

GOLD.

A meeting of those interested in the New Union Company (Goodall's and Carter's lease), Mangana, was held at Mr R. Carter's office yesterday afternoon. It was resolved to memorialise the Minister of Lands not to forfeit the lease, as the holders were now ready to go on with the work upon the ground.

By the s.s. Flinders, which leaves for Melbourne to-day, the V. D. L. Bank will forward 264oz. of gold, valued at £1000.

The usual weekly reports from several of the claims at Gladstone, amongst them those of the Royal Tasman and West Tasman were not received yesterday, and it is supposed that the mining managers entrusted them to the p.s. Avon, in the expectation that by arriving in Launceston on Sunday the letters by her would anticipate the post by a day, but the Avon having been delayed, those reports which were entrusted to the post have had prior delivery.

A meeting of those interested in Lambert's section, Beaconsfield, will be held at the office of Mr Cobham, to-morrow evening, for the formation of the Company, etc. Holders of transfers are requested to lodge them at once.

It is notified that all shares in the Who Can Tell Company (Salisbury) on which the first call of 6d is not paid by 18th August, will be liable to forfeiture.

Mining managers report as under :—

LEFROY.

Chance.—August 6—The north cross-cut has been extended 31ft for the fortnight, making the total distance from the shaft 144ft. On Tuesday last there was some very nice looking stone struck 135ft from the shaft, but I could not obtain any gold in it. It is the best looking stone that has been discovered in the mine. The drive west in the cross-cut has been extended 20ft for the fortnight. I have started to drive the cross-cut into the hill, and this has been extended 13ft, the total distance from the shaft being 83ft.

Land o' Cakes.—August 6—I have finished clearing the site for the main shaft, and also road for getting sawn timber. The work is otherwise suspended until the contractors commence the main shaft.

New Chum.—August 8—I have driven the western level 12ft for the week. The reef is 2ft 6in wide. I have also driven the eastern level 12ft 6in. The reef is 2ft wide, and gold is plainly to be seen in all the faces. The shaft is down 62ft. I have started to open out at 240ft from the surface, and have the opening set in. I will have to cut out the chamber and drive the cross-cut a few feet before commencing to sink again.

menacing to sink again.

West Chum Extended.—August 8—The stone in the stopes is the same size as last reported, and showing gold freely.

Great Extended West Chum.—August 8—I am in 10ft from the shaft. The chamber nearly finished.

West New Chum.—August 8—The western drive is in 83 feet from the cross-cut, making 13 feet driven for the week; the reef is small. The east drive is in 87 feet 6 inches from the crosscut, making 10 feet 6 inches driven for the week; the reef is broken and the ground is light, but I think there will be a change for the better in this end. The stopes between Nos. 2 and 3 levels west are looking pretty well; on the east side the stopes are small. No. 2 level—The western drive is rather tough to work, reef small, and showing gold. No. 1 drive is still being driven, reef small. The machinery is all in good working order.

Chum Consols.—August 6—I have everything in readiness and will make a start to sink through rock on Monday.

East New Chum.—August 6—I am down 18ft with the winze, and have about 1 foot of stone on the foot-wall. The ground is about the same as last reported.

East New Chum Extended.—August 6—I have driven the cross-cut 16ft for the week; the country is favourable, and I hope to have good news by next mail.

United Chums.—August 6—The contractors have sunk the shaft 10ft for the week, making the total distance from surface 150ft on this side, and it corresponds with the western level; there are two walls from three to four feet apart. The western level has been extended 8ft during the week, making a total from cross-cut of 116ft. There is a nice change of ground in this drive and some good looking leaders trending into the lode. I am in hopes of getting into the golden run of ground soon. I could not go down the Land o' Cakes to take bearings of the lode as they had knocked off working in the shaft and the water was in. I had taken the bearing for the Rob Roy when she started but it was only a short distance on the lode then. I took the same course on this claim, and that line would be 100ft south of our shaft, while our lode is 54ft north on the east side of cross-cut. As you are aware that the lode was thrown 23ft from the lode west side of cross-cut with the cross-head. I would not vouch for the correctness of the distance, as the bearing on the lode was too short to take so great a distance. I have taken the bearing of our western level, and there is as much as seven degrees difference in the general bearing of the lode and the last one taken, showing that the difference would be considerable if taken any great distance. I might state that

difference would be considerable if taken any great distance. I might state that the Land o' Cakes lode goes right through the Caledonian Co.'s claim.

East Golden Era.—August 6—I have sunk and timbered the shaft 11ft during the week, making a total depth of 173ft; the water still light, being about 230gals per hour. Taking into consideration the lower level of the surface, I am now about 23ft deeper than the Golden Era Company's shaft. I have no hesitation in saying that I could sink the shaft to the depth of 250ft, but will open out at the depth of 200ft unless otherwise advised.

Caledonian.—August 8—Since my last report the eastern drive has been extended 8ft 6in, making a total from cross-cut of 24ft 6in. The ground is yet unsettled, but I hope to get into more settled country soon. I have taken the bearing.

Queen's Birthday.—August 6—I have driven the cross-cut 14ft, making the total distance from the shaft 142ft. I have passed through several well-defined leaders.

New Monkland.—August 6—I have started to open out the shaft, and expect to be in to the stone the latter part of the week.

BACK CREEK.

Holdfast.—August 6—I have driven 15ft for week, making the total distance from the shaft 44ft. The country is a little hard now, on account of ironstone and sandstone bars coming in across the drive. I have cut several nice leaders, but none carrying any gold.

