

7th April, 1936.

Progress report in connection with Track-cutting operations
in the North-Western Districts.

QUE RIVER TRACK:

This track has been cut from near the 46 mile Emu Bay Railway, eight miles south of Guildford Junction, to the prospect known as Gold Hill in the vicinity of Mt. Charter, a distance of approximately five or six miles. A bridge has been constructed across the Que River and the track is now suitable for horse traffic.

Only a small amount of clearing, general straightening up etc. remains to be done, and this will be completed by next Thursday, April 9th, 1936.

SPECIMEN REEF - MAGNET TRACK:

The clearing of this old track was commenced from both ends, the Magnet end on February 22nd and the Specimen Reef end on March 2nd.

Although each party consisted of two men at first it was found necessary later to increase the Specimen Reef party to four owing to the extremely rough condition of the track as it is probably 50 years since this end of the track was cleared.

Better progress was made from the Magnet end as this end had been cleared out to the 15 mile plain in comparatively recent years (12 years ago).

Altogether some seven miles have been cleared and only a little over a mile remains to be done to reach the site of the old ten mile camp. since destroyed by fire. The dry weather has hampered operations somewhat owing to limited camping facilities which necessitated long walks to and from camp.

MEREDITH RANGE - 16 Mile, CORINNA ROAD:

On Feb. 22nd a party of five commenced work on the extension of the track from the 16 mile Corinna Road from where work has ceased last winter. The track has been completed to the Whyte River and much exploratory work on the south side of the river has been undertaken to find the most suitable route for the track. The extremely broken and rugged topography, heavy timber, scrub &c., renders the task of locating a suitable track into the Waterfalls Creek basin very difficult.

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