

MINING NEWS.

GOLD.

A special meeting of shareholders in the Moonlight Company will be held at Mr T. H. Urquhart's office, Patterson-street, commencing at 7.30 o'clock this evening. The principal business will be to receive and consider the plan of operations submitted by the directors, and to empower them to make the necessary arrangements to execute that or such other as may be decided upon.

A meeting of directors of the Dundee Company (Beaconsfield) was held at the manager's office, Hobart, on Thursday last, when a contract was let for sinking a shaft to a depth of 110ft. The successful tenderers were Parry and party, who proceed to work forthwith. We understand the price is 22s 6d per foot, the Company finding the timber. The work will be carried out under the supervision of the mining manager, Mr Peter Rasmussen.

The adjourned meeting of shareholders in the Golden Tier Company will be held at the office of Mr Rawson, at 3 p.m. on Thursday, to elect a provisional committee and decide upon future operations.

At a meeting of directors of the United

Chum Extended Company, held at Mr Just's office yesterday, Mr J. H. Marshall, of Ballarat, was appointed mining manager, and operations on the claim will be commenced forthwith.

An extraordinary meeting of shareholders in the Hokitika Company will be held at the Criterion Hotel on Wednesday, the 23rd inst.

Notice is given that under a writ of *hæc facias* a seizure has been made of 200 shares in the All Nations Company, forfeited, held by J. J. O'Shannassy. The shares will be sold by the Sheriff, at the Court House, at noon on the 7th inst., unless the execution is previously satisfied.

Mining managers and others reports as under :—

GLADSTONE.

Royal Tasman.—Oct. 29—The quantity of stone crushed for the week is as follows :—From No. 2 reef 38 tons, and from No. 1 reef 72 tons. The total amalgam for the fortnight from the five-head crushing No. 2 stone is 251ozs; and from the ten-head crushing No. 1 stone 486½ozs. The above results are from boxes, wells and plates for the two weeks. Stone north on No. 2 reef is 3ft in width; in the rise 2ft. It will take a little time to open up this reef before much stone can be got. The reef in the winze on No. 1 reef is 3ft

this reef before much stone can be got. The reef in the winze on No. 1 reef is 3ft in width, and underlaying east; winze sunk 25ft 6in. We shall have to pull up the blanket tables, and so keep on crushing to put the percussion tables on.

North Mount.—Oct. 28—For week ended to-day have sunk No. 1 shaft 7ft and timbered; have also put in a ladder-way. Country still continues hard and intermixed with quartzose leaders, which do not carry gold. The water is troublesome, and if it gets heavier I shall be obliged to put on three shifts, as the water gets too heavy to bale out in the morning. I am doing some trenching on the course of the No. 2 lode, further to the south of where I have already opened it out. I am getting some good specimens carrying heavier gold than usual, and hope to cut a good shoot of stone in this direction.

Progress.—Oct. 28—Sunk six feet for the week, making in all from the surface 90ft. I intend to sink a good well and open out at that level, and cut the reef again, as the water is getting very heavy to sink much deeper with manual labour.

North Tasman.—Oct. 28—In No. 1 shaft I have driven 32ft to the east, and not cut any stone as yet. Have sunk the winze 25ft. It continues much the same as in my last. I have two men working in the tunnel. I am rising up on the stone close to the tunnel. The reef seems to keep the full size, viz., 2ft 6in in width. I intend to rise about 20ft. The reef might get more defined. The No. 2 reef in the Royal Tasman is six feet in width at the bottom of the shaft, and will soon be proved, as they are driving on it towards our boundary.

Royal Standard.—Oct. 29—Since my last report the drive south has been extended 20ft. The water at this level is too heavy for the windlasses, and I think it would be better to open out about 30ft up the shaft, and this will test the reef at this point, where the reef makes small, and therefore I might meet with gold.

Golden Age.—Oct. 28—I have driven 37ft from the shaft. There is nothing new to report.

Mount Cameron.—Oct. 28—The contractors have driven 18ft for the past fortnight, making the total distance from the shaft 68ft.

Midlothian.—Oct. 28—I have determined on the site of the shaft and will commence sinking next week.

Fly-by-Night.—Oct. 29—I have driven the tunnel for the week 14ft, making a total of 104ft from the entrance. There is an improvement in the country, which is a slate formation with numerous leaders.

