

(No. 106.)



1881.

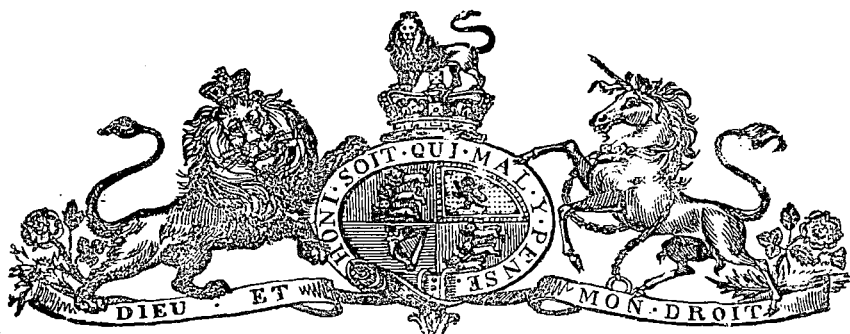
T A S M A N I A.

LEGISLATIVE COUNCIL.

**TRACK, MACQUARIE HARBOUR TO
UPPER HUON :**

REPORTS OF MESSRS. JONES AND COUNSEL, WITH
INSTRUCTIONS.

Laid upon the Table by Mr. Moore, and ordered by the Council to be printed,
October 27, 1881.



INSTRUCTIONS issued to Mr. Surveyor JONES in reference to the Expedition which started from Macquarie Harbour in July last, and Mr. JONES's Report; also Instructions issued to Mr. COUNSEL, who went to the relief of the said Expedition, and Mr. COUNSEL's Report in connection therewith.

Lands and Works Office, Hobart, 14th June, 1881.

MEMORANDUM OF INSTRUCTION.

MR. Surveyor Jones will proceed to Macquarie Harbour on the West Coast in the ketch *Esk*, now ready for sea, taking with him the necessary outfit for a surveying or exploration party.

He will examine the country between Macquarie Harbour and the Craycroft River, in the Valley of the Huon (to which river a track has recently been cleared by the Government), with the view of ascertaining whether a practicable Horse-track can be found, subsequently capable of being converted into a road, so as to open up communication between Hobart and the West Coast at Macquarie Harbour.

The services of Mr. M'Partlan, who has a thorough knowledge of the country, have been arranged for, who will accompany Mr. Jones and render every assistance.

A careful examination of the country will be necessary, with the view to the adoption of a track that presents the least engineering difficulties and secures the most advantageous terminus, either on the River Gordon in the vicinity of Pyramid Island, or on Macquarie Harbour in the vicinity of Birch's Inlet, or any other point on the south-western shore of that harbour which would be considered more desirable.

The general characteristics of the country passed through should be observed, and the approximate gradients given. The rivers and creeks requiring to be bridged, and the extent of heavy scrub, open plains, and marshes met with should be noted, in order that some idea of the cost of clearing and forming a Horse-track, if practicable, would be at the service of the Government.

A boat has been placed at the service of the party, which is now in possession of Mr. D. C. Purdy at Swan Basin, who has been instructed to render any assistance that lies in his power.

A small quantity of provisions will be sent forward to the Craycroft River as a depôt available on Mr. Jones' arrival at that place, with instructions that it be established on the western side of that river.

As considerable difficulty may be experienced at this season of the year in crossing rivers in flood, it is essential that the utmost care should be exercised to guard against loss of life.

It is very desirable that Mr. Jones should report to the Government the result of his examination as soon after the opening of Parliament as possible, which has been fixed for the 6th of next month.

WM. MOORE,
For the Minister of Lands, absent through indisposition.

Copy of Mr. Surveyor Sprent's suggestions are herewith forwarded, and are worthy of consideration.

Table Cape, 11th June, 1881.

SIR,

MR. Jones left Emu Bay on Friday, so probably he would be at your office on Monday morning. He did not call here on his way down or I might have had some talk with him on the matter of his mission.

If I understand aright, he is required to report upon the practicability of a Track from the Upper Huon to Macquarie Harbour; whilst he is at it he may just as well extend his observations. As Mr. Jones is acquainted with the mineral characteristics of the North West he should institute a comparison between the rocks of that district and the portion he is about to travel over. It would be as well for him to bring back small specimens of the rocks he encounters,—inch cubes are large enough. He should carefully examine the stones in the beds of rivers and creeks, keeping a bright look-out for such rocks as granites, porphyry, and serpentine: it is important to ascertain whether such rocks are present or not. A large extent of the country consists of quartzite, and I believe that formation is barren of minerals: unfortunately prospectors keep to that as it is generally open country.

Mr. Jones will remember how on my explorations we never found traces of minerals until we got off the quartzite and near to the granite. I believe limestone occurs in quantity: it is important to ascertain whether it is fossiliferous or not? Micaceous schists also occur: are they similar to those on the Hellyer and Pieman? These are points of interest to know, as bearing on the probabilities of mineral finds. There are numerous veins of zinc blende near the south of Macquarie Harbour; if Mr. Jones comes across any he should examine them carefully and bring away specimens. It is a well known saying amongst miners that "Black Jack" (*i.e.* zinc blende), rides a good horse, meaning that a cap of blende to a lode is a good indication of better things at a depth.

Mr. Jones should carry an Aneroid Barometer to obtain approximate elevations; such observations are of the greatest use to determine routes for roads in the future.

He should obtain as much information as possible as to the topography of the country.

I am quite certain a fair line of road can be got from the Upper Huon to Macquarie Harbour, and if Mr. Jones were employed next summer in opening out tracks in that direction I am sure he would find a way through. I would give him any help he required, and take a trip through, if necessary.

Although it is a highly important matter to get communication between the Huon and Macquarie Harbour, I think it is far more important to have a thorough examination of the South West, with a view of discovering fresh Mineral Districts. I have great hopes that tin, gold, and copper will be discovered, and I think it is well worth an attempt to find them.

In addition to the Track to Macquarie, I strongly advise a second Track from Southport to Port Davey, with a branch Track to the South Coast.

Now that Mr. Thureau is in the colony it is a good opportunity to give the South West a good overhauling: it is well worth an expenditure of £2000 for that purpose.

I have the honor to be,

Sir,

Your obedient Servant,

CHAS. P. SPRENT.

The Hon. the Minister of Lands and Works.

Hobart, 22nd October, 1881.

SIR,

I HAVE the honor to inform you that, in pursuance of the enclosed Instructions, I left Hobart on the 17th of June last, in the ketch *Esk*, taking with me as my companions F. M'Partlan and Thomas Hoare, to assist in carrying out the object in view,—namely, finding a line of country suitable for a Horse-track, to be subsequently converted into a road, between Macquarie Harbour and the Craycroft River; and after a rough tedious voyage, having to put back once into D'Entrecasteaux Channel, arrived safely at Swan Basin, Macquarie Harbour, on the 6th of last July.

