 levels is nearly completed. Royal Lode: Further development was done at this level; the east end was advanced from 420 ft. to 478 ft., where the old surface which terminates the lode at this level was met; the lode was 4 ft. wide; the west end was advanced from 370 ft. to 570 ft. and is 11 ft. wide. The total length opened up on this level is 1,048 ft. Stopping is in full progress in the block between Nos. 6 and 5 levels. A connection was made from Royal Lode to Royal Filling Pass after crosscutting 157 ft. to the north. L. Lode: Stopping is now in progress between Rea and Waddle Passes. A prospecting crosscut was driven from Martha Lode at Bull's Pass to Magazine Lode, a distance of 125 ft., and the following quartz was met: At 21 ft., quartz 2 ft. wide, course 44° (true), vertical; at 30 ft., quartz 2 ft. wide, course 62° (true), dip 1 in 5 south; at 43 ft., quartz 8 ft. wide, course 53° (true), vertical; at 82 ft., quartz $1\frac{1}{2}$ ft. wide, course 45° (true), vertical; at 96 ft., quartz $2\frac{1}{2}$ ft. wide, course 45° (true), vertical.

No. 5 level.—Martha Lode, north section: Stopping has been continuously carried on over practically the whole length of the block between Nos. 5 and 4 levels, and is still in progress. Regina Lode: Stopping is being done in block west of No. 1 shaft. Welcome Lode: East of No. 2 shaft north-west crosscut—at 20 ft. east the lode was followed to 190 ft. east, when a connection was made to Regina Lode; the lode averages 5 ft. wide. West of No. 2 shaft stopping is in progress between Skinner No. 2 and Emily Passes, the seventh stope being in operation. Albert Lode: Stopping is in progress, and the fifth stope is in operation. Royal Lode: Stopping is in progress, and the fourth stope is in operation.

No. 4 level.—No. 2 reef was driven on a total of 168 ft. west of No. 6 shaft crosscut. Martha Lode, north section: Stopping has been just started in the sulphide block over the level between Bullson and No. 2 and Wheelson Passes, also in the block between Pile and Juno Passes. Regina Lode: The stopping-block between Ready and Gate Passes was completed to within 8 ft. of No. 3 level. Magazine Lode: The stopping-block between Hobart and Bane Passes was completed to floor of No. 3 level, and that level filled. Welcome Lode: The stopping-block between Carson and No. 9 Passes was completed to floor of No. 3 level. Albert Lode: Stopping has been in operation, and the greater part of the block is taken out between Nos. 4 and 3 levels. Empire Lode: Stopping is in operation between A and Hicks Passes, the seventh stope being started. I Lode: The ore has been stoped to within 5 ft. of floor of No. 3 level. Princess Lode: Stopping is in progress and the fifth stope started. Royal Lode: Stopping is in progress and the sixth stope started.

No. 3 level.—Martha Lode, north section: The level has been connected between Nos. 1 and 2 shafts and a foot-wall gangway driven east to Venus Pass. Seven winzes were sunk to open up the stopping-block between Nos. 3 and 4 levels. Welcome Lode, north section: Stopping is in progress, the second being in operation. Empire Lode: The stope at floor of No. 2 level was taken out from east end of lode to Muir's Pass. Albert Lode: Stopping is in progress, the fourth stope being the highest above the No. 3 level. I Lode: Stopping is in progress, the seventh stope being worked.

No. 2 level.—Martha Lode, north section: East of No. 2 shaft, north-west crosscut, 261 ft. was driven, and also 17 ft. west, making a total of 278 ft. This block exists up to the smithy level. Victoria Lode: The western face of the level was advanced from 744 ft. to 837 ft. west of No. 2 shaft, north-west crosscut, in ore averaging $3\frac{1}{2}$ ft. wide. Albert Lode: The north face has been advanced from 271 ft. to 321 ft. north of J Lode junction; lode averages 3 ft. wide. Magazine Lode: Stopping is now in progress; the second stope is being taken.

No. 1 level.—Crosscut: South-east crosscut from Martha Lode near Bell Pass was connected to Welcome Lode. Martha Lode, north section: East of No. 2 shaft, north-west crosscut, 316 ft. was driven, and also 48 ft. west, making a total of 364 ft. Stopping has been started on the north section east and west of No. 2 shaft, north-west crosscut. Welcome Lode: Stopping is in progress in the block west of No. 3 shaft.

Adit level.—Martha Lode: The north section was driven on east of No. 2 shaft, north-west crosscut, 100 ft. and west 90 ft., making a total of 190 ft.

Upper smithy level.—Martha Lode: The block west of Bell Pass has been taken out to surface. Stopping is in progress between Merry and Ford Passes, and the fifth stope is now in operation. South branch of Martha Lode: Stopping has been in operation in the fourth stope. Welcome Lode: Stopping is now in operation.

Shafts.—No. 5 shaft: The No. 8 level chamber has been opened out on north side of shaft at 853 ft. from the surface, or 150 ft. below No. 7 level. C pump: Intermediate plunger was coupled up to the main rod on the 13th June. C pump: Drawlift has been placed in shaft at No. 8 level. A new steam-driven air-compressor with Corliss valve-gear has been installed close to the B pump building. Except Nos. 1, 4, and 5 shafts, the other shafts have not been sunk during the year. The total depths of the