

work and totara for lining. Dimensions of timber: Studs, 6 ft. long by 6 in. by $4\frac{1}{2}$ in.; cross-stays, 6 in. by 4 in.; side-lining, 9 ft. by $2\frac{1}{2}$ in.; bottom-lining, 12 in. by 3 in. The bottom-lining plank around the side is 12 in. by 3 in. The estimated quantity of timber in the construction of these portions is 40,000 ft. The bucket-ladder, built of heavy brattice-work, is 49 ft. long, and weighs about 8 tons. It carries twenty-seven buckets, 7 cwt. each, with a capacity of $4\frac{1}{2}$ cubic feet, discharging from eight to ten buckets per minute, and capable of lifting from a depth of 35 ft. The ladder is hung from the tumbler-frame, which is 12 ft. above deck, and suspended at the bottom by means of wire rope with block and tackle from a beam supported by a strong frame of angle-iron, and can be raised and lowered as required by the steam-winches. The engines are of the compound type, supplied with steam at 120 lb. pressure, and worked to 40-horse power. Engines and boiler are supplied by Messrs. Marshall and Co., engineers, Birmingham. The material discharged from the buckets is landed on to a delivery-plate, down which it shoots into a steel-plate revolving-screen, 17 ft. long, with a fall of 20 in., and filled with $\frac{1}{2}$ in. perforated holes. A 10 in. centrifugal pump supplies water to thoroughly wash the drift. The finer wash and gold falling through the perforated screen is collected into a distributing-box, from thence over a surface of gold-saving tables 160 square feet laid with plush. The waste is collected into a flume and run over the stern. The rough *débris* from the screen is lifted by a tailings-elevator carrying twenty-six buckets, and discharged over the stern end. The whole of the ironwork is of the most modern and improved construction, and was obtained from various engineering shops in Dunedin, the total weight being about 80 tons. Bolts, 16 in., and spike-nails, are imported; those over this length are made in the colony. Calculations for working-expenses are from £30 to £35 per week, £8 being the estimated cost for fuel (wood to be used). Seven men employed on board for three shifts."

This dredge, when completed, will cost about £4,500.

Murchison.—The Matakitaiki Gold-dredging Company have recently built a new dredge for working the gravels in the Matakitaiki River, on which they have secured a claim of 37 acres 3 roods 37 perches near Murchison. A commencement has been made, and operations give promise of success.

Mahinapua Creek.—Philips's Dredging Company launched a dredge in November last, and work of a preparatory and prospecting character has been carried on in the swamp flat about a mile from Lake Mahinapua.

Dredging has not, so far, obtained the hold on the West Coast in such proportions as have attended this method of working in the Otago District. There are, however, evidences that many of the flats containing auriferous gravel will yet be dealt with in this way. The success which has attended some of the pioneer dredges in Otago in conducting operations where no large stream or river is available has demonstrated the possibility of working large quantities of gravel with a very limited water-supply.

There is a general disinclination on the part of dredge-owners to furnish returns of gold, the result of their operations, but the following particulars have been published by the Buller Dredging Company: May, 1897, 76 oz. 10 dwt.; June, 67 oz. 10 dwt.; July, 63 oz. 15 dwt.; August, 97 oz.; September, 59 oz. 10 dwt.; and show the profitable nature of their dredging work.

OTAGO AND SOUTHLAND.

ABSTRACT of LICENSES for SPECIAL CLAIMS and LICENSED HOLDINGS issued from the Wardens' Offices, and registered on or before the 31st March, 1898, in the Books of the Mining Registrar.

Date.	Area.	Locality.	Block.	Survey District.	Name of Claim.	Name of Registered Owner.
<i>Naseby.</i>						
1/1/84	A. R. P. 30 0 0	St. Bathans ..	II.	St. Bathans	..	St. Bathans Water-race Co. (Ltd.).
1/1/84	35 0 2	" ..	VII.	"	..	Scandinavian Water-race Co. (Reg.).
31/8/92	10 0 24	" ..	I.	"	..	Thomas Hughes and J. Morgan.
1/1/93	5 0 0	Naseby ..	II.	Naseby ..	..	John Hore.
5/5/93	29 2 32	St. Bathans ..	VII.	St. Bathans	..	United M and E Water-race Co. (Reg.).
21/7/94	100 0 0	" ..	I.	"	..	John Ewing.
23/2/95	24 0 0	" ..	II.	"	..	United M and E Water-race Co. (Reg.).
30/11/96	39 0 30	" ..	I.	"	..	John Ewing.
15/12/96	50 0 0	Serpentine ..	XIII.	Long Valley	Laffey and Party ..	John Laffey.
15/12/96	47 3 10	" ..	"	"	"	Patrick Laffey.
25/3/97	63 0 0	Enterprise Gully, Naseby	XVIII.	Naseby ..	(Alluvial and dredging)	Thomas Jackson.
10/9/97	43 0 0	St. Bathans ..	III.	St. Bathans	..	William McCormochie and J. Kennedy, jun.
10/9/97	95 2 0	" ..	I.	"	..	John Ewing.
23/11/97	55 3 0	Naseby ..	III.	Naseby ..	(Alluvial and dredging)	James Sim.
21/1/98	75 3 34	St. Bathans ..	I. IV.	St. Bathans } Blackstone	..	John Ewing.
6/8/88	15 0 0	Hamilton South	I.	Rock and Pillar	..	John Hambley and others.
9/9/90	8 0 0	Naseby ..	"	Naseby ..	..	Enterprise Water-race Co. (Reg.).
11/7/90	16 0 20	St. Bathans ..	"	St. Bathans	..	Bank of New South Wales.
5/5/93	7 2 37	" ..	"	"	I.X.L. ..	Harry Excell and another.
1/1/92	10 0 0	" ..	II.	"	..	St. Bathans Water-race Co. (Reg.).
20/9/93	5 2 13	" ..	III.	"	..	M. Hunt, H. Mee, and Bank of New South Wales.
20/2/95	10 0 0	Mount Highlay, Hyde	Pt. VIII.	Rock and Pillar	Deep Sinking Co. ..	W. Mathewson and others.
6/2/95	16 2 17	St. Bathans ..	VII.	St. Bathans	St. Bathans Water-race Co.	St. Bathans Water-race Co. (Ltd.).
12/2/95	18 2 26	Naseby ..	Pt. I.	Mount Buster	Mount Buster Mining Co.	Mount Buster Mining Co.