

Historical Roads of New South Wales

MID
WESTERN
HIGHWAY



EXTRACT FROM SEPTEMBER, 1958 ISSUE OF "MAIN ROADS"

JOURNAL OF DEPARTMENT OF MAIN ROADS

NEW SOUTH WALES



View from Mid Western Highway west of Bathurst.

Historical Roads of New South Wales

The Mid Western Highway

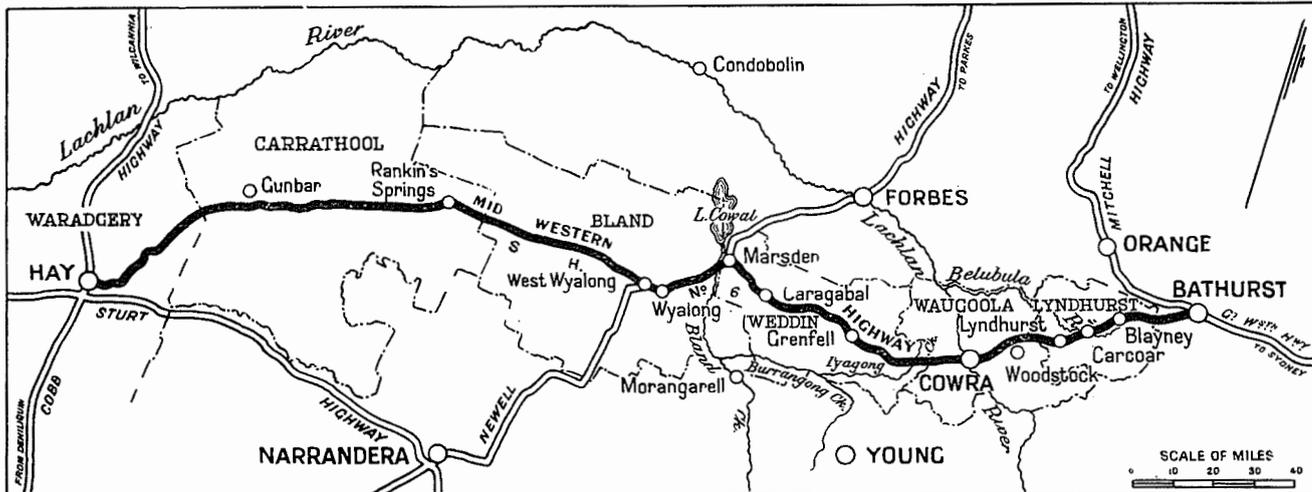
Many of the State Highways of New South Wales follow continuous routes of long distance travel used by explorers, or developed by trial and error, in the earliest days of settlement. The Mid Western Highway is not of this nature; it is rather a creation of recent years, and the justification for its establishment lies in the fact that not only does it provide the shortest route from the west of Sydney to the large and productive areas through which it passes, but that it also provides a link to the south west of New South Wales, to the north west of Victoria, and to Adelaide, South Australia. The traffic which has developed along it, in spite of long lengths not yet providing the desirable standards of surface, has demonstrated that the route is one of considerable significance. It is but little subject to interruption by inundation in time of flood rains, and has very few steep grades, and these are mainly of short length.

Route of the Highway.

The Mid Western Highway, as proclaimed in 1928, left the Great Western Highway at Bathurst and passed through Blayney, Carcoar, Cowra, Grenfell, Marsden, Wyalong, Rankin's Springs, Gunbar, Booligal, and Oxley to Balranald and thence to the South Australian border via Euston and Wentworth.

In 1929 the route of the Highway was altered between Gunbar and Balranald to pass through Hay instead of through Booligal and Oxley.

