

Davis and Carr's Claim.—(9/6/94): This claim was stopped owing to disputes about the shares of water, and work has only just been resumed by a fresh party of tributers. The sides of the tail-race have been sloped, and a few stays put in, but I thought it desirable that a few more be put in before men work in it. This is to be done, and also some put in in the other race; but there is likely to be little, if anything, done there now. The top of the hill between the two faces has not yet been taken off. I requested Mr. Henderson to have this done, and he agreed to do so.

COLLINGWOOD.

Parapara Hydraulic-sluicing Claim.—(13/2/95): The tunnel through Richmond Hill having been completed, a dam is at present being built on the Parapara River, near Richmond Flat. The tunnel, which is to serve as a waterway, is 24 chains in length, and strongly timbered throughout. The pipe-line below the tunnel is at present being laid. It is intended to work the claim both by hydraulic sluicing and elevating.

WESTPORT.

Fairdown Prospecting Tunnel.—(5/4/95): During the year this tunnel has been visited a number of times to measure the distances driven. At the above date it was in 1,344ft. An incline has been run out to-day at a point about 300ft. back from the face, so the air is fairly good. Lately some running sand has been passed through, but no payable drift has yet been met with, although a few colours have been seen in the driving recently done.

BRUNNERTON.

Proposed Water-race to Sulky Gully.—(13/3/95): This was an application by Messrs. Wills and Griffiths for a subsidy to bring in a water-race from the same point that Messrs. Seaton and Fletcher intended to start from, but the line was very different, being much more suitable, and the scheme was definite and practical. The other features are as mentioned in last year's report.

ROSS.

Ross United Company's Claims.—(9/7/94): Scott and Hunter are still driving, and are in about 200ft. There are some signs of weight at the outer part of the tunnel, but lining-sets have been put in, and the building on each side should now support the pressure. Two men are also prospecting, but not driving near the old ground. Mr. Purvis has now started a new drive above No. 3 shaft; the timber is light, but there is no weight showing. Forty-eight men in all are employed, including those at the elevators, the water-race, and sixteen tributers at the Prince of Wales Claim.

Mont D'Or Claim.—(9/7/94): Mr. McKay in charge. A face of 90ft. is worked off first, and, as seen, it presented a softer appearance than formerly. After the point to east is marked off, which will take four or five months, a drive is intended to be put through for the further safety of the men working in the tail-race.

I have, &c.,

N. D. COCHRANE,

The Under-Secretary, Mines Department, Wellington.

Inspector of Mines.

No. 9.

Mr. Warden STRATFORD to the UNDER-SECRETARY of MINES, Wellington.

SIR,—

Warden's Office, Greymouth, 17th April, 1895.

I have the honour to forward herewith the statistical returns, and to report upon the district under my charge, for the year ended the 31st of March, 1895. The returns and report relating to the Inangahua division will be forwarded separately.

WAIMEA VALLEY.

Firstly, as to the outlying workings surrounding Goldsborough and Stafford, and which I dealt with separately in my last report, it will, I think, be sufficient to remark that there has been scarcely any change. The claims are still being worked by a few miners in each place, who seem to get a living, though I fear that in too many instances the earnings are very small.

And now, coming to matters which hold out hopes of improvement, and the directions in which the industrial sphere is likely to be enlarged. I will first call attention to the proposed new main channel at Goldsborough, which is to be constructed from the right-hand branch of the Waimea Creek to the ground at each side of the Greenside Road, at the head of the middle branch. A survey of the tunnel has been made, and the Government has granted a liberal subsidy towards its construction. The fall is limited, but sufficient to work the promoters' claim, and the success or otherwise of the enterprise will depend largely on the nature of the bottom of the ground when the tunnel comes in. If the reef falls away to the eastward, then the area commanded will be considerably limited. If, on the other hand, it rises, then, probably, a large area of ground will be available. It will also depend on how far the quantity of water flowing in the right-hand branch will be able to carry away the tailings. This can only be determined by trial. It is, I think, certain that there is a large area of payable ground, if it can be worked, a number of claims having been taken up in anticipation.

In 1894 I reported considerable activity at Callaghan's. The long drainage-tunnel (subsidised by Government) had been completed, and many claims were at work prospecting in the hopes of finding the old rich lead which had been worked on the shallow ground in the early days. I regret to say that the enterprise of the miners in that district did not meet with the success it deserved. The party who brought in the tunnel have a very good claim, but all the others have left, except one who has taken up more ground to the northward, and is now driving a tunnel from the