Owing to bad weather the *Esk* did not discharge cargo until the 9th of July; and on the 13th of same, the wind favouring us, we left Swan Basin for the Gordon River, in Mr. D. C. Purdy's boat, with a good three months' stock of provisions. My party had increased, as I had secured the services of Louis Richardson for a few days, to show me what he could of the country at the upper part of the Gordon River, where he had been prospecting for some months, and also to give me a boat that I had hired from him, to be left at the place from where we would start the Track, so as to secure a means of communication in case of accident, it being necessary to return Mr. Purdy's boat as soon as possible. On the evening of the 13th, we landed at the point of Sea Reach, at the mouth of the Gordon River, having sailed against tide a distance of 25 miles. The piners have a house built here, in which we stayed for the night, and were treated most hospitably. On the morning of the 14th we made sail up the Gordon, but the wind soon failing us, and the current being against us, we were compelled to take to the oars, and after a long weary pull got about half a mile above Butler's Island to an abandoned piners' hut, at 5.30 P.M., the distance from place of starting in the morning being about 20 miles.

It may be as well to state here, that Macquarie Harbour is a large extent of water, of a good depth, about 25 miles long, and an average width of say 5 miles. It has several small islands at its upper end, amongst them the old convict settlement, known as Sarah Island. The Gordon River from its mouth, at the S.E. end of Macquarie Harbour, to Pyramid Island, $4\frac{1}{2}$ miles above Butler's Island, is navigable for vessels of any known draught of water, and is certainly a magnificent looking river, being undoubtedly the largest body of fresh water that I have ever had the good fortune to see in the colony. The current is always down, and is seldom swifter than a mile an hour, but when flooded may attain 2 or $2\frac{1}{2}$ miles. The rise and fall of the tides affect it up as far as Pyramid Island. Towering on either side of this grand old river are high hills and ridges, having occasionally at their foot slopes and flats covered with the most dense vegetation. The large timber chiefly consists of gums (*Eucalypti*), of different kinds, except the blue. Myrtles (*Fagus Cunninghamii*), and the beautifully scented valuable Huon Pine (*Dacrydium Franklinii*). The scrubs abound in great variety, composed principally, however, of laurel (*Anopteros*), horizontal or banyan (*Anodopetalum biglandulosum*), the beech, (*Eucryphia Balliiedierii*), sassafras, and what the late Mr. J. R. Scott called "Native Hickory," with almost every kind of fern indigenous to this part of the colony.

The morning following our arrival at the piner's old hut above Butler's Island, July 15, I took with me M'Partlan and Richardson to try and find a place suitable for commencing a track, but the hills were so steep, and the scrubs—bauera and cutting grass, &c.—so dense that we were forced to give it up. On the next day, the 16th, all hands went with me a mile above the old huts by boat, landed, and started in a short distance—say 5 chains—above Rocky Creek. Here an easy gradient was attainable, and in the first quarter of a mile, travelling south, we came upon traces and marks of "Gould's Post Track to Hamilton," cut nearly 25 years ago, and several old roads that had been cut and used by piners. We had great difficulty in keeping Mr. Gould's track, owing to the horizontal and other scrubs having completely blocked it up. For the first two miles from the Gordon River we had to contend with the scrubs already named, except where we encountered a variety of the palm (*Richia pandenifolia*). The next 2 miles consisted of the much dreaded bauera, &c.; we then emerged on button-rush country (*Chetasporea spheroccephalus*). The rise of ground up to this point had been very gradual, though we had attained an elevation of 900 feet above high water, the general bearing of the track being S.E. This was so satisfactory that on our return to the hut I resolved to make what use I could of Mr. Gould's track, by having it cut out again to take our stores, tents, &c. along. Another reason for adopting it was the fact of its being from 15 to 20 miles nearer my destination than any point suitable at Birch's Inlet; also, there would not be near so many rivers to cross as there would necessarily be close to the coast line. The piners' hut we converted into a main depôt. On Sunday, the 17th, I left our depôt with Richardson, leaving M'Partlan and Hoare to clear out Gould's old track. On the 20th arrived at Swan Basin, and obtained sugar, &c. that had been neglected in Hobart. On the 23rd, accompanied by Captains Bull and Taylor, examined Birch's Inlet, and found it navigable for ordinary sized vessels as far as the bar of the Sorell River. The entrance to the Inlet has over two fathoms, which increases as you go up, until you get within 100 yards of the Sorell River. The Sorell is only navigable for small boats, and that for only a mile from its entrance. The surrounding country contiguous to the river is very soft and boggy, and Mr. T. B. Moore reports a good deal of it along his prospecting line from here to Port Davey. On Tuesday, 26th, after returning Mr. D. C. Purdy's boat, and securing our own, I went along our track, and found it cut out sufficiently to allow a man to get along with a good load. There were 4 miles cut out from the river to the open ground, and about $1\frac{1}{2}$ miles staked across it, bearing S. The button-rush here is very high, and should be burned as

soon as possible this summer. Another half a mile along plain brings us to the first fair-sized creek, running into the scrub, its direction being S.E. It takes its rise from Mount Direction; it has a hard bottom, and can be easily forded. On a knoll $\frac{1}{4}$ of a mile north from this creek I fixed my position by observations by prismatic compass to the trigonometrical station on Mount Direction and the Frenchman's Cap, making my bearing from place of starting S. 10° E.—distance in a direct line 5 miles. We have now again a thick scrub to battle with, but to make it a little easier we cut out Gould's Track. It is rather steep here, as it goes over a spur; a much easier gradient being obtainable lower down the spur. Height of spur above creek,—which I would respectfully suggest be called Sandstone Creek, as it contains a large quantity of that stone,—is 625 feet, on Gould's Track; distance from creek $1\frac{1}{4}$ miles, bearing S.S.E. From the top of spur we followed Gould's Track down to a good sized river, which I would submit be named the Sprent River, as a compliment to him for the interest he has taken in all matters pertaining to the successful exploration of Tasmania. Distance from top of spur to river one mile. We arrived at this river on August 2nd, a great part of our time having been taken up in getting provisions forward from our main depôt, as it had rained every day, with the exception of one, since we started; the river was in a most flooded state, in short, a foaming torrent.

The next day, Wednesday, August 3rd, cut Track down to river and felled six trees over it, the only one remaining being a small myrtle spar; I managed to cross on this, but could not possibly carry a swag on it. Went out to open country on south-east side of river, finding track and marking same—leaving the others, M'Partlan and Hoare, to fell trees. On my return at night found that no tree could be felled to stop, so arranged to bring all stores, tent, and tools forward to bank of river and at the first chance get them over as quickly as we could. From the 3rd of August to the 12th it rained incessantly, keeping the river up and preventing us from getting our things across; in the meantime we got everything forward to the bank of the river, and Hoare and I had managed to cross one day and cut out the Track to open button-rush country on S.E. side of river. On the 12th, however, the weather moderated, and we found a large myrtle tree, which we grubbed, and when it fell it resisted the strength of the stream, and towards the afternoon we were able to cross upon it. Before nightfall we had all our things across this river except the camp. On the 13th removed camp across the Sprent River and pitched it a quarter of a mile in scrub from open country, and three-quarters of a mile from river; height above river-bed 370 feet, width of river 60 feet; is fordable in summer or fine weather. By night we had carried all our things and stores, &c. up to our new camp, a most severe day's work for all hands.

