

(No. 47.)



1901.

PARLIAMENT OF TASMANIA.

DEPARTMENT OF LANDS AND SURVEYS:

REPORT OF THE SURVEYOR-GENERAL AND SECRETARY
FOR LANDS, 1900-1901.

Presented to both Houses of Parliament by His Excellency's Command.

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TASMANIA.

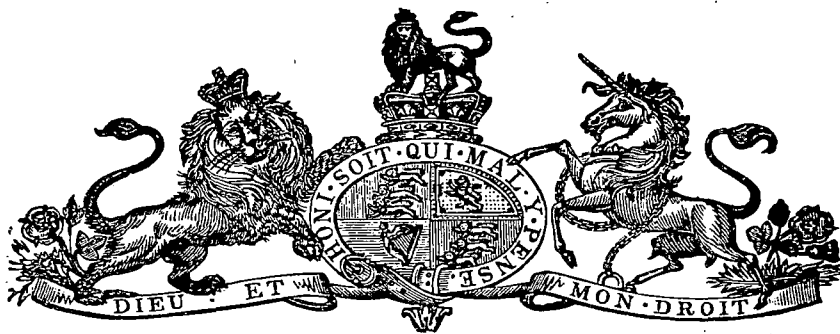
R E P O R T

OF THE

SURVEYOR-GENERAL AND SECRETARY
FOR LANDS

FOR

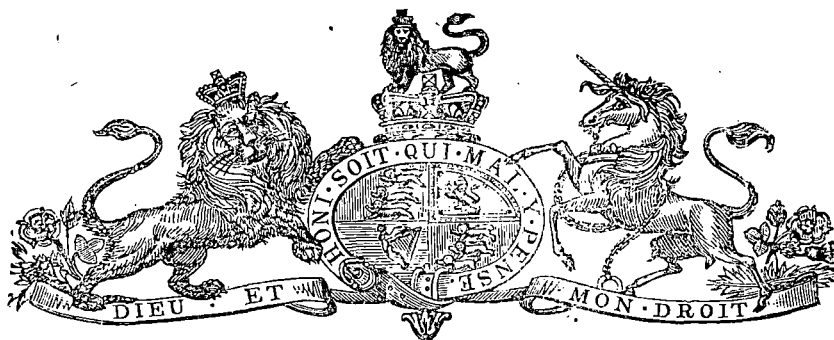
1900-1901.



Tasmania:

JOHN VAIL, GOVERNMENT PRINTER, HOBART.

1901.



DEPARTMENT OF LANDS AND SURVEYS.

*Surveyor-General's Office,
Hobart, 29th July, 1901.*

SIR,

I HAVE the honour to make the following Report on the working of the Department of Lands and Surveys for the twelve months ending 30th June, 1901 :—

REVENUE.

1. The sum total of territorial revenue collected by the Department of Lands and Surveys during the year ending 31st December, 1900, was £55,804, and the sum total collected during the year ending 31st December, 1899, was £55,860; thus showing a difference of only £56 in the periods under review. The estimate of revenue anticipated by me in June, 1900, was £55,027, being a difference of only £777 between the forecast and the sum actually received. The revenue collected during the half-year ending 30th June, 1901, is £28,457, and the revenue collected during the corresponding period of 1900 was £25,463, being an increase of £2994. The details from which the sums quoted are made up are set out in Appendix A., Return No. 1.

2. Following the large increase in revenue which has been obtained during the last few years, the figures recorded in the preceding paragraph are highly satisfactory.

PROGRESS OF SETTLEMENT.

3. The general progress of settlement which has taken place on the Crown Estate, under the various provisions of "The Crown Lands Act, 1890," and the several Acts amending the same, is most encouraging, and bears the best possible testimony in favour of the Land Laws which have been introduced, and the policy of compulsory improvements adopted by the department during recent years.

4. The number of agricultural selections purchased under "The Crown Lands Act, 1890," is 432, comprising an area of 32,010 acres, as compared with 373 lots, comprising an area of 23,803 acres, selected during the twelve months ending 30th June, 1900, being an increase of 59 lots, and 8207 acres. There is also a substantial increase in the small selections made under the "three years free" system provided for in the Crown Lands Amendment Acts, 1893 and 1894—"Working men's Blocks"—the figures being 243 lots, comprising 9108 acres, as compared with 195 lots, comprising 7722 acres, during the preceding twelve months. The number of lots of second class lands sold under "The Crown Lands Amendment Act, 1895," is 78, comprising 7067 acres, as compared with 75 lots, comprising 6685 acres, during the previous twelve months. There the increase is unimportant. The grand total of lots purchased during the twelve months ending 30th June is 763, embracing a total area of 49,699 acres, as compared with 643 lots, embracing a total area of 38,211 acres disposed of during the preceding twelve months, thus showing a total increase of 120 lots, and 11,488 acres, which, in the words of my last year's Report, "is the greatest that has taken place during the last ten years," and the largest area sold during that period—*vide* Return No. 2, Appendix A.

5. It is very gratifying to find that notwithstanding the "three years free system," and the reduced upsets of 10s. and 5s. at which second and third class lands are offered at auction, still the greatest increase in the number of lots and the area sold is credited to ordinary selection under the 31st Section of "The Crown Lands Act, 1890," at £1 per acre.

6. The area of "Country Lands" sold during the year 1900, as set forth in Return 5, Appendix A, was 39,435 acres, which realised a total sum of £48,960, or an average price of £1 4s. 9 $\frac{3}{4}$ d. per acre, whilst the sum realised from the sale of 32,050 acres during the year 1899 was

£40,815, being an average price per acre of £1 5s. 5½d. The slight reduction in the price per acre is due to the area of second and third class lands which have been sold at reduced prices, as provided for in The Crown Lands Amendment Acts.

7. The rich agricultural lands in the fine County of Devon have again commanded considerable attention during the year. Probably this is to some extent accounted for by anticipation of the early construction of the Railton-Wilmot Railway, for which a sum of money was voted by Parliament during last Session. The working surveys of the first sections of the line are, I believe, completed. As the land in question cannot be held in a state of nature, but must be steadily improved year by year, it is not likely to be largely taken up for speculative purposes to the detriment of the district.

8. The following Returns supply particulars of applications received during the twelve months ending 30th June, 1901, for purchase under the different Acts and in the various countries:—

RETURN of Applications for First Class Lands under 31st Section of the Crown Lands Act, 1890, and the Crown Lands Amendment Acts, 1893 and 1894, from the 30th June, 1900, to the 30th June, 1901.

	CROWN LANDS ACT, 1890 (31ST SECTION).					CROWN LANDS AMENDMENT ACTS, 1893 AND 1894.				
	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Amount of Survey Fee paid by Applicants.	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Amount of Survey Fee paid by Applicants.
					£ s. d.					£ s. d.
Buckingham	56	2408	32	1072	150 15 0	52	1584	30	905	140 0 0
Cornwall	19	750	12	335	54 15 0	6	245	3	150	18 15 0
Cumberland	11	479	5	179	26 15 0	3	91	2	41	8 0 0
Devon	223	24,698	93	9248	832 10 0	66	3045	30	1233	165 0 0
Dorset	55	3621	40	2436	273 15 0	30	1210	22	845	117 5 0
Glamorgan	2	65	1	15	4 0 0	1	50	Nil	Nil	Nil
Kent	17	859	10	463	58 5 0	18	673	9	332	49 10 0
Lincoln	1	25	1	25	4 0 0	3	75	2	50	8 0 0
Monmouth	7	334	7	334	41 0 0	3	75	Nil	Nil	Nil
Pembroke	18	629	11	389	55 5 0	17	590	7	250	34 15 0
Somerset	2	160	2	40	8 0 0	1	50	1	50	6 5 0
Wellington	104	10,052	46	4418	434 0 0	87	3593	49	2059	274 15 0
Flinders	5	214	5	214	31 10 0	2	30	1	15	4 0 0
King Island	247	52,050	178	36,845	3545 15 0	10	400	7	275	37 0 0
Westmorland	10	705	6	327	42 10 0	3	90	1	25	4 0 0
TOTAL	777	97,049	449	56,340	5562 15 0	302	11,801	164	6230	867 5 0

RETURN of Applications for Second Class Lands, under Section 4 Crown Lands Amendment Act, 1895, from 30th June, 1900, to 30th June, 1901.

	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Amount of Survey Fee paid
		Acres.		Acres.	£ s. d.
Buckingham	18	977	8	440	54 15 0
Cornwall	1	120	Nil	Nil	Nil
Cumberland	8	987	3	350	31 5 0
Devon	38	2880	11	726	87 10 0
Dorset	48	5772	32	3985	329 15 0
Glamorgan	2	357	1	50	6 5 0
Kent	5	251	3	170	23 10 0
Lincoln	1	30	Nil	Nil	Nil
Monmouth	4	180	1	50	6 5 0
Pembroke	11	1195	4	425	39 0 0
Somerset	Nil	Nil	Nil	Nil	Nil
Wellington	20	1766	9	898	87 10 0
Westmorland	32	2636	9	570	66 15 0
Flinders	1	200	1	200	14 0 0
King Island	1	150	Nil	Nil	Nil
TOTAL	190	17,501	82	7864	746 10 0

RETURN of Applications for Third Class Lands under Section 5, Crown Lands Amendment Act, 1900, from date of Act (20th November, 1900), to 30th June, 1901.

	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Amount of Survey Fee paid.		
					Acres.	£	s.	d.
Buckingham	16	2692	10	1582	129	15	0
Cornwall	2	310	Nil	Nil			
Cumberland	9	1182	6	922	78	5	0
Devon	7	717	2	210	23	10	0
Dorset	16	2451	8	1340	103	10	0
Glamorgan	2	218	1	150	12	10	0
Kent	1	100	Nil	Nil			
Lincoln	Nil	Nil	Nil	Nil			
Monmouth	3	260	2	200	22	0	0
Pembroke	8	1550	5	970	69	0	0
Somerset	3	809	Nil	Nil			
Wellington	1	320	Nil	Nil			
Westmorland.....	2	520	2	520	31	5	0
Flinders	1	60	Nil	Nil			
Total	71	11,189	36	5894	469	15	0

RETURN of Applications to purchase Crown Land within a Mining Area, under Section 49 of Crown Lands Act, 1890, and the Crown Lands Amendment Act, 1900, from 30th June, 1900, to 30th June, 1901.

	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Amount of Survey Fee paid.		
					Acres.	£	s.	d.
Buckingham.....	9	315	5	190	27	0	0
Devon	6	160	2	80	12	10	0
Dorset	59	2995	24	1128	146	5	0
Montagu	16	567	3	62	14	5	0
Monmouth.....	Nil	Nil	Nil	Nil			
Franklin	11	470	1	25	4	0	0
Russell.....	Nil	Nil	Nil	Nil			
Cornwall.....	2	45		25	4	0	0
Wellington	1	35		35	6	5	0
TOTAL.....	104	4587	37	1545	214	5	0

POSTPONED* INSTALMENTS.

9. It is a matter for congratulation to find that the amount of the purchase-money deferred, and the total area upon which postponements have been made at interest, under the system introduced in the Crown Lands Amendment Act, are becoming less year by year, ever since that most serviceable enactment came into operation, in 1894. The total sum deferred at interest during the twelve months ending 30th June last is £3802 16s. 3d., and the aggregate area upon which post-

ponement was made is 19,989 acres. The sum postponed during the preceding twelve months was £5863 12s. 6d., and the area of land affected was 29,386 acres. Particulars of the monthly transactions are recorded in the following Return:—

RETURN of Instalments postponed, showing Total Areas of Selections and Amounts of Purchase Money deferred in respect thereof, for the period of Twelve Months ending 30th June, 1901.

Month.	Area.			Amount of Purchase Money deferred.		
	A.	R.	P.	£	s.	d.
1900.						
July.....	2304	1	1	495	1	10
August.....	4030	2	30	927	11	2
September.....	2915	0	5	625	6	3
October.....	1069	0	28	188	11	2
November.....	1031	0	7	131	8	0
December.....	654	3	35	133	13	9
1901.						
January.....	920	1	28	77	1	9
February.....	1063	2	7	197	1	4
March.....	821	2	19	184	4	9
April.....	1347	1	2	233	12	5
May.....	808	3	0	116	19	3
June.....	3022	0	37	492	4	8
TOTAL.....	19,988	3	39	3802	16	3

Interest collected for 12 Months ending June, 1901, £229 17s. 4d.

SUBDIVISIONS.

10. Again I desire to point out that, side by side with the principle introduced for the postponement of instalments, legal provision was made for the subdivision of credit lands, where the holders thereof, under lax administration of the law, had fallen into a hopeless state of arrears with their instalments. The unsatisfactory condition of affairs into which matters had drifted prior to 1894, fully justified special legislation as the only means by which a Crown grant could be obtained for the area of the lots paid for. This provision saved a home for the indigent selector in hundreds of cases; but is such special legislation, which was devised to meet the exceptional conditions of selectors at the time it was introduced, any longer required? Is there now any reason for its retention, since the consistent policy adopted by the department for preventing the accumulation of arrears on credit lands is well known throughout the State? Be that as it may, it is abundantly obvious that the sooner the system of reinstatement and subdivisions is finally wiped out from our statutes the sooner will the administration of the department be placed on business lines. So long as the principle, or want of principle, remains by which these concessions are permitted, they will be brought into operation upon one pretext or another.

Period.	Subdivisions granted.			Subdivisions being dealt with.		
	No. of Lots.	Area granted.	Area reverted to Crown.*	No. of Lots.	Area to be granted.	Area to revert to the Crown.*
		Acres.	Acres.		Acres.	Acres.
Twelve months ending 30th June, 1898.....	38	2051	3611	16	676	1329
Ditto 30th June, 1899.....	24	1396	2574	21	844	1891
Ditto 30th June, 1900.....	16	595	977	18	952	1018
Ditto 30th June, 1901.....	16	616	806	16	1233	2609

* As the result of Subdivision.

ARREARS OF INSTALMENTS.

11. It is satisfactory to note that the arrears of land instalments are of a diminishing order. The following Return shows that the total arrears of instalments on Crown land purchased on 31st December, 1900, was £22,001, as compared with £26,883 on the 31st December, 1899. There is no estimating the enormous amount of extra work which has been thrown on the small staff of the

clerical branch of the department in reducing these arrears. In 1895 they represented £48,467, but it is gratifying to know that, by dint of steady application and persistent effort, the very large sum recorded has been reduced by no less a sum than £26,466 :—

Arrears of Instalments of Purchase Money for Crown Lands on 31st December, 1900.

	£22,001
	<u>£22,001</u>
	£
Postponement granted to the amount of	3802
Subdivisions arranged for and pending	1028
Leaving a balance unprovided for	17,171
	<u>£22,001</u>

FORFEITED LANDS.

12. The diminishing number of lots and the reduced area of country lands forfeited for non-payment of instalments during the year 1900 bears favourable comparison with the previous year's proceedings in that regard, the figures being 110 lots, comprising 7826 acres, and 157 lots, comprising 9081 respectively. The ensuing Return gives the number and area of the lots forfeited and the counties in which they are situated.

RETURN of Country Lands forfeited in 1900.

County.	No. of Lots.	Area.		
		A.	R.	P.
Buckingham	14	612	3	8
Cumberland	11	1111	2	31
Glamorgan	2	103	2	0
Kent	9	443	3	23
Pembroke	14	1085	3	18
Monmouth	1	49	3	9
Cornwall	8	368	3	3
Devon	22	1308	0	3
Dorset	11	824	3	33
Flinders	8	932	3	0
Westmorland	1	49	3	32
Wellington	4	667	3	18
Lincoln	1	50	0	0
Montagu	1	9	1	24
Somerset	3	207	0	0
TOTALS	110	7826	1	2

TOWN LANDS.

13. Returns Nos. 5 and 8, Appendix A., form records of the town allotments sold during the year 1900. It is instructive, as indicating the endeavours that are made to suit the requirements of the public in the sale of these lands, to observe that they extend to no fewer than 60 towns, scattered about in various parts of the State. Return No. 5 shows a grand total of 915 allotments sold during the year 1900, containing 840 acres, which realised £27,579, and that there were 777 allotments sold during the year 1900, containing 928 acres, upon which was realised a total sum of £29,521, being at the satisfactory rate of £31 16s. 2½d. per acre. Had the Crotty sale, which was advertised to take place in April last, not been withdrawn, consequent on the change of the Smelter site of the North Lyell Company, the revenue would have been increased by several thousands of pounds, and, possibly, the public would have been better satisfied.

PASTORAL LANDS.

14. In 1893 a special report was furnished to the Government from this Office. Serious attention was directed to the laxity that had prevailed for years in regard to pastoral lessees, and the consequent large arrears of rental then standing on the books of the department, the greater portion of which there was not the slightest prospect of ever being recovered, and, in addition, thousands and thousands of acres of Crown land were being run over continually without anything being paid to the State for the use of it. The total area of country lands held under lease at 31st December, 1893, was 651,903 acres, at an estimated annual rental of £6500, of which a large proportion, together with arrears from previous years, amounting to £3500, was outstanding.

15. The whole of the administration of the department was subjected to careful review under the new system, which was introduced at the time the Departments of Lands and Surveys were amalgamated in 1894, and special attention was devoted to placing the pastoral interests upon a sound footing. The result of the first year's efforts were, that the total area for which new leases were issued was 236,345 acres, or an increase of 500 per cent. on the operations for the previous year, and the revenue derived from the leases already in operation—for some of which only the half-year's rent is computed—was increased from £3038 to £4594.

16. It is a matter for congratulation to observe that a substantial annual improvement has taken place year by year under the extra departmental supervision exercised in regard to it, until the total area held under lease for pastoral purposes at 31st December, 1900, was 1,206,794 acres, at an annual rental of £6904, as compared with 651,908 acres, at £6500, in 1893, and 976,457 acres, at £6028, at 31st December, 1899. It will be seen that the area leased has nearly doubled in seven years, and on reference to Return No. 6, Appendix A, it will be seen that the rents collected have increased in nearly the same proportion.

17. It is noted that the receipts have not increased in proportion to the area leased; but that was not to be expected, and the discrepancy is fully accounted for by the inferior character of the bulk of the extra country dealt with, the rent for which, in the case of some hundreds of thousands of acres, is at the minimum of 5s. per 100, whereas the greater part of rentals during the year 1893, with which comparison is made, was not less than 20s. per 100 acres.

CLERICAL BRANCH.

18. The Chief Clerk reports as follows upon the principal work of the clerical branch of this department for the twelve months ending 30th June, 1901:—

Increase of Work.—The increase of work in this office during the last few years has been very marked, extending to all branches of duty, and I have already had the honour to report to you that further assistance is necessary to cope, within office hours, with the increased duties brought to this department by recent land legislation and the general extension of business

Correspondence.—The number of new subjects registered inwards is 5947, showing an increase over the previous twelve months of 569. These figures do not, however, include replies received upon subjects already entered, nor telegrams. The correspondence outwards has been exceedingly heavy; no less than 5738 letters and telegrams have been written, copied, and despatched, in addition to thousands of forms of unregistered matter, such as demands for instalments, rents, survey fees, and the issue of plans, &c.

Land Transfers.—Transactions in the nature of transfer of credit lands during the period under review have exceeded the previous twelve months' operations, being 594, as compared with 512 during the latter period.

Contracts, Leases, &c.—The number of contracts, in duplicate, prepared and forwarded is 1301, being 300 in excess of the twelve months ending 20th June, 1900; whilst the pastoral leases, numbering 285, also in duplicate, are 128 in excess of those prepared during the previous twelve months.

Occupation Licences, under the Crown Lands Act, for pastoral purposes total 339, being 161 more than recorded at this time last year.

Licences.—There has been a substantial increase, also, in the number of Timber Licences issued by the Bailiffs, and recorded in the Licence Register, as compared with the previous twelve months; the number issued was 3666, and for the corresponding period last year 2184, showing an increase of 1482. Under "The Residence Areas Act, 1900," which came into force on the 1st January last, 1800 licences have been issued by the Collectors, and duly recorded in this office.

Overtime.—The clerical staff of this branch has been working, literally, day and night, over many months past, in order to keep up with the work. The number of hours overtime worked by the clerks since January 1st last totals over 600, or an average of 25 hours per week in the aggregate, without any extra remuneration to officers.

STATE FORESTRY AND THE TIMBER INDUSTRY.

19. The superior quality and value of the Tasmanian hardwoods, notably the blue gum (*Eucalyptus globulus*) and stringybark (*Eucalyptus obliqua*), continues to be steadily recognised in the English and foreign markets, and will most assuredly command greater attention as its strength, durability, and worth for heavy constructive works, such as bridges, docks, breakwaters, railway sleepers, &c., become better known. The enormous growth and rich beds of timber within comparatively easy access to the shipping along the D'Entrecasteaux Channel, in the County of Kent, are probably unrivalled in any part of the world, and, yet, there has been hitherto a lack of the capital necessary for the solid and vigorous development of the industry upon a comprehensive scale.

20. The following extract is taken from a paper read by Mr. W. Heyn, at a meeting of the Royal Society, Hobart, on 29th of April last, on Tasmanian timbers:

Mr. Heyn is a timber expert of high standing, and came to this State for the purpose of selecting the best timber available to be utilised in the construction of the Dover Dock Works, England. His opinion, therefore, is entitled to the greatest respect. He said :—

“ You have in your forests in Tasmania a tree which combines the *desiderata* we require for our piling purposes—length, dimensions, solidity, and high specific gravity, and less liability to attack by the *terrida*, in numbers sufficient for our wants for many years to come, and in situation near enough to the sea to allow of its being loaded on ships without too heavy a transport cost. This timber is known to botanists as the *Eucalyptus Globulus*, and is commonly called Blue Gum, and for size, strength, and durability, it would be difficult, in my opinion, to find any wood superior to it. The enormous size and height to which these giants of the bush grow, enable us to hew out of them piles of 100 feet in length and 20 inches squared parallel from top to bottom ; to do this, however, we require a tree 15 to 80 feet in girth five feet from the ground, and about 150 feet to the first branch. We found trees of the length and dimensions in Norfolk Bay, and also at Port Esperance, where there are at present several hundred logs lying ready to be sent off in the ships now on their way to load them.”

Such observations as I have quoted from Mr. Heyn's paper bear convincing testimony to the economic value of Tasmanian hardwood timbers.

21. To any one used to the methodical system of forest conservation in vogue in Europe and other long-settled countries, the practice of all newly-settled countries must seem crude and wasteful. No country has started its history with methodical forest conservation, but all who desired to preserve natural timber resources have had to adopt stringent rules and regulations. Our past methods have arisen from the circumstances of our “struggling settlers,” but if we are to provide for the wants of posterity it is time that due heed be given to the warnings of the late Mr. Perrin, Mr. Heyn, and others, and that a commencement, at least, be made towards practical conservation.

22. Already the Huon Pine (*Dacrydium Franklinii*) is fast disappearing, and, inasmuch as the actual habitat of this most valuable of Tasmanian woods is confined to certain of the river valleys and damp gullies, where the young plants can be found in abundance, and where the land is of little use or required for any other purpose, a first step might be taken by proclaiming such areas absolutely closed from the timber-cutter for a number of years.