In 1933 the Sturt Highway (State Highway No. 14) was proclaimed. This starts at the Hume Highway near Tarcutta and goes west, following generally the course of the Murrumbidgee and Murray Rivers to the Victorian border near Mildura (whence it continues to Adelaide, South Australia). That portion of the Mid Western Highway which extended beyond Hay was absorbed into the Sturt Highway. Thereafter, the route of the Mid Western Highway has followed that adopted in 1929 as far as Hay, where it terminates. In its length of 326 miles the Mid Western Highway passes through the Municipalities of Cowra and Grenfell and the Shires of Lyndhurst, Waugoola, Weddin, Bland, Carrathool and Waradgery, and traverses some of the great wheat and wool producing areas of New South Wales. At Marsden it junctions with the Newell Highway (State Highway No. 17) which extends from Victoria in the south to Queensland in the north, and at Hay it connects to the Cobb Highway (State Highway No. 21) which extends from Victoria to the Barrier Highway which links Broken Hill to eastern New South Wales.



The route of the Mid Western Highway.

Exploration

As a result of Governor Macquarie's examination of the country surrounding Bathurst, following its inauguration on May 7th, 1815, he instructed Assistant Surveyor G. W. Evans to continue his explorations beyond the area which already had been covered. Evans acted quickly and by May 27th, 1815 had arrived at the bank of a river which he named the Lachlan. His report was such that the Governor ordered the fuller exploration of the area and in December of the following year, Lieut. William Cox, who had been responsible for the building of a road over the Blue Mountains and was then Commandant at Bathurst, was instructed to follow the line taken by Evans and to establish a depot at the Lachlan River. This was to serve as a starting point for an expedition which it was proposed to undertake the following year, to ascertain the course of the Lachlan River and generally to examine the western interior of New South Wales. On March 24th, 1817, the Surveyor-General, John Oxley, received the Governor's instruction to take charge of this expedition.

Oxley followed the course of the river downstream until progress was stopped by a succession of swamps from which he could find no outlet. Attempts to proceed southwards in an effort to trace the course of the river to the coast failed and a further attack on the Lachlan at a lower section of its course was unsuccessful because of the intervention of the marshes. Oxley therefore turned northwards towards the Macquarie River which he reached at a spot near where Wellington now stands.

A second expedition in 1818 was no more successful. In this an attempt was made to trace the course of the Macquarie River but Oxley was again halted by marshes, similar to those which baffled his efforts on the Lachlan, and the course of the Macquarie was entirely lost. Bitterly disappointed, he recorded in his journal—"It is with infinite regret and pain that I was forced to come to the conclusion that the interior of this vast country is a marsh and uninhabitable. The further we proceed westerly the more convinced

I am that, for all practical purposes of civilised man, the interior of this country westward of a certain meridian is uninhabitable, deprived as it is of wood, water and grass."

Oxley's explorations revealed the peculiar character of the inland rivers and provided more detailed information concerning the country between the rivers than previously had been available. He was unable to decide whether the rivers terminated in a vast inland sea—a theory to which he strongly inclined—or whether they made their way to estuaries on the coast.

A succession of dry seasons in 1828 and 1829 provided an opportunity for testing the fate of the inland rivers and in September, 1829 the explorer Charles Sturt was commissioned by Governor Darling to lead an exploring party in an attempt to solve the problem of the rivers. Although the conclusions reached by Oxley were treated by Sturt with considerable respect, he was not prepared to accept, without investigation, the theory put forward of the existence of an inland sea. As a result of his exploration Sturt reported that he was able to "put to rest for ever a question of much previous doubt. Of whatever extent the marshes of the Macquarie might be, it was evident they were not connected with those of the Lachlan". In a later journey Sturt made discoveries which provided a solution of the problem of all the north-western streams. (The story of Sturt's journeys is told in "The History of the Sturt Highway" in "Main Roads", Vol. 20, No. 1, September, 1954.)

Oxley's pessimism regarding the character of the western country was later to be proved unfounded but his work was of great geographical importance, and, with that of Evans before him and Sturt and Mitchell who followed, was instrumental in opening up a vast and potentially rich province the extent of which was then incalculable.