Royal Mint.—Oct. 28—I commenced crushing last Monday morning, and the engine and battery are working splendidly. The plates are showing a little amalgam. I have commenced sinking from the top

The plates are showing a little amalgam. I have commenced stoping from the tunnel. I crushed some of the stone and it showed very fair gold. I am also stoping at the south shaft, where the stone is showing gold.

West Tasman.—Oct. 29—During the week the shaft has been put down to a further depth of 4ft, making a total of 114ft to date. Better progress would have been made were it not for my having lost two shifts while waiting for the buckets to come from the Port, as the men working in the shaft were not able to labour any longer with two in a shift. I have employed two extra hands which, with the man who has been hitherto engaged, gives me three in a shift and nine men in all. When I get down 125ft I will open out and cross-cut to the north-east for the lode. All the necessary timber for finishing the shaft and securing both chambers is on the ground.

North Standard.—Oct. 29—I have sunk the shaft to a depth of 39ft, making 10ft for the week. The water and drift was so heavy I had to employ another man. I have not succeeded in getting bottom, but have obtained from one to two ounces of tin to the dish. I have timber on the ground that will bottom the shaft.

No. 1 South Royal Standard.—Oct. 29—During the week the cross-cut has been driven a further distance of 6ft, through slate and sandstone bars, making the total from the shaft 30ft.

North Extended Tasman.—Oct. 28—During the fortnight the tunnel has been extended 42ft, making a total length of 130ft. The ground passed through in the last 10ft has favourable indications of being near the reef. I have cut two small leaders and water is making. The reef I expected to cut will be a further distance of 70ft or 80ft. As the locality, however, is wholly untried, a reef may be struck at any time.

Grand Standard.—Oct. 29—On the arrival of Mr Pearce from town I consulted with him on the advisableness of opening out to drive across the lode to the footwall. Mr Pearce thinks with me that as the lode is at present going down nearly perpendicular and very hard, the water also being heavy, that the most economical way to prove the lode is to open out. It is impossible to sink with less than three men in a shift, but I can manage to drive with six; two in each shift, by putting ladders in the shaft. I have ordered the timber for the ladders. The lode is greatly improved as we sink, but for the reasons above stated I think it advisable to open out.

(From our own Correspondent.)

Mining matters are very quiet just now, owing to the Royal Tasman crushing not having turned out equal to the great expectations which were entertained respecting it. Parties here

were entertained respecting it. Parties here are very chary of investing in any quartz stock on the Mount. However, if the Tasman continues crushing stone that gives a return of anything like an ounce to the ton, it is a first-class claim and a valuable property. They are now engaged in crushing some stone from the No. 2 line of reef, and I am given to understand that this is looking fully as well as the stone from the No. 1 line. The lode is a good one, and averages 5ft in thickness, and has every indication of permanency, as the shaft is down over 60ft, and it shows a bigger lode at that depth than on the surface.

The Royal Mint battery of 15-heads started crushing on Monday morning, the 24th inst., without any formal ceremony. I expect if the crushing shapes well they will make up for this, and christen the cake. The machinery works smoothly and well. This Company certainly have got a very efficient plant. It reflects great credit on Mr Hicks, the contractor who erected it. I am

given to understand that everything was left to him as far as the arrangement of the batteries and appurtenances were concerned, and he certainly has fulfilled the trust put in him, as everything shows great foresight and a thorough knowledge of what was required. The arrangement of the tables could not be better for that style of tables, and they contrast very favourably with the Tasman batteries tables. The engine seems to have any amount of power. When I was at the battery to-day it was driving over 60 beats per minute, with only 25lbs steam. There do not seem to be great expectations from the Mint, but it would not at all surprise me to see it give equally as good a return as the Tasman. They have got plenty of stone, and a small return would pay handsome dividends. One thing is certain, it will have every chance of having a fair trial, as the new manager, Mr Tresine, seems to thoroughly know what he is about.

The gully where these batteries are situated now presents a lively and prosperous appearance, and we can now consider that Mount Cameron is a payable goldfield. If the 30 heads are kept constantly going they will alone support a large population. The other claims are all doing legitimate work, and are persevering in their efforts to open up their claims in a systematic manner.