23. It may be reasonably assumed that the European Timber Corporations, when fairly established will engage the services of officers specially trained in forestry, and with large experience, such as Mr. Heyn, to watch over their interests in Tasmania, and from whose skilled knowledge and example the State may gain lessons of practical utility in the cultivation and management of one of the State's best assets.

24. There is now a gleam of hope that the large areas recently leased for sawmilling purposes will be transferred to strong European timber corporations, who are represented by their agents, sent out to arrange with the Government for the introduction of specially powerful sawmill plants, commensurate with the magnitude of the enterprise in view. A commencement has already been made with initial works by the “Tasmanian Timber Corporation,” at Port Esperance. Satisfactory intelligence is, also, almost daily anticipated from Mr. R. A. Robertson, who has been in Europe for some time, with the magnificent areas selected by the Messrs. Geeves (near Geeveston), in hand for flotation in London. There can be no doubt that the regrettable, tedious, and prolonged war in South Africa, which has temporarily knocked on the head a lucrative and promising market for Tasmanian timbers, has most injuriously affected the endeavours being made to induce European capitalists to vest their money in these enterprises.

25. It does not appear to be generally known that a very heavy and exceptionally vigorous growth of young timber springs up after the matured trees have been cut down or a fire has passed over a eucalyptus timber bed—it many cases twenty times as dense as the original. Nevertheless as soon as the sawmilling operations now in progress are fairly in operation, it will be essential to take into consideration the question of making stringent provision for the preservation and growth of the young timber upon such portions of the areas worked out as it appears desirable to set aside as permanent forest reserves.

26. The important question of tree-planting in the new forests of the West Coast, to which the District Surveyor, Mr. Wilson, specially refers in his report attached, is one that must force itself upon the authorities more and more every year. There is very little good timber on the West Coast, where so much is needed for mining. Even the supply of firewood is now very limited, and less than actual requirements in some localities. There must always be a heavy legitimate consumption of fuel and a great waste of firewood from unpreventable bush fires, which have their origin mainly on the easily-ignited button-rush flats or on the numerous mining camps where the brush and light woods have been deadened by the miners. The importance of the subject of tree-planting on the coast is therefore commended to the serious consideration of the Government in the especial interests of the mining community.

STATE NURSERIES.

27. The question of establishing a State Nursery for the production and propagation of young plants of soft woods now being imported into Tasmania to meet actual requirements, is one to which considerable thought has been given by those competent to form a reliable opinion upon the economic results that might be expected from a moderate expenditure in establishing such a nursery. The subject was brought prominently before the public in a very valuable paper read before the Royal Society of Tasmania, in August, 1899, by Leonard Rodway, Esq., L.D.S., Honorary Botanist to the Government.

It has been estimated that an experiment could be made for the initial expenditure of £250, and that the annual cost of maintenance need not exceed £200 per annum. A site has, I believe, been inspected and approved of by such experts as Messrs. Rodway, Abbott (Curator of the Royal Society Gardens), and H. J. Colborne, Agricultural Expert to the Government which site could, I understand, be leased with a right to purchase upon very easy terms.

SAWMILL AREAS.

28. The number of sawmilling leases in operation during the twelve months ending 30th June, 1901, is 45, covering an area of 34,551 acres, at an annual rental of £350 10s., and the royalty paid on the timber cut is £113 7s. 5d. The number of applications received and dealt with form the subject of a separate return, which follows:—

RETURN of Applications for Sawmill Areas, also Areas upon which Survey Fee has been paid during the twelve months ending 30th June, 1901.

County.	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Amount of Survey Fees paid.
		Acres.		Acres.	£ s. d.
Buckingham	8	1225	5	1239	59 10 0
Cornwall	1	300	Nil	Nil	Nil
Devon	2	814	1	350	14 0 0
Dorset	4	900	Nil	Nil	Nil
Kent	27	28,638	4	1300	46 5 0
Montagu	1	100	Nil	Nil	Nil
Monmouth	Nil	Nil	Nil	300	11 5 0
Pembroke	5	701	1	100	8 15 0
Russell	1	300	Nil	Nil	Nil
Wellington	2	5198	1	1000	20 0 0
TOTAL	51	38,176	12	4289	159 15 0

EXPORT OF TIMBER.

29. The following returns, compiled from the Reports of the Collector of Customs, show the total value of the timber exported during 1900 to be £40,058, and for the year 1899, £39,542.

The quantities and value of these exports, and their destination, are also given separately.

Export of Timber from Tasmania.

1899.

	Value.
	£
Sawn and log timber, 10,417,936 superficial feet	32,801
Palings, shingles, staves, and other shaped pieces, 1,431,941 in number...	6741
Value of Export, 1899.....	<u>£39,542</u>

1900.

Sawn and log timber, 10,117,029 sup. feet	32,244
Palings, shingles, staves, and other shaped pieces, 1,648,635 in number...	7814
Value of Export, 1900.....	<u>£40,058</u>

RETURN showing Destination of Exported Timber.

1899.

Destination.	Quantities.	Value.
		£
United Kingdom	576,402 sup. feet.	5545
Victoria	1,170,719 " and 69,228 pieces, &c.	6008
New South Wales	293,418 " " 90,831 "	2171
New Zealand	2,807,379 " " 387,650 "	8947
South Australia	3,287,584 " " 782,332 "	11,593
Queensland	28,272 " " 101,900 "	587
South Africa	2,224,162 "	4691
Total Value.....	...	£39,542

1900.

Victoria	2,155,183 sup. feet, and 358,289 pieces, &c.	11,462
New South Wales	1,452,584 " " 20,969 "	5384
South Australia	1,930,277 " " 722,319 "	8072
New Zealand	3,234,687 " " 490,458 "	10,572
Queensland.....	" " 56,600 "	310
South Africa	1,344,298 "	4258
Total Value.....	..	£40,058

CLOSER SETTLEMENT.

30. The subjects of closer settlement and high-level water supply—referred to in my annual report last year—are, I believe, receiving the full consideration of the Cabinet, with a view to legislation being proposed thereon during the coming session of Parliament.

PROSECUTIONS UNDER THE CROWN LANDS ACT.

31. Although every available effort is being made to check the flagrant and illegal cutting of timber, and trespassing on Crown lands, yet the results are disappointing, it being found most difficult, from one cause and another, to obtain a conviction and a penalty commensurate with the nature and extent of the offence committed. The time has, however, arrived when flimsy excuses of ignorance of the law and unintentional design, so generally put forward in such cases, should be set aside, and the provisions of the law, which are well known to these people, allowed to take their legitimate course.

32. During the year, 16 seizures of timber have been made, and 48 prosecutions instituted. They have been mainly confined to the North-West Coast and the mining fields of the West Coast. The proceeds from sale of seized timber amount to £53 2s. 6d.; and the result of 40 additional cases was a like number of fines, amounting to £37.

WATTLE-BARKING.

33. During the season 1900-1901, 33 licences were issued, representing an area of 33,684 acres, at a rental of £153 10s. 1d.; and for the previous season, 21 licences, over an area of 15,704 acres, at a rental of £58 11s. Here, again, there can be but little doubt that the substantial increase is largely due to the extra watchfulness over the wattle-bark interest; but, inasmuch as this department is very largely dependent on the Bailiffs of Crown Lands, who belong to another branch of the service—and there are no means by which the services they render can be systematically remunerated, as an incentive to the exercise of increased vigilance on their part—it is much to their credit that the above results have been recorded.

MR. PENNY'S REPORT.

34. The Report of the Chief Forest Officer, (Appendix B.) indicates plainly the necessity that exists for constant out-door inspection of timber and pastoral lands in order to insure anything like reasonable compliance with the regulations relating to the cutting of timber and prescribing the conditions under which lands are held for grazing or occupation purposes.

Mr. Penny also brings under special notice the temporary reduction of the royalty charged on hardwoods from 1s. to 6d. per 1000 feet superficial, and he urges that the former rate of 1s. be restored, a recommendation in which I fully concur.

The question of disposing of long-standing cases of trespass on Crown reservations has received special attention during the year, with, on the whole, satisfactory results. It is still being pursued, and must form the subject of legal action in several instances. These cases are independent of trespasses on the foreshore, which are temporarily held in abeyance pending the decision of the Supreme Court on the case now proceeding between the V.D.L. Co. and the Government, affecting the foreshore rights on the border of Bass Straits, at Burnie.

SURVEYS.

35. The number of selection and auction surveys (Town and Country) received during the twelve months ending 30th June last is 2041, comprising an area of 47,762 acres; and for the preceding twelve months, 2188 lots, comprising 38,147 acres; thus showing a decrease of 147 lots and an increase of 1615 acres. There has been a heavy falling-off in the number of lots, and in the aggregate area of the mineral lands surveyed for the Mines Department, the number of lots being 484, covering an area of 15,532 acres, as compared with 684 lots, covering an area of 19,758 acres, during the preceding twelve months. The grand total number of lots surveyed throughout the State is 2525, and the total area is 63,294 acres.

36. The demand for agricultural surveys in Devon, Wellington, and King Island has rendered it necessary to send assistant surveyors to cope with the work. Mr. District Surveyor W. M. Hardy has been employed in the firstnamed county during the past twelve months. Messrs. C. A. Goddard and W. R. Pitfield were assisting Mr. F. E. Windsor in Wellington, and have since been despatched to King Island, where Mr. Crawford E. Radcliff has also been employed for some months, in order to clear up the arrears which had accumulated during the late fatal illness of Mr. Michael J. Flannigan, who, previous to his decease, occupied the position of District Surveyor from the time the district was created. Mr. Flannigan was an energetic, conscientious, and trusted officer of the Government, who at all times succeeded in discharging his official and important duties to the entire satisfaction of this department and the public.

Although every care is devoted to the legitimate requirements of the public, it is impossible, for obvious reasons, to ensure that isolated surveys in rough and remote localities will at all times be executed as quickly as the applicants may desire, and, consequently, complaints are made of delay; but it has been found, upon investigation, that in no single instance has the complaint been of a serious nature.

The following returns show the number of instructions issued to surveyors, and the number of surveys effected by them during the period dealt with.

RETURN of Number of Instructions issued to Surveyors for the Twelve Months ending 30th June, 1901.

Name of Surveyor.	Survey Department.	Mines Department.	TOTAL.
Archer, C. M.	66	30	96
Combes, H.	59	—	59
Dove, H. P.	25	82	107
Eddie, G. T.	90	17	107
Frodsham, T.	57	—	57
Flannigan, M.	42	—	42
Hall, A. C.	115	3	118
Hardy, W. M.	43	3	46
Hinsby, J. H.	41	—	41
Innes, E. G.	27	1	28
Jones, D.	1	41	42
Clark, T.	64	157	221
Windsor, F. E.	60	1	61
Wilson, C. S.	39	96	135
Miles, H. F.	23	36	61
Authorised Surveyors	269	55	324
	1023	522	1545

RETURN of Selection and Auction Surveys received during the Twelve Months ending 30th June, 1901.

Survey District.	Officer in charge of Survey District.	Selection Surveys.		Auction Surveys.		Mineral Surveys.		Total.	
		Area in Acres.	No. of Lots.	Area in Acres.	No. of Lots.	Area in Acres.	No. of Lots.	Area in Acres.	No. of Lots.
Deloraine and Mersey	Archer, C. M.	1054	14	1163	23	888	23	3105	60
Buckingham	Combes, H.	1516	43	441	10	—	—	1957	53
Cumberland	Frodsham, T.	881	27	2179	18	—	—	3060	45
Dorset	Eddie, G. T.	3073	59	2946	31	365	22	6384	112
Devon	Hall, A. C.	5546	90	598	30	468	7	6612	127
Franklin	Innes, E. G.	265	10	377	4	—	—	642	14
Fingal	Clark, T.	1115	29	575	51	2316	119	4106	199
Moorina	Dove, H. P.	538	10	692	15	1623	89	2853	114
Montagu	Wilson, C. S.	97	7	127	673	3540	96	3764	776
Oatlands	Hardy, W. M.*	—	—	—	—	—	—	—	—
Russell	Jones, D.	20	2	2	7	2832	52	2854	61
Tasman Peninsula	Hinsby, J. H.	263	9	538	12	—	—	801	21
Wellington	Windsor, F. E.	6488	103	736	13	—	—	7224	116
King Island	—	14,437	76	3	1	—	—	14,440	77
South-West Tasmania	Miles, H. F.	—	—	117	542	1927	39	2044	581
	Authorised Surveyors..	1350	38	625	94	1573	37	3548	169
	TOTAL	36,643	517	11,119	1524	15,532	484	63,294	2525

* W. M. Hardy has been employed in Devon District for the twelve months ending 30th June, 1901.

SPECIAL SURVEYS.

37. The principal special surveys effected during the last twelve months have been the extension of the Town of Gormanston, 211 allotments; the Town of Pillinger, 74 allotments; the Town of Lynchford, 156 allotments; and Town of Queenstown, 286 allotments. The location of and subdivision of portions of the new Town of Crotty, at the King River crossing—and Tullah, at Mount Farrell—necessitated the survey of 465 and 50 allotments respectively. There have also been 36 allotments surveyed for sale and occupation in the Town of Alberton, Ringarooma. The whole of these surveys have been accurately made, and the boundaries well defined on the ground. Permanent standard marks are laid down in every new town with which all future section surveys are connected, so that the original allotment boundaries may be accurately reproduced as occasion may at any time require.

38. The total mileage of roads (principally deviations surveyed by requisition from the Public Works Department) in numerous small sections, is 31.

39. It was found to be impracticable to arrange for the erection of trigonometrical stations on the West Coast during the early part of this year, owing to the continued pressure of other matters on the officers of the department; but the sites have been selected, and the work will be proceeded with as soon as the inclemency of the weather will permit. These stations, when erected, will be of great value to the department, especially in the time to come.

EXPLORATION TRACKS:

40. The plan of operations entered upon in 1899 for cutting exploration tracks into new country, was extended during last summer in several sections, as follows:—The extension of the track cut by Mr. T. B. Moore, from Birch's Inlet to Port Davey, has been located and marked for an approximate distance of 38 miles from the western end and 27 miles on the eastern end from Hastings, near Southport. There are still some 12 miles midway to cut out, where, owing to the lateness of the season, the work had to be abandoned. The total distance cut is about 60 miles, and the through distance will be, say 77 miles by track, when opened. It was deemed advisable to commence the work from each end, consequent on loss of time in carrying provisions on such a length of track. The only good timber met with along the route is in the valley of the Lune River, near Hastings. The country is unpromising for minerals along the eastern section, but the indications noted from the Port Davey end are very encouraging, and are recorded in the full Report, which will be found in Appendix D., as follows:—"From Port Davey to the greenstone the formation is composed of rocks of the Silurian epoch, and it is probable that good mineral finds will be made in places along the whole route. In the valleys of the Spring, Cameron, and Collins rivers bodies of gossan were discovered, and in the first-named river quartz veins heavily charged with pyrites; but, as in last year's trip, no time could be devoted to prospecting, on account of the great length of route explored."

41. The Track from Lake Selina to Lake Augusta, near the foot of the Eldon Bluff, has been carried through to Lake St. Clair by Mr. Robert Ewart and party. The distance marked this year is 36 miles, and the total length of track from Lake Selina to the Derwent Bridge near Lake St. Clair is $47\frac{1}{2}$ miles. I came from the Coast by this route in May last, and I then decided to have a deviation put in, commencing near the 12-mile peg, and running in a more direct route to Lake Selina. This deviation makes an infinitely better track, and is 3 miles shorter.

42. The services of the well-known prospector, Mr. Robert Webster, were obtained to take charge of a party on the "Magnet-Mount Balfour" track. Good work was done on this track, which practically makes a connection between the Magnet Silver Mine and the Balfour tin discoveries near the Coast, although some work would yet be required beyond the open country (some 20 miles from the Magnet tram) to make it fit for horses along the western section.

The total distance from the Magnet to Balfour is about 37 miles, or 44 miles from Waratah.

43. Mr. Webster refers to the mineral prospects of the country traversed in the following terms:—"The geological features of the country are promising, especially the quartz and schist, as mentioned in my last Report. It is more or less ferruginous through heads of the quartz and slate, and this is about 2 to 3 miles wide, with a north-easterly strike. This belt I believe to be the same that carries the Specimen Reef dyke, but the conglomerate belt has been the means of heaving it round to the north-east. This belt should be prospected on the north end, on the Arthur watershed. The man that is prospecting along the line of track is very much taken with this country. Next summer he is going to give it a good prospecting."

"The north and north-eastern fall to the Arthur is mineral-bearing from its head to the Coast. Two men with a week's provisions would complete the Balfour track in that time. In the basin between the high part of the range there is a shallow cap of basaltic rock extending for about 2 miles between the Wedge and Donaldson waters. West and around the Pyramid Hill the country is composed of quartz, quartzite, and belts of porphyry and mica-slate, with masses of conglomerate. Two miles west again, on the head waters of the Frankland River, there is a belt of fine-grained porphyry about 40 chains wide, and bounded on the west by a nice black slate. This belt has a north and south strike, with a westerly underlay. This is a nice batch of country, but iron is lacking—this is a great want in a body of this kind. Towards Whale Head, the country can be recommended to prospectors, particularly north on the line of the track."

44. The old track from Waratah to Mount Ramsay has been opened out, and the boggy places corduroyed for a pack-track for a distance of twelve miles; thence a foot-track has been cut round the Parson's Hood across the Wilson, Stanley, and Harman rivers, and down to the Piegan, about 14 miles, by water, above Corinna. Total length, $42\frac{1}{2}$ miles.

45. The fifth track is from a point on the last-named track, near the Harman River crossing, by way of the Mount Stewart Tin Sections, into the Heazlewood District, about $19\frac{1}{2}$ miles, and some 17 miles from Waratah. This latter track is being cut by contract—fit for a pack-track, and is not yet completed.

These tracks cover a total length of say, 220 miles, which, in addition to last year's work of 109 miles, have opened up to prospectors some 330 miles of country in the aggregate, from various points of vantage; and it is not too much to say that the whole of this country, with a few unimportant exceptions, is mineral-bearing, and much of it of most promising mineral formation.

46. In addition to the above, a pack-track has been cut from the Calder Settlement, Wynyard, to the mineral sections on the Arthur River. It is $17\frac{1}{4}$ miles in length, and passes through an excellent and considerable block of first-class agricultural land which will be readily taken up.

The total estimated cost of the season's track-cutting is £1657, or say £7 10s. per mile, taking the pack and foot tracks together; and the area thus made available to the prospector equals about 2000 square miles.

The continued wet and rough weather experienced from the beginning of March marred the progress of the work to a considerable extent.

Full reports upon the above tracks will be found in Appendix D., of this Report, and at the end thereof, sketch plans, showing the routes located, and the prominent physical features of the country traversed.

OFFICIAL INSPECTIONS.

47. During the year I paid two official visits to Waratah and Wynyard; two specially to Burnie; and one to the West Coast centres. While on the latter tour I inspected the recent town surveys at Queenstown, Gormanston, Linda Valley, and Crotty, also sites in which it was proposed to extend several town surveys, and a number of surveys in the Parish of Riana were found generally satisfactory—where otherwise, the defects have been remedied by the surveyor responsible for them.

48. The exploration track-cutting on the Magnet-Balfour, the Waratah-Ramsay, and Parson's Hood tracks has necessitated two special journeys to Waratah, and a like number have been necessary in connection with the Calder Road and Arthur River track, referred to above. I personally examined the greater length of all these tracks, which have been well cut out.

In addition to the above I walked over the new route (at the time being cut from Lake Selina to Lake St. Clair).

Such very limited time as I was able to devote from office duties to the inspection of surveys hitherto has been considerably curtailed by necessary travelling in connection with important explorations.

49. The great importance of securing the services of a competent Field Inspector, to which I have previously referred as a necessary adjunct to any well regulated Survey Department, is one to which attention may be fittingly directed. Satisfactory as the District Surveyors are generally, yet, in view of the magnitude of the State interests involved and dependent upon accurate and reliable surveys—of which we have had some striking examples—it must be apparent that under a contract system of employment, such as obtains in Tasmania, the importance of constant field supervision, coupled with a rigid office checking of all surveys, can scarcely be over-rated.

REPORTS OF DISTRICT SURVEYORS.

50. The annual Reports of the District Surveyors on the areas surveyed by each individual, the progress of settlement, and the general requirements of the separate districts, are contained in Appendix C. of this Report.

“CROWN LANDS GUIDE,” 1901.

51. The new issue of the “Crown Lands Guide” has been prepared, bringing all the information therein up to date, and embodying some additional items of value and interest to the public. A notable addition to the appearance and usefulness of the volume has been made this year by the insertion of an increased number of excellent photographs in illustration of the products of the State, and the places of interest to the tourist and sportsman. It has been referred to by the Press of the State in highly complimentary terms.

REGULATIONS.

52. An amendment of the Sawmilling Regulations was prepared and issued on the 21st June, 1900, also Regulations have been drafted and, I trust, will soon be issued under “The Residence Areas Act, 1900,” with amended Regulations for sawmilling, which are now in manuscript. These Regulations will all be placed on the Tables of the Houses of Parliament as soon as they are available.

THE TOWN BOARDS ACT (60 VICT. NO. 31).

53. Section 179 of “The Town Boards Act, 1896,” empowers a town board “from time to time by special Resolution to alter the name of any street,” while Section 230 of the Act quoted empowers the members of any town board or 50 of the electors of any town by petition to the Governor to have the name of any town altered. The exercise of these powers, of which several striking examples have occurred since the Act was passed, are so seriously affecting the administration of the Crown Lands Act, and are calculated to lead to such inconvenience and confusion to the public and the State, it is earnestly trusted that these provisions will be repealed at the very earliest opportunity.

The alteration of the name of an established town which has become a landmark in official documents, and which has been well known as a business centre for years, is such a serious matter that I feel assured had the framers of the law been at all aware of its far-reaching effects, that the provisions complained of would never have been sanctioned.

DRAFTING ROOM.

54. The Chief Draughtsman reports as follows:—17 town plans, 2 county plans, and 3 plans of exploration tracks have been drawn during the last twelve months, and 84 town and 56 county plans have been posted up to date, as compared with 88 town and 36 county during the previous twelve months; showing an increase of 14 for the twelve months under review. The compilation of the plan of the suburbs of Hobart, in four sheets, including New Town, Mount Stuart, and Wellington, is just about complete, and I hope to have copies ready for issue to the public shortly.

The number of survey plans dealt with was 2895, as compared with 3558 during the previous twelve months, the greater portion of the falling-off being in the mineral plans.

Requests for the survey, proclamation, &c., of 62 new roads have been received from the Public Works Department during the twelve months, and are now in various stages of dealing, 52 having been proclaimed under the Land Vesting Act. Twenty-four old roads have been closed under this Act, and 16 under the 29th Section of “The Crown Lands Act, 1890.”

Fifteen cases in connection with the acquisition of lands for the Emu Bay to Ulversone Railway have also been dealt with under the Land Vesting Act; this work, so far as the Emu Bay to Ulversone Railway is concerned, must be pretty well drawing to a close, but the Sheffield-Wilmot Railway will soon take its place,

Seven hundred and eighty-one grant deeds have been prepared in duplicate during the twelve months, being 166 more than last year, and 149 more than the twelve months ending 30th June, 1899, which, up to that time, was the record year since complete returns had been kept.