On Monday, 15th, all hands went cutting, and staking and marking through open country and small gullies. Two miles from camp we crossed another branch of the Sprent River, which we named the Percy Rivulet; it is fordable at all times. The country is all good here, and well suited for a pack-horse track. Altogether we staked 6 miles, following the valley of the Percy up to its head. Here we attained a height of 1150 feet above sea level. The general direction of Track from edge of scrub on S.E. side of the Sprent River to head of Percy Valley, or "divide," is S. 20° W., or first bearing for $2\frac{1}{4}$ miles S W., thence to saddle or divide for $3\frac{1}{2}$ miles S. 10° W. From the 15th to the 22nd engaged in carrying provisions, &c. forward from No. 4 camp at S.E. side of the Sprent River to No. 5 camp on south side of the divide at the head of the Percy Valley. From here the Track goes down another valley similar to the last for nearly 5 miles, having to cross in this distance one fair-sized creek and six small ones. This also joins some of the head waters of the Sprent River as it trends to the westward at the end of this distance, Track bearing south. There are high hills on each side of the head of these valleys, the one on east side being rather a range of hills. On the 23rd of August, accompanied by M'Partlan, I went on to this range, fixed its position by bearings on to Frenchman's Cap, Mount Direction, and the Junction Range. Its height is 2650 feet, and I would respectfully submit that it be named Mount Charles. Its summit is a little over a mile to the east of the Track. In the last 5 miles there is half a mile of soft ground close to the main creek, otherwise the country is firm and good, most of the spurs and ridges gravelly, and the gradients quite easy for almost any purpose. At the end of this 5 miles, or 20 miles from place of starting, we had the first branch of what I believe to be the Wanderer River to cross; it is fordable at any time. We also camped here, as there was a good stretch of scrub and timber of nearly $\frac{1}{4}$ of a mile to cut through. All the creeks here are more or less timbered. From this No. 6 camp for $4\frac{1}{2}$ miles was hard work, owing to bad weather, and M'Partlan and self unwell. We crossed two more good sized branches of the Wanderer, that will require small bridges of some kind, as the banks are very steep. The ridges that the Track follows, even at this period of the year, are sound and hard, being covered in most cases with quartz gravel; the vegetation being scanty button-rush except near the creeks, which are chiefly narrow belts of bauera, gums, &c.

The first two miles of this last distance our bearing was S.S.E.; we now change it to go round the south end of Mount Charles Range. We are fairly on the divide now of the waters flowing S. and W., and those flowing north into the Gordon River. The last $2\frac{1}{2}$ miles of the stage given is, even now, fit for any horse to travel over, there being no creeks whatever to cross. Our bearing changes here to east, as we wish to get nearer the Wilmot and Frankland Ranges, and take advantage, if possible, of the open country in their vicinity, and the Plains known as Top Plains and Rookery Plains; the first-named plain being the head of the Hardwood River, going

south, and also of a stream running into the Gordon. At the end of this stage I took a few bearings, to fix positions and points of interest, from what I call Observation Knoll. It is a hillock at the side of which the Track winds. The points taken were the Frenchman's Cap, Mount Wilmot, Junction Range, Table Top Hill, and Mount Charles. The Ranges are all covered with snow, and are certainly a glorious sight from this stand-point. To the S.W. the sea is visible: height of Knoll above sea level 1300 feet.

We were not able to bring No. 6 camp forward until September 5th, in consequence of the bad weather,—the most severe I think that we had as yet experienced: even then it was snowing. We got forward to a camping place 2 miles S.E. from the Knoll, still keeping the dividing ridge—thus making the distance traversed without crossing a single creek $4\frac{1}{2}$ miles, and quite practicable for a track of any kind without any work being done upon it,—in short just as it is,—though it would be much improved by a little sideling cutting round the Knoll, and by chipping up the button-rush the width of the Track. This would, I think, be an improvement, wherever it grows at all thick, if not well burnt. In the next $2\frac{1}{2}$ miles we crossed 3 creeks, all small; two however will be awkward to cross without either culverts or bridges; they run E. We camped here in a clump of timber, 29 miles from place of starting, known as No. 8 camp.

In our next forward stage we have three more (all fordable) creeks to cross—one having a belt of scrub 10 chains wide to cut through. Three miles from No. 8 camp we came to another divide, which we follow, though it takes us through a mile of timber and scrubs; the timber consisting of gums and myrtles, the scrubs of various kinds, chiefly, however, horizontal and bauera. This is 4 miles from No. 8 camp, and is really a fair level line of country well adapted for a good track, or even road. Here we make No. 9 camp. Keeping the "divide" through the timber we emerge, at the end of 4 miles from No. 8 camp, on to bare hard ground again; the highest point being taken advantage of to fix its position. It is known as View Hill; height 1150 feet. Points taken—Frenchman's Cap, Mount Charles, Wilmot Range, De Witt Range. Bearing of Track to this point (View Hill) from Knoll is S.E. This divide is kept for 3 miles from edge of scrub to Top Plains, the distance, without creeks, being 4 miles, all gravelly hard ground. In no case on this ridge is there much soil. Along Top Plains for one mile brings us to Dismal Creek, where we made No. 10 camp in a bed of large timber, with dogwood and other scrubs. This plain is rather soft in places, but the ridges running along it are quite firm. I have endeavoured to follow and keep these as well as I could. The total distance to this creek is $37\frac{1}{2}$ miles. It was here that we felt the equinoctial gales in all their severity, accompanied by heavy rain. This was on 17th of September; all our provisions, &c. being forwarded to this camp on that day also.

