

1888.  
NEW ZEALAND.

---

# GOLDFIELDS ROADS, WATER-RACES, AND OTHER WORKS IN CONNECTION WITH MINING

(REPORT ON).

*Presented to both Houses of the General Assembly by Command of His Excellency.*

---

Mr. H. A. GORDON, F.G.S., Inspecting Engineer, to the UNDER-SECRETARY of MINES.

SIR,—

Mines Department, Wellington, 1st May, 1888.

I have the honour to submit my annual report for the year ending the 31st March, 1888, on works which have been undertaken or executed under authority from the Mines Department, and also on the state of mining generally on the various fields I visited during last year, together with a report on the extraction of gold- and silver- ores.

The subjects are classified under the heads of "Subsidised Roads and Tracks," "Drainage- and Sludge-channels," "Aids to Prospecting," "Aids towards Treatment of Ores," "Aids to School of Mines," "Roads wholly constructed by the Mines Department," "Report on Gold- and Silver-mines," "Maharahara Copper-ore," "Treatment of Gold- and Silver-ores," and statistical tables showing the expenditure on works, &c.

## SUBSIDISED ROADS AND TRACKS.

### COROMANDEL COUNTY.

*Road, Vizard's Claim towards Maribel.*—This is a narrow dray-road round the side of the range between Matawai and Tiki, to afford facility to the claim-holders in the locality to get their auriferous quartz conveyed from their claims to the crushing-battery at Matawai Creek. The cost of the work has been £200, of which amount £133 6s. 8d. was paid as subsidy.

*Extending and Widening Waitaia Road.*—This is a horse-track leading from Mercury Bay towards Waitaia Creek, where gold was discovered several years ago. Recently a payable quartz reef has been discovered in this locality, and it is believed by the residents that other auriferous reefs will yet be found which will pay for working, and that this road will be partially the means of their being opened up. Portions of the track have been widened, and deviations have been made to avoid steep pinches. The cost of the work has been £100, of which amount £66 13s. 4d. was paid as subsidy.

*Track, Tiki Bridge to Mercury Bay.*—This track has been in course of construction for the last three years. Subsidies on different portions of it have been given from time to time under the names of Makarau to Waiau and Old Saw-mill to Awakanae. These portions are completed at a cost of £1,600, of which a subsidy has been paid to the extent of £1,066 13s. 4d. The total distance between Tiki Bridge and Mercury Bay is about twenty miles, but there is a portion of the track going over hard *Pakihis* which will not require construction. Still, there are several intervening portions which require to be constructed to fully utilise the road and make it safe for horse-traffic. These portions are estimated to cost £1,000. Of this amount £500 has been authorised as subsidy.

*Extension Paul Creek Track.*—This is a horse-track between Coromandel and Cabbage Bay. There are 4 miles 5 chains constructed on the Cabbage Bay end, and a short distance on the Coromandel end; but it requires about five miles of track to connect the constructed portions. The track requires to be extended from the Coromandel end to allow the miners facility to work their claims in Paul's Creek. This is estimated to cost £300, of which amount a subsidy has been authorised to the extent of £150.

*Track, Tiki to Waikawau.*—This is portion of the main line of road between the Thames and Coromandel, and includes two tracks, mentioned in the schedule of works completed. The track is constructed 6ft. wide, having as easy dray-road grades as the rough character of the country will admit. The cost of the work up to the 31st March last was £1,000, of which amount