

MEMORANDUMREPORT ON OLD MT. PARIS RACE AND DEVIATION  
TO REPLACE OLD WOODEN SYPHON.

This is the race which is cut from the Dam Site on Consolidated Lease 3113/W, 95 acres, at present held by Briseis Consolidated N.L., to the Mt. Paris Mine. A gap in the race of approximately 5,000 ft. over Black Gully was formerly bridged by a wooden Syphon. In examining the working plans (Kay 3 and 4 and Weldborough 3) on which the race is shown, some confusion may be experienced as mine surveys, as well as cut races, are shown in the same manner. A glance at the accompanying plan will dispel these doubts as to which is the actual cut race. As the syphon itself is not now in existence, a series of levels was run from the inlet to the outlet of the original syphon, round the head of Black Creek and its tributaries, to determine if it were practicable to replace the syphon by a cut race.

Present Race -

This is in excellent condition, apart from flumings but would need scrubbing for four and half miles from the dam to the inlet of the former syphon. The scrub however is very light.

Flumings in old race to be replaced -

There are five flumings between the dam and syphon inlet and all need to be replaced partly or wholly. Although these flumings have only been in existence for about ten years, the timber is already rotten. Round bush timber has survived better than squared timber and the bush timber legs of the fluming over Tinpot Creek are in fairly good condition. It has been suggested locally that some of these flumings, particularly the long one over Brittonia Creek could be cut out, but that is impossible now, as the extra race to be cut would not have the fall required.

## Details of Flumings are :-

1. Fluming over small gully - 30 chains from dam, 180 feet in length, 15 feet high in centre. All timber squared and rotten and needs replacing.
2. Long Fluming over Brittonia Creek - 800 feet in length, 46 feet high in centre. Portions have collapsed. Most of the timber is rotten and needs replacing.
3. Flume over Tinpot Creek - 312 feet in length, 6 feet high. The timber is in fair condition and portion could be utilised. Some boards have been removed.
4. Blue Stocking Flume. - 90 feet long, 12 feet in centre. All boards have been removed. Legs in fair condition and some could be utilised.
5. Fluming over Gold Creek. Length 108 feet. Height 12 feet. Some timber fair; collapsed at one end. Some boards have been removed.

Deviation -

Levels were taken from a point, eleven chains back along the race from the old syphon inlet, to the syphon outlet keeping approximately on a line to allow a drop of seven feet per mile. It was found impracticable to start the proposed race from the actual end of the cut race but quite convenient from the starting point of the levelling. The actual distance round the deviation was measured as approximately  $4\frac{1}{2}$  miles (23,684 feet) and allowing for bends etc. in the race the actual cutting distance would be about 4 miles 55 chains. The majority of the cutting should be in earth but there are patches with large granite boulders and between Black Creek and the Ringarooma Road granite outcrops almost to the surface. Allowing for a drop of 7 feet per mile - that is a total drop of 31.5 feet, the proposed race would come out 25.22 feet below the present race at the syphon outlet. This shows that the fall in the syphon is 6.28 feet and agrees with the actual levels taken by Campbell Smith along the syphon, showing a drop of 6.18 feet. From the syphon outlet to the Mt. Paris Mine the present race is approximately 2 miles in length; so that for a race 25 feet lower, the distance would be slightly greater. Two miles 25 chains should be sufficient to cover this distance, making a total distance of 7 miles to be cut. The last mile of cutting for this lower race would be in rock.

Donald Fraser apparently surveyed this same deviation many years ago and traces of his line can be picked up at frequent intervals. Trenches have been dug in places along the line and two sections of the race have already been cut and are in good order. The first is from about 3 chains West of the Ringarooma Road and is cut for 20 chains. Some rock cutting remains to be done in this portion. About 10 chains further on another small section of 100 feet of cutting and 50 feet of benching has been done. These cut sections are about two feet higher than the present line but doubtless could be utilised.

It would be necessary to construct one fluming on this deviation over Black Creek. This would be approximately 400 feet in length and up to 20 feet high.

Mt. Paris Tunnel -

The present race near the Mt. Paris Mine just crosses the saddle between Mt. Paris and the main range of hills. This saddle is very narrow and a tunnel of 300 feet would permit the new race to be brought to Mt. Paris Mine and the country generally falling towards Ringarooma. As the new race would be only 25 feet below the present one, an open cut may be more economical than a tunnel. The water could be brought to the high level ground near Branhholm without the cutting of this tunnel. The outlet of the tunnel would be about 150 feet from the end of the present race.

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