The next stage from here was 5 miles. The $2\frac{1}{2}$ miles first travelled has two fair sized creeks, besides small ones, but as the weather was wet they were flooded; the two main ones would not be fordable owing to the steepness of the banks. We are now in the watershed of the Hardwood River. After cutting through scrub on creek, $2\frac{1}{2}$ miles from No. 10 camp, we emerge on to the Rookery Plain,—a plain similar in its formation to Top Plain. It is marshy where there are no ridges, though, in a great many instances, the soil on the gravel is not very deep. In dry weather it would be quite hard. On the east side of these plains the hills up to the Frankland Range are heavily timbered and very broken. On the west the hills—part of the De Witt Range—are bare, with broken, timbered gullies. A good way, I believe, to make the soft places on these plains passable all the year round would be to make fascines of ti-tree scrub, lay them across the line of track, dig a drain on each side, throwing the dirt, &c. on them. I have seen this method answer well. At the end of 5 miles from No. 10 camp we leave Rookery Plains for a timbered ridge, in which we make No. 11 camp. Kept this timbered ridge for three quarters of a mile to a big creek flowing easterly into the Hardwood River. The land here is fairly good, but of small extent. At this creek a bridge will be needed,—say 40 ft. long and 15 ft. high. On the south side of creek we again come upon button-rush plains. The first half mile along them rather soft; the rest of the way to the Hardwood River dry ridges. There are also three small creeks to cross. These plains run nearly parallel to the Rookery, which we left to the west, and are altogether a better class of country, and also shorten the distance very much. The distance to the Hardwood River from No. 11 camp is $3\frac{1}{2}$ miles: bearings, through timber, E.S.E.; along Plains to River, S.E. We reached this river on Saturday, 24th September; weather still wet; river flooded. Spent the whole day in felling trees to enable us to get stores, &c. across; we succeeded at last in getting a good one. This river must also be bridged, as it is quite impracticable without, being very deep: its banks are level. We made No. 12 camp on south side of this river. It has heavy timber and dense scrub on its banks, about 20 chains in width. From here we have a fine line of country for either track or road to another branch of the Hardwood, which, I submit, should be named the Frankland River, as it receives its waters from the range of that name. It is two miles distant from the Hardwood River, bearing east. It is a good size, but has a splendid natural ford, to which we cut the Track. It would not be crossable during floods. Its banks, like the Hardwood, are heavily timbered; but it differs from the Hardwood in that it grows some fine Huon pines. There are evidences of the piners having been here, as logs squared were seen washed up on the banks. Between these two rivers there is neither creek nor gully to cross. From the Frankland River I

take the bare ridges trending parallel to one of its tributaries to nearly its source; here cross on to Long Ridge, which divides this branch from the other branches of the Frankland River running through Doherty's Ground. The distance from the Frankland River to the top of this ridge is three miles; height of same above river, 650 feet. Across this ridge it is staked out for a pack-horse track, but could be made easier by increasing the distance. From the top of Long Ridge we go down into Doherty's Ground, crossing two branches of the Frankland River, the second being the main one. Both are easily forded: the bearing being still east. These are crossed in $1\frac{1}{2}$ miles from top of ridge. The Track then keeps the trend of this main branch in view for two miles. Here we make No. 14 camp, at the foot of Long Spur, which I have selected as our best lead over the Frankland Range, being lower and more accessible than any other part. Another way, a little farther to the west than this, could be obtained, but is very heavily timbered. We got our camp forward here on September 24th—day five. Total distance from Gordon River, *via* Track, $54\frac{1}{2}$ miles. Took advantage of fine day and went ahead to look out best route and fire button-rush. On top of Long Spur I got my first view of the Huon Plains. Saw smoke distinctly on Plains, near two small hills that old surveyor's line passes between. Distance to east end of Ridge from No. 14 camp, three miles. October the 1st.—At night, on my return to camp, saw fires on top of Range to the northward, or N.E. of our Track; knew some one was out. On Monday, the 3rd, made No. 15 camp, one mile E.N.E. from the east end of Long Spur. Here we had a dense scrub to contend with before we could get out of the Range on to the Huon Plains. Height of spur above the sea level where Track comes is 2000 feet, or a rise of nearly 1200 feet in three miles. The Track from east end of Long Spur follows the course of the first creek we have seen flowing into the Huon River at its source. From the east end of Long Spur for one mile the fall is very gradual, and the country open and good. The scrub is very dense at the end of this mile, consisting of horizontal, beech, richias, laurel, and in some parts, bauera; distance through it, $1\frac{1}{4}$ miles. The fall is gradual, but a little rough in parts. This creek is followed through the scrub on its north side, then crosses to the south on to open ridges close to Huon Plains. Three creeks are crossed in the scrub, all fordable. The last one is named Surprise Creek, as it takes its rise from a small lake on the top of the north side of the Frankland Range, which I termed, when I first saw it, Lake Surprise. It was first seen when on a high part of the Franklin Range, which I would submit to be called Mount Giblin, in honor of the Premier. It is nearly a mile southwards to its summit from the track through the scrub. I fixed its position by bearings on October 3rd, the points selected being the Arthur Range and Mount Picton; its height, 3250 feet. Our work after getting through scrub was comparatively easy. Crossing the ridges on south side of creek for $1\frac{1}{4}$ miles from east end of scrub we get fairly on the Huon Plains, the low part of which we cross direct to a saddle in the vicinity of Flagstaff Hill, three miles from the last ridge or spur of the Frankland Range that was crossed. The bearing to the last spur was still east; from there across plain, S.E. Height of plain, 1250 feet above sea level.

Thursday, October 6th.—Shifted camp forward from No. 15 camping place on west side of scrub to small clump of timber on south side of Low Plains, distance between camps $5\frac{1}{2}$ miles; lit fires on the way. Portions of this plain are boggy, though the ridges have been taken every advantage of. On this plain there are several small creeks, two of which will require culverts, as they are deep, and could not be made into permanent fords. They are, however, not more than 15 feet wide. We now follow the direction of the "old surveyor's line," deviating only for the sake of easy gradients or firm ground. From No. 16 camp we have a little broken country, and after crossing Deep Gully keep the dividing ridge on the east side of open ground. To Deep Gully from No. 16 camp, 2 miles; thence to Big Creek, where we made No. 17 camp, $3\frac{1}{2}$ miles; total distance from River Gordon, $69\frac{1}{2}$ miles. The largest creeks crossed from No. 16 to No. 17 camps are shown correctly, as near as one can judge, on map of Colony. Small ones are not shown at all, of which there are four. Took position from east spur of Flagstaff Hill near Track to following stations:—Mount Arthur, Mount Picton, Mount Wedge, Mount Giblin, and a peak I would beg to submit be called Mount Scott, after the late J. R. Scott, Esq., who so interested himself in all concerning the unexplored portions of Tasmania, and whose sketches afforded me what I found to be the most reliable information. On Sunday, October 9th, made up our minds to go in to the Craycroft River, distant 10 miles from No. 17 camp at Big Creek; wanted to look at country for Track, and to get news, if possible; M'Partlan and Hoare also wanted tobacco. Got to Craycroft at 2 P.M., through hard country traversed by numerous creeks; the large ones are shown on map—four in all—but we crossed about eight small ones besides. They can all be forded easily, and the country cheaply and expeditiously converted into either a track or road. On our arrival at Craycroft River found a note on west bank of river stating—"Tucker in box on the other side of river; good crossing lower down the river." We did not require much provisions, as we had brought some with us in case of accident. This note was signed "T. Normoyle." On crossing river we found very little "tucker," and no one in charge, and no further message. Stayed all day the following day in hopes of some one turning up, as I came to the conclusion that whoever had been engaged in burning off the Huon Plains had gone down to the Picton River for provisions. We all felt disappointed, the men at the want of tobacco, myself the want of a messenger to report our arrival at the Craycroft River, as I could not possibly spare one of my own party for that purpose. I have since learned that men had been stationed there for over a month.