First Settlement

When, in 1816, Macquarie had ordered the establishment of a depot on the Lachlan River to assist in the exploration of the western interior, he had in mind

plans for the settlement of the country already discovered and the further tracts which he hoped the exploring party would find. He had asked that further troops be sent to the Colony because of the expansion due to the newly discovered country and the fear of attacks upon the settlers by the aborigines. He had himself examined the country surrounding the site of Bathurst and had estimated that it could "maintain all the stock of the colony for the next thirty years". The recurring shortages of grain and the constant difficulty of supplying the needs of the increasing population had inspired a plan of settlement which, as well as providing for the needs of the colony, was designed to assist persons who had been transported for trivial offences to carve out a new career in a free atmosphere by a system of land grants. Pending approval to his plan he refrained from making any grants beyond the Blue Mountains and no one was permitted to cross the mountains without his written approval. However, a severe drought had been experienced in the coastal area, and because of the great loss of stock that had been experienced, permission was given for cattle to travel over the mountains to graze in the new lands. A Government stock station was established at King's Plains, later to be known as Blayney.

Approval to the scheme of settlement designed by Macquarie was received in 1817 and in the following year the first land grants west of the mountains were made. Macquarie's successor, Governor Brisbane, furthered the scheme of settlement and in 1830 Governor Darling commenced the settlement of the Upper Lachlan.

Meanwhile the first defined area to be proclaimed westward of the Blue Mountains—The County of Westmoreland—had been proclaimed by Governor Macquarie in August, 1817. The County was described as extending from Mount York westward beyond the town of Bathurst and in that direction "without any limitation of boundaries whatever". Between 1828 and 1835 this area was divided into four separate counties and in the course of the surveys for this division, reservations were made for villages at King's Plains (Blayney) and at Carcuan (Carcoar). So began the development of a line along which the future Mid Western Highway was to extend.

Early Roads

Penetration of the area was from different directions and the only means of communication between the settlements were the tracks made by the settlers between the various holdings. For a number of years after settlement commenced, aborigines were fairly numerous and because of their highly developed gift of location they were employed in marking trees and setting out lines for the settlers to follow. One aboriginal named Jackie Cubbon is recorded as having marked many such lines which later became roads. One of these is stated to have been fifty miles in length and traversed the whole of a pastoral holding known as "Euroka" situated in the district within which Grenfell is now located.

On one of the first maps published, Dixon's of 1837, roads radiating from Bathurst towards the west and north-west are shown. One of these passed through



Typical country along the Mid Western Highway near Cowra.

"Princess Charlotte's Valley" to King's Plains (Blayney) and on to the Belubula River, a little west of where Carcoar now stands. Just before reaching King's Plains this road branched and continued in a south-westerly direction to the Lachlan River and terminated at a point near to the future site of Cowra.

On a map compiled and drawn under the direction of the Surveyor-General in 1861, roads are shown extending outwards from Bathurst in the general direction now taken by the Mid Western Highway. On this map, Blayney, Carcoar and Lyndhurst are shown to be directly connected and Cowra is also marked, but not on the line of road, which terminated at the Burrangong Creek. Further west a road running roughly parallel with the Lachlan River is shown to have passed through Booligal, Oxley and Balranald and then on through Euston and Wentworth to the South Australian border past Lake Victoria. A branch road to Hay joined this road at a point roughly midway between Booligal and Oxley.

The "New Atlas of Australia" published in 1886 includes a map of New South Wales on which Blayney is shown to be situated on the "main road" from Bathurst to Orange and Wellington. A minor road is shown as passing through Lyndhurst to Cowra and on to Young where it connected with the railway. Grenfell is shown on this map but without road connection eastwards. Hay also is marked on this map as the terminus of the railway via "Jewnee" and Narrandera, but has no road connection shown. A road from the Bogan River is shown to reach the Lachlan a little westward of Condobolin and this road roughly parallels the Lachlan to Booligal, then to Oxley, Balranald, Euston and Wentworth to Lake Victoria and beyond. Up to the date of this map, therefore, no road approximating the present route of the Highway westward of Cowra, had been defined.

