

**MINING NEWS.****GOLD.**

A list of twelve leases in the Golconda district is published, which have been forfeited for non-payment of the lease, fee, and stamp duty.

The number of tons of stone passed through for the recent crushing of the Royal Tasman Company, Gladstone, was not known at the manager's office yesterday.

**BEACONSFIELD.**

**Murray's Lease.**—A meeting of shareholders in this lease was held at Mr Williams' office on Thursday last, when it was decided to form a company under the Mining Company's Limited Leasing Act, 1869, with a capital of £10,000, in 20,000 shares of 10s each. The following directors were appointed:—Messrs Deane, Murray, Hicks, O'Keefe, Diprose, Tuck, and Hargraves; Mr T. G. Williams was appointed manager; Messrs Baird and Cooper, auditors; and the Bank of Tasmania, bankers to the company. It was decided that the name of the company should be the West Leviathan Gold Mining Company, registered. The rules and regulations of the Ajax Company, with the necessary alterations, were adopted as the rules and regulations of the company. The claim consists of 10 acres, adjoins the Leviathan Company's ground to the west, and is well situated for the reef lately discovered in the former company's ground. There are great facilities for economical working, and a tunnel driven into the hill would command about 200 feet of backs, or more.

**Oliver Branch.**—Dec. 24—I have driven for the week 29ft, making a total distance from the entrance of 172ft.

**The Leviathan.**—Dec. 24—I have driven 17ft west on the course of the reef, and am happy to say it continues well defined with good walls, especially so underfoot; prospects of gold also continue pretty regular. I have 12 tons of stone in paddock, and shall not be long raising the 50 tons for the battery. I have arranged to have the first 50 tons crushed at Ellis's battery. I have also got a supply of timber on the ground, and will push on with the winze.

**Kohinoor.**—Dec. 23—I have cut down the shaft 22ft and timbered for the fortnight, making a total of 123ft.

**SALISBURY.**

**Victoria.**—Dec. 23—The country in the lower tunnel is getting more settled. I have cut a leader 6in thick carrying gold; it is running direct to where I expect to cut the reef. Dec. 27th.—The vein reported being cut is improving, it is now carrying one good wall and the water is increasing.

**West Royal Tasman.**—Dec. 26—During the week the eastern drive has been put in a further distance of 6ft, giving length to date 48ft. Every comb of rock passed through this week has brought an increased flow of water, tasking our best efforts to contend with and keep it down, and making it clear to our minds that a very little more flow would beat our power with the windlass, and necessitate

very little more now would beat our power with the windlass, and necessitate the construction of a whip derrick or whim. I advise, therefore, that I be permitted to put in a tunnel from the creek to the end of the present cross-cut, and submit the following reasons in support of my recommendation:—1st. As we are steadily driving towards the creek, nearly 100ft above its level, and not into the hill, the steadily increased flow of water is highly suggestive of our approaching a strong body of quartz conducting the water. 2nd. That the cost of driving a crosscut from the shaft is now at the rate of £4 per foot, though the country passed through, if freed from the necessity of baling, is worth only 10s per foot. 3rd. That the presumed line of reef is still 50ft distant from the end of the crosscut, and to reach it at the above quoted rate will cost £200, presuming we could keep the mine in work with present appliances, which I doubt. 4th.—That the tunnel in its course will test that half of the company's claim lying eastward of the shaft, and when completed will drain the shaft and be of incalculable value in opening up the mine, and facilitating its future working. 5th.—That the cost of driving such tunnel will be less than the amount necessary to complete the crosscut, and can be completed in about 10 week's time from the start. I purpose resuming work on the claim on Wednesday, 4th proximo.

**GLADSTONE.**

**Royal Mint.**—Dec. 22—Since my last report I have driven on the lode north 8ft. The stone is improving in appearance, showing a little gold at the No. 2 shaft. I have obtained very fair prospects this week; the reef is 2ft 6in wide.

**MUSSEL ROE.**

**Grand Planer.**—Dec. 22—Since my last report I have commenced sinking another shaft south of where I got the gold to catch the reef, in consequence of its dropping so quick, and have sunk 16ft 6in through quartz and hard sandstone.

**LEFROY.**

**United Chum Extended.**—The shaft has been sunk a further depth of 10ft for the week, making total depth from brace 82ft. Have increased the number of men by putting one extra on in each shift, the work being too heavy for one man on the windlass. Will start the erection of whim as soon as material can be got on the ground, also the construction of whim track. The shaft will be kept at work during the holidays, as I am anxious to get down.

**New Chum.**—Dec. 23—The mine is looking very well. For the week I have driven west at No. 2 level 10ft, reef 2ft 6in wide, showing fair gold. The stone in the stopes at No. 3 level is also showing gold freely. I have driven west 8ft, reef 1ft wide. The eastern level has been driven 6ft, reef 3ft wide.

**Great Extended West Chum.**—Dec. 23—The main shaft has been sunk and timbered 20ft for the week, making a total depth of 50ft in good sinking ground. I will erect the whim at this shaft this week.

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*Queen's Birthday.*—Dec. 24—I have driven since last report 6ft, making a total of 297ft. The ground is getting stronger, and a little water is making in the end of the cross cut.

*Golden Era.*—Dec. 23—I have driven through the alluvial ground a distance of 60ft, and have come into a nice slate country. I am preparing to sink another money shaft to prove the deep ground.

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