On Tuesday, 11th October, left a large notice on box at Craycroft camp, stating that we had arrived all safe, and to forward the news, if possible, to Hobart; then we returned to complete cutting and staking out Track from where we had left off on the previous Saturday. The next day, Wednesday, the 12th, just as M^r Partlan and I were preparing some tea for a late dinner, 4 p.m., after being engaged on Track, Mr. Counsel and party arrived, as I afterwards learned, from Lake Pedder. One of my party, Thomas Hoare, met them near our staked line while returning along it to bring forward tent and bacon left at No. 16 camp on the previous Saturday. Mr. Counsel then told me of the anxiety existing about us, left with us what provisions he did not need, and on the following morning at 6 a.m. bade us good-bye to take to Hobart the intelligence of our safe arrival at the Craycroft River, and the near completion of the Track. On the following Saturday, 15th, we staked Track across Razor Back to Craycroft River. Over this ridge we staked out a fair gradient both up and down, finishing our long and arduous task at 3 p.m. of the same day. We had our last camp, No. 18, at the last big creek, 3 miles north of Razor Back and 5 miles from the Craycroft. Razor Back has an elevation of 425 feet above No. 18 camp, and 675 feet above crossing-place at Craycroft River. There are sidelings on each side of Razor Back, $\frac{2}{3}$ of a mile long on west side, and one mile on east side, in a direct line on both sides. Took bearings from pinnacle on Razor Back to Mount Giblin, Arthur Range, and Mount Picton. Brought camp forward to Craycroft, Sunday, and the next day started for Hobart. Near Dawson's steps, on the Craycroft track to Victoria, Huon, met a party to assist us down with tents, kindly sent for that purpose by Mr. Counsel. That evening, at 4 p.m. arrived at Blake's Opening, 13 miles from the Craycroft River.

My work was practically over on my arrival at the Craycroft River—(*vide* Instructions); but on finding out that that portion of the old track, looked out and surveyed over 30 years ago, between the Craycroft and Blake's Opening, was quite impracticable for pack-horses, I, according to advice received, made some memoranda, which I respectfully submit. The track between the Craycroft and Blake's Opening has been taken over very steep spurs, evidently with the purpose of taking advantage of open button-rush ridges with which some of these spurs are crowned. The only way to improve the gradients of this track is to work round the spurs nearer the Huon River than the present Track has been taken. It will, of course, be heavily timbered. Unless this is done the Track from the Gordon River to the Craycroft will be of no use for pack-horses when made, as they could not come with any degree of safety from the Craycroft to Blake's Opening,—a distance of 12 miles. At present horses pack only to the Picton River—6 miles nearer Victoria than Blake's Opening; up to this, however, the Track is very fair. The following comparative heights will give some idea of the steepness of the spurs referred to:—In the first 2 miles from Craycroft there is a rise of 1000 feet, or 1800 feet above high water; $3\frac{1}{4}$ miles on, 900 feet above sea level; $4\frac{1}{2}$ miles, 1600 feet; $5\frac{1}{2}$ miles, 750 feet; $6\frac{1}{2}$ miles, 1100 feet; $7\frac{1}{2}$ miles, Harrison's Creek, 650 feet; $8\frac{1}{2}$ miles, 1300 feet; Blake's Opening, $11\frac{1}{2}$ miles, 450 feet; Blake's Opening, at Huon River, 12 miles, 350 feet. These figures will at once show the rapid rise and fall there is in this part of the Track between the Craycroft and Victoria. The rest of the distance is very fair.

Continuing our journey to Hobart, we left Blake's Opening on the next day, Tuesday, 18th, crossed the Picton River on the same day, and got within 6 miles of Victoria, Huon. Wednesday, 19th, got in to Victoria in time for coach, and arrived all safe in Hobart, at 3.30 p.m. the same day.

Before closing this part of my report I wish to thank the Government for the interest they took in the safety of my companions and self during a trying undertaking in bad weather. I also wish to record my thanks to Mr. Counsel for his energetic action in carrying out the object of the Government, though I regret having given so much, as it subsequently proved, unnecessary trouble. My late chief, Mr. Sprent, is due for a large share of my gratitude for so effectually quieting the public mind with regard to our safety and the supply of provisions that we started with. Mr. Purdy, too, at Macquarie Harbour, was very kind to me, and though unwell himself, found ways of obtaining me all the assistance I required. Last, but not least, come the companions of this undertaking. M^r Partlan readily furnished me with all the information at his command, and did his work well and faithfully, as did Thomas Hoare,—bearing all weathers without murmuring in the least. The distance walked by us cannot be estimated, as some of the ground, while bringing our things forward in the first instance, was travelled 10 times over by all hands, and as the stores decreased the number of times of travelling the ground lessened correspondingly. The total distance staked, cut, and marked from the Gordon River to the Craycroft River is 79 miles, according to my diary; but as there is no way of judging distances except by walking with a watch, it is invariably over-estimated. This distance by chart scales no more in a straight line than 65 miles; and as my route is pretty direct I would suggest that we take the mean of the two distances,—which makes it 72 miles from the Gordon to the Craycroft; from Craycroft to Picton, 18 miles; from Picton to Victoria, Huon, 24 miles: making a total of 114 miles from the Gordon River to Victoria. On the whole route from the Gordon to Craycroft there are not more than 12 miles of scrub to go through, excepting the small creeks on the plains; this is all cut out sufficiently well to allow of a man carrying his knapsack through. This leaves 62 miles of open country, again excepting the creeks, which have always a little scrub about them, and which would be very much improved by burning, as in some parts the button-rush is breast high and very fatiguing to walk through. Whenever we could get a fine day we burned what we could, and the benefit to us was incalculable, rendering the

travelling comparatively easy. Taking the distance into consideration it is the best line of country I have ever seen, in the unsettled part of the Colony, for making either a pack-horse track or rough road. Bridges will of course be needed over the bad rivers and creeks; for this purpose there is abundance of timber always handy. There is an unlimited supply of quartzite gravel throughout nearly the whole distance. The gradients, as they are now, are staked out for a pack-horse track, and in no instance are they too steep for that purpose if properly cut out.

Geological Formations.

Having submitted the specimens I brought with me from this unknown country to Mr. R. M. Johnston, I shall endeavour to give an idea of the different formations as I came upon them. Near the mouth of the Gordon River the formation is sandstone, of a soft variety, though some of it is met with indurated. Fifteen miles up the Gordon is a grand cliff, nearly 100 feet high, of what is now termed Gordon limestone. Above this cliff, on the flats near the river, fine gold has been obtained, but not in paying quantities. Twenty-one miles up the river it is all sandstone and quartz until the Sprent River is reached. Here we have the hard clay slate, (argillaceous schists), micaceous slates, with small veins of quartz traversing it in all directions. This seems a favourable spot to prospect, and would probably repay a little trouble. On the open ground on east side of the Sprent River the formation is all quartzite, traversed by occasional bands of micaceous slates and schists of various kinds. This continues for 15 miles from Gordon River, when an outcrop is met with of what I took to be granite, but which Mr. Johnston says is gneissous rock. This shows up for nearly six miles in a direct line in different places. The prevailing character of the country does not change from quartzite until the Craycroft River is crossed, except where bands of slates crop up through this formation.