Since the Tasman has not crushed from five to ten ounces to the ton the attention of the public has been directed to the more legitimate mining ventures of tin sluicing. Water schemes are being eagerly enquired after, and a great deal of work seems to be doing in that direction just now, there being no less than four surveyors with their staffs employed in this district in surveying water-races to command the large alluvial stanniferous ground known to exist in this locality. I cannot form an opinion as to the merits of any of these schemes, as they are merely in embryo as yet, and it is not known where they exactly purpose bringing their water. Rumour has it that none of the races are coming in higher than 180ft above the Ringarooma River. If such is the case they all of them miss the principal deposits of tin, as the richest and largest deposits lay at an elevation fully 100ft above that level. Any extensive scheme that does not command the top of this ground will, as a consequence, be a partial failure, as the lower level deposits are in my opinion not extensive enough to pay for a heavy

ture, as the lower level deposits are in my opinion not extensive enough to pay for a heavy outlay on a large water scheme for them alone. If the water is brought on to the high levels the tailwater will be available for all the low-lying deposits, and will thus become doubly remunerative. There can be no doubt that there is a great future for this district in tin alone, and it only requires water to develop it.

I notice that the Government have given instructions to Mr Hurst, the District Surveyor, to survey and report on the Ringarooma River, with a view to making its bed available for navigating purposes. This would be an easy method of tapping the traffic from this district were the river suitable, but it is only possible to clear the river for a few miles up, and that at a large cost, and not near high enough to be available for this district. There are bars of rock running across the river which will be an insurmountable barrier in the way of navigation. What would be a far more sensible and feasible scheme is a tramway from the port to Mount Cameron. Its cost would not be so great as a well constructed main road. I am certain it could be laid down for £2000 per mile at the most, and that with iron rails. I suppose that a tramway will seem to the Government to be too much in advance of the age, but still it is far and away the best and cheapest method of tapping the traffic from this district. Moreover, it would be a payable undertaking; if the Government did not wish to work the tramway themselves they could easily lease it and thus obtain say eight per cent. on the money sunk on its construction. The inhabitants here would then obtain their goods at about one-half what they now have to pay for cartage. It would not cost much to make a flying survey of the line and a rough estimate of its cost. If a tramway had been laid to Moorina originally what an amount of money it would have saved, and would, moreover, have been a first-class investment in a monetary point of view.

Oct. 26.

MUSSEL ROF.

Blue Bell.—Oct. 28.—Have opened out on the north side of shaft. Shall have to stop the engine for a few days while fixing the winding gear, and in the meantime shall give the boiler a good cleaning. Hope to make a start by the end of next week. Shall then have three men below one in each face, and a man to take away the dirt, in each shift.

LEFROY.

West New Chum.—Oct. 31.—I started crushing this morning at 1 a.m. The pumping and winding gear, also the pumping engine, are working well. I will start to continue sinking the main shaft this week.

Caledonian.—Oct. 31.—Since my last report the shaft has been sunk 12ft, making a total distance from the No. 1 level of 36ft. I delayed two shifts from working in the shaft through the pin of the bow of the whim breaking. I have gone through some good-looking quartz in the last 3ft, with a great quantity of mineral in it. The country gone through is all that can be desired for a gold-bearing reef.

East Golden Era.—Oct. 31.—Since my last report I have driven the cross-cut

last report I have driven the cross-cut 12ft, making 108ft from the shaft. I have crossed two east and west leaders during the week, from one of which I can obtain colours of gold by dish washing. It is a positive proof that the main reef is not far off. Those leaders underlay to the north, and will continue until intercepted by the main lode.

New Chum.—Oct. 31.—For the week I have driven the western level 12ft, the stone showing fair gold. In the eastern level 10ft, reef 2ft wide, carrying good gold. I have driven the No. 3 cross-cut 5ft, the country being hard. All the stopes are showing good gold, and I have discontinued sinking until I get the plunger-lift fixed. We are making preparations for the same.

Golden Era.—Oct. 31.—I have driven the north cross-cut 26ft for the week, making a total of 246ft from the shaft. I have passed through several gold-bearing leaders very full of pyrites, and am still continuing stoping.

New Native Youth.—Oct. 31.—The western face is looking better, the walls of the lode being 7ft apart, and on both sides there is gold-bearing stone and about 3ft of rubble stone also showing gold. The other portion of the lode is composed of hard quartz and sandstone. The Excelsior drive to the south is in 7ft, and I am now putting in the opening set and have yet 30ft to drive before cutting the reef. There is no change elsewhere.