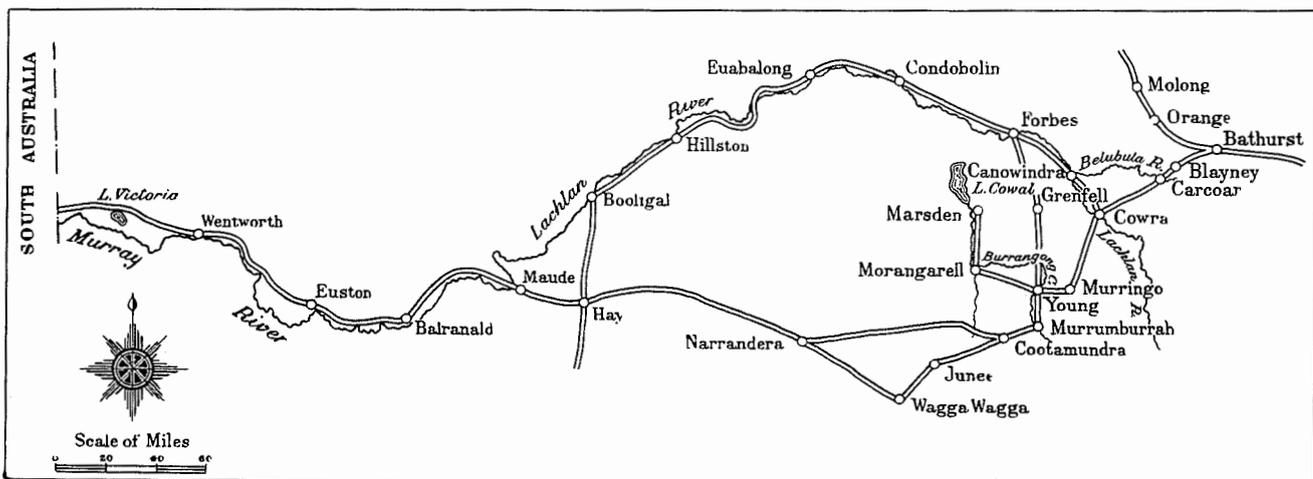
An "Atlas of the Settled Counties of New South Wales and a Road and Distance Map of the Entire Colony" said to be the first published in the colony, was issued about the same time as the "New Atlas of

Australia". The exact date of publication is not known but the maps included in the Atlas are believed to have been drawn by George Bishop, a Surveyor of Sydney, between the years 1866 and 1870. On the "Road and Distance" map a road is shown to extend from Bathurst to Cowra via Blayney and Carcoar; at Cowra it turned south to Young then continued through Morangorell to Marsden's (now known as Marsden) where it terminated. From Young a road went south to Murrumburrah then turned west through Junee and Wagga Wagga to Hay and continued through Maude and Balranald to the South Australian border along the route shown on the earlier maps. At Hay this road was intersected by one which went north to Booligal and then in a general easterly direction through Condobolin and Forbes back to Cowra.

A map was issued in 1895 of the New South Wales railways showing also coach and other routes branching out from various railway stations, and on this map a coach route was shown to extend westerly from Cowra, through Grenfell to Marsden. Another route connected Wyalong with Temora at which place the route divided, one branch going on to Cootamundra and the other to Junee. Rankin's Springs is shown on this map to have been connected by coach with Narrandera in the south, and further west another route connected Gunbar with Hay. There were, at this date, no east-west connections beyond Marsden. A later edition of this map issued in 1914 showed a coach route between Marsden and Wyalong and by this date therefore, the line of the Mid Western Highway as far west as Wyalong had taken shape.