Try Again.—August 6—I shall commence operations on Monday in Adams's shaft. The east drive from the north shaft has been extended 7ft for the week, making 23ft from the cross-cut. The size of the reef in the face is 18 inches. The western drive has been extended 6ft for the week, making 13ft from the cross-cut. The reef is broken up more here, but I think it will soon make again. I have not found any gold yet. The south cross-cut has been driven 10ft, the total distance from the shaft being 16ft. The ground is slate, with small leaders running through it.

East Try Again.—August 6—I have driven 6ft for the week, making 12ft from the shaft through the reef. There is no sign of the footwall yet. The water is heavy and increasing.

Just in Time.—August 6—During the past week the driving has been rather hard in opening out from No. 2 shaft north, although I believe I have now got a change from sandstone into slate. The distance driven for the week is 10ft. I have crossed nothing as yet running in the proper course for carrying gold, and will have

nothing as yet running in the proper course for carrying gold, and will have some 50ft more driving before I expect to come to where the All Nations line crosses our ground.

GLADSTONE.

No. 1 North Royal Standard.—August 6 | I have driven 15ft for the week, and have got better ground, but more water. Mr Lamond is of my opinion, viz., that the reef is to the west, and if the ground continues the same I will not be long in cutting the reef.

No. 1 South Royal Standard.—August 6—The cross-cut has been extended 9ft for the fortnight through hard quartz, making the total distance 30ft, and 13ft into the reef. The reef has made a great improvement in the last few feet. I have crushed several pieces, and found gold in them. I will start to sink on the S.W. boundary with two men on Monday, with the view of striking the same run of stone that the Golden Age is now sinking on.

Lady Tasman.—August 6—Nothing fresh to report. I started to drive easterly on Monday, have driven fourteen feet for the week through very favourable country, and I think by the look of it we have a good show of getting a reef.

Deskford.—August 6—I suspended all work in the north-east drive on 4th inst, and have commenced to drive north towards the Royal Tasman boundary. I can now see that the stone Mr Heslop struck in the shaft formed and came down on a point of a slide, and I may by cutting through it come upon good payable stone. I am now convinced the reef is stronger on the west side of the hard bar we have driven through on the creek side, although I had some nice quartz in the north-east drive, but when I opened out north and south on it I found it about 2ft. wide from wall to wall, and it soon split up, and in two or three more feet of driving cut out entirely. There is quartz underfoot in the drive, and it has the appearance of a reef, but very much broken up, and I think we will be able to prove it better some day at a lower level.

Fly-by-Night.—August 6—I have driven 9ft for the week, the total distance from the shaft being 86ft. The country passed through is much the same as last reported.

Golden Age.—August 5—Since my last report we have cut through the course of the lode in No. 1 shaft, the entire distance across being 16ft. The large block of stone terminates at the south end of the shaft, and a well-defined reef 2ft 6in in thickness continues on to the southward and eastward; the prospects obtained from the 2ft 6in of stone are equal to anything I have had from this level. The coming water, being now over 200 gallons per hour, has caused me to defer driving along the course of the reef until we have

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per hour, has caused me to defer driving along the course of the reef until we have a better appliance than the windlass for pulling. On the No. 2 line the shaft is down 34ft from the surface and securely timbered; the strongest vein met with (18in) is now out of the shaft, underlaying to the west. This carries gold, and sometimes prospects very well. I expect to open out to the eastward before the end of another week, to meet the stone which we cut near the surface, and which is of good quality.

MUSSEL ROE.

Blue Bell.—August 5—By the middle of next week I hope to have all the pumps and timber from the bush delivered on the claim. I have the engine on the wheels and near where she is to be fixed, and the pumping gear fixed, so we have not done badly this week. Should the weather continue fine next week we shall be well on towards making a start to pump.

BEACONSFIELD.

Ilfracombe.—August 8—The shaft has been sunk 6ft for the week, making 55ft 6in, and slabbed up 9ft. The sinking is very bad just now.

Blyth's Freehold.—August 6—The drive is in 36ft. We are in the same sort of country as when I last reported. Small quartz leaders continue to come.

Rising Sun.—August 6—I began on Monday last to drive along the lode to the westward at the winze level (over 100ft from the surface), and the drive is in 9ft. The lode is now over 6ft wide, with a large amount of soft black rubble on the hanging wall. I have got some splendid specimens, better than anything previously sent up.

Lefroy.—August 6—The contractors have about 6ft more timbering to do to the shaft.

Star of Beaconsfield (lately known as Wm. Barrett's lease).—August 8—I am busy erecting a blacksmith's shop, and preparing for sinking a shaft to prove the reef at a lower level.

SALISBURY.

Who Can Tell.—August 6—The contractors have sunk 20ft for the fortnight, making the total depth from surface 91ft. There is a slight change in the ground in not having so much of the rotten slate, but the ground is still good, and a little water comes from the leaders. We struck another vein last week about six inches thick, carrying pyrites, and if we do not strike the reef in the shaft I believe when we get down we shall not be very far from it.

DENISON.

Royal Treasury.—August 6—I am busy preparing for the erection of a whip, in consequence of the water being too heavy

consequence of the water being too heavy for the windlass, and trust soon to be sinking again.

GOLCONDA.

Mount Wilson.—August 6—I have continued sinking No. 1 shaft since last report; total depth from surface 55ft depth, and sunk during week 5ft.

Queensland.—August 6—Started crushing on Friday, working two-thirds time, and will work whole time next Monday. The machinery working well, and I have now the road completed. The driver can break the two tons down to the bridge safely, except on frosty mornings, and then they take charge and slide down into the battery themselves.