West Native Youth.—Oct. 31.—The contractors have sunk the shaft 15ft, and in cross-cutting have cut the track of the reef on the eastern side of the claim.

United Chums.—Oct. 31.—I have finished the chamber, and have started driving east and west. The lode shows gold in both faces. The battery is crushing, and I have made a commencement with the dam.

Rob Roy.—Oct. 29.—I am still driving north; the country is getting better for driving, and I think we are near a change. The Land o' Cakes has got into soft ground, and I think they will get the reef this week.

Bannock.—Mr Gullino, supervisor of contract, reports:—The contractors have made good progress, having sunk and timbered 27ft. The country passed through is sandstone formation, and good blasting ground.

Old Chum.—Oct. 29.—Since my last report I have had a very hard bar of slate to contend with. It is not so hard for drilling, but it is bad for blasting. This afternoon I fancy the present bottom of the shaft is a little softer. Since I struck the hard ground I have not seen any quartz. I hope to report more favourably in my next, and have been doing my best to get on with sinking the shaft.

Waverley.—Oct. 31.—The shaft started

best to get on with sinking the shaft.

Waverley.—Oct. 31—The shaft started on the Caledonian line of reef is down 23ft. I think I shall sink it a little deeper, and then cross-cut the ground north and south for the reef. Just opposite the shaft in the gully is where the best reef gold has been found, and it is

the opinion of many that there is a good reef there.

Land o' Cakes.—Oct. 29—The cross-cut north is now in 30ft from the shaft. The last 5ft have passed through a lot of leaders carrying iron and copper ore. There is a change of country showing in the face this evening, apparently a slate formation. I think another set of timber may take us on the reef. There is a slight increase of water from the face.

BACK CREEK.

Deep Lead.—Oct. 28—I was at the East Try Again Company's claim on the 27th, and saw some of the stone which was broken out before the men came off their shift, gold being visible to the naked eye. The reef runs right through the Deep Lead Company's claim.

All Nations.—Oct. 29—I am driving westward on the course of the reef, with a view to meet the run of gold cut on the western boundary of our claim, and which had an easterly dip. I have driven 20ft for the week through a deal of quartz, with slate and sandstone intermixed. The ground is much broken up, and I have passed through a hard sandstone bar full of wide open joints, emitting a large body of water, and came on to some fine looking quartz, which leads me to believe that we shall soon find the reef, making and carrying gold. The quartz is full of pyrites, and spots of copper pyrites are occasionally met with. We have from 50ft to 60ft to drive yet to our western boundary.

DENISON.

Royal Treasury.—Oct. 28—I succeeded in baling all the water from the shaft, and have driven 20ft along the reef during the past week. The size of the lode is 2ft to 2ft 6in, and carries a little gold.

PANAMA.

Hokitika.—Oct. 28—During the week we have driven 20ft, the country consisting of sandstone, interspersed with detached pieces of quartz. I shall commence laying down rails in the tunnel on Monday, and hope to be in full working order by Wednesday morning.

BEACONSFIELD.

Cosmopolitan.—Oct. 28—The contractors have driven 42ft. for the fortnight, making a total distance of 389ft

for the fortnight, making a total distance of 389ft 6in. The country in the face of the tunnel is somewhat better for driving, and several quartz leaders are being cut.

Star of Beaconsfield.—Oct. 31—The shaft is down 72ft. I am now opening out preparatory to driving for the reef, which I expect to cut at about 45ft from the shaft.

Rising Sun.—Oct. 31—I have sunk the shaft altogether to a depth of 61ft, and opened out and drove 6ft during the week. I expect to strike the reef about 10ft or 12ft from the shaft.

Blyth's Freehold.—Oct. 31—There is about 3ft 5in of water on our well boards this morning, but I hope to reduce it quickly if the Florence does not stop again.

Great North Tasmania.—17th October. —Came on a very hard bed of gravel and cement, but have now got 6ft. through it, into gravel and clay. Machine working well. Shafts have been put down in another part of the ground. One bottomed on rock at 9ft., and another down 18ft. in nice gravel, not bottomed. Claims on south and north boundaries have been taken up and working, the latter by Hobart people prospecting for the parallel reef to the Tasmania. If this is found it must traverse the centre of the company's ground.—*Age*.