RETURN of the principal Office Work performed in the Drafting Room of the Department of Lands and Surveys during the Twelve Months ending 30th June, 1901.

Plans prepared.	County and Town plans completed and drawn	22	
	Ditto ditto posted up to date	140	162
Applications dealt with.	Crown Lands Amendment Acts, 1893 and 1894 (selection)	314	
	Crown Lands Act, 1890 (31st Section)	783	
	Ditto (Auction and private purchase)	210	
	Ditto (rent)	669	
	Ditto (selection in mining areas)	109	
	Crown Lands Amendment Act, 1894, 10th Section (reduction of area)	20	
	Ditto, 1895 (for purchase of second-class land)	195	
	Ditto, 1900, (ditto third-class land)	75	
	Residence Areas Acts (purchase)	253	
			—
Grants prepared.	Grant-deeds prepared in duplicate . . . . .	..	781
Diagrams and Surveys received.	Selections	523	
	Auction and residence areas	1421	
	Second class land at auction	86	
	Third class ditto ditto	16	
	10th Section Crown Lands Amendment Act, 1894 (reduction of area)	17	
	Timber areas	23	
	Real Property Act	22	
	Re-surveys, &c.	112	
	Mineral sections (received in duplicate)	579	
	Public Works roads	52	
		—	2851
Diagrams and Plans examined.	Computed and examined	2244	
	In course of examination	373	
	Unexamined	21	
	Mineral sections examined, in duplicate	651	
		—	2949
Diagram books and grant schedules.	Diagram books prepared for binding	45	
	Grant schedule books ditto	2	
		—	47
Claims for Grants.	Claims for grants under the Real Property Act and through the Supreme Court dealt with . . . . .	..	9
Instructions for Surveys.	Instructions prepared and issued to Surveyors for land surveys . . . . .	..	1023
	Instructions prepared and issued to Surveyors for mineral surveys . . . . .	..	522
Surveyors' accounts.	Surveyors' accounts in triplicate passed for payment . . . . .	..	309
Roads.	Roads described for opening, by Proclamation, under Land Vesting Act . . . . .	..	48
	Roads described for closing, by Proclamation, under Sect. 29 Crown Lands Act, 1890 . . . . .	..	16
	Ditto, ditto, Land Vesting Act . . . . .	..	20
Descriptions.	Descriptions of lands required by Railway Department . . . . .	..	20
	Descriptions of allotments furnished to clerical branch for contracts for sale of land . . . . .	..	635
Plans of Districts.	Road Districts described for Proclamation	8	
	Recreation ditto	2	
		—	10

BOARD OF EXAMINERS FOR SURVEYORS.

55. The Secretary to the Board of Examiners for Surveyors reports as follows:—

“During the twelve months ending the 30th June, 1901, there have been held two meetings of the Board, and one examination for land surveyors.

“On the 14th February last a new Board of Examiners was appointed by the Governor in Council, the former Board having lost the services of three of its members by resignation at different periods since their appointment in August, 1895.

“At the examination referred to, which was held in March of this year, two candidates presented themselves, one of whom, however, retired on the second day, owing to ill-health. As the result of this examination one name has been added to the list of authorised surveyors for the State.

"In March last the list above mentioned was carefully revised, printed in the *Gazette*, and copies distributed throughout the other States. Its re-publication became necessary, as since its previous issue in January, 1896, numerous alterations, owing to deaths and additions thereto, had become necessary.

"The Board has been in frequent communication with the Surveyors' Boards of the other States and New Zealand on matters pertaining to the general working of these bodies, and the authorisation of surveyors throughout Australasia."

DEPARTMENTAL.

56. The following have been the Staff changes for twelve months ending 30th June, 1901 :—

- W. Wood, Crown Lands Bailiff, transferred Sorell to Franklin, 1st November, 1900.
 R. W. Stuart, ditto, ditto Franklin to Sorell, ditto.
 W. D. Gibbens, appointed Crown Lands Bailiff, Penguin, 6th November, 1900.
 Thomas Kelly, appointed Collector Residence Licence Fees, Golconda, 29th January, 1901.
 Charles Gray, Crown Lands Bailiff, Hobart, Services dispensed with, 16th February, 1901.
 T. C. Wills, Crown Lands Bailiff, transferred Derby to Port Cygnet, 18th February, 1901.
 J. Webster, ditto, ditto Port Cygnet to Derby, ditto
 M. McPhee, Junior Draftsman, transferred to Lands Titles Department, 19th February, 1901.
 Charles Hay, Crown Lands Bailiff, West Coast, Services dispensed with, 21st March, 1901.
 R. C. Eckford, Draftsman, died, 23rd May, 1901.
 W. Langdon, Crown Lands Bailiff, Zeehan, Services discontinued, 31st May, 1901.
 Miss Jowett, Collector Residence Licences, Latrobe, resigned, 28th May, 1901.
 J. W. Palmer, Crown Lands Bailiff, transferred to Latrobe, 1st June, 1901.
 Joseph Usher, appointed Crown Lands Bailiff, West Coast, 24th June, 1901.

The following Officers have been appointed to issue Licences under "The Residence Areas Act, 1900," since that Act came into operation on 1st January, 1901 :—

Town.	Name.
Alberton	Mrs. I. M. Clark.
Beaconsfield	Mr. C. C. Spotswood.
Burnie	Mr. W. Ruddock
Cape Barren Island	Mr. M. C. Urquhart.
Corinna	Mrs. J. A. Devlyn.
Deloraine	Miss M. C. Fitzgerald.
Derby	Mrs. E. K. Shanhun.
Fingal	Mr. F. Propsting.
Gormanston	Mr. H. P. Hynes.
Gladstone	Miss A. L. Dickenson.
Hobart	Mr. E. W. N. Butcher.
Launceston	Mr. L. R. Sams.
Lisle	Mr. Kelly.
Lefroy	Mr. John Miles.
Moorina	Mr. F. E. Bomford.
Mathinna	Mrs. M. Crase.
Pillinger	Mr. J. E. Barton.
Queenstown	Mr. S. Weston.
Ringarooma	Miss C. M. Clark.
Sheffield	Mr. John Carr.
Stanley	Mr. A. Colhoun.
Strahan	Mr. T. E. Rule.
Swansea	Mr. W. Rust.
Scottsdale	Mr. A. D. Soutar.
St. Helens	Mr. H. Thomas.
Ulverstone	Miss E. M'Donald.
Waratah	Mr. J. Donohue.
Wynyard	Mr. W. Hall.
Weldborough	Mrs. A. Sagers.
Zeehan	Mr. E. V. Goldsmid.

57. The vacancies caused by the lamented death of Mr. R. C. Eckford and the transference of Mr. M. McPhee to the Lands Titles Office, are still open, and must, in the public interest, be soon filled up. The small staff in the drafting room, when complete in accordance with the numbers entered on the "Estimates," is not able to fully cope with the duties that properly belong to it, together with the very large quantity of work demanded from other departments; consequently, it is now in a state of inefficiency, and some of the regular office work must be set aside.

58. Notwithstanding that much overtime is resorted to in the Lands branch, the Chief Clerk is complaining of the need for an additional clerk, but there the office space will barely stand further pressure, for health reasons, and additional accommodation is much needed.

CONCLUSION.

59. In closing my Report I am pleased to refer to the willing and ready manner in which I have been at all times supported by the senior officers of this department, and to the steady application and diligent attention to duty displayed by the junior members of the staff.

I have the honour to be,

Sir,

Your obedient Servant,

E. A. COUNSEL, *F.R.G.S.*,
Surveyor-General and Secretary for Lands.

The Honourable the Minister of Lands and Works.

APPENDIX A.

No. 1.

GENERAL RETURN, Crown Lands Branch.

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901. First Six months.
Receipts from all sources ... £	67,840	54,536	42,493	34,885	40,496	47,209	53,533	60,205	55,860	55,804	28,457
Receipts from Deposits and Instalments, 24th and 31st Sections..... £	34,117	27,712	26,976	21,262	21,877	21,827	21,335*	21,516*	20,086*	18,115*	11,007*
Receipts from other Sales of Crown Lands £	7947	14,519	5840	5900	6446	8460	14,508	13,501	15,597	17,530	7095
Rent of Crown Land for Pastoral purposes £	4627	4047	4181	3038	4594	4365	4787	5295	5725	7326	3571
Fees for Licences, Grant-Deeds, &c £	1927	1873	1127	1613	1017	1269	1904	1560	2089	2746	2165
Survey Fees £	19,222	6385	4369	3072	6562	11,288	10,999	18,333	12,363	10,087	4619
Area of Country Lands sold...ac.	30,649	31,204	19,788	20,866	14,316	16,026	24,519	20,071	32,050	39,435	26,633
Area of Town and Suburban Lots sold acres	412	306	684	277	269	384	592	558	840	928	244
Area of Land selected under "Immigration Act" ...acres	112	1968	1722	655	558	Nil.	118	Nil.	Nil.	60	Nil.
Area of Land leased for Pastoral purposes acres	37,234	63,530	63,805	46,002	236,345	241,587	258,861	242,613	216,634	428,969	187,746
Number of Applications for Selection and Purchase	1305	1385	770	1487	899	1009	2037	1702	1663	1784	844
Number of Grant Deeds issued	525	454	555	341	397	432	606	629	635	748	358

* And selections under Crown Lands Amendment Acts, 1893 and 1894.

No. 2.

RETURN showing the Number of Lots and Area of Land purchased under "The Crown Lands Act, 1890," "The Crown Lands Amendment Acts, 1893 and 1894," "The Crown Lands Amendment Act, 1895," and "The Crown Lands Amendment Act, 1900," during the Twelve Months ending 30th June, 1900, and 30th June, 1901, respectively.

	Twelve Months ending 30th June, 1900.			Twelve Months ending 30th June, 1901.		
	No. of Lots.	Area.		No. of Lots.	Area.	
		A.	R. P.		A.	R. P.
Crown Lands Act, 1890	373	23,803	1 33	432	32,010	2 11
Crown Lands Amendment Acts, 1893 & 1894	195	7722	1 11	243	9108	3 16
Crown Lands Amendment Act, 1895 (Second class)	75	6685	2 36	78	7067	0 5
Crown Lands Amendment Act, 1900 (Third class) .....	...	...	...	10	1512	1 8
TOTALS	643	38,211	2 0	763	49,699	0 0

No. 3.

RETURN showing the Number of Lots and Area of Land for which new Leases have been issued during the Twelve Months ending 30th June, 1900, and 30th June, 1901, respectively, with Rental of same.

	Twelve Months ending 30th June, 1900.			Twelve Months ending 30th June, 1901.		
	No. of Lots.	Area Acres.	Rental.	No. of Lots.	Area Acres.	Rental.
			£ s. d.			£ s. d.
Islands.....	12	14,271	163 5 0	6	800	47 0 0
Occupation Licences	153	48,527	236 0 6	345	205,713	625 14 1
Pastoral Leases	219	218,897	1370 18 0	201	251,277	1084 3 6
TOTALS.....	384	281,695	1770 3 6	552	457,790	1756 17 7

No. 4.

RETURN showing the Area of Leased Lands in Tasmania, and Amount of Annual Rental of same at 31st December, 1900.

	Area in Acres.	Rental.
		£ s. d.
Leases and Occupation Licences of Pastoral Lands	1,057,544	5927 2 10
Ditto, Islands	149,250	976 17 6
Total	1,206,794	£6904 0 4

No. 5.

RETURN of Land Sales from 1891 to 1900 inclusive.

YEAR.	NUMBER OF LOTS.			AREA OF LAND SOLD.			AMOUNT FOR WHICH SOLD.			AVERAGE PRICE PER ACRE	
	Country.	Town and Suburban	TOTAL.	Country Lots.	Town and Suburban Lots.	TOTAL.	Country Lots.	Town and Suburban Lots.	TOTAL.	Of Country Lots.	Of Town and Suburban Lots.
				acres.	acres.	acres.	£	£	£	£ s. d.	£ s. d.
1891.....	451	89	540	30,649	412	31,061	40,623	2588	43,211	1 6 6	6 5 7
1892.....	467	587	1054	31,205	306	31,510	41,447	18,633	60,080	1 6 6½	60 17 9½
1893.....	328	70	398	19,788	684	20,472	26,452	3502	29,954	1 6 8½	5 2 4½
1894.....	445	188	633	20,768	277	21,073	29,584	6159	35,743	1 7 10	22 4 11
1895.....	380	136	516	14,316	269	14,585	20,757	5193	25,950	1 8 11½	19 6 1
1896.....	325	226	551	16,026	383	16,409	20,997	8226	29,223	1 6 2½	21 9 6½
1897.....	432	848	1280	24,519	592	25,111	30,486	22,719	53,205	1 4 8½	38 7 6
1898.....	363	667	1030	20,071	558	20,629	24,455	26,877	51,132	1 4 5½	47 15 9
1899.....	558	915	1473	32,050	840	32,890	40,815	27,579	68,394	1 5 5½	32 16 7
1900.....	669	777	1446	39,435	928	40,363	48,960	29,521	78,481	1 4 9½	31 16 2½

No. 6.

RETURN showing Amount received for Rent of Pastoral Crown Lands and Annual Occupation Licences for the past Ten Years, and for the first Six Months of 1901 respectively.

	£
1891.....	4627
1892.....	4047
1893.....	4181
1894.....	3038
1895.....	4594
1896.....	4365
1897.....	4787
1898.....	5295
1899.....	5725
1900.....	7326
1901, six months.....	3571

APPENDIX B.

Department of Lands and Surveys, Hobart, 1st July, 1901.

SIR,

I HAVE the honour to submit for your information the following Report on the Forest branch of this department for the year ending 30th June, 1901:—

Unoccupied Crown Lands.—Continuing the inquiry into the illegal depasturing of stock upon Crown lands that was commenced last year, visits were made to the Lake Country, and the unoccupied Crown lands in the vicinity of Tunnack, Leven Banks, Bream Creek, Carlton, and Forestier's Peninsula, with the result that 34 instances were reported of trespass of this nature on areas varying in extent up to 13,000 acres.

In all these cases the parties offending were served with notices, calling upon them to immediately remove their stock, or place themselves in legal possession by either paying an occupation licence fee, or obtaining a lease. These notices had the desired effect, 27 applications having been since received to lease or occupy the lands complained of as being trespassed upon, embracing a total area of 43,092 acres.

The districts selected for carrying out these investigations have been those where the larger areas of unoccupied Crown land exist, and where it was surmised that the practice of illegally depasturing stock obtained to a greater extent.

As opportunity offers for making further inquiry, it will doubtless be found that the same thing goes on, more or less, in all other parts of the State, where there are vacant Crown lands, and that there is still much to be done in compelling pastoralists to lease those portions of the Crown Estate that they have hitherto been in the habit of unlawfully grazing stock upon without paying any fee to the Government for so doing. I think it will be found that in no former year has there been so large an area of Crown land held under pastoral leases as there is at the present time.

Timber Industry.—The number of breaches and evasions of the Regulations of a more or less serious character that have been brought to light and dealt with during the year show unmistakeably the necessity for frequent inspection of sawmills, and periodical visits have been made to the principal sawmilling centres by myself, and, in my absence, while in the performance of other duties, by Mr. James Deardon, and, subsequently, by Mr. Charles Gray, both of whom were temporarily engaged for this purpose.

The existing Regulations for felling and sewing timber within a timber reserve have now been in force over twelve months, and although those engaged in these operations are now fairly well acquainted with their provisions, the department has experienced considerable difficulty in getting those who have leased timber areas under them to furnish the monthly returns of particulars of timber cut upon which the royalty has to be paid. Much latitude has been allowed, and great forbearance shown hitherto, in dealing with these defaulters, without avail; and it now seems advisable that measures should be adopted to enforce the furnishing of these returns within the prescribed time. Ample powers are given in the Regulations for stopping work, and seizing timber and effects in such cases, and, if this is done in a few instances, it will, doubtless, have the desired effect.

All the sawmills are now busy supplying local and interstate orders, and the trade is brisk; but the anticipated improvement in price consequent upon the accomplishment of Federation will not be realised until the Customs duties under the old *regime* in Victoria and South Australia have been swept away, and until the demand for timber arises in South Africa that is expected on the cessation of hostilities there.

It has not been competent hitherto for any person to lease a timber area without erecting machinery to the satisfaction of the Commissioner on a scale of horse-power in proportion to the area of land leased, although this has not been strictly enforced.

It is now proposed to amend the Regulations, and allow areas of 150 acres and under to be leased without such restrictions being imposed. This alteration will admit of piles and logs being obtained for other than milling purposes.

The fact of large timber areas having been taken up by two English companies has caused mill-owners during the past two years to apply for additional leases to secure for themselves timber for future operations; consequently, the total area now held under lease far exceeds that of former years, irrespective of what has been secured by the companies mentioned above. Of these companies, The British, Transvaal, and General Financial Company, whose base of operations is at Port Esperance, is making good headway with the erection of machinery and the construction of tramways, and an output of timber on an extensive scale is anticipated in the near future.

In the early part of last year, a deputation of gentlemen, representing the sawmilling industry, waited upon you, and brought under notice several matters affecting their interests. Amongst other things, they represented that the royalty of One Shilling per 1000 feet, payable under the Regulations on timber taken from areas leased from the Crown, was excessive, and requested that it might be reduced to Six Pence per 1000 feet. The request was acceded to, and, in the amended Regulations of 21st June 1900, was given effect to.

The revenue received by the department under this head for the year ending 30th June last, amounts to £113 some odd shillings. This sum, it must be admitted, is a very small return to the Government—quite inadequate for the quantity of timber taken from the Crown lands—and fully justifies a reversion to the payment of the larger royalty. I respectfully submit, therefore, that the Regulations should be again amended, for the purpose of fixing the amount of royalty to be paid at One Shilling per 1000 feet.

The Wattle Bark Industry.—For several years past the amounts received by the department in the form of licences to strip wattle bark on Crown lands has gradually decreased year by year. Particularly is this the case as regards the East Coast, which is the principal wattle-producing part of the State. In so far as leased Crown lands are concerned, this falling off may be expected to continue

unless an inducement is offered to lessees during the periodical burning-off necessary to produce feed; and without being burnt off every few years these lands are of little use for grazing purposes. The only feasible way that presents itself of accomplishing this end is to give to the lessees the right to strip wattles on leased Crown land, charging either a percentage on the assessed value of, or a fixed sum per ton on, the bark produced. As the Regulations now stand, the adoption of this course is not permissible, but they could be so amended as to admit of such a system being carried out. Unless some such scheme is adopted, much of the Crown lands that have hitherto produced an abundance of bark will cease to become wattle-bearing, and what in years gone by was a fair source of revenue, easy and inexpensive of collection to the department, will gradually decrease and dwindle away to a mere trifle.

Having been called away to the West Coast during the season appointed by the Regulations for wattle-stripping, extending from the 1st October in each year to the last day of February in the succeeding year, I was unable to visit the localities where tenders had been accepted by the department for the right to strip wattles on Crown lands during the operation of stripping; thus, an opportunity was not afforded me of seeing that the "Conditions" under the Regulations were complied with, particularly in regard to the stripping of trees below the size prescribed—a practice that I complained of after my first visit of inspection of the wattle-producing country. Not only is it the loss of young trees that produce but little bark, and that little of a thin and poor quality, but their destruction is also to be regretted, because they are destroyed before they reach an age at which they bear seed that would be shed to produce a future generation of trees.

The Crown Lands Amendment Acts, 1893 and 1894.—No inspections were made in the past year of lands purchased under "The Crown Lands Amendment Acts, 1893 and 1894," but, during two preceding years, nearly all the sections of land taken up under them were inspected to ascertain that the conditions as to improvements under which they were applied for were being carried out. In future, this very necessary work might be performed when moving about the country in the performance of other duties.

Crown Reservations.—A systematic investigation into the illegal occupation of Crown Reservations of a chain and a half, wherever they occur on the rivers and sea frontage, has been commenced during the last few months.

A start was made from Shipwright's Point, and all properties visited up either side of the Huon River, and along the sea-shore to Brown's River, and in all cases where the Reservations were enclosed or built upon applications have been made to the parties to place themselves in legal possession by paying a small annual occupation licence. In addition to those who were already paying such licences, 109 cases have been reported. Of this number, 80 have either complied with the request made, or have undertaken to remove the obstacles that have been placed upon the Reservations; while, in 29 cases, the occupiers have, for various reasons, refused or neglected to do so. In these cases, it will be necessary to institute legal proceedings against the persons who are in possession, in order to establish the right of the Crown to these water frontages. The obstructions are of various descriptions, and have been in existence, in some instances, for a period of upwards of 60 years. The principal reasons assigned by those refusing to pay occupation licence fees are on the grounds that the parties dispute the existence of a reserve, or claim that they were granted the use of it when portions of their land were taken by the Public Works Department for roads that were required through the properties.

I have also made a report on the foreshore encroachments at Sandy Bay, between high and low water mark, in the way of retaining walls, jetties, fences, and other obstacles that have been placed there without any authority from the department. The whole of the properties here are "Macquarie Grants," and the definition of the boundaries on the water frontage are given as "to the waters of the Derwent." This is construed by those parties having obstructions on the foreshore to mean to low water mark, while the department claims, on legal authorities obtained, that the foreshore between high and low water belongs to the Crown. The occupiers of these obstructions have combined in their refusals to pay rentals for those portions of the foreshore of which they are in possession, and, generally express a hope that this matter may be definitely and finally settled at an early date.

A similar case has arisen at Bellerive, and an instruction has been given to a surveyor for a survey of the property, with the view of demonstrating the rights of the Crown in this matter. This case, when decided, will form a precedent in determining the other cases now at issue.

Visit to West Coast.—During the latter end of last year, I paid a visit to the West Coast extending over three months, where, in conjunction with Mr. Charles Hay, who had been temporarily appointed a Crown Lands Bailiff, a thorough investigation was made into the timber industry there, and other matters connected with the department.

Visits were made to all localities where the pining industry was being carried on, but no serious breaches of the Pine Regulations were discovered, with the exception of those of the employés of the Mount Lyell Company, although numerous minor breaches were met with, such, as failing to brand and number stumps, and omitting to supply the prescribed monthly return of numbers and particulars of logs cut. It became very apparent when moving about, that those engaged in this pursuit were fully aware of our presence on the Coast, and were very careful not to be caught committing any breach of the Regulations.

In looking into the fuel supply of the larger mining companies, a very unsatisfactory state of things was found to exist. The Mount Lyell Company were paying a fixed number of licences for 50 men per month, the number actually employed ranging from 150 to 200, while the company held no licences for their many tramroads, over which their timber and firewood was carried.

At Zeehan, all firewood for mining purposes was being obtained without the payment of any licence fees, and it has been the practice of some companies to take up mining sections solely for the sake of the timber, without carrying on any mining operations on them. Again, in the case of some sections upon which mining work was being done, the companies had failed to mark off the one-half of the timber to which they were entitled, but were taking the whole of the timber.