I have the honor to be,

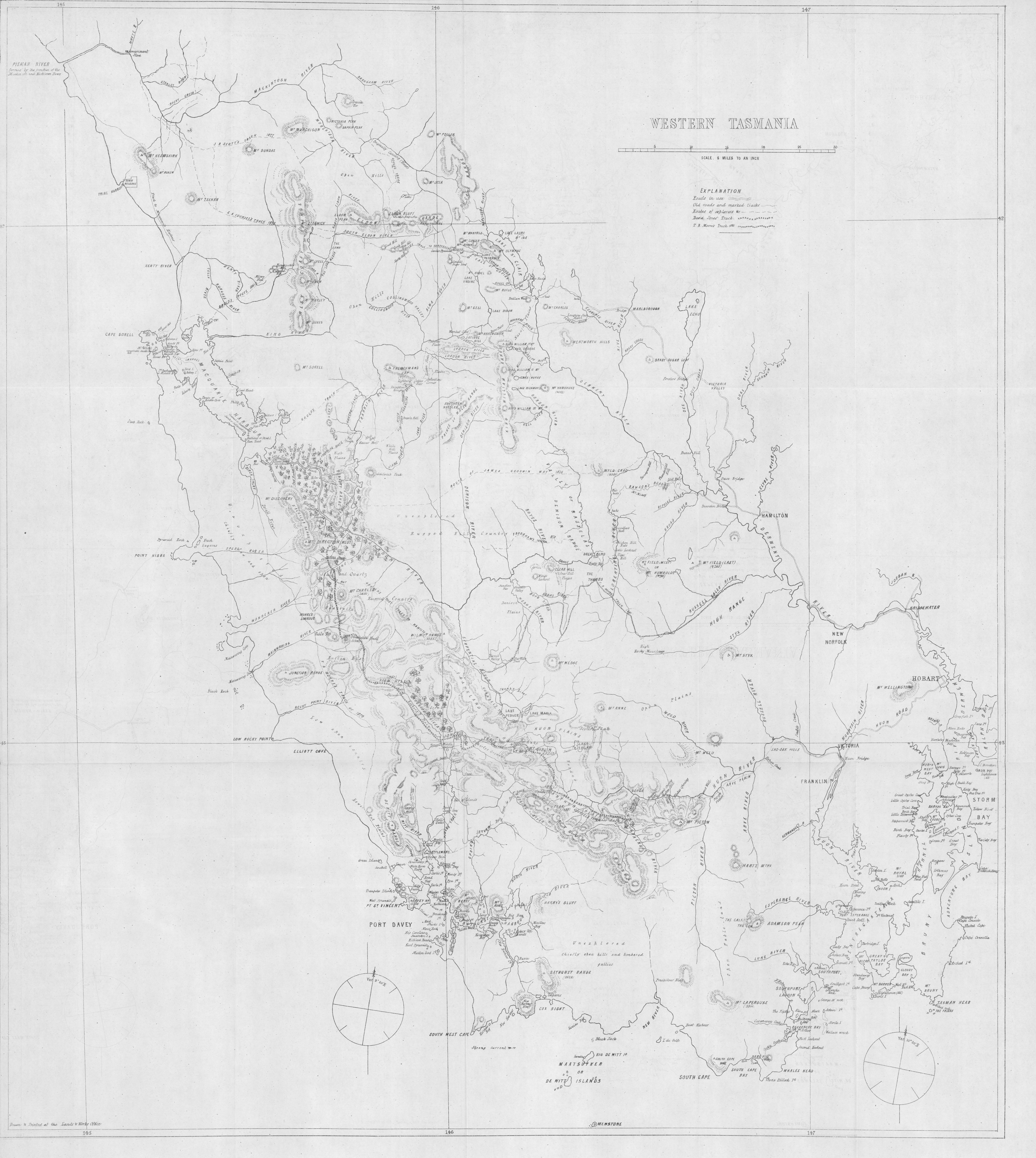
Sir,

Your most obedient Servant,

DAVID JONES, *Surveyor.*

To the Hon. the Minister of Lands.





WESTERN TASMANIA

SCALE: 5 MILES TO AN INCH

EXPLANATION

- Route in use
- Old roads and marked tracks
- Routes of explorers &c.
- Dashed lines: Track
- T.B. Meares Track

COPY OF INSTRUCTIONS TO MR. SURVEYOR COUNSEL.

Lands and Works Office, Hobart, 6th September, 1881.

MEMORANDUM.

As Mr. Surveyor Jones and party are out to the westward exploring for a track, under the instructions of the Government, considerably over the time I was led to believe would be necessary to push through from Macquarie Harbour to the River Huon at the Craycroft River, where a depôt of provisions has been established, and as in a letter dated from Macquarie Harbour the 11th July last, Mr. Jones stated that he was ready for a start, and anticipated it would take him six weeks, which time expired on the 25th August last, I am somewhat anxious as to their welfare. Mr. Surveyor Counsel will be good enough to organise a party at once and proceed *viâ* Victoria and the Craycroft River, with a view of finding some trace of the party, consisting of Mr. Jones, Mr. M'Partlan, and man. Mr. Counsel will be allowed two guineas per diem, and be found in men and provisions, and will lose no time in making a start. He is authorised to make such arrangements on behalf of the Government as he may deem necessary to accomplish the object of these instructions.

C. O'REILLY, *Minister of Lands and Works.*E. A. COUNSEL, *Esq., Hobart.**5, Davey-street, Hobart, 18th October, 1881.*

SIR,

I HAVE the honor to submit the following report of my trip westward from Victoria in search of Mr. Surveyor Jones's Track party. I received your instructions on the 7th ultimo, but was unable to make a start the same day, being busily occupied the whole of the time in getting up and fitting out a party for the expedition. A start was effected, and we reached Victoria, Huon, on the following day. From this point other arrangements had to be made for getting supplies (enough to last six men six weeks) along, and it was only after trying several persons that I succeeded in getting Mr. Thomas Walton to cart them on to Dixon's Creek, some seven miles on the way. The party, consisting of Thomas Normoyle, Patrick Burns, John Lonigan, and Thomas Ginn, left Victoria on the 9th. Normoyle and Lonigan went on in advance to the Picton River, in case the track party was there waiting to cross the river. Burns and I left the cart about a mile from Victoria and went on to try and engage some one to pack the supplies on from Dixon's Creek to the Picton River immediately, as the road was impracticable for a cart beyond the creek, although now opened out to the She-oak Hills Station, about two and a-half miles further on. After we had walked about a quarter of a mile Burns stayed behind, in anything but a straightforward manner, and without letting me know his intentions of giving up the journey. I afterwards learned privately from Mr. Walton that Burns had "jibbed" because of a sore ankle. I was fortunate in securing Henry Woolley and John Smith, residents of the Upper Huon, to undertake the packing, and Samuel Smith to take Burns' place. On the morning of the 10th we made a fair start, and reached the Arve River (about 18 miles from Victoria) by one o'clock, and "slung the billy" for lunch. The Arve River, a tributary of the Huon, is about 45 feet wide, with a rock bottom, and fordable, except in flood time. After about three quarter of an hour's rest we crossed the river near its junction with the Huon, and pushed on across the Arve Plain for the Picton, which we reached by dark, with all the supplies and equipments, except about 80 lbs. that John Fletcher brought on subsequently. We were all glad to halt for the night, as rain came on heavily at about two o'clock p.m. and continued for the remainder of the afternoon, giving all hands a thorough soaking, but not damaging any of the provisions. The Arve Plain is about four miles in length by half a mile in width, and runs along the Huon River on the southern side. It is open, button-grass, poor country, with occasional clumps of large trees and patches of scrub. The Picton Forest commences at the south-western end of the Arve Plains, and thence the track runs through heavy sassafras, myrtle, dogwood, musk, and tea-tree patches of country to the Picton River crossing, situate about 25 miles from the Huon Bridge at Victoria, and about two chains from the junction of said river with the Huon.

