

NOTES ON ROUTES OF TRANSMISSION LINE  
BETWEEN ARGENTON AND WILLIAMSFORD.

It is assumed that the chief considerations in the selection of the route are:-

- (1) That which will serve best the interests of the mining community having regard to future developments.
- (2) The most direct line.
- (3) The most easily accessible.
- (4) The cheapest to construct and keep in repair.
- (5) The clearest and the one not likely to suffer damage by fire.

Two routes have been suggested, namely:-

- (a) That via Dundas and Carbine Hill, and
- (b) That via nickel Siding and Confidence Saddle.

(a) Dundas Workings

This is the more direct but the more remote route. It will serve better the South Comet Company, being within  $1\frac{1}{2}$  mile of their property, and other prospective mines in the neighbourhood, but the prospects outside that area are not likely to develop into profitable mines. Between Dundas and Williamsford no important orebodies are known, and the country intervening is very ragged, mountainous, and covered with a heavy forest of myrtle, horizontal and sassafras.

(b) Confidence Saddle

This route is two miles longer and nearly four miles west of the South Comet Mines. It passes through almost clear flat country to Nickel Siding and clear rising ground to Confidence Saddle, thence follows closely north-east Dundas tramway to Williamsford. It is easily accessible from road, railway or tramway at any point. The route passes between the five mile nickel field and Dundas, close to the important recent discoveries of tin ore in the South Renison Bell area, and the tin ore deposits in Ring Valley and the Exe River country.

This route from an economic viewpoint is the more important.

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22/1/1926