A number of men were brought before the Bench for these offences, but the cases were dismissed, the Bench ruling that under the Mining Act it was not necessary to take out a licence to cut any timber on a mining section for the use of a mine.

The Crown Law Officers have been requested to furnish an opinion on this point for the guidance of the department.

A large number of prosecutions were instituted at Queenstown, Strahan, and Zeehan, for illegally cutting timber of various descriptions upon Crown land, for which fines were inflicted; while the amount received for licence fees during the time of my visit to the Coast was considerably augmented.

Mr. Joseph Usher has recently been appointed a Crown Lands Bailiff in the interests of the department in this part of the State, and I can confidently say, from my knowledge of the large amount of work there requiring attention, that the whole of his time will be fully occupied, whilst, if he is an energetic officer, the revenue will be increased in the shape of additional licence fees by at least three times the amount of his salary.

I have the honour to be,
Sir,

Your obedient Servant,

J. COMPTON PENNY, *Chief Forest Officer.*

The Secretary for Lands, Hobart.

APPENDIX C.

REPORTS OF DISTRICT SURVEYORS FOR THE YEAR 1900.

SURVEY DISTRICT OF BUCKINGHAM.

Mr. District Surveyor H. Combes reports as follows:—

Surveys effected.—During the past year, the survey work is as follows:—Land for agricultural purposes, 31 lots, varying in size from 15 to 100 acres, and amounting to 985 acres; second class land, 4 lots, in areas varying from 30 to 267 acres, in all 389 acres. For timber areas, 7 lots, in areas from 100 to 500 acres; total area of land surveyed, 2908 acres. I have also surveyed 9 roads for the Public Works Department, and one water right; total number of surveys completed in the year, 52.

Lands suitable for Selection.—In the Parishes of Throckmorton, Ranelagh, and Longley, there is still plenty of good land to be found; in the Parishes of Coningham, Champ, and Bagot, also, there is a lot of good land available.

Progress of Settlement.—This has been slow, scarcely any new places having been opened up, and, generally, it has been about the same as previous years.

Roads and Tracks.—A road is badly wanted through the land at the Sandfly, Parish of Longley, the present one being in such a bad state that settlers living at Lower Sandfly, and wishing to take a cart to Hobart, have to go through Huonville, a distance of 34 miles, in place of 20 miles. I must again suggest that a good horse track be opened through from Judd's Creek to join the present road at the head of the River Plenty. From what I know of the country, the distance is only about six miles, and I am quite sure it would do a lot of good.

Beds of Timber.—In the Parishes of Longley, Ranelagh, and at the Upper Huon, good beds of timber exist, but the want of good roads prevents it from being selected.

SURVEY DISTRICT OF CUMBERLAND.

Mr. District Surveyor Thos. Frodsham reports as follows:—

acres. Out of this amount, two lots, containing an area of 431 acres, have been surveyed outside my district, and one allotment of 173 acres under the Real Property Act. Nine lots, containing an area of 464 acres, out of the 48 surveyed, have been applied for as second class land. The balance of the land taken up has been selected by owners of adjoining lots increasing their holdings, and many of the lots have been improved, and are being brought under cultivation.

Lands suitable for Selection.—A large area of good land exists in the Parish of Uxbridge, south of the present selections, and also in the Parish of Neena, north of Russell's Falls. I have furnished you with a full Report and plan of the land in the Parish of Neena. The Florentine Valley, also, contains a large area of good land. (*Vide* my former reports.) At present this land is withdrawn from selection. If the Great Western Railway is constructed as surveyed, it will open up this country, and, providing that the line is carried through this land, I have the following suggestions to make:—That all the Florentine River be traversed from near the Humbolt Divide to its junction with the Derwent; and that the land be laid out fronting along the river in 100-acre sections before selection. This would enable the surveys of main and branch roads to be laid out in the best positions trending towards railway stations.

Roads and Tracks required.—I would suggest that a track be cut from Sassafras Creek, near Ellendale, in the direction of Florentine River. This would open up a country comparatively unknown; and, if good land existed, I believe it would be readily taken up, as a large number of small farmers are living in the vicinity of Ellendale who would be glad to increase present holdings.

Timber Beds.—Good timber exists at Uxbridge, south of present selections; also at Tyenna, north of Russell's Falls, and Florentine Valley, but at present is too difficult of access to be of use.

In conclusion I would again draw your attention to the loss of time caused to many surveyors through the wilful destruction of survey marks, and would suggest that printed notices, drawing attention to the penalties liable for such destruction, should be forwarded to different parts of the districts to be posted in conspicuous places. I believe this would have a deterrent effect.

SURVEY DISTRICT OF DORSET.

Mr. District Surveyor G. T. Eddie Reports as follows:—

Lands suitable for Selection.—A good deal of land has been taken up lately in the vicinity of Mt. Barrow, and more will be taken later on, without doubt. It is the only part of my district where fair land of any extent can be found now. The best outlet is from Patersonia, *via* the Diddleum Track; but it requires improving greatly to induce settlement. There are good timber beds about Mt. Barrow, but the want of good roads makes them of little value at present.

During the year 1900, the following surveys have been made:—

- 1739 acres in 28 lots, under "The Crown Lands Act, 1890."
- 878 acres in 18 lots, under "The Crown Lands Amendment Act, 1893."
- 2359 acres in 15 lots, under "The Crown Lands Amendment Act, 1895," (Second class land).
- 4 Public Works Roads.
- 6 Lots, Town and City.
- 183 acres in 4 lots, under the 10th Section "Crown Lands Act, 1894."
- 110 acres in 12 lots, for Gold Lease.
- 20 acres in 1 lot, under "The Mineral Act."
- 2 Small residence areas.
- 3 Dredging claims.
- 3 Small Water Races.
- 1 Small Survey for The Education Department.

SURVEY DISTRICT OF DEVON.

Mr. District Surveyor A. C. Hall reports as follows:—

Surveys effected.—During the past year the following survey work has been performed:—Lands Department: 99 lots, area 4713a. 2r. 24p.; roads, 8½ miles. Mines Department (plans and reports): 4 lots, area 320 acres. Public Works Department: 10 roads, length 6 miles 33 chains; connections, length 1 mile 71 chains. Education Department: 1 lot, area 2 acres, making a total of 104 lots, comprising 5035a. 2r. 24p.; 14 miles 77 chains of roads, and 1 mile 71 chains of connections.

The unpropitious weather during the winter, and the scattered nature of the work performed, necessitating a large amount of loss of time in moving camp from place to place, have delayed my operations in the field. The scattered lots are now surveyed, and I hope to make good progress with my work. Mr. Hardy has been employed for some months making surveys in the Parishes of Riana, Lowana, and Ashwater, and, in order that he should not be put to the inconvenience of moving from place to place, all instructions, so far as possible, in those localities, have been forwarded to him.

Timber Beds.—Under this heading, I quote from my last report as follows:—"For sawmilling purposes, small patches of timber on Crown lands could be obtained in the localities of Pine Road, Castra, Wilmot, North Motton, Nietta, Narrawa, and west side of Leven River, between the Dial Range and the Parish of Lowana."

Re-Surveys of Towns.—In my last report, I drew attention to the necessity of a re-survey of portions of the Towns of Devonport and Ulverstone. It is a matter of regret that the Town Boards have not seen their way clear to have this work carried out.

Parishes of *Castra, Riana, and Lowana.*—Mr. W. M. Hardy, District Surveyor for Pembroke, who has been for some months working in portion of the Devon District, reports as follows:—

Owing to the paucity of work in my own district, I was entrusted with 23 instructions in Mr. Hall's district.

Tracks and Roads.—I recommended the finding and cutting of a track to connect the Town of Riana with Gunn's Plains. The route, and a good one, has been found, fern-hooked, and blazed through. It now requires the logs to be cut and rolled off the route, and a portion recovered from the selectors. There is said to be Fifty Pounds available for this, and it should, in my estimation, be expended forthwith. A valuable belt of timber would be opened up by this route.

The Van Diemen's Land Company.—Is it not desirable that the exact whereabouts of this company's land be defined, seeing that it will not be slow to obtain possession against the Crown by length of tenure? Valuable timber is said to exist, and excellent land, close to it, but the Company is exercising, I am told, proprietary rights beyond its borders, and hampering intending selectors. Nearly every day there is somebody up here looking for land to select. The expense of settling this matter of the west and south boundaries of the Hampshire Hills, and the north and west boundaries of the Surrey Hills Block, so as to throw the Government land between, open for timber and selection, might be considered great, but, after all, it will have to be faced, and the vote would only be equal to the cost of a very small road, and pay for itself many times over.

Land available for Selection.—To the south of present selections of, say, Goss, Barrett, and Smith, Parish of Lowana, a broad valley runs up towards the Black Bluff. There must be some good land on slopes of this, also in large space between the Hampshire and Surrey Hills blocks referred to in last paragraph. If I had the necessary instructions, I could have a look at this land before coming away, and submit a report; but I have gathered from various sources that there is good land and timber; both are now in request.

Surveys effected.—I have surveyed fourteen first class lots, six second class, with over seven miles of roads in them, one school site, two Public Works roads, one subdivision, eleven town lots of ten acres each, and three mineral sections. What with detention in town in March, waiting for work, and such unforeseen events as time lost in carrying out imperative instructions, losing and obtaining men, travelling, bad weather, heavy floods in rivers sweeping away my crossings, &c., I consider that I had lost considerably over three months of the past year, although I have been, one month excepted, in the field all the time.

SURVEY DISTRICT OF DELORAINÉ.

Mr. Authorised Surveyor C. M. Archer reports as follows:—

Surveys effected.—In all, 95 instructions have been received during the year, comprising 36 mineral lots, 55 agricultural, and 4 Public Works Surveys. A number of these came to hand during the latter part of the year; on that account, and being very scattered, 32 are still unexecuted, but I intend to have them off my hands early in the year.

Lands suitable for Selection.—There is very little first-class land for selection in this district; patches exist along the slopes of the western tiers, and up the Mersey Valley; also up Minnow River (Beulah), but, generally, this is unapproachable for want of roads. Large areas of second and third class land are available for selection, which, no doubt, will secure selectors' attention under the "Crown Lands Amendment Act, 1895," and the "Crown Lands Amendment Act, 1900," during the forthcoming year.

Progress of Settlement.—Settlement throughout this district is necessarily slow, on account of so little available and accessible first class land existing for settlers, the majority of selections being simply additions to previous holdings, about the only exception being the Upper Liffey Valley.

Roads and Tracks.—I would strongly recommend a road being opened up between the Upper Liffey Valley and Golden Valley, or the Deloraine Great Lake road, where there is a large area of first and second class land, which would be rapidly selected if a passable road were made through it.

A track that requires more attention than it has received this year is the Mole Creek-Rosebery one. Besides myself, several prospectors have had to turn back on account of the track being blocked by scores of trees brought down by snow and wind during the winter months. The Chudleigh Road Trust have from time to time assisted prospectors by having the trees cut off the track. Surely the Government should bear this expense, rather than the Chudleigh taxpayers. I would recommend that this matter be attended to through the Chairman of the Chudleigh Road Trust; I also strongly recommend that the cart road up Gad's Hill be continued to the top, about one mile, which will enable a bullock team to be taken twelve miles past that point towards Mt. Pelion.

Timber Beds.—Large quantities of timber still exist in the district, and are likely to for a number of years. The low price of sawn timber forbids the majority of the timber beds being tapped. Mills in the foreground, probably, are able to supply present requirements.

SURVEY DISTRICT OF FRANKLIN.

Mr. District Surveyor E. G. Innes reports as follows:—

A great deal of the report is of necessity a repetition of that sent in past years, as, although the district as a whole is in a more prosperous state, the general aspect as to lands available for selection, roads, &c., is unchanged.

Surveys effected:—

5425 acres in	6 lots, for timber.
165 acres in	4 lots, for selection under Crown Lands Amendment Act, 1893.
270 acres in	8 lots, for selection under 31st Section Crown Lands Act, 1890.
614 acres in	1 lot, for sale by auction as second class land.
28 acres in	2 lots, for sale by auction in towns.
45 acres in	2 lots, for surveys of areas to which purchasers were entitled to grants under Section 10 Crown Lands Amendment Act, 1894.
3 acres in	1 lot, for leasing purposes.
20 acres in	1 lot, re-surveyed for grant issue.
Total...	6570 acres in 26 lots, and one Public Works road, length 57½ chains.

Lands suitable for Selection.—The Parishes of Leithbridge and Honeywood still contain considerable areas of land suitable for selection in small areas, from 25 to 100 acres, being the size most to be recommended, owing to the broken nature of the country generally, such areas being plenty large enough for the staple industries of the district, viz., small fruit-growing and orcharding, with a few acres laid down in grass. A good many such lots can still be picked out in the parishes mentioned, and there are also very considerable areas of second and third class land suitable for selection for what are usually termed "rough runs," or bush pasture for dry cows, yearling cattle, &c. The Parishes of Price and Thanet also contain a large quantity of fairly good land, but at present large areas are locked up as timber areas, and are not available for selection. There is a considerable area of third class land in the Parish of Thanet, fairly well watered, and suitable for grazing purposes. The Parish of Garrett is generally considered a timber parish, but it contains some considerable areas of good agricultural land, and as the timber is removed by the sawmillers, this land will become available for selection for small homesteads. The Parishes of Purves and Blakeney have small areas of good land scattered about; but, as a rule, they are rough, broken, and heavily timbered, and only fit for sawmillers and others interested in the timber trade.

Progress of Settlement.—During the year 1900 the Huon, as a whole, has made a fair amount of progress in the way of *bonâ fide* settlement. A good deal of land selection has taken place in the various parts of the district; scrub has been felled, and clearing is being carried on vigorously in all directions; new cottages are springing up on all sides, and many other substantial improvements—such as new fences, barns, cattle-sheds, &c.—are being erected. The fruit crops generally were, I think, fairly successful, and have given encouragement to growers to further extend their plantations. The timber industry has, apparently, taken a decided turn for the better. All our mills are working full-handed; labour of all kinds is very scarce, and, as a natural consequence, wages are on the upward tendency, and we have no unemployed in the district. In one instance, foreign capital has been brought in to help develop our timber trade, and, with good management, should give it a fillip. Fruit-preserving factories are in full swing, and a factory has been established to make what is known as "Eucalyptus Extract," a kind of jelly, obtained by boiling and pressing the young shoots and leaves of the Blue Gum, or *Eucalyptus Globulus*. It is used to prevent corrosion in boilers, &c., and is, I understand, of good commercial value, as there are, I understand, indications of a large demand for the article in question.

This is not what is called a mining district, but at the present time the mines at Port Cygnet are putting out a fair supply of good household coal; and at Recherche Bay, I understand, a large seam of the same mineral has been unearthed in two different places some miles apart, and arrangements are being made to develop the same. All this means increased demand for labour, and also increased wealth to the district when the mines are properly developed.

Our Public Works officials have done good work, and all the roads and jetties are in a better state than I have ever seen them before.

The trade with the capital city is increasing rapidly, and the large fleet of steamers has been increased during the past year, and I am informed, upon good authority, that even now they can scarcely cope with the traffic; and there are already signs of a further addition to the fleet. On the whole, I think we may be satisfied that the years of depression have passed away, and that, all things favourable, we are in a fair way of solid prosperity.

Timber Beds.—Under this heading there is not much to be said. No new beds have been opened during the past year. All our mills have a good supply of timber, and there is not much likelihood of their being short for many years to come.

Parishes of *Leithbridge and Honeywood.*—Mr. Authorised Surveyor H. R. Hutchison reports as follows supplemental to the report of the District Surveyor:—

Surveys effected.—I have the honour to report that during the past year I have surveyed some 40 lots, representing an area of about 6440 acres, and have made one road survey and re-surveyed a school site for the Public Works Department.

Lands suitable for Selection.—In the Parishes of Honeywood and Leithbridge almost all the first class land on the slope towards the Huon is already selected. On the western slope, towards the Arve River, there is still a considerable area available, which is at present inaccessible, and will never be taken up until roads are made, the country being very broken, and heavily timbered. It is rather doubtful whether the higher parts of this land will ever be in demand for agricultural purposes, on account of its exposed, cold, and bleak position; even cattle will only do well during the later summer months. In Leithbridge there are still large areas of second and third class lands available, which are suitable for sheep, and should be taken up under the new Act. In the Parishes of Pedder and Bagot there is little or no first class land unselected; but these parishes contain considerable areas of second and third class lands.

Roads, &c.—The Arve, New, and Scott's Rivulet roads require extending. With the New Road some distance would have to be traversed before any suitable land will be reached. Hall's Road, also, requires extending.

Progress of Settlement.—The small areas of first-class land taken up during the year are fast being cleared, and laid down in grass. Most of the areas applied for have been really inferior lands adjacent to the river, which were considered useless in former years, but are now being taken up for orchard purposes, the higher rich lands having been found unsuitable. The settlers in this portion of the district seem in a very prosperous condition.

Timber Beds.—The whole of the south-western slopes of the Parishes of Honeywood and Leithbridge are heavily timbered with good beds of Swamp Gum, Stringy Bark, and Blue Gum.

SURVEY DISTRICT OF FINGAL.

Mr. District Surveyor Thos. Clark reports as follows:—

Surveys effected.—Since my last annual report, I have received instructions for the following surveys for the year 1900:—

A.	R.	P.	
3368	0	0	in 120 lots, Mineral.
2054	2	12	in 1 lot, Water Reserve.
443	0	0	in 9 lots, under the 49th Section of the C. L. Act, 1890.
360	0	0	in 13 lots, under the 31st Section of the C. L. Act, 1890.
333	0	0	in 36 lots, under the Goldfields Regulation Act.
306	1	39	in 1 lot, under the C. L. Amendment Act, 1895.
250	0	0	in 6 lots, under provisions of the C. L. Act, 1893.
224	0	25	in 5 lots, for auction (Kay Reserve).
73	2	0	in 12 lots, dam sites.
50	0	0	in 1 lot, recreation reserve.
26	1	0	in 1 lot, under Section 10 of the C. L. Act.
20	0	0	in 1 lot, under 50th Section C. L. Act.
15	0	0	in 2 lots, under the 39th Section of the C. L. Act.
13	1	3	in 36 lots, Town of Alberton.
5	0	0	in 1 lot, Mining Easement.
1	3	23	in 3 lots, Education Department.
0	2	0	in 2 lots, under Residence Areas Act.
			Public Works in 2 surveys.
			Dredging claims in 6 lots.
			Water Rights in 33 surveys.

I now hold instructions for 66 uncompleted surveys, consisting of mining, agricultural, dredging claims, road, dam site, and water rights. These will be surveyed with as little delay as possible.

Nearly all the water rights are not ready for survey, as the applicants have not marked out the course of their races.

Lands Available for Selection.

Ringarooma.—There are still some thousands of acres of good land available for selection about the Settlement of Ringarooma of granite and basalt formation, and most of this is about ten miles south of the township. The country is broken, well watered, heavily timbered, and covered with a dense scrub of Musk, Dogwood, Sassafras, Ferns, &c. There are also large areas of second-class land on the hills surrounding this settlement. During the past year, one lot of 25 acres was applied for south of the settlement, also 75 acres in two lots east of the settlement, at New River, some eight miles from the township. Also, at the west side of the settlement, at a place known as *Camp Hotel*, and about seven miles from Ringarooma, and nine miles from Scottsdale. There have been 350 acres in five lots applied for, all of which are under the 49th Section of the "Crown Lands Act, 1890." There is still a fair amount of good land available for selection near the *Camp Hotel*, and the most of this extends from the main road at the top of Billycock Hill, in a northerly direction.

The old selectors about the *Camp Hotel* are making good improvements on their selections. The same can be noticed all through Ringarooma settlement. I would recommend intending selectors to turn their attention to the flourishing settlement of Ringarooma. The land between Ringarooma, Weldborough, and Lottah is a dense forest of Myrtle, &c., of granite formation, with a few patches of basalt. When cleared, this would be splendid stock land, as grass does well on it in dry or wet seasons.

Upper George's River.—No selections have been applied for about this settlement during the past year. The old selectors are improving their lands at a fair rate.

There is still a fair amount of good land on the hills round the settlement available for selection, also a large area of second class land, all of which is of granite formation, with patches of basalt.

Most of this land is between the North and South George rivers and the North George River and Weldborough Road. It is fairly well watered by small streams, broken, heavily timbered, and covered with a dense scrub.

St. Marys.—During the past year, 75 acres in two lots have been applied for, under provisions of the Crown Lands Act, 1893, and one lot of 15 acres, under the 31st Section of the Crown Lands Act, 1890. Also, 26½ acres, under Section 10 Crown Lands Amendment Act.

The old selectors are fast improving their lands. There are a few hundred acres in small patches about this settlement available for selection; also, a large area of second-class land, all of which is among the steep hills, with the exception of the table-land some six miles south of the settlement. This is good grazing land, and extends some miles westerly.

Fingal.—Fifty acres in two lots have been applied for during the past year, under the 31st Section of the Crown Lands Act, 1890. These lots are on the table-land some four miles south of the township, and there is good grazing land at the same place, extending east and west.

Blessington.—This settlement is about 30 miles from Launceston by a fair cart road. During the past year, 65 acres in two lots were applied for, under the 31st Section of the Crown Lands Act, 1890; also, 150 acres in three lots, under provisions of the Crown Lands Amendment Act, 1893. The old selectors are making rapid improvements on their lands. There are many patches of good and second class land about this settlement available for selection, and the most of this is between the Ford River, Mt. Ben Nevis, and Rose Tier. There is a large area of good grazing land on Rose Tier, extending northerly. This is table-land, marshy and wet. Kangaroo and opossum are numerous here.

Mathinna.—Some four miles west of the township, on Tyne and South Esk rivers, 130 acres have been applied for in six lots during the past year, under the 31st Section of the Crown Lands Act, 1890. There is a fair amount of good grazing land in the same locality.

Near the town of Mathinna, three acres in one lot was applied for, under the 49th Section of the Crown Lands Act, 1890. At South Mt. Victoria Goldfields, some nine miles from Mathinna, 50 acres in one lot were applied for, under the 31st Section of the Crown Lands Act, 1890.

Mining.

Tin Mining.—The number of mining lots applied for during the past year are a great many less than the previous year. All the mines have been short of water, and are still so, and, in consequence, mining has been somewhat held back; nevertheless, there is a lot of mining going on all over the Tinfields, as follows:—Cascade River, Branzholm, Weldborough, Blue Tier, Lottah, St. Helens, St. Paul's River, and Ben Lomond. At the last-named place, the Mt. Rex Tin Mining Company, No Liability, has spent a deal of money in constructing dams, races, sinking main shafts, and erecting machinery; and, as soon as this mine is in full working order, good results are expected.

Gold Mining.—At Mathinna, mining is going on steadily, also at Alberton and South Mt. Victoria. There is also a fair amount of mining and prospecting going on about Mangana.

Roads.

The road from Ringarooma to Mathinna has been made from Ringarooma to the edge of the table-land, and from this point to the Valley of Dan's Rivulet, a distance of about five miles, requires making. To do this a side-cutting is required. This road is much required for the Ringarooma and Mathinna people.

Tracks.