Development of the Settled Areas

When Governor Macquarie instructed Assistant Surveyor G. W. Evans to continue his exploration beyond the area the Governor had himself examined, it was with a view to expanding the agricultural and pastoral possibilities of the Colony. Nothing was known, and probably little suspected, of the mineral wealth that awaited exploitation. The comparatively



Road layout in Mid-West about 90 years ago. (Taken from "Atlas of the Settled Counties of New South Wales and a Road and Distance Map of the Entire Colony".)



The Mid Western Highway west of West Wyalong.

rapid development of the settled area and the foundation of the towns that now mark the route of the Highway, was due more to the discovery of gold and other metals, than to the extension of the farming and grazing industries that now characterize the area.

Blayney.

The district within which the town of Blayney is located was known originally as "King's Plains". From 1821 to 1828 occupation of the country between the Macquarie and Belubula Rivers was thought to be only temporary and was reserved principally for the grazing of Government cattle. Stations for use as centres for the stockmen who cared for the cattle were dotted throughout the area and one of these was located on the site of the present town.

In 1828 division of the County of Westmoreland was commenced and a site for the township was reserved. The railway was extended from Bathurst to Blayney in 1876 and the township became a centre from which the produce of the area was railed to market and from which supplies could be obtained. Later when the railway was brought from Cowra to link with the Great Western line, Blayney became an important junction and railway town.

Carcoar.

Carcoar was the third town to be founded by the Government west of the Blue Mountains. Built on the northern bank of the Belubula River, a tributary of the Lachlan, Carcoar has often been described as the "mother town" of the Lachlan Valley and was for a long period the commercial centre for the inward and outward traffic of the region. Carcoar dates its first permanent and effective settlement from the establishment in 1831 of stock stations and homesteads by

Thomas Iceley, who pioneered the pastoral industry in a section of the Belubula Valley, then the extreme limit of authorised occupation.

On July 9th, 1840 a sale of town allotments was held and from then on settlement and population rapidly increased. In 1848, according to Well's "Geographic Dictionary and Gazetteer of the Australian Colonies" published in that year, the township comprised 244 houses and 2,057 inhabitants.

The name attached to the village reserve, surveyed in 1829 on which the present town is built, was Carcuan.

The origin of this name is uncertain. In "Tegg's Almanack" of 1838 the village is called "Carcoon" but on the plan submitted for the Governor's approval in June, 1839, the name "Corcoran" is used. According to one account this was the name of a shepherd who was the first person to occupy the site and the words "Carcuan" or "Carcoon" are believed to be misspellings of this name. In Mitchell's "Map of the Nineteen Counties" which was compiled during the period 1831-1834, the name given to the site is "Carcoar".

Copper was discovered in 1845 on one of Iceley's homesteads and gold was found in the district in 1851.

Carcoar was incorporated a Municipality in 1879 but in November, 1935, the town was included in the Shire of Lyndhurst.

Cowra.

The track from Bathurst towards the south crossed the Lachlan River by some rocks which the aborigines called "Coura". The Rev. Henry Fulton, one of the first settlers in the Upper Lachlan district, called his leasehold "Cowra Rocks", the spelling of which is believed to be a corruption of the aboriginal name, and from this property the present town takes its name.



View overlooking Cowra.

In 1845 Cowra consisted of one solitary hut, that of a pound-keeper named Best. This was situated on the bank of the river near to the spot reached by Evans when he discovered the Lachlan in 1815.

The first survey of Cowra was made during 1852 and a land sale followed soon after. At this time the only means of transport between the township and

other centres were bullock waggons which carried wool to Sydney and returned with supplies for the settlers. These frequently occupied three months on the journey.

The gold discoveries of the late 1850's added to the importance of the river crossing at Cowra as this was



Official Opening of bridge over Lachlan River at Cowra, 1893. (Original photograph at Cowra School of Arts.)

the readiest means of communication between the western goldfields and the new discoveries at Lambing Flat (Young), and Kiandra.

Erection of a bridge was commenced in 1868 but shortly after its completion in 1870 it was submerged in a flood, its approaches destroyed and the whole structure moved out of line. The flood also caused other damage and serious loss on the river flats.