The whole of the country from Victoria to the Picton is of a sandy gravelly description, with the exception of the last three miles, where the land is rather better, but still of an inferior quality; though I believe there is a large extent of first class land some distance up the Arve River. On my arrival at the Picton I found that Normoyle and Lonigan had reached that place safely the previous evening, had crossed the river and walked some distance along the track, but could discover no fresh marks of travellers. At this stage Normoyle complained of feeling unwell, and seemed anxious to return, so I accordingly discharged him, and he went back with Woolley and Smith the following morning. Fortune still favoured me in the shape of keeping up the strength of the party, as John Smith was willing to fill up the vacancy caused by Normoyle's defection. John Lonigan, Samuel Smith, John Smith, Thomas Ginn, and John Fletcher now formed the party,--Fletcher

having been engaged to go on a few stages until some of the provisions would be left behind, as I could plainly see that it would be economy to keep a strong party, so long as the country was at all favourable for travelling, with the amount of supplies on hand. The Picton River at the crossing-place is about 100 feet wide, carrying a heavy force of water in flood time. I have no doubt it is often shallow in summer, but it is a dangerous river during the winter months, and rises very rapidly. The banks are tolerably good, and there is some good timber in the locality for bridge making. The highest flood marks that I observed were about 15 feet above the ordinary winter level. There is a small punt, built out of hardwood boards by a Mr. Hill (one of a party engaged some time since to reopen the old Track from the She-oak Hills Station to the Craycroft River), placed on the Picton for present crossing. This punt is dangerous, unless handled carefully by an experienced boatman, when it will carry only three persons across the river unless at great risk. As Ginn appeared to manage the boat very well, I stationed him, with six weeks' provisions, at the Picton, to be always in readiness to cross any persons from either side, and instructed him not to be absent for more than one night till further orders, and then only in case his provisions were reduced to a week's supply, when he was to go to Victoria for a fresh instalment and return the following day. I have since learned that Ginn failed to carry out my instructions, hence the necessity for your sending Fletcher to the Picton. A building, containing two rooms and a skillion with a verandah in front, substantially constructed many years since, is still standing on the eastern bank of the river, and, although somewhat the worse for wear, has been and is still very useful to "piners" and persons exploring that part of the country.

From the 10th to the 21st all hands were kept constantly going, bringing provisions, &c. on to the Craycroft River, progress being much retarded by wet weather,—although never stopped. On the 15th I managed to get some good fires in the locality of the Craycroft. The travelling from the Picton to "Blake's Opening" (about six miles) is tolerably good, being much improved by the late Track party. The Track runs close to the River Huon, through a dogwood, myrtle, and sassafras forest, with an occasional pine, nearly all that distance. "Blake's Opening," immediately on the southern side of the Huon, is about 800 acres in extent, and consists of open quartz gravel rises, with a number of quartz crystals showing on the surface. After leaving the Opening, several small streams (and in some of them the black slate bottom is exposed) and rises are crossed for the next three miles, when the place where the old Government Stores Camp was established is reached. From this point to the Craycroft the Track is unnecessarily hilly, very steep, and longer than it should be, so far as one can judge from travelling along it, keeping as it does much too high up on the spurs of Mount Picton. From the Stores Camp the Track ascends a hill for about a mile, and thence drops rapidly for about the same distance into Harrison's Creek, through heavy forest and scrub lands of an inferior quality. "Harrison's Opening" is now met with, and a sharp pull up from the creek is the first experience to be encountered. I would estimate the extent of Harrison's Opening at about 700 acres; it is covered with button-grass, and in places a little light scrub. From the Opening the Track winds round another hill for about half a mile, and thence falls at a steep gradient for a similar distance to the bottom of Dawson's Steps, where a sharp ascent commences, the gradient being in many places one in four for the next forty chains. A more gradual rise is then followed for about a mile, and from that point the fall in many places during the next half mile is one in four or five going into "Grindstone Creek," where a sharp rise occurs as steep as any portion of the Track, for about three-quarters of a mile, when the top of a long ridge is gained; thence the Track runs along this ridge for about a mile, and from there down a leading spur for about four miles to the Craycroft River. The country from Harrison's Opening to the Craycroft is open and scrubby alternately, and of an inferior description. A pretty heavy fall of snow set in on the 21st, and it continued at intervals until the following night, when rain came down heavily again, and on the morning of the 23rd the river was very high. During this bout of very bad weather the men were employed felling trees across the river, and cutting tracks to them. There were a number of trees thrown across the stream, but only two withstood the force of the current. The width of the Craycroft at the crossing (about $4\frac{1}{2}$ miles from where it joins the Huon River) is about 100 feet, and judiciously selected for a fording-place, as the bottom is stony and fairly level, but not suitable for bridging. There is, however, a passably good site for a bridge about ten chains lower down, where the banks are firmer and higher, and the width of the stream not more than about 60 feet. The highest flood marks I could find were about five feet above winter level, at which height the water escapes and flows into the low country on the south-western side. We made a very early start on the 24th from the Craycroft, (where a depôt of provisions had been established for the return journey), crossed "Razor Back Ridge," and made about eight miles along the Arthur Plain before camping for the night. This day proved no exception to the prevailing weather, being the seventh wet one without a break. On the 25th I went on to the saddle which divides the Port Davey and Huon River watersheds, near the north-western end of the Arthur Range. After making two fires on the saddle, I continued on to the top of a high hill between the Arthur and Frankland Ranges, made two large fires, and remained there some time, but could distinguish no sign of the Track party, although I could see several miles in the direction of "Doherty's Ground."

On the 26th we made another stage, and as the day was very fine managed to burn some country in the direction of the Huon Plains, and camped near Bare Hill (shown on plan) after a six miles tramp. The 27th was a very wet day, but still supplies were being carried along.

On the 28th I went out signalling, and sighted Lakes Pedder and Edgar. Some provisions were securely left at this stage. On the 29th the country all around was enveloped in a thick fog, and consequently much difficulty was experienced in finding the way across the open country till about half-past nine o'clock, by which time the fog began to clear away and the sun came out bright and strong, enabling us to leave a good smoke in our trail. The last camp was situated about five miles south-westerly from Lake Edgar, whence the Huon River takes its rise, at, I believe, about 1000 feet above the sea level, and 60 miles from tidal part above Victoria. The waters divide between Lakes Edgar and Pedder (a distance of about 10 miles), that from Edgar flowing easterly, and that from Pedder westerly into the Gordon River. Lake Pedder was reached late in the afternoon of the 29th, after a fair day's journey of about eight miles over button-grass plains nearly all the way. The following day was spent in carrying on supplies and burning the country about Lake Pedder, which country, like that about Edgar, is open and barren.

Lake Pedder is a fine sheet of water, being about three miles long by two and a quarter wide, and comes nearly up to the foot of a high and rugged portion of the Frankland Range. The eastern shore of the lake is sandy and very smooth, while the southern is gravelly, and indicates the geological formation of the Frankland Range to be composed of red sandstone, grey granite, blue slate, and white quartz, with an occasional specimen of bright crystal.

On the 1st of October we struck camp, started in the direction of the Wilmot Range, and did about eight miles of bad travelling, having had to cut our way through several belts of thick bauera and tea-tree scrub. It was during that day that our smoke (the heaviest I remember to have seen for many years) was first observed by Mr. Jones' party from the opposite side of the Frankland Range. Thousands of acres of country were blackened in the locality of Lake Pedder from that day's fires. As much of the country ahead appeared to be covered with button-grass and tea-tree, we anticipated a good fire next day; but were disappointed, as the rain came on soon after dark, and continued for two days and two nights, accompanied by a high wind the greater portion of the time.

As my supplies were by that time considerably reduced, I decided to send Fletcher and John Smith back, so that S. Smith, Lonigan, and I could carry on the search for another month if required, being perfectly satisfied that those returning would have no difficulty in finding the way back to the Craycroft, as we had sufficiently marked the track with stakes, &c. where fires were impracticable.

On the 2nd the back supplies were brought up; and on the 3rd Fletcher and Smith left for Victoria, and the reduced party for the end of the Frankland Plains, in the opposite direction. We travelled the greater portion of the day through water, button-grass, and low tea-tree scrub. We only made about four miles,—having made two trips, to avoid wading through the swamp the following day, for the remainder of the provisions.

On the 4th we made a start for the Wilmot, and nearly succeeded in reaching the foot of it by sunset.

After examining the spurs of the Wilmot Range on the previous day, I determined on climbing the Frankland on the 6th, and accomplished the task of getting up to the Trigonometrical Station by noon. From that point I had a splendid view of the surrounding country, and saw fire-marks in three distinct places in the Hardwood River Valley, some eight miles distant. I concluded that the marks were from fires lit by the Track party, being in the locality in which I anticipated Mr. Jones had travelled, as expressed in my previous communication.

I looked for some time for further tidings in continuation of the fire-marks, and then began to light fires, and walk along the range. After I had gone about five miles, I saw a volume of smoke rising in a conical form towards the S. E. end of the range, about 12 miles off, in the locality I had passed through on the 29th ult. The smoke was a very welcome sight; and I thereupon resolved to retrace my steps, and abandon my previous intention (as intimated) of heading the Frankland Range and returning to the Craycroft by way of the Hardwood River,—feeling convinced that it was caused either by Mr. Jones's party or by a special messenger despatched to recall me. The greater portion of the 7th was spent in looking out from a high hill between the end of the Frankland and the Serpentine River, and in making more fires. No smoke was, however, visible except our own. I then thought it advisable to commence the return journey, with all the provisions: as, in the event of the smoke turning out to be from prospectors' fires, we would then be able to go in from the Huon Plains westerly, and examine the country in the locality of Doherty's Ground, on the south-western side of the Frankland Range.

The return journey was commenced from last camp, near the end of the Wilmot Range, and about a hundred miles from Victoria, on the 8th, and Lake Pedder was reached on the 11th. We found the travelling much improved along the Frankland Plains by our recent fires. The lower portion of this plain is very wet, there being very little fall between the range and the Serpentine River, which river rises from Lake Pedder and flows north-westerly into the Gordon River about 20 miles above Pyramid Island.

At about 10 o'clock A.M. on the 12th we came on to Mr. Jones's track marks, and shortly afterwards one of his tents, pitched in some timber on the Huon Plains, only a few yards from where I had made a signal fire on the 29th ultimo. About noon we met Thomas Hoare, of Mr. Jones's party, who came on with us to the Track party's main camp, about twelve miles beyond the Craycroft River, where we were glad to meet the party in good health and spirits. I left the greater portion of my provisions with Mr. Jones, who appeared anxious to complete marking the track line from the Gordon to the Craycroft River. I was glad to learn from Thomas Hoare that the Track party had hit upon my depôt in the vicinity of Lake Edgar, as Mr. Jones's supply of provisions was about exhausted.

As Mr. Jones has since reached Hobart I shall not refer to his track, beyond remarking that the portion of it that I saw was very plainly marked.

On the 13th we started for Victoria, where we put in an appearance on the following day before dark, after making about 60 miles, as we travelled during the two days, and I immediately telegraphed the result of my journey to you. Throughout the expedition the party under my charge worked well and energetically after leaving the Picton.

Viewing the country passed over by me from a geological standpoint, portions of it are worth the attention of prospectors. I may instance the Arve Plains, where some tolerably good-looking quartz is met with; and again at Blake's Opening the quartz indications are favourable; and almost immediately beyond the Opening a slate bottom is visible in the bed of a small stream. A similar remark applies to Grindstone Creek.

From the Craycroft River to the Wilmot Range a striking similarity prevails in the structure of the country, being composed of sandstone, granite, quartz, and quartzite, with slate in places.

I have sketched the route traversed by me on the accompanying plan, and also some matters of detail (with additional names) as regards the features of the country, for the information of your department.

Having in view the number of prospectors and other persons that will in all probability be exploring the western portion of the Colony from Victoria during the approaching summer, I would suggest to you the desirability of removing the small punt from, and erecting a wire rope across, the Picton River, as a precautionary measure against future accidents.

As I have been informed that a deputation recently waited on the Government and urged the cutting of a track westerly from Victoria towards Mount Anne, I would also suggest the desirability of such a work being effected in order to facilitate the prospecting of the country north of the Huon River. At the same time I am firmly of opinion that the most suitable line for the main track from Victoria to the Gordon is on the southern side of the Huon River. I met no obstacle of note along my route until nearing the bottom of the Frankland Plain, where it became very boggy and impracticable between the Frankland and Wilmot Ranges. I believe the Huon Plains, north west of Lake Edgar, and the low lying land north east of Lake Pedder, are of a boggy nature.

In conclusion, I beg to apologise for the length of this report, which seemed necessary from the nature of the duty upon which I have been engaged.

I have, &c.

E. A. COUNSEL, *District Surveyor.*

The Hon. the Minister of Lands and Works, Hobart.