Hogan's Track from St. Helens to Mathinna requires the timber clearing out to admit of horse-traffic as far as the Queen of Earth Gold Mine. The track is in good order from that mine to Mathinna. From the crossing of Hogan's Track, on Scamander River, a new track is required down that river to Ryan's Farm, as a horse and foot track. This track would assist miners and others.

Timber.

Along the coast, from St. Helens to St. Patrick's Head, the hills are well timbered with Ironbark, Peppermint, Stringy Bark, and a few Blue Gums. The best of it for splitting has been picked out, as far as a cart can get back. About Mathinna, and extending to Ben Lomond, the hills are also well timbered with Peppermint, Ironbark, Stringy Bark, and Swamp Gum. About Mangana, there are a few Blue Gums. The hills here are heavily timbered with Ironbark, Peppermint, and Stringy Bark. There is a good tract of this country, extending from near Fingal and Mangana road, in a northerly direction, to Mathinna. There is also a good tract of timber country, extending from Dan's Rivulet, northerly, towards George's River. Most of this is Swamp Gum and Stringy Bark. The largest of this timber is rotten in centre. The most durable timber I know of is that between Fingal, Mangana, and Mathinna.

SURVEY DISTRICT OF KING ISLAND.

The late Mr. District Surveyor M. Flannigan reported as follows:—

Surveys effected.—During the past twelve months, I have surveyed 78 lots, for an aggregate area of 11,000 acres, and have still a large number of instructions on hand. The last half of the year, a rush took place, and almost all open, hilly land on the West Coast has been selected, but there are still thousands of acres of good land available in the level country almost throughout the Island.

Roads.—The necessity for by-roads is now being greatly felt, and, as in my previous reports, I would recommend that a road be made from Bungaree Camp to West Coast, and another road easterly from somewhere in the locality of Bungaree Camp. A road is also required going easterly from the neighbourhood of H. R. D. Pearson's selection, and a road through G. P. Huxley's 116 acres, if extended another half-mile, would be in open fern banks, and this land, I am sure, would be quickly selected. Another road that is required badly is to the land known as Grassy, in the south end of the Island, which should be made from the main road, keeping on the north side of Big Lake.

Progress of Settlement.—Considerable progress has been made during the past year by fencing, clearing, and ploughing, and, no doubt, next year will see a large increase in the number of fat stock shipped to market. The population has increased to 211, and the want of a school is being greatly felt, there being, I understand, more than the number of children required by the Education Department to entitle settlers to a school.

Some steps should be taken by the department to stop the spread of sand-blows. They are increasing in area steadily, and it will mean a loss to the State of many acres lying idle, selectors being afraid to take land near them. Five years ago, I surveyed 100 acres for Mr. Bentley. The lot was some distance from the blow at that time, but at present 25 acres of land is covered. The Victorian Government have been assisting the shires where there are sand-blows by supplying them with marram grass, which has been the means of stopping their increase. I have no doubt the settlers would be quite agreeable to allow cost of checking the blows to come out of the same fund as for making roads, if it were available.

FLINDERS ISLAND.

Mr. Authorised Surveyor K. M. Harrison reports as follows:—

Lands suitable for Selection.—There is no ground adapted for cultivation on Flinders Island, except in scattered patches, where small lots of from 20 to 30 acres of fairly good land may be obtained. These patches are generally of slate or basalt formation, surrounded by the common granite of the Island, and are scattered through the Parishes of Carina, Metta, and Lenna.

There are about three or four thousand acres of very fair grazing land open for selection in these parishes, and also along the shore in the vicinity of Marshall's Bay, besides the smaller and more isolated patches which are scattered over the Island. These patches of agricultural land are very easily cleared, and are composed of light sandy loam, very thinly timbered with small Blue Gums, and bearing patches of light Ti-tree scrub and bracken fern. The more open spots are often clothed with a luxuriant growth of native grasses, and sometimes with the wild lucerne or "Melilot," which makes first-class fodder for stock, and appears to be peculiarly adapted to the soil and climate of the Island, as it is often seen growing in thick masses to a height of three feet, and bearing the appearance of a cultivated crop. The larger portion of the Island is utterly worthless, consisting of barren sand, lightly timbered with dwarf black Peppermint, or covered with grass-tree and heath.

Roads and Tracks required.—There are very few roads required on the Island, as settlement is almost entirely confined to the sea-coast, where the long, hard, sandy beaches form good natural roads; and, as the settlers confine themselves to pastoral pursuits, and have, therefore, but little carting, the roads already constructed are, in many cases, becoming overgrown with scrub, or blocked with fallen trees.

I would strongly advise the reservation of about fifty acres of land, near the White Mark Town Reserve, for the benefit of those settlers who are shipping fat stock from the Island, and require a paddock in close proximity to the jetty, where the stock could await the arrival of the steamer. Several of the stock-owners in the vicinity are taking up small selections for this purpose, and later settlers will find themselves without any place to leave their cattle, and will be unable to follow the example of their more fortunate neighbours. It is absolutely necessary for the settlers to have some place for this purpose, as most of them live at a distance from the jetty, and find it almost impossible to send their stock away, as they have no telegraphic communication to let them know the steamer is coming, and there is no time to send them down when the steamer appears in sight. The most suitable spot for the purpose has been already selected by G. S. Bird; but the ground adjoining is almost as good, being close to the jetty, and fairly well watered.

Progress of Settlement.—This is still very slow, selection during 1900 being confined to local people, who are slowly increasing the size of their holdings. The ground selected amounted to about 600 acres, of which about two-thirds was in the neighbourhood of White Mark. A more frequent and reliable communication with market would, no doubt, give a great impetus to settlement on Flinders Island, as it would enable the settlers to grow new potatoes and other vegetables for which the Island is splendidly adapted, and to turn their attention to raising spring lambs and dairy produce. But, in the meantime, they have to rely solely upon the raising of stock and a little kangaroo hunting and mutton-birding in the season.

Timber Beds.—There is very little or no timber of marketable value on the Island. Blue Gum, Stringy Bark, and black Peppermint are found on the Island; but they are small, and quite unsuitable for sawing, although good enough for building fences and other rough purposes.

SURVEY DISTRICT OF MONTAGU.

Mr. District Surveyor C. S. Wilson reports as follows:—

Instructions received and Surveys effected.—During the year 1900, a total of 192 instructions for surveys were issued to me. This number comprises 138 instructions for surveys under the Mining Act, including 33 applications for water rights, tramways, and other mining easements;

and 54 instructions for auction, agricultural, and subdivision surveys, under the various Land Acts: and, in addition to these, there were a few instructions carried forward from 1899, and which were received in the latter end of that year. At this date, 31st December, 1900, I am glad to say, only ten instructions remain in hand; six of these are for water rights, and the surveys of which are held over to suit the convenience of the applicants. Practically speaking, therefore, I have only about three or four days' work to do to complete the orders entrusted to me.

Progress of Settlement.—Settlement of the West Coast is still advancing. The principal towns have this year been enlarged by the survey of a large number of allotments, and upon which some hundreds of new buildings have since been erected—a safe indication that the population is increasing. Several new towns have been marked out.

The close of the year 1900 has witnessed the opening for traffic of the Emu Bay Railway from Burnie to Zeehan. The main obstacle in the way of the development of the mines along the route, and the opening up of a very extensive area of mineral land is, in consequence, removed. The benefits which this line will confer on a large mining community—a district that is lacking in agricultural products—will, naturally, be great. Perishable goods can now be delivered more expeditiously, and in better condition, than before; the connection with the mainland is rendered comparatively easy and safe.

Another striking instance of progress has been the opening of the Zeehan Electric Light and Power Company's works at Zeehan this year, and the electric lighting of the town is, therefore, now an established fact, recording, as it does, a distinct but important epoch in the settlement of the West Coast.

That Zeehan is the first town in Tasmania outside of the two cities to have electric lighting is worthy of more than brief mention. The company, which is virtually a locally-subscribed one, certainly deserves that its energy and enterprise should be attended with success. A large number of householders have already availed themselves of the opportunity offered them, and that the directorate have not over-estimated the demand for lighting is rendered apparent by the long mileage connections effected since the initiation of the scheme. The company's intention is to supply power, not only as an illuminant, but also for motive and traction purposes, such as winding, pumping, haulage for the neighbouring mines, and, doubtless, in this direction its usefulness will be chiefly manifested. The works and appurtenances thereto are substantial in every particular, and, anticipating the exigencies of both householders and the mines, the company has made adequate provision, so as to admit of the plant and machinery being duplicated expeditiously.

Mineral Lands.—Approximately, five thousand (5000) acres have been surveyed during the year for minerals, the applications, in a general way, being spread over the whole district.

Despite the fact that there has been a considerable falling off in the demand for mineral lands, compared with previous years, it is especially satisfactory to record that far more legitimate work is now being done than obtained when large tracts of country were marked off for speculative purposes. Although it must be admitted that, due solely to this latter circumstance, several most promising mines were discovered which otherwise may have remained unearthened for years, and which, indeed, bid fair to add to the mineral wealth of the State. Several dredging claims have been surveyed this year, embracing a portion of the river beds and banks of the Queen River and Linda Creek; nothing, however, has been done towards working the Linda areas; but, in the case of the Queen River, the applicants are showing their *bonâ fides*, and the necessary preparation of the land, and construction of dredges, is being proceeded with. It is well known that a good deal of gold has been won from the basin of the Queen River and its many creeks, but chiefly from the shallow parts accessible to alluvial miners—the heavy ground, for want of capital, remaining untouched beyond a hole here and there, which, to some extent, proved the ground to be more or less auriferous; and as this is principally what is now proposed to be worked by dredging, there is a fair chance of the venture being attended with success, more especially as it is claimed that a sufficient margin will exist between receipts and expenditure to permit a fair return to shareholders, according to size of company, and the quantity of dirt handled, on an average yield of a couple of grains to the cubic yard treated. Practical dredging experts are satisfied that the prospects are favourable enough to warrant the trial, and, for obvious reasons, this industry—an industry in reality new to Tasmania—should be carefully fostered. Although the undertaking in question is only in its incipient stages, a good deal of public attention is being manifested in the issue; if successful, no doubt many of the streams in the neighbourhood of the Pieman River and elsewhere will, in consequence, be exploited.

Very little work has been done on the mineral sections surveyed at Mount Huxley, but in several instances, where prospected, it has been satisfactorily proved that the indications are favourable to the existence of minerals; but, as yet, practically no capital has been spent towards developing the various leases. Several parties are making "tucker" by turning over the old alluvial gold workings in this neighbourhood, but, from what can be ascertained, no new ground has been discovered.

The old King Mine, at Lynch's Creek, is let on tribute, and the tributors are now constructing a head race, their intention being to expose the reef by hydraulic sluicing. A fair quantity of gold was won from this mine several years ago, and the creeks in the immediate vicinity were worked by diggers with most satisfactory results. Provided the tribute party is financially able to carry out the work, which is somewhat of a heavy nature, there is every reason to predict that there will be a revival in gold-mining on this field. This is a special case that might well be assisted by the Government on the £1- for £1 principle, perhaps by being brought under the Deep Sinking Encouragement Act.

This year a good deal of attention has been devoted by investors in the development of the Lyell Mining Field. With respect to the various mines in touch with railway communication, the year's work has, in many instances, been attended with success, and the outlook in regard to the forthcoming year is decidedly encouraging. Doubtless the future success of these mines is contingent upon that of the Mount Lyell Mining and Railway Company. At the present time it is, however, being somewhat increasingly recognised that the benefits to be derived from an amalgamation of several of the copper companies with the parent mine would be of mutual advantage, considering the interdependent smelting properties of their ores. Broadly viewed, it would seem quite impossible to over-estimate

the importance to be attached to the furtherance of such a scheme, both in the interests of the State and the mine-owners themselves, particularly to the latter, to whom the principle "the greater the combination the greater the profits" aptly applies.

The progress of the mines on the northern and eastern slopes of Mt. Lyell is, it may be mentioned, due in no small degree to the enterprise and energy of the North Lyell Copper Company, which has built a railroad, which is already open for traffic, from Kelly Basin, Macquarie Harbour, to Gormanston. This company is now projecting an extension of its line to the Lyell-Comstock Mine, close to the southern base of Mount Sedgwick. As a consequence of the difficulty that exists in the matter of transport, the mining concerns in that locality are under great disabilities, and the immediate effect of the extension referred to can scarcely yet be realised, and cannot but meet with the general appreciation of the mining public directly interested. Moreover, it might here be pointed out that the northerly production of the Lyell mineral belt, namely, from Mount Sedgwick to Mount Murchison, will, as a result, be brought more into the range of economical prospecting than has hitherto been the case. The construction of a track for horse traffic around the southern and western flank of Mount Sedgwick, and which I reported upon last year, may now, perhaps, receive the attention of the Government. Briefly stated, the investing of private capital on works connected with the Lyell Mining Field has, to say the least, in a general way, been rewarded with satisfactory results, and has, in an unmistakeable manner, opened up, and thus added considerably to the value of, the Crown Estate.

At Zeehan, there has been a marked increase in the output of ore, both as regards quantity and value. The increase in value for the twelve months ending 31st December last, over and above the output of the year 1899, is, in round numbers, £100,000, and there is every promise that the present year will see a further improvement in this direction. As the standard of progress is usually computed upon the basis of the wealth produced from each field in proportion to its population, Zeehan, doubtless, holds its own with any other mining field in Australia. There is an element of permanence about it that even the most critical observer must admit. That this should be so is, in a sense, to be marvelled at, considering that from time to time, since the discovery of the field, many excellent mining properties have come to grief, no doubt through nought else than lack of efficient management; of course, such, unfortunately, is common to mining in all countries.

It might, however, be again remarked that it is well worthy of note, and of considerable moment to the public, that the mining concerns which are deemed by mining investors to be soundest, both for investment and speculative purposes, are those mines which are governed by experienced directors. This should exemplify, in some sort, the wisdom of securing at the outset the services of directors who have had considerable mining as well as financial experience, and who, moreover, can give proper attention to the judicious application of the shareholders' funds. It is a frequent occurrence that mining directors are elected to such responsible positions, not on account of possessing any special qualifications, but for the sole reason of being the proprietors of a large interest in the property; consequently, the expenditure is, in the majority of such cases, misapplied, with the inevitable result that, no matter how good the prospects are, the mine ends in failure.

Notwithstanding that much money has been injudiciously laid out in the past, the Zeehan field is gradually regaining the confidence of capitalists, and not unduly so, as the mining operations are now on a more solid footing, and more methodically conducted than hitherto has been the case. So far as it can be gauged, diligent and systematic prospecting is being performed on many of the previously-unimproved leases, and also on those sections surveyed this year for mining purposes. A few sections for tin-mining were surveyed at Heemskirk and North Dundas, and tin in limited quantities is being obtained at both these localities. The prospects of the Heemskirk Field becoming a payable one are much brighter than heretofore. A good deal of local interest is being centred in the Federation Tin-Mining Company, better known to the public as the New West Cumberland Sections (Munro's), and the developments, so far, have been attended with satisfactory results.

This year has seen very little change at the Mount Read and Rosebery districts. The mines, or, at least, the principal ones, are confronted with the vexed "sulphide question." There is no doubt about the existence of the metal, but until a satisfactory method is arrived at for profitably treating the ores, both districts must, to all intents and purposes, remain stationary. There is certainly some ore which can be rendered marketable, but, in the main, the ultimate future depends on the successful treatment of the known huge bodies of zinciferous ores.

The Comstock mines, lying west of and adjacent to Zeehan, are practically at a standstill, progress being retarded for want of proper means of communication. It is, however, understood that the needs of this promising field is receiving the attention of the Government, with a view towards constructing a light railway, a work which, if carried out, will have the effect of promoting the introduction of capital into the district.

That the mining industry in a prosperous and progressive state is abundantly answered by the fact that the value of the total output of the West Coast for the year is, in round numbers, approximately, £1,330,000, as against £985,000 for the previous year, and £551,000 in the year 1898.

"The Mining Act, 1900," came into operation with the commencement of this year, 1901, and it is contended in mining circles that in many respects it is an improvement on the Act of 1893, liberalising, in a general way, mining conditions. It was confidently expected, however, that, as regards the procedure in the matter of the forfeiture of leases, some better provision would have been made than obtained under the old Act. There is no part of the Mining Act of a more grave and extended importance to capitalists and miners alike than that which has reference to security of tenure; and I may be permitted to say that, in my opinion, the exact antithesis of what was most desired towards securing the working of mineral lands has now become law. Should it not, in every case, be sufficient for the Crown, through its own officers, to deal directly with lessees when they fail to substantially observe the labour covenants and conditions of their lease? But to allow any person to apply for the forfeiture of a lease, and, if he be successful in proving merely that the covenants have not been complied with, to then have the preferential right to a lease of the land so forfeited, not only renders every lessee liable to be attacked indiscriminately by the individual, but tends, unfortunately, in a great measure, to check the introduction of capital into mining ventures, which is indeed a matter that so deeply concerns the industry. The broad principles which govern the promotion of capital for the economic

development of mines should be kept steadily in view, and the constant employment of a stipulated number of men, whether the work be justifiable or otherwise, should be, in some sense, only of secondary consideration. As the Act now stands, it is lawful for any person, under certain conditions, to annul, in effect, an indenture made between two parties—the Crown and the lessee. Doubtless the latter is cognisant of this risk before he completes the contract between the Minister for Mines and himself; but he probably does not foresee that the section relating to progressive fines leaves him open to be blackmailed to some extent by unscrupulous mining jackals.

In these circumstances, the conclusion arrived at by intelligent miners is that leases will be surrendered wholesale, and capital diverted into other channels, unless the forfeiture clauses of the Act are amended; and such amendment, to be effective, should be in the direction of leaving the onus of establishing the non-compliance of the covenants and the cancelling of a lease wholly in the Crown.

Tracks and Roads.—So persistently frequent has my advocacy been in favour of the policy of opening up the mineral lands of the West Coast by the aid of tracks for horse traffic, and where not practicable to do so, then by prospecting tracks that, no doubt, the subject is becoming wearisome. This subject, however, in point of fact, is the popular demand of investors and prospectors alike.

Much, indeed, remains to be done towards opening up the vast areas of known mineral country which will lie dormant until a well-thought-out scheme is carried into effect. What a properly developed system of tracks would probably add to the State's wealth will, at the present rate, only be known to future generations.

In my last annual report, I wrote, "It is a significant fact that, under the purchasing conditions of the Crown Lands Act, dealing with the selection and sale of Crown land, a portion (one-half) of the purchase-money is allocated to the making of roads and streets in the locality where the land is selected; and it at once suggests itself that some such principle would work equally as well under the Mining Act, so far as to provide for portion of the revenue accruing from the rents of mineral lands to be devoted to roads and tracks."

"In this district, considerably over one hundred and sixty thousand acres have been surveyed into blocks. This area, if held under lease, would mean an annual rental of over £40,000; but, of course, the whole of the land surveyed is not so held; still, allowing that only one-quarter (and this is a very liberal average) of this area is yearly paid upon, the rent derived therefrom would be at least £10,000 per annum, and one-half of this amount, or £5000, would go a long way towards the construction of new tracks, and the maintenance of the existing ones."

Nothing further can be advanced than what has so often been said in favour of such a principle as the above; and it is confidently to be hoped that the Mining Act may be brought into line with the Crown Lands Act in that respect.

If there is one track more than another deserving of special attention, it is the construction of a cattle track from Rosebery to Queenstown. There is a pressing urgency for this connection. The facilities for travelling stock to the Mt. Lyell field are bad indeed; in fact, it would be difficult to imagine worse. After losing sight of the pasture lands of the North-West Coast, the drovers estimate the average time occupied in driving cattle to Lyell at six days, and under favourable circumstances from eight to ten days from the Deloraine district, necessitating in both cases long intervals without proper food. The track herein recommended would reduce considerably the present roundabout journey, and cattle from the North-West could then be delivered at Queenstown in two, or, at the most, three days. At the risk of being considered importunate, I will reiterate that the work referred to should be undertaken without delay. The necessities of a population of some 12,000 people certainly demand such being done. It might also be added that this track would be serviceable towards opening up a large extent of mineral country, and which is referred to, in my notes of track (d), and this in itself should be sufficient warrant for the expenditure.

I beg to again recommend that the under-mentioned localities, which were reported upon last year, receive due consideration as regards tracks for horse traffic:—

(a.) From the Mariposa mine, at South Dundas, to the Henty Gorge, crossing the southern spurs of Mount Dundas, and thence on to junction with the pack-track which connects Mount Read with Mount Tyndall; length, about ten miles.

(b.) From a point on the main road, between the Deep Lead and Rosebery localities, to follow round the northern spurs of Mount Read, and thence to connect with the Red Hills pack-track at Mount Murchison; length, about seven miles.

(c.) From the Rosebery to the Anthony River, *via* the Black Gap, between Mount Black and Mount Murchison; length, about ten miles. About four miles of this track has been constructed by the Emu Bay Railway Company from the main road at Rosebery to the Sterling River.

(d.) From North Mount Lyell, skirting the south-western and western flanks of Mount Sedgwick, thence northerly along the western side of Mount Tyndall to connect with the Mount Read-Tyndall pack-track. The construction of this track would, practically, give access to the whole of the north-westerly extension of the Mount Lyell mineral belt lying between Mount Lyell and Mount Murchison; length, about twelve (12) miles.

(e.) From Howard's Plains, near Queenstown, to a point near Argenton, vicinity of Zeehan. A track was cut through this country many years ago by Frank Long, the discoverer of the Zeehan Silver Field; but this track is now blocked with scrub and fallen timber. The route is carefully chosen as to direction, is well graded, and passes through a country likely to contain minerals, but which, owing to the denseness of the scrub, cannot be prospected until reasonable access is provided; length, about sixteen miles.

(f.) An exploring track from a point on the Mount Murchison-Eldon Bluff track, which was marked off and charted last year, to connect with Innes' track at Mount Pelion West. There is a very extensive tract of unexplored country between Innes' track and the Canning River, which may, in the light of the developments at Barn Bluff, prove to be mineral-bearing. The extension of the Eldon Bluff track to Lake St. Clair is, I understand, to be proceeded with during this summer, and should the exploring party effect this connection before the winter rains set in, perhaps it would be expedient to authorise an examination of the country in the vicinity of the Canning River before recalling the camp.

In view of the large amount of revenue derived from the sale of town lands—the figures in reference thereto are quoted under the heading “Progress of Settlement,” and which will, it is quite probable, be annually augmented as the population increases—I desire to bring under your notice a matter of considerable importance in connection with the sale of town allotments:—Under the purchasing conditions of the Crown Lands Act, dealing with the sale of town lands, one-half of the purchase-money virtually reverts to the town where the land so sold is situate, the money being raised by the issue and sale of debentures chargeable to the “Consolidated Revenue Fund.” This money in due course is devoted to street construction or other improvements, and the expenditure and supervision of which rests with the Town Boards, should such exist. Under the present conditions, it is competent for Town Boards to entrust the preparation of details and supervision of street construction to any person—for instance, an engineer’s chainman—acting either in an honorary or paid position, and who may not have the necessary technical knowledge appertaining to such important works, might, in all good faith, be considered by the elected members of a Town Board qualified to advise them on such matters. Can it be said that the best results are obtained, and the money judiciously allocated, under such conditions? According to my lights, it was never contemplated, when this most liberal clause was framed, that the expenditure should be under other than skilled direction.

Speaking from memory, the Local Government Bill, which has not yet passed into law, provided for the appointment of Shire Engineers, similar to the system obtaining in Victoria, which State furnishes an excellent proof of the efficacy of appointing properly-qualified engineers. It is quite possible that one Shire Engineer would be able to conduct the work of all the West Coast towns, at any rate, for the present. To this end the desirableness of making such an appointment is so cogent as to require but little advocacy.

There is another matter to which it seems to me that attention should be drawn, and, in doing so, I apprehend that I approach a question which not only affects Crown grants, but the health and convenience of the public. Under existing law, it appears to be within the province of owners, in order to meet their own ends, to have their land subdivided, without due regard to design, size of lots, or drainage, at, in reality, the expense of the health of the future occupiers. Cases of the kind are more noticeable in the business centres of mining towns, perhaps, than elsewhere.

In several subdivisions which have come under notice, the main consideration of the owners has been—What is the smallest possible areas and frontages that will command a sale? In towns, more especially where the sanitation is not of the best, it must be evident that it would be to the direct interest of the inhabitants that the design of a proposed subdivision of freehold property should be first placed before a properly-constituted authority, who should be empowered to decide whether the design could be applied to the land to which it referred. Property owners often lose sight of the fact that a good design tends to enhance the value of their land, and it would be both to their advantage, as well as a safeguard to public interest, if special legislation were brought to bear on the question at issue, in order to minimise as far as possible such elements of menace to health arising as those referred to.

Lands suitable for Selection.—Between the Pieman River and the South Pacific Ocean, in the Parishes of Leebra and Rotali, there is a tract of country of about one hundred square miles, and concerning which little information is available in respect of the quality of the land. It is quite possible that a large proportion of this land is suitable for agricultural purposes. It is not generally known that there is a large extent of good land between the George Town, Packet, and Duck Creeks, in the vicinity of the agricultural selections at Granville Harbour, commencing from the road surveyed by Mr. J. W. Hoyle in the year 1884, and extending in a north-easterly direction towards the Pieman River. On an average, there are very few large trees to the acre, and the soil generally is of a chocolate nature. Further south, and within the mile radius of the Town Reserve at Granville Harbour, the land is also good, being chiefly black soil, with Musk and Dogwood as the prevailing scrub.

About 4½ miles north-west of the Town of Zeehan, and close to the old Success pack-track, there is a small area of first class land, and circumscribing the head of the Success Creek, and following Crimson Creek to its junction with the Pieman River, thence north-westerly along that river for about 1½ miles, the land is of good quality, and its proximity to the Emu Bay Railway, which is now open for traffic, should attract selectors.

In the neighbourhood of the Colebrook Mine, at North Dundas, there is a moderate extent of good land, the position of which is particularly convenient, being situate almost in the centre of the mining settlements of Mount Read, Rosebery, and Colebrook, and within a mile of the Emu Bay Railway.

From the five to the eight mile post, on the East Dundas Tramway, the land is in places fairly good, and its contiguity to the tramway should make the land valuable from a selector’s point of view. Blocks fronting on the Government road, and between Leslie Junction and the 5½ miles siding on the North-East Dundas Tramway, would doubtless be selected, if thrown open.

In the Parish of Mallana, north of the 16 to 17 mile posts, and on the western side of the Strahan-Zeehan Railway, some very good land is to be found—possibly 1000 to 1500 acres, and to the centre of which would be approximately three-quarters of a mile north from the railway line and the Badger River. Part of the land in question is leased for coal, under the Mining Act. South of and fronting on the Henty River, and to the east of the Strahan-Zeehan Railway, the land is fairly good, and within easy reach of the railway.

A few miles south of Queenstown, and in the vicinity of Lynch’s Creek, are several hundred acres of fair land; the soil, though of a somewhat adhesive nature, would be well suited for grazing purposes, and parts of which are especially adapted for market gardens. The position of this land with regard to a ready market for produce of all kinds is especially good.

Timber Beds.—In proportion to its area, it cannot be said that the County of Montagu is heavily timbered; there are, however, numerous small beds of marketable timber throughout the district, such as—Stringly Bark (*Eucalyptus obliqua*), Gum-top (*Eucalyptus hæmastoma*), Peppermint (*Eucalyptus amygdalina*), White Gum (*Eucalyptus viminalis*), Huon Pine (*Dacrydium franklinii*), King William Pine (*Athrotaxis cupressoides*), Celery-top Pine (*Phyllocladus rhomboidalis*), Blackwood (*Acacia melanoxylon*).

Occurring intermittently for many miles along the basin of the Pieman River and its numerous tributaries, Blackwood, Huon Pine, and the several Gums above-mentioned, are to be found. In the valley of the Wilson River, I am informed, there is a fair extent of Huon Pine; and, speaking from personal knowledge, there is a good bed of this Pine towards the head of the Stanley River, partly on the land surveyed by me in the year 1893 for tin-mining sections, vicinity of Mount Livingstone and Parson's Hood. West of Eden, on the Strahan-Zeehan Railway, and also along the basin of the Henty River, there is a fair amount or apparently sound timber, including Blackwood and the various Gums, East of Mount Huxley, and in the vicinity of the Tofft River, there is a small extent of Huon Pine, which, so far as can be ascertained, has not yet been operated upon. The basin of the King River, and also that of the Queen River, and from which an immense quantity of pine has been cut in past years, is now practically denuded of this valuable wood. An extensive bed of King William Pine of more than the usual size, measuring from 30 to 50 feet in length, and 5 to 8 feet in diameter, lies to the east and south of Mount Read.

The foregoing are the localities where the best of the timber is to be found, and which has not, except where otherwise stated, been opened up to any great extent. Coming now to a question, indeed, a serious subject, which calls for the attention that its importance suggests, as it has, apart from its national aspect, a direct bearing upon the future of the mining industry on the West Coast. During the past ten years the consumption of wood in this County (Montagu) has been enormous, and as a result the forests for a considerable radius of the mining centres have, generally speaking, vanished; consequently, mine-owners have to go long distances for the timber suitable for their needs. That timber is essential to the life of a mine is so obvious as to be beyond dispute; but, at the rate the forests are now disappearing, it will soon become a question of obtaining supplies from elsewhere, and in this case the cost will be a matter of vital consideration. The forests around a mining field should, in my opinion, be set apart for the use of the mines and their attendant population, and not for export. It might here be mentioned that, in several instances, land has been taken up under the provisions of the Mining Act, ostensibly for minerals, but in point of fact for timber and firewood. Irregularities of such like should be prevented as far as possible. That the existing forests are being more carefully guarded than in the past is a matter for congratulation; but, still, a good deal of destruction and waste obtains—thoughtlessly done, perhaps, in the majority of cases—the spoilation of young pines being especially noticeable; but, until an effective system of forest conservancy is undertaken, this must, of course, be expected.

It is remarkable that, so far, nothing has been done towards re-planting. It has been stated by a well-known English authority on forest conservancy, that "one pound spent in planting poor lands will produce more revenue in 60 years than one pound invested in almost any other trade, and certainly more than invested at any reasonable rate of compound interest." The cogency of those remarks is self-apparent to anyone who views the subject intelligently. Under skilled management, large areas of West Coast lands should be admirably adapted for forest planting, as it is well known that the more useful gums thrive best in well-drained land, and in soil of a poor description, in comparison with that fitted for agriculture. If, therefore, something is not soon done in the direction indicated, then no special foresight is needed in predicting that, as regards the West Coast, the Eucalyptus species will before long become a rare hardwood, and the Huon Pine a tree of the past.

In concluding this *résumé* of the progress of the Survey District of Montagu, and of other matters of importance appertaining thereto, I beg once again to bring under your notice the fact that the remuneration allowed for the survey of mineral sections in this district is not commensurate with the standard of accuracy now insisted upon. Every year the work is extending inland, and in advance of roads and tracks, consequently, the cost in effecting these surveys is very heavy. The country applied for is often the worst possible as regards roughness, which, together with the exceptionally wet climate, renders these surveys far more expensive to carry out than elsewhere.

Counties of *Franklin* and *Montgomery*.—Mr. Authorised Surveyor H. F. Miles reports as follows:—

Mining Discoveries.—During the past year, the applications for leases of land for mineral purposes show a marked decrease; but this is only to be expected, as the possibilities of the chief mineral fields in the district, Mounts Darwin and Jukes, are now nearly exhausted for the prospector, most of the land being held under lease.

A discovery of asbestos was made early in the year in the vicinity of Settlement Island, on the shore of Macquarie Harbour, and has since been worked with very good prospect of success.

Gold has also been found in the vicinity of the Frenchman's Cap, near to the track cut last year from the North Mount Lyell Railway. This emphasises the wisdom of cutting advance tracks in mineral-bearing localities. This track has opened up a large amount of country to the prospector heretofore inaccessible, and, I feel confident, will be the means of other important discoveries being made.

The most important mineral discovery made during the year is in the vicinity of Point Hibbs, where, practically, a new copper field has been revealed, and a very large amount of work done, with most gratifying results.

Surveys effected.—Instructions received during the year totalled 64, made up as follows:—Mineral, 43; 3060 acres, Gold, 10; 106 acres, Agricultural, 2; 125 acres, Water rights, 1; Dam sites, 2; Town surveys, 515 allotments. These, with a balance from 1899 of 35 instructions, make a total of 99 instructions. Sixty-eight instructions have been surveyed, or disposed of, during the year, leaving a balance of 31 still on hand. Out of this balance, five are for water rights, which cannot be surveyed, as the races are not cut or levelled. I would suggest to the department that, after a reasonable time, say, two years, from the date of the application, these water rights should be forfeited unless availed of. It is impossible for the surveyor to deal with these instructions; and in many cases the rights are merely held by speculators at little or no cost, in the expectation of their becoming valuable, and with no intention of using the water.

The clay and wharfage reserves at Pillinger have been subdivided, and sold at satisfactory prices. In the near future, it will be advisable to offer some allotments south and south-west of the present settlement, the land in that direction being dry and fairly level, and well suited for building allotments for residence purposes.

A new town has been laid out in the neighbourhood of the North Lyell smelter site, and, judging from present prospects, should grow into a very large settlement. It is pleasantly situated on the King and Governor rivers, is well adapted for building, and easily drained. Ample water supply is available. This site will also serve the Mount Jukes field.

During the year, the North Mount Lyell Company's Railway has been completed, and taken over by the company, who are now running a passenger service of two trains daily. The advantages from the opening of this line will be very great indeed, running, as it does, through the heart of mineral country almost throughout its route.

Mining at Mount Darwin.—The work has been confined to prospecting operations. No facilities exist for getting supplies or tools on to the ground, and I would point out that no assistance whatever has been granted to this field by the Government, in providing means of access. In spite of the very large sums received in rents, not one penny has been spent on the field. It is not fair to ask companies struggling to prospect their properties to spend money in making pack-tracks. Tracks should be made from the North Lyell Railway to tap the north and south ends of Mount Darwin, and can be so laid out as to tap most of the more important discoveries.

Mount Jukes.—The chief mines are the Mount Jukes Proprietary and the Lake Jukes. Both of these companies have constructed pack-tracks to connect with the North Mount Lyell Railway, near the smelter site, and have done a very large amount of work in developing their properties; I am glad to say, with success. Most of the other sections are idle. The country on Mount Jukes is very rough, and in parts quite inaccessible. This fact, in conjunction with the altitude, renders prospecting a matter of very great difficulty. During a great part of the year the mountain is covered with snow and enveloped in fog, bringing outside work to a standstill.

Roads and Tracks.—The track from Harris' Reward to Mount Jukes is very little used, owing to the difficulty of crossing the King River, which can only be done when the river is low. A track from this point (Harris' Reward) along the western slope of Mount Jukes to the western fall of Mount Darwin would be of very great service, but only if the King River were bridged.

A track has been completed from Birch's Inlet to Port Davey, but no discoveries of note have yet been made in the locality.

I would recommend the making of a track from Birch's Inlet to the new copper field near Point Hibbs. The distance would be about eight miles, and the country easy. At present it is reached from Pebbly Beach, about $1\frac{1}{2}$ miles north of Settlement Island. The landing here is very unsafe, and the distance is greater than from Birch's Inlet.

I would again bring under your notice the need for a track from the North Lyell Railway at about the $3\frac{1}{2}$ -mile peg to the Craycroft Range, and the south end of the Frenchman's Cap, and would suggest that in future all rivers, or any tracks cut, should be provided with means of crossing. Cages and wire-ropes are preferable, the heaviest item being the conveyance of the rope to the locality. A track has been cut from Kelly Basin to connect with the Gordon-Tyenna track.

As a great assistance to the Darwin field, I would advocate a pack-track from Pillinger up the valley of the Fysh River, and between Mounts Sorell and Darwin. To reach the claims on the southern and western falls of Darwin, it is now necessary to go up the North Lyell Railway to the Ten-mile, and cross over the main south ridge of Darwin. This necessitates a climb of at least a thousand feet, a very serious matter when stores, tools, &c., have to be packed by hand. A very good route could be obtained by the way mentioned, with probabilities of valuable mineral discoveries.

Coal.—Several coal leases have been taken up at Farm Cove, but very little work done; which is a matter for regret, as the discovery of a good seam of coal would be of inestimable benefit to the whole of the West Coast. The time is not so very far distant when the fuel question will be a very important one. The forests are being rapidly denuded of timber, and in this district the supply is not very great. With the advent of the North Mount Lyell Smelters will come a very greatly increased demand, and its effect will soon be felt.

Timber Beds.—An extensive timber reserve should be proclaimed, say, from the five to the nine mile peg on the North Lyell Railway, and extending east from the railway for about four miles.

Progress of Settlement.—The progress of settlement has been very marked during the year. The Towns of Pillinger and Darwin are steadily growing, especially the former. When the new town at the smelter site is available, there will be a very large increase of population. In connection with this town, I would most strongly advise the withdrawal of the whole of the land in the vicinity of the railway, from the smelter site to Darwin, from the operation of the residence area clauses of the Mining Act: this with a view to preventing future trouble from persons settling on that area.

Although there has not been so much activity in pegging, the mining industry seems in a more healthy condition than twelve months ago. Those claims upon which work has been carried out have amply repaid the expenditure, and it is preferable to have more money spent in mining and less in acquiring large tracts of country, which cannot be worked for want of capital.

The outlook for the present year is a bright one. The opening of the North Lyell Smelters will render the Jukes and Darwin ores available for market, and will give a great impetus to mining in those districts, while their railway greatly lightens the labour of the prospector.

SURVEY DISTRICT OF MOORINA.

Mr. Authorised Surveyor H. P. Dove reports as follows:—

Settlement.—This being a mining district, there have been but few applications for the purchase of agricultural lands; but the knowledge of being able to purchase second class land at a reduced rate becoming more generally known, there have been a few applications towards the end of the year. As I have already stated in previous reports, the growth of settlement on agricultural lands in this district

depends entirely upon the progress of the tin mines, as the market for produce is local, cost of carriage preventing the sending of the produce beyond the mining towns in the immediate vicinity. Some of the land being "closed" for mining purposes, and withdrawn or not available for selection, is, of course, another drawback to settlement; but, now that land can be purchased at a reduced rate, I consider that there is a fair amount of land which it is worth the while of intending settlers to examine.

Tracks.—Until settlement shows more signs of increasing, I consider that the roads and tracks are sufficient for all requirements; but all roads surveyed and reserved have been done with a view to increased settlement in the future.

Timber.—With the exception of "Beds" near Moorina and Derby, the timber in this district is of a poor and useless nature, most of the lands being open mineral lands, with a stunted growth of trees. Recently, there have been two sawmills started, near Moorina and Derby, by which the timber required for bridges and work on the mines has been cut.

Mining.—There have been a fair number of applications for mineral sections during the year, a large number being for dredging claims; but, although there is a large area of payable tin-bearing land, unfortunately, the working of these lands has been prevented by the want of water. There are many applications in hand for water rights, the applicants trying to bring water on to their lands at great trouble and expense, but in many cases these attempts have been futile, and, consequently, the applications for surveys cannot be completed.

SURVEY DISTRICT OF PEMBROKE.

Mr. District Surveyor W. M. Hardy reports as follows:—

First-class Land.—There has been very little selection in this section, and only very small lots, as the land for selection is almost non-existent.

Second-class Land.—There was a demand for this land early in the year for the April sale, but the Third-class Land Act, now passed, was then talked of, and no doubt intending selectors deferred their applications, seeing that I am in receipt of a letter asking whether I would recommend certain areas in Hartington for third-class; this particular land I consider worth ten shillings an acre.

SURVEY DISTRICT OF RUSSELL.

Mr. District Surveyor David Jones reports as follows:—

Lands suitable for Selection.—Although frequent enquiries have been made relative to the available Crown lands in this district, no direct attempt has been made to secure the land in any quantity. This is due, in some measure, to the elevation of this land above sea-level some 2000 feet. The large area of land suitable for pastoral purposes at Knoll Plain, some 2½ miles east of Waratah, and also part of Netherby Plain east, and nearly adjoining Knoll Plain, has only been selected in comparatively small areas, amounting in the aggregate to only 700 acres. These plains are covered with the fine grass indigenous to Tasmania, and all the year round herds of cattle, from the Surrey Hills block adjoining, may be seen grazing thereon. The total area available for selection on these two plains would be about 4000 acres. From Knoll Plain to the Waratah-Heazlewood road there is an extensive stretch of excellent basaltic soil, covered with large so-called myrtles, or beech (*Fagus*), sassafras, tree ferns, and an undergrowth of blue or laurel ferns and catheads. This would give an additional 2000 acres well fitted for agricultural use, especially for root crops, such as turnips, mangolds, and potatoes. On the road from Waratah to Rouse's Camp, east of the Mount Bischoff T.M. Company's dams, there are some half-dozen lots of 30 acres each, which are considered good lots for either grass or crop growing. Down the valley of the Cue River, from Hadfield Plain, which the Emu Bay Company's railway passes, there is a fair area of land, some of which would be well suited for cultivation, the remainder well adapted for pastoral purposes. The delta formed by the junction of the Huskisson River with the Pieman River gives an extended area of excellent land that should grow almost anything that can be grown in this Island. It is not more than 500 feet above sea-level, and is beautifully sheltered by the high ground surrounding it. The area is about 1500 acres, but no track or road has yet been made to it.

Roads and Tracks.—The cutting and making of the track from the Magnet Mine, on the Magnet Range, towards Mount Balfour, on the West Coast, is progressing under the control of Mr. R. Webster. The old Specimen Reef machinery track is followed in a north-westerly direction from the Magnet Mine, and up to the present the clearing out of logs and scrub has been the only work done. Distance from starting-point about twelve miles. This work was commenced last month.

It is now a favourable time to begin clearing and cutting the system of tracks proposed to connect the Stanley tin field with Waratah, and also with the Meredith Landing, at that river's junction with the Pieman, as well as connecting the track *via* Mount Ramsay and the Parson's Hood, from Waratah, to the track from the Stanley tin field to the Pieman, where the Meredith River joins it. The track from Waratah to the Stanley tin field will leave Waratah-Corinna road at the Heazlewood, follow the pack-horse track through the old Heazlewood Mine, now abandoned, through the Castray district, to the Mount Stewart Mine, also abandoned, and from thence a new track will be marked and cut through the Stanley tin field to the Pieman River, near the Meredith River. These tracks will, when made, enable prospectors and others to obtain provisions either from Waratah or the Pieman, whichever place is the nearest and most convenient, besides opening up an extensive zone of country known to be mineral-bearing. The completion of this work, on this circuit of tracks, will undoubtedly give a necessary and fresh impetus to exploratory operations for metalliferous deposits in this part of the district.

The track suggested some time back round May-day Mount and along the head waters of the Macintosh River, should be kept prominently in view, as it would traverse a large extent of granite country, also auriferous ground; and, besides, form a connecting link from the overland road to Deloraine from the Emu Bay Company's Railway, to Innes' Track from Mole Creek over the Mount Pelion Divide. This track could start from near the south-east angle of the V.D.L. Company's Surrey Hills block of 150,000 acres.

The heavy traffic on the Corinna-Waratah road, from the 7-mile peg from Waratah to Waratah itself, has kept the local body continuously repairing same, and the announcement of the Minister of Lands that this road had been brought under the provisions of the Main Roads Act has been hailed with delight by that body. This heavy traffic is due to the amount of ore (silver-lead) sent in to Waratah by the Magnet Silver-Mining Company, No Liability (Tasmania). It would also be very beneficial to Waratah and surrounding districts if the main road from here to Burnie could be brought under the Main Roads Act, as well as the main artery of communication between here and Wynyard.

Progress of the District.—Notwithstanding the fact that very few applications for Crown lands have been sent in, the district, especially in the neighbourhood of Waratah, is gradually improving, and this is emphasised by the repeated statement one hears of the difficulty that exists in obtaining houses to live in. This is, in part, owing to the Mount Bischoff West Tin-Mining Company, No Liability, having commenced operations on its mine during the last year. This company was formed in Melbourne to work the ground, nearly 300 acres, formerly held by the West Bischoff Tin-Mining Company, and subsequently by some of the large shareholders in that company. There is a good deal of tin ore left in this mine yet, though in some cases associated with different kinds of pyrites, commonly called mundic. The problem of separating pyrites from tin ore has been successfully overcome in Cornwall and elsewhere, and there is no reason to doubt its success here when properly introduced and applied. This company has started a lower adit on course of lode called No. 4, which will be over 500 feet below the surface, and is now, when only 50 feet in, showing a fair body of good clean ore. This company has excellent prospects of success, and the mine manager, Mr. James H. Thorne, is pushing on vigorously with the work on different parts of the property, of which he has a thorough knowledge.

The Mount Bischoff Tin-Mining Company, No Liability, still keeps up its reputation for paying large dividends and extracting large quantities of ore from the old mine. During the first six months of 1900, 960 tons of tin ore, dressed to over 70 per cent. of metallic tin, were sent away; the last six months of the same year, 948 tons of the same class of ore were sent, making a total of 1908 tons for the twelve months, or at the rate of nearly 160 tons of clean tin ore per month. The dividends for the first six months of the same year were £58,500; for the second, nearly £60,000; or a grand total of £118,500 for the twelve months. The dividend-tax on this amounts to nearly £6000. The average number of men employed on the mine and sheds is close on 250.

The Magnet Silver-Mining Company, No Liability, Magnet Range (Tasmania), has been continuously sending out large parcels of ore (silver-lead) during the last year, giving by assay nearly 100oz. of silver per ton and 25 per cent. of lead. The first quarter of 1900 the output was 257 tons 8 cwt.; second quarter, 309 tons 4 cwt.; third quarter, 316 tons; and last quarter, 318 tons; or at the rate of nearly 117 tons per month. It is satisfactory to note that this output has been gradually increasing. This will be further increased to 1200 tons per month of low-grade ore of about 30ozs. silver per ton and about 12ozs. of lead, when tramline to Waratah from the mine has been constructed. One route has been surveyed by tramline, with excellent grades throughout, and little or no cuttings, and two trial lines run besides. A fourth route has now been selected, with steeper grades and much deeper cuttings, which will be constructed on account of the route being much shorter.

From the old Waratah alluvial mine, now worked by Trewick and Sons, some 16 tons of dressed ore has been won for the last year; and from the old Stanhope alluvial, worked by Roberts and party, some 15 tons of similar ore has been sent to the smelters; there are also, from other sources, some two or three tons of tin ore, which have been sent away. At the Heazlewood, prospecting has been carried on on the Khaki Company's ground, but, so far, with but scant success. Other properties have been prospected in this locality, and work will be resumed this month on most of the sections. At Specimen Reef, the New London and Tasmanian Company, No Liability, keeps driving its main adit, and has struck a pyrites formation, containing copper and a little gold. This company deserves every success for its perseverance. The Cape Copper Company, near the Rocky River, has suspended operations, as well as the Rocky River Mining Company, No Liability. This latter company will, however, again start shortly. It has a good route for tramway surveyed to the Pieman River, down the valley of the Whyte to its junction with that river. The Whyte River Dredging Company, No Liability, has its large dredge nearly completed, but will experience great difficulty in getting it down the river to where it purposes starting. The floods in this river will be a great drawback to the successful working of the dredge as well as dredging the river itself. Some of the properties at Mount Farrell are being prospected, and with good results. The North Mount Farrell is sending away large parcels of capital silver-lead ore regularly, the last parcel being 254 bags for one month's work. When it is remembered that this ore has to be packed for over seven miles on horses, this result must be looked upon as most encouraging.

During the year 1900, 52 lots have been surveyed in the Town of Waratah, and the survey of the Town of Magnet completed; 62 mineral claims have been disposed of, and 22 dredging claims, besides several miles of connection and tramway traverses.

In conclusion, kindly permit me to refer to the benefit that would accrue to the Survey Department, and to those entrusted with the surveys in this district, if some of the old trig. stations were re-established, and some new ones erected. If this were done, the Town of Waratah could be readily connected thereto, as well as other towns that have been laid out. The north-east angle of the base line of verification on Knoll Plain is a most important point, as well as the angle at the south-western end. The trigs. on Mount Bischoff, Mount Pearce, and Valentine's Peak, could, at no great cost, be re-erected, and new ones could be put up at Mounts Ramsay, Cleveland, Barn Bluff, the North Peak of the Meredith Range, and very many others.

SURVEY DISTRICT OF TASMAN PENINSULA.

Mr. District Surveyor J. H. Hinsby reports as follows:—

Surveys effected.—During the year 1900, I have executed the following surveys, in accordance with the Regulations, and in compliance with instructions issued to me from your department, under the various Acts, as follows:—1890 Act, 6 lots, area 285 acres; 1893 Act, 18 lots, area 440 acres; C. L. Amendment Act, 1895, 6 lots, 450 acres; Section 10 C. L. Amendment Act, 1894, 4 lots, area 117 acres; Section 9, C. L. Amendment Act, sawmill areas, 4 lots, area 950 acres; 4 town lots, area 15 acres; 1 school site; 2 lots, R. P. Act, area 88 acres; P. W. roads, 3; total 45 lots, with total area of 2355 acres. It will be noticed that surveys under the 1893 Act still keep the lead in this district, it being the most suitable to the small areas, which are mostly taken up, on account of the patchy nature of the land. The introduction of the Act authorising the sale of third class land should bring forth some applicants here, and throughout Pembroke generally. The only drawback, in my opinion, is that the minimum area is too high. I think it would benefit both the second and third class Acts if the minimum area were 25 acres, as there are lots of little corners and bits adjacent to the scrub holdings that would be taken for easement paddocks, building sites, &c., if they could be taken under those Acts, and which are worthless to anyone but those they adjoin.

Progress of Settlement.—Regarding the progress of settlement, in one or two localities there is considerable improvement, but the introduction of the timber-getters interferes with the farming and orcharding industries, as well as cutting up the roads badly. There are several parties of timber-getters at work obtaining beams for the English market; these men do more harm to the district than good. In the first place, they fall all the good young spars to construct their tramlines, as they must have straight ones for tramrails; then, in squaring the beams, they cut away all the good sapwood to waste, and carry out the heart wood, which must be a poor advertisement for our timber when it reaches the home market; then, again, all the men that are opening up their holdings leave them to go timber-hewing for good wages, while their holdings go back. There are a good many sleepers being obtained round about Wedge Bay.

Orcharding seems to be coming along slowly; it wants a few of the Huon or Channel families to give it an impetus. Those orchards that are planted out do splendidly, and the climate and sites are to be had everywhere.

Dr. Ellis has built a very nice accommodation house at Eaglehawk Neck, and intends opening up all Risby's old property, which had mostly gone back to a state of nature. There is one thing that wants attention here, that is the Eaglehawk jetty; it is in a dangerous state; the road up Eaglehawk Hill is also in a very bad state, and several accidents have occurred on it recently. Both these works are very urgent, also the approach to the jetty.

On the Wedge Bay side, things are a little more brisk. Selection has been going on steadily out at the head of Cripp's Creek, and I am glad to be able to say that the Public Works have laid out the road in to there, which now wants opening up. There is still a considerable amount of nice land up Cripp's Creek, which will be selected before very long. When this road is opened up, I consider this will be one of the most flourishing parts of the Peninsula. The ground suitable for selection is not to be found anywhere else in any area, being simply patchy; but there are a few small areas on the western end of Tasman Peninsula, also some nice little blocks on Forestier's. There are one or two nice little blocks on Risby's timber reserve, also to the east of it and round the head of Blackman's River.

Timber Beds.—There is still a nice lot of milling timber round the base of Mount McGregor, and along the head of Flinders Creek. At Fortescue Bay, Alberry and Turner are running a small mill, but I do not think they are doing much; their plant is a small one, and their timber very scattered; however, they have opened the place up considerably, and it is now more accessible. The timber industry is well watched by our capable Crown Lands Bailiff, on behalf of the Government, and I consider Mr. Lyskey the right man for the work.

There have been no minerals of any importance discovered.

Roads and Tracks.—The need for new tracks or roads has not been brought under my notice, unless I should suggest the continuance of the tourist track on down the coast from the Arch towards Fortescue, and the re-scrubbing of the present one. This track is a great attraction to visitors.

The canal at Dunalley will, no doubt, benefit the locality when cut, but I don't think it will be of much use to the shipping generally, or the East Coast as a whole. The excavation would be through a good pipeclay all the way, and, if converted into bricks, which could be shipped on the spot, might go a considerable way towards covering the cost of the excavation.

SURVEY DISTRICT OF WELLINGTON.

Mr. District Surveyor F. E. Windsor reports as follows:—

3446 acres in 49 lots, under Crown Lands Act, 1890.
 1734 acres in 42 lots, under Crown Lands Amendment Act, 1893.
 79 acres in 1 lot, under Crown Lands Amendment Act, 1894.
 226 acres in 3 lots, Auction lots.
 92 acres in 2 lots, Mineral Lease.
 7 acres in 3 lots, School sites.
 17 acres in 7 lots, Town lots.
 26 acres in 1 lot, Special re-survey.

5627 acres in 108 lots.

	Miles.	Chains.
Five Public Works Road Surveys	2	72
Roads.....	15	50
Connections.....	5	57
Total	24	19

I now hold instructions for 19 lots; the plans for these I expect to have in by March.

Settlement.—A great impetus has been given to settlement in this district during the past twelve months by the enterprise of the Table Cape Butter Factory Company in the erection of creameries. It has now extended its operations to Rocky Cape, also to the southern end of Flowerdale Road, and has now in contemplation the erection of a creamery at the southern end of the Calder Road.

The flourishing condition of this industry tends to show that the North-West Coast is well adapted for dairying pursuits, and, from my observations, little attention has been given to cultivation this year. I mention this, as it is apparent that any description of land suitable for grass-growing, and more particularly, adjacent to a road, is eagerly sought after. I have daily inquiries for grass land; but the cry is, "Must be near a road." I know of lands that a few years ago were considered valueless for agricultural purposes, and were merely taken up for forming a homestead, now selling at an increase of £7 per acre on the purchase price.

Generally, my report of last year, giving in detail the approximate areas in each parish suitable for settlement purposes, holds good for this year, with the exception of the Parishes of Quiggin, Calder, Yolla, Gibson, and Marrawah, where a greater demand for land has occurred, and where a more liberal policy, adopted by the surveying and forming branch roads, the greater portion of these lands would be selected by *bonâ fide* workers.

Roads.—A road that still has some good vacant lands, and, with the advantages of road frontages, is the Moore's Plains Road; but it has the reputation of being one of the worst roads on the Coast during the winter months. As I was engaged in surveying lots in this locality during the months of June, July, and August, I can speak with bitter experience, as it was often a difficult matter in packing out my supplies. It is chiefly from Matthews' Selection to the end of the settlement area that requires urgent attention. A portion of the Calder Road, facing the property of H. S. Dove, consists of corduroy, and, with the present constant stream of traffic by the resident farmers on this road to the Butter Factory, and wood-carting for the supply of Wynyard, has caused it to be a veritable see-saw.

One of my instructions for the last year from the Public Works Department was the survey of the uncompleted portion of road connecting the Forest and Irish Town districts, *viâ* D. House's. Personally, I am not in favour of the selection made by that department for traffic purposes, and am certain that it will eventually prove a failure, the grade being too steep and costly. The route I would suggest for the continuation of the Forest Road, and one that is absolutely necessary to serve the outlying Crown lands of Medwin and Gibson, is to continue the one-chain road already surveyed on the eastern boundary of H. A. Davis' lot, thence forcing the road through H. A. Kay's 104 acres, and joining the recently-surveyed road, which starts from the south-west corner of the same lot. There has already been a road surveyed through the northern portion, but this would only answer for a few chains, as its course would be about south-westerly to keep the grade-line. To have better communication between Forest and Irish Town would be a great desideratum to the travelling public, and there exists a splendid route for this purpose, by taking the starting-point from the recently-constructed road to Plummer's, and thence following the valley in a west-south-westerly direction, to junction with the road already marked out, and known as Murray's (*vide* chart, A. M. Murray, 146a. 2r. 34p.). As most of this proposed track would pass through Crown land, the exception being the forcing of same through T. W. Wells' 190 acres, attention should be drawn to the matter, in the event of Authorised Surveyors effecting surveys in this vicinity. A track is also urgently required to the Arthur River, and I should recommend that advantage be taken of the Calder Road as part-way, the point of departure being near the terminus of the constructed road.

Mining.—During the past six months, considerable activity has been displayed in this neighbourhood in prospecting ventures for copper and gold, and I am pleased to state that the speculators are very sanguine of success. The lodes have been traced for considerable distances, and showing payable workable widths.

Timber.—Generally, timber of any commercial value for many miles around the settled districts is now very scarce, and the low price now offering for Blackwood and palings has caused little energy to be displayed in the exploration for fresh fields; but I am frequently asked if a track is likely to be surveyed and opened to the Dipwood Ranges. As I have had no time during the past twelve months to visit this locality, I am unable to verify the reports I hear; but it is always pictured to me, by trustworthy authorities, as the coming Eldorado regarding timber and a large parcel of agricultural land.

Cemetery Sites.—It has been suggested why eligible sites for cemeteries have not been reserved in the outlying districts. At present, the distance from the outer settlements of either Burnie, Cam, Wynyard, and Stanley is very long, and during the short winter days it is almost impossible to carry out the ceremonies with the decorum desired. I would suggest that an area of not less than four acres be surveyed for these purposes, due provision being made for the different denominations.

Trig. Stations.—I note with regret that the original piles at Rocky Cape, Table Cape, and Round Hill Trig. Stations have now disappeared, and that the cairn on Stanley Nut is almost a ruin. As these original landmarks must in time prove to be of inestimable value to the Government, I would strongly suggest that they be renovated. I noted that Whitnall's Hill, in the Parish of Gibson, is well adapted for a trigonometrical station, as Mount Cameron (West) and other prominent landmarks are visible from the summit.

Conclusion.—With the progress of the district, villages must necessarily spring up at moderate distances from the present established townships. A handbook issued by the Government of South Australia, for the guidance of surveyors, contains a specimen map for a proposed new parish, and I think the idea excellent, and one that should be adopted by this State, viz., let an area for the village be, say, 100 lots of half an acre each; and I would here suggest that the American idea of surveying villages be adopted, *i.e.*, merely surveying, firstly, the outside boundaries of the village, with sufficient allotments to meet immediate requirements, and to encourage settlement and enhance the value of remaining lots, make provision for glebe lands, school, post office, and police sites, and foster the dairy industry by granting a site under a 99 years' lease to the said company. Outside of the town boundaries, I should suggest a small quantity of three-acre suburban lots be surveyed, suitable for cow and horse paddocks, with a cemetery reserve not under two miles from the town.

Survey District of Wellington (north-west portion).—Mr. Authorised Surveyor W. R. Pitfield supplements the District Surveyor's report as follows:—

Land available for Selection.—In the Parish of Trowitta, some 2200 acres were surveyed here several years ago, of which 320 acres, L. Laird, and 100 acres, A. Wood, surveyed by me, is the only land now held. The whole of the above land is, from what I saw, and from local information, good agricultural land. Between this land and the selections of E. Young and D. Delaney, there is an extent of fair second class land. If a road were cleared from the selection of E. Young, in a southerly direction, through the above land, I believe the greater part of it would be selected.

Parish of Marrawah.—There is some good agricultural land, and some fair second class land open for selection, but what extent I cannot say.

APPENDIX D.

REPORT ON EXPLORING TRACK BETWEEN HASTINGS AND PORT DAVEY.

SIR,

UPON receiving instructions from you, my party, including Charles Bradley, E. Hazell, and George Heather, left Hobart, on the 8th December, 1900, in the *s.s. Lottah*, for Southport, and landed at the highest spot navigable on the Lune River, from which place we had our stores carted to Triangle Gully, about four miles further, and there constructed a log main depôt. The track survey commences on the southern side of the Lune River Bridge, on the Hastings to Recherche Road, and passes over local country, timbered with stringy-bark, until reaching the end of Triangle Gully; here a gentle grade is taken, skirting along the foot hills adjacent to the river, through beautiful forests of stringy-bark and swamp gum, with a heavy undergrowth of bauera, cutting grass, and saplings, to a large branch of the Lune River, flowing from the highlands. After cutting to this branch, I had the good fortune to meet the Messrs. Tylers going out to the New River from the end of the Ida Bay Caves Track. Though unprepared, without food, tent, or bedding, Bradley and myself joined their hospitable party, and that night, Christmas Eve, camped by the fire, nearly on the summit of a high range (Santa Claus). Next morning, a good view was obtained of the country, especially the upper part of the Lune River Valley, where steep precipices rise up many hundreds of feet from both banks. We returned to the depôt late on Christmas Day, having gained valuable information in return for our many hardships. From the information thus acquired, from the large branch of the Lune, I decided to take the spur on the western side of the stream to *Moonlight Flat*, a small button-grass plain, the traverse passing through similar forests to those before described. The track ascends by fair grades to the south end of Mount Santa Claus, and circles round the elevated base of the mountain, above the steep precipices of the Lune River, then crosses over a saddle at the head of the river, and, after traversing for about two miles a comparatively level and open elevated connecting range between Adamson's Peak and La Perouse, descends to the Picton River Valley. From the Picton River a sluggish stream, blocked by moss-grown scrub and timber, and bounded by swampy flats, another ascent is made round the northern end of a high range (the peaks of which have been charted as Mounts Bisdee, Victoria Cross, and Wyllie), dividing the head waters of the Picton from the Counsel River, to a lower divide of the same rivers, which is followed as far as the track is cut, and traversed, about 27 miles from the commencement. With the exception of about two miles of open country, from Moonlight Flat to the end of the track, the cutting is through dense moss-clad scrubs of *Richea milligani*, *R. scoparia*, *R. dracophylla*, and *R. pandanifolia*, intermixed with stunted myrtle, to tree celery-top pine, horizontal, and *Euchryphia*.

A tent and fly with provisions were left on the western sides of the Picton flats, and another with supplies at the end of the track. From the highlands east of the Picton River my line follows the general course of Innes' Track of 1882, to near where the track ends. The old track was re-cut, and acted as a base of operations for running our lines.

I arrived at Hobart, with my party, on the evening of 4th March, and, with fresh equipment, left in the Union Company's *s.s. Mahinapua*, on the 7th March, landing at daybreak on the morning of the 8th at Earle's Point, Bond Bay, Port Davey. By 10.30 p.m., on the same day, all stores, &c., were boated, landed, and placed under the shelter of one of the two huts of the old settlement, at the entrance to the Davey River, making three trips to achieve this. For the first four miles, the country is fairly level, with little cutting; then a rise for a distance of half a mile on to a low divide between the Spring and Davey rivers is made; afterwards, an easy downward grade is taken for two miles to a large branch of the Spring River, where Marsden's Track is first met with. For the next ten miles to the 16½-mile peg, the general course of this track is followed, except in places where detours are taken to shorten distance, &c., it being the only practical route along the course of the Spring River, through open country. To the 20-mile peg, the level valley of the Crossing River is followed, then a low dividing ridge 565 feet above sea-level is crossed (the highest point ascended on the Coast end of the survey) to a large branch of the Cameron River; here two miles of dense scrub and timber had to be contended with. The broad valley of the Cameron River is followed for five miles to the 27-mile peg—bands of timber over numerous tributaries requiring some heavy cutting. Here a low saddle is passed over, thickly timbered on the southern slope of the watershed of the Collins River. The less level and more thickly timbered valley of the Collins River is traversed for three miles to the main branch, three-quarters of a chain wide—the largest stream crossed. From the 31-mile peg, a good grade is obtained up a small timbered branch, running along the foot of a narrow ridge to the 33-mile peg; here a fine broad valley opens out, drained by the largest uncharted branch of the Collins River, bordered on the east by Mount Hopetoun and on the west by the Spiro Range. This valley is followed for about four miles to the south end of Mount Hopetoun, where a good spur is ascended, to the top of the divide of

the Counsel River. All hands cut a track to the top of this divide, and, from observations taken, I came to the conclusion it was impossible to satisfactorily complete the connection intervening between the two surveys, owing to the lateness of the season, depth of snow, and shortness of supplies, so decided to return by the track on the east side of the Arthur Range to Huonville, where we arrived on 27th June. This old track, from the Craycroft River to the Picton River, is very much overgrown with scrub, and can only be traced by a thorough bushman. In two years' time, it will be quite indiscernible; now, in many places, it is covered with saplings twenty feet high, interlaced with fallen timber and scrub.

RIVER CROSSINGS.

All rivers, except the second branch of the Cameron River, and the main branch of the Collins River, have suitable logs for crossing in flood-time. The former stream has no timber along its banks; a chain above the line there is a good ford, and only on one occasion were we stuck up (for half a day) by this river. On the latter stream, we left a good log with hand-rail, but it is doubtful if it will stand the highest floods.

NATURAL FEATURES OF COUNTRY.

On the chart showing the route traversed, great alterations have been made in the charting of the physical features of the country. Rivers now appear where mountains were once shown, and *vice versa*; large ranges, mountains, and rivers have also been added.

NEW NAMES.

Below are a list of names of hitherto-uncharted features of the country, for your approval; also, I submit new names for those of the New, Old, and North rivers, Precipitous Bluff, and what is charted as the southern portion of the Arthur Range. The above-named rivers have never been charted, except where they join the harbour or sea. Their appellations may be likened to the high rocky mountain which, some years ago, upon my suggestion, you so kindly called Mount Mueller, which mountain now stands as a monument of one who so generously advanced the botany of the Island; and, equally in the present case, the names suggested are of those who have advanced the interests of Tasmania. The same may be said of Precipitous Bluff, which I found to be five miles out of position, the original charting being that distance too far east.

The southern end of the Arthur Range is really a separate mountain; branches of the Collins and Craycroft rivers cut the range, and form a low saddle five or six hundred feet above sea-level, dividing this grand chain of towering peaks into separate portions.

Mount Santa Claus.	Lewis River.
Mount Alexandra (local name).	Dodds Range.
Mount King Edward VII.	Mount Braddon.
Mount Bisdée.	Mount Legge.
Mount Victoria Cross.	Mount Fowell.
Mount Wyllie.	Cameron River (North R.).
Salisbury Bluff.	Mount Wilson.
Mount Bobs.	Collins River (Old R.).
Mount Hopetoun (south end Arthur R.).	Spiro Range.
Federation Peak.	George Ridge.
Counsel River (New River)	Sally River.
Mount Heather.	Bird Range.

To fix the position of these mountains, &c., over three hundred bearings have been taken, besides a like number on the traverse of the track.

Heights taken by aneroid barometer subtended.

Altitudes above sea-level have been carefully taken, but I am doubtful with regard to the accuracy of those along the Hastings portion of the route, as my aneroid was not acting well. The leading heights, I believe, should be greater than those which the aneroid then registered. I had the aneroid attended to in Hobart before going to Port Davey, so the latter heights should be fairly correct.

HASTINGS END—

	Altitude.
Main Dépôt, Lune River	40
Large Branch, Lune River	260
Moonlight Flat	1020
Between 21 and 22 intersection-peg, Santa Clause	1750
Gap between second and third peaks, Santa Clau	1700
Saddle South of Lune River	1670
Junction with Innes' Track	1740
Picton River	950
First small branch of Picton River	1050
End of track, Picton and Counsel rivers divide	1200

PORT DAVEY END—

Divide Davey and Spring rivers	270
Large branch of Spring River, 6½-mile	120
Hill above Spring River	150
Highest point between 8 and 8½ mile	275
Near Crossing River, 16½-mile	225
Near east base of divide, Crossing River	265
Divide between Crossing and Cameron rivers	565
West base of divide, Cameron River	265

	Altitude.
Camp near 26-mile peg	295
Saddle Cameron and Collins rivers divide	400
Foot of saddle, Collins River	220
Camp, second stage, 29-mile peg	175
Collins River Crossing	100
Camp Gorge Ridge, 31-mile	120
Large tributary gorge branch, 34-mile	175
Camp at foot of Counsel River divide	250
Highest point on divide	1180

MINERALS.

The whole country stretching from Hastings to a little east of Mount Hopetoun belongs to the Carboniferous Period. As a mineral field it is worthless, for the inaccessibility of the country, added to the distance of transit, would debar any find, except a most extraordinary one, from ever being a dividend-paying concern. Slight traces of coal were discovered north of La Perouse. From Port Davey to the Greenstone the formation is composed of rocks of the Silurian Epoch, and it is probable that good mineral finds will be made in places along the whole route. In the valleys of the Spring, Cameron, and Collins rivers bodies of gossan were discovered, and in the first-named one quartz veins heavily charged with pyrites; but, as in last year's trip, no time could be devoted to prospecting, on account of the great length of route explored.

Provision depôts similar in all respects to last year.

Marking tracks have been carried out according to instructions. Notice boards were placed at both ends of the track, and at both junctions of Marsden's Track. The route up the west slope of the Spring and Davey river divide requires a little grading. A deviation to obtain a railway grade can be obtained from the 18½-mile peg. This route follows the Crossing River, and crosses it about half a mile down-stream, then, after traversing the north side, joins Marsden's Track. This would entail the construction of two bridges for Port Davey travellers; the one on Marsden's Track is a necessity, and should have been constructed, as the river is unfordable after any heavy rain. In going over the divide between the Crossing and Cameron rivers, a lower gap can be obtained a quarter of a mile south from the one taken. On other parts of the route, any competent overseer can see the slight alterations to grades required. On the Hastings side, the best route to the highlands of La Perouse is up a spur near the head of Muddy Creek, which is followed to the south of Moonlight Flat, and, after skirting this flat, joins the traversed line under Mount Santa Claus.

TIMBER, &c.

Hastings side.—The beautiful forests of *Eucalyptus obliqua* and *E. viminalis*, extending ten miles up the Lune River, and along the Ida Bay Caves Track, will be a source of revenue for years to come, it being the only timber of any economic value discovered. Stunted specimens of *Arthrotaxis cupressoides*, *A. laxifolia*, and *A. selaginoides* were discovered growing side by side round the lakes north of La Perouse, a coincidence I have never before noted. Good beds of the latter species, the erroneously-named King William Pine of commerce, attain perfection in the valley of the Counsel River, while the lower lands are clothed with forests of hardwood, but, owing to inaccessibility, will be of no value to man. With regard to the lasting qualities of *A. selaginoides*, I found Innes' pegs across the highlands, nearly 2000 feet above sea-level, as sound as they were when put in, nineteen years ago. Split pegs of this wood I principally used for staking the open elevated country. *Diselma archeri* and *Pheosphæra hookeriana* flourish between La Perouse and Adamson's Peak; and, as a field for the botanist, the long range connecting the two mountains cannot be equalled, and may be called the garden of Tasmania. In the summer months, the beautiful blooms of *Richea scoparia*, *R. dracophylla*, *R. pandanifolia*, *R. Milligani*, the graceful purity of *Astelia stylosa* and *Diplarrhena latifolia*, the bright *Heuardia tasmanica*, lovely species of the *Ranunculus* family, and many other gems only belonging to this locality, brighten and add lustre to the sombre rocks, and delight the heart of the botanist.

Port Davey side.—The Davey River is fringed on both banks with good hardwood forests, and, on some of the minor branches, a few beds of *Dacrydium franklinii* still remain untouched by the axe of the pinner. Such, also, may be said of Spring River. In the valleys of the Cameron and Collins rivers fine beds of *Eucalyptus amygdalina*, especially on the latter stream, will supply the demands of probable mineral fields for many years. Two new ferns were discovered, belonging to the tribes *Gleichenia* and *Hymenophylla*.

SOIL.

The only land fit for agriculture along the whole route is a few thousand acres in the Lune Valley, the rest of the distance to Port Davey being very barren.

GENERAL REMARKS.

From the Lune River Bridge to the east of Mount Hopetoun the route cannot be recommended for an overland track or road, for in such an elevated and broken country really good grades cannot be obtained; besides, the depth of snow would block traffic, and the almost impenetrable scrubs and swampy Picton valley would make the work a most costly one. No recompense would be obtained for any large outlay, as the country is not likely to contain payable minerals, and is destitute of good timber and land, except that before mentioned in the lowlands. But, as a tourists' resort, strong recom-

mendations could be urged for improving the track to the Ida Bay Caves, and connecting it with a track along the suggested alterations up the spur leading to the highlands of La Perouse and Adamson's Peak, as shown on plan. On the other hand, along the whole route on the Port Davey side no engineering difficulties occur to prevent good grades being obtained; all the country is worthy the attention of prospectors. The shorter distances from all parts of the harbour lessens the laborious work of carrying provisions, and, if discoveries are made, it would be possible to construct tramways to deep water. The magnificent Alpine peaks of the Arthur Range, Mount Hopetoun, and other newly-charted heights, and glimpses of the lake-like waters of Port Davey and Bathurst Harbour, would enrapture the tourist, and be pronounced as scenery unequalled in any part of the world.

Before leaving the main depôt, at Port Davey, taking Heather with me, a day's march was made up the main branch of the Davey River, a grand stream, fringed with timber, flowing through a tract of open undulating country, three to four miles in width, and enclosed on both sides by high ranges. The large tributaries of the river drain the rugged slopes of the Frankland Range, one of which, the Lewis River, a fine stream, two chains wide, had to be forded. Next morning, at daylight, we ascended a high uncharted mountain, and, after obtaining valuable bearings of the surrounding country, returned to the old settlement the same evening, after dark. From the depôt to our camp on Pine Creek, at the foot of the mountain, the greatest ascent along our route only reached 150 feet above sea-level. I found two low saddles in the eastern ranges of the Davey River watershed, one at the head of Pine Creek, and the other at the north of the Dodds Range.

I neglected to state, under the heading of "Timber," the amount cut through:—Hastings side, 25 miles; Port Davey, 12 miles 6.63 chains. The whole distance of track completed is about 65 miles, and 12 miles requires to be finished between the two ends.

The season has been an exceptionally bad one; the weather record reads—78 fine days, 125 wet. Five falls of snow occurred, covering all the mountains and higher hills. Our experience was a depth of three feet, but further ahead the snow was fully four to five feet deep. In April, there were only five days without rain, and during the whole of the trip, though continually soaked to the skin, my party bore all hardships with fortitude, and never murmured, but carried out their duties in a most efficient and praiseworthy manner. The effects of recent lightning were noticed in three different localities, solid rocks torn and splintered, and deep furrows, forty to fifty feet long, cut in the softer surface, and the vegetation killed and mutilated for two chains in width along the course of the electric current.

I should like to note that the goods supplied by Messrs. Fitzgerald and Co., Chas. Davis and Son, and Burgess Bros., were of excellent quality, and gave every satisfaction.

I have the honour to be,
Sir,

Your obedient Servant,

T. B. MOORE, F.R.G.S., *Explorer*.

E. A. COUNSEL, Esq., F.R.G.S., *Surveyor-General*.

REPORT ON THE LAKE SELINA-LAKE ST. CLAIR TRACK.

SIR,

I HAVE the honour to report as follows, on surveying and cutting a track, in compliance with final instructions received from your office on 4th January last, which authorised me to continue the track from Red Hills to Eldon Bluff—completed by me last year—to Lake St. Clair, which now allows through communication from Zeehan to Hobart, *via* the overland route:—

The necessary supplies requisite for carrying on the work, consisting of tents, tools, surveying instruments, and provisions for four men for three weeks, I had conveyed from Zeehan on pack-horses to Lake Selina, a distance of about 24 miles, which is as far as horses can proceed. To Eldon Bluff, the terminus of the track previously constructed by me, is 20 miles, over which we conveyed camping requisites on our backs. After a careful examination, I considered it advisable to break through to Lake St. Clair, and work back to the Bluff, for the following reasons:—(1) Provisions could be packed cheaper from the Ouse district; (2) a material advantage was gained by going over the intended route, and thus acquiring a clearer idea of the most advantageous way to bring the track, from a prospector's point of view; (3) in the building erected by the Government, and used by tourists, at Lake St. Clair, I had a good base for a depôt, and for shelter for some weeks. On starting from Eldon Bluff to reach Lake St. Clair, everything proceeded satisfactorily until Pine Hill was surmounted, about seven miles out, when I noticed there was a dense smoke in the vicinity of Coal Hill, which lay in the direction I wished to take. Thinking bush fires were raging, I decided to make for the overland route from Hobart, taking a course south from Gould's Pyramid. In breaking through between the Inkerman and Alma rivers, close to their junction with the Collingwood River, we passed through good agricultural land for about two miles, running from north to south, but its extent in the opposite direction time did not permit my ascertaining; I would judge, however, from a rough estimate, there were some six hundred acres of chocolate soil, lightly timbered with myrtle and silver wattle. On arriving at Lake St. Clair, I at once commenced the survey and cutting of the track, which starts, according to your instructions, at the Derwent Bridge, where the overland route to Gormanston crosses the branch road to Lake St. Clair Accommodation House. Along the banks of the head waters of the Derwent River to the lake, a distance of about three miles, a good cart road exists, which only required traversing and chaining. From Lake St. Clair the route chosen runs in almost a westerly direction, coursing through the vale of the Cuvier River for a distance of about nine miles, when Lake Patriarch is reached; from this lake, the

track runs on its south side, and also on the south side of Coal Hill. The watershed of the Derwent is left at Coal Hill, and, still continuing westerly, the divide of Inkerman and the Canning rivers is entered; then, proceeding to the north, Gould's Pyramid is approached, at a point 17 miles from Lake St. Clair, Pine Hill. Taking a course between the divide of the South Eldon and Canning rivers, the track runs north-westerly from Pine Hill for seven miles, which completed the connection to last year's work at the 20-mile peg near Eldon Bluff.

Distance.—The distance from the overland track to Eldon Bluff is 27 miles 60 chains.

Gradient.—For the first twelve miles, the track is almost level, and then there is a fairly easy grade, until "Last Hill" is reached. For about sixty chains down "Last Hill" the grade is rather heavy, but makes easy travelling to the terminus, with the exception of a short pinch of about forty chains at "Round Hill."

Timber.—A belt of fairly good stringy-bark was passed through for about three miles after leaving Lake St. Clair, which embraces the only timber of any commercial value met with. The balance of the country consists of button-grass, clumps of white gum (with undergrowth), mountain ti-tree, cutting grass, bauera, the latter being very heavy after "Last Hill" was passed.

Geological formation.—The basaltic rock found at Lake St. Clair lasts for some 10½ miles, when a brown sandstone is passed through, until within five miles of the Eldon Bluff; here a band of black slate, with veins of quartzite, comes in. At "Last Hill" and "Gould's Pyramid," fossils were found in the sandstone on the surface, and small veins of coal were met with at Coal Hill, but no other indications of minerals were exposed in cutting the track.

General.—For the first eleven weeks we were favoured with fine weather, but afterwards it was extremely rough, rain, hail, sleet, and snow prevailing until the work was completed, which retarded operations very much during the latter part of the time, amidst great discomfort to the party. At every mile, posts, about eight inches square and three feet high, have been placed, with the mileage cut deeply into the wood, in Roman figures, marked clearly thereon. In the timbered country the track is well cut out, and all logs removed, or else notched, to allow of being easily passed over. The trees are marked plainly fore and aft. In the open country, stakes, about four inches in diameter and five feet in height, have been placed, on an average of about fifty to the mile. I considered it necessary to place them as stated, on account of the heavy fogs which exist at this altitude. In places the stakes had to be carried a distance of two miles and over. Signboards, with the mileage and direction plainly stencilled on them, have been placed at each end, and principal places along the track. Aneroid readings recorded in my field notes were taken at every principal rise and fall in the country, the instrument being set at the Zeehan Railway Station. Magnetic bearings and rough general bearings have been taken with theodolite from point to point, as recorded in my field notes. Mountains have been observed from different points all along the track. All chaining has been done by horizontal measurement. The assistants first engaged comprised Alan Pybus, James New, Leslie Ims, and myself, Ims leaving on 19th February necessitating my journeying to Zeehan to engage another man, which I did, after packing portion of the supplies to Eldon Bluff. Charles V. Roberts started work on 11th March. By the completion of this track, through communication is now established from Zeehan to Lake St. Clair, a distance of about 62 miles, and will enable prospectors to explore the country under much more favourable conditions than was before possible. I spent three days, by myself, examining the country running from Eldon Bluff to the Mole Creek-Rosebery Track, as referred to in your letter, dated 8th January. The country is very rough, much broken, and heavily timbered; but, with a little trouble, a connection could be made. In a distance of about ten or twelve miles, the "Wooden Store," on the overland track, can be connected with the track now completed, near "Gould's Pyramid." This would open a large area of mineral-bearing country to prospectors; also, a connection from the track just completed could be made with the Mole Creek-Rosebery Track by keeping on the west side of Lake St. Clair, thence bearing northerly on the eastern slopes of the Ducane Range, joining Mole Creek Track somewhere about head waters of Forth River.

Deviations.—Instructions from you, under date Hobart, 6th March, were received by me at Lake St. Clair, on 3rd April, to make a deviation from the track surveyed last year, with the object of lessening the distance, and obtaining an easier grade. This work was carried out, after the track from Lake St. Clair was completed, supplies being packed from Eldon Bluff. The deviation, which was commenced at 30½ miles from Lake St. Clair, has been surveyed and cut out for a distance of eight miles, where I joined the Dora Pack-track, near Lake Rolleston. For the first three miles the deviation goes slightly west of south, then a leading spur is picked up, which brings the course almost due west for a mile; still keeping on the spur, the track bears in a northerly direction for about two miles, and then turns west for about a mile, picking up the divide between the North Eldon and Antony rivers. From this point to the junction with the Dora Track it runs south and south-westerly. The grade, though steep is a decided improvement on the route first surveyed, being easier for walking, and much shorter. In cutting the track, heavy bush country was met, consisting of dense horizontal scrub, manuka, ti-tree, bauera, and cutting grass, which was only got through after laborious efforts, increased by heavy falls of snow and wet weather, which prevailed while the work was proceeding. In the North Eldon valley the country is well worthy the attention of prospectors, being mineral-bearing, with most encouraging indications. The country is principally of micaceous slates. Operations were greatly hampered through it being impossible to obtain a suitable camping-ground between the North Eldon valley and Lake Dora, owing to the snow and stormy weather preventing the tents being erected. Two slight deviations were made on track surveyed last year; first, between the 19 and 20-mile peg, and between the 18 and 19-mile marks, which resulted in getting a far easier grade, and, therefore, better track.

I have the honour to be,

Sir,

Your obedient Servant,

ROBERT EWART.

E. A. COUNSEL, Esq., F.R.G.S.; *Surveyor-General.*

REPORT ON TRACK MAGNET TO BALFOUR.

SIR,

I HAVE to report to you that the track is still incomplete, owing to the very bad weather that we had while we were out last week. The weather was very bad indeed; only for this, we should have completed it. The rations ran out, so there was nothing left for us but to return to Waratah. I would have taken another man out with me, but I could not get one to go for two or three weeks, owing to there being plenty of work in the district. The track is now carried on to a point $33\frac{1}{2}$ miles from the Magnet tram. It is marked on for a mile and a half further into an open valley, within two miles of Mount Balfour. There is about one mile of myrtle and stringy-bark forest between the end of the marked track and Balfour, the rest being open to Balfour. It requires a few days to complete it, but, at the same time, it is fit for prospectors to work on from Waratah to Mount Balfour, to prospect from this end. Horses can be taken 20 miles from the Magnet tram, 28 miles from Waratah. I am sorry that I have not been able to complete the track, but there was too much work on the Specimen Reef Road for the number of men I had employed. After leaving the Specimen Reef Road, we had one mile of button-grass, ti-tree, and gum, 20 chains of forest, and then into a dense scrub that extends to the lofty range, which is covered with a dense scrub, and extends for a distance of five miles in length, and from $1\frac{1}{2}$ to two miles wide, following the course of the range. As instructed by you, I followed this part of the range west and south-west for two miles forty chains, and there were places in it that were only got over in from three to six chains a day. The track continues on along the high spur between the Savage and Donaldson rivers. I cleared away a lookout for you at a high point of this part of the range, expecting that you would pay the track another visit. This point commands a view of 20 miles all round from this spot. You would have seen the nature of the country, also you could have corrected parts of the chart. Burges's Track is wrongly charted. The course of the track is across the Whyte, Heazlewood, Savage, and Donaldson rivers. The track is in the bed of the Wedge River, north of the Pyramid Hill. I am sorry that you could not visit us again. Burgess must be five to six miles south of the Pyramid Hill. I had to follow the Specimen Reef Road to the 13-mile 70 chain; this means 17 miles from the point of commencement. From this point the new track starts at the point where the Specimen Track leaves the ranges, and follows on the course of the range over one mile of button and rush, ti-tree and gum, to the 15-mile peg, then passes through 20 chains of open forest and about 100 chains of button and rush; here it enters the scrub to the 22 miles 45 chains. It then runs through a myrtle forest of extra large timber for one mile and fifty chains; then two miles of scrub and myrtle forest, thence open country along the eastern slope of the Pyramid Hill; the track then turns and runs up the south-eastern slope of the Pyramid, where the 28-mile peg is placed, immediately on the line of Sprent's Track. The Pyramid is a rise or blow of the range. There is no trace of Sprent's Track for 60 chains north and south of the 28-mile peg. It cannot be expected that stakes would be there after so many years. From this point the country is open, with patches of gums, ti-tree and bauera. About one mile south-west from the Pyramid Hill, the range runs up into four high peaks, so I left it for one mile, and sixty chains, where I got the range again. The course of the range from the Pyramid Hill to the 33-mile peg is south-west by west, then westerly and north for one mile and a half, thence west up the spur of Balfour. Altogether, the distance from the Magnet tram is 37 miles. I have left the range between the 22 and 23-mile to avoid some high rocky cones. Here the scrub is very bad where the range is rocky; there is no timber at all growing with the scrub.

The geological features of the country are promising, especially quartz and schist, as mentioned in my last report. It is more or less ferruginous through heads of the quartz and slate. This is about two to three miles wide, with a north-easterly strike. This belt I believe to be the same that carries the Specimen Reef dykes, but the conglomerate belt has been the means of heaving it round to the north-east. This belt should be prospected on the north end on the Arthur watershed. The man who is prospecting along the line of track is very much taken with this country. Next summer he is going to give it a good prospecting. Two men have gone out on the track with a horse-load of tucker to-day. Next summer, if there is a little money available, it would be well spent by cutting a track north from the lofty part of the range to the Arthur River, about fourteen miles. This would serve a big scope of country that has been prospected but very little indeed. The north and north-eastern fall to the Arthur is mineral-bearing from its head to the coast. Two men with a week's provisions would complete the Balfour Track in that time. In the basin between the high parts of the range there is a shallow cap of basaltic rock, extending for about two miles, between the Wedge and Donaldson waters. West and around the Pyramid Hill, the country is composed of quartz, quartzite, and belts of porphyry and mica-slate, with masses of conglomerate. Two miles west again, on the head of the Frankland River, there is a belt of fine-grained porphyry about forty chains wide, and bounded on the west by a nice black slate. This belt has a north and south strike, with a westerly underlay. This is a nice patch of country, but iron is lacking. This is a great want in a body of this kind. Towards Whale Head the country can be recommended to prospectors, particularly north, on the line of the track. If at any time a road should be required from Waratah to the Coast, there will be no difficulty in laying a road out.

On my way in, on Saturday, I examined the short track by West Bischoff to Waratah. There are 52 trees on it. It would take twelve days to clean the track out and repair the Arthur crossing. Myself and two men will do it if you have decided to have the work done. If you should decide on sending a man out on this track next summer, to correct things, I should be glad to be with him, if I am in the district, for I conclude that you will send a man from the Waratah end. Knowing the watershed as I do, it will be a little help to him.

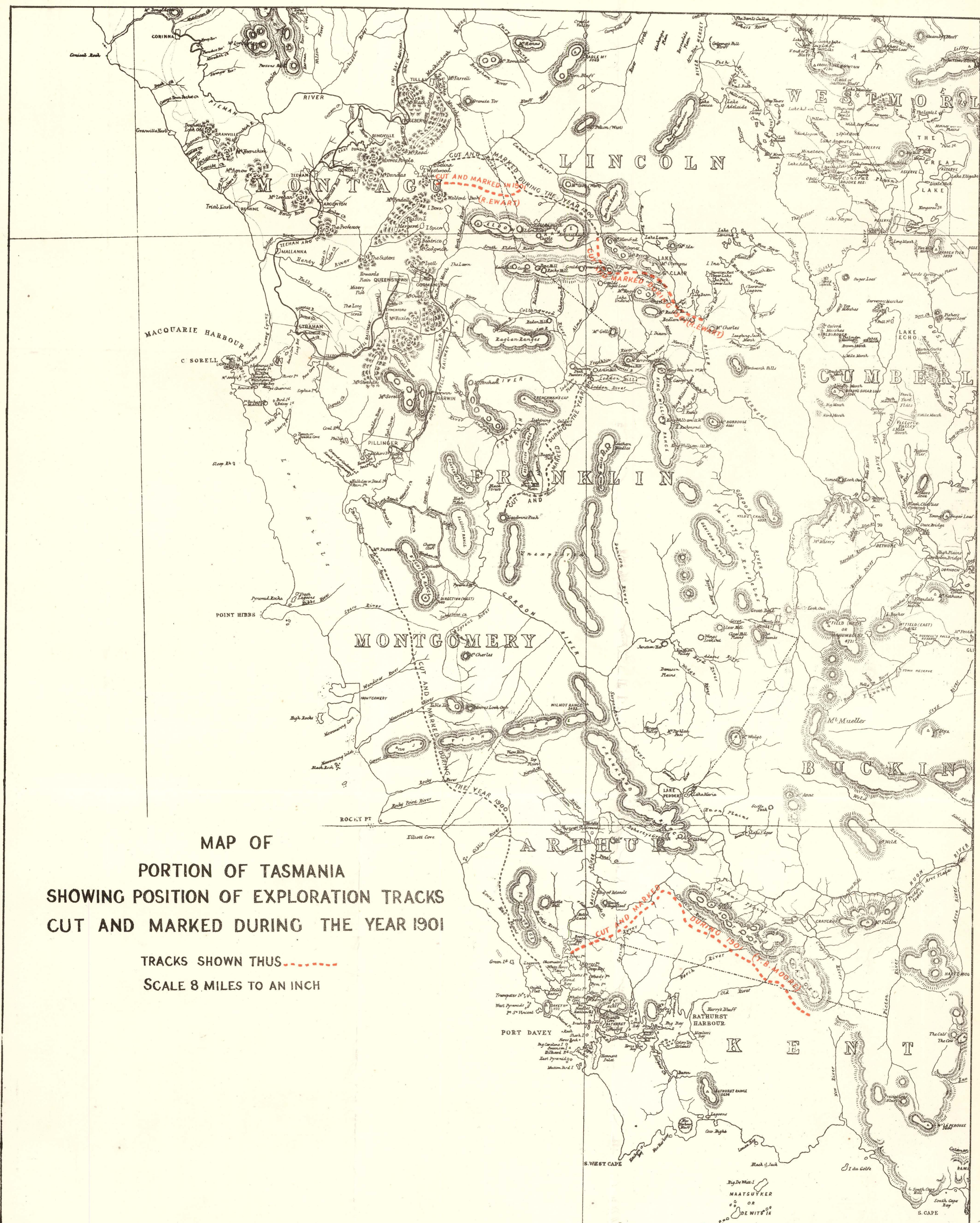
I shall be pleased to answer any questions that you may ask, or supply any information that you may desire.

I have the honour to be,
Sir,


Your obedient Servant,

ROBERT WEBSTER.


E. A. COUNSEL, Esq., F.R.G.S., *Surveyor-General*.



MAP OF
 PORTION OF TASMANIA
 SHOWING POSITION OF EXPLORATION TRACKS
 CUT AND MARKED DURING THE YEAR 1901

TRACKS SHOWN THUS 
 SCALE 8 MILES TO AN INCH

MAP OF PORTION OF TASMANIA SHOWING POSITION OF EXPLORATION TRACKS CUT AND MARKED DURING THE YEAR 1901

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