The present road bridge over the Lachlan River at Cowra was opened on the 16th September, 1893. The bridge is 1,320 ft. in length and it cost approximately £26,500.

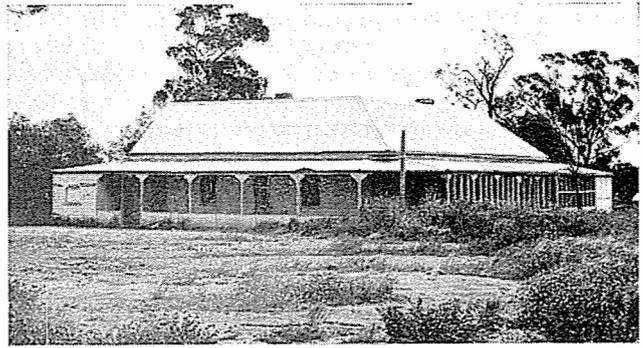
At the time of the flood in 1870 the "village of Cowra" was rapidly developing but the loss experienced as a result of the flood led to the re-establishment of the town on its present site on high ground.

The main western railway was opened to Blayney in 1876 and was being pushed towards Orange and Forbes. An agitation developed for the extension of railway facilities to Cowra and in May, 1886, the first passenger train reached a temporary station on the southern side of the river from the direction of Young. In the following year a railway bridge over the river was completed and communication with the south was established.

The Municipality of Cowra was incorporated in 1888.



John Granville Grenfell, after whom the town of Grenfell is named.



Old inn building at Piney Range west of Grenfell.

Grenfell.

A former Premier of New South Wales—the Hon. W. A. Holman, once wrote:—"No region's records show more of both the poetry and prose of Australian history than those of Grenfell. Seen as it is at the earliest in the dim light of Australian exploration, it has been the scene of every kind of event and the theatre of every kind of exploit with any claim to romance".

Grenfell was the birthplace of the famed Australian poet, Henry Lawson.

The earliest known penetration by white men of the area within which Grenfell is situated was during the first expedition led by Oxley to the Lachlan River when he came within 25 or 30 miles of the present site of the town.

One of the earliest settlers in the district was one J. B. Wood who, in 1833, set out with his father from Parramatta seeking land on which to settle. On their journey they fell in with a party of aborigines from whom they learned of well watered country, suitable for stock raising, to the south-west of their route. Following the directions given them they eventually reached a place known to the aborigines as Booroodeen—"The Windy Place", at which they settled. They called their selection "Brundah" by which name the locality became known and on portion of which the town of Grenfell now stands.

Survey of the area which became known as the Lachlan Pastoral District commenced in 1847. By 1860 the district had become a thriving pastoral area but a township had not yet developed.

The discovery of gold in 1866 completely changed the character of the district and laid the foundations of the town.

The town derived its name from that of a former Gold Commissioner of the district who was killed by bushrangers in 1866. At the time Grenfell was Commissioner of Crown Lands and whilst on a journey the coach on which he was travelling was held up near Dubbo by bushrangers who demanded the mails. The coach driver and the only other passenger were willing to surrender the mails but Grenfell, who was armed

with a revolver, refused and opened fire. The bush-rangers returned the fire and Grenfell was fatally wounded and died before assistance could be obtained.

Until 1867 the district was known as the Emu Creek gold-field but in that year it was decided to establish a post office and to name it Grenfell in commemoration of the courage displayed by the bearer of that name in his attempt to save the mails.

The town was surveyed in 1867 and buildings of a more permanent nature began to replace the canvas and bark structures of earlier days. Gold mining had practically ceased and farming and agricultural pursuits had taken its place. By the early 'eighties Grenfell had grown to become the centre of a great pastoral and agricultural district which it has since remained.

A Municipal Council was formed in 1883 and railway communication with the town was established in 1901 by the building of a line from Koorawatha, a station on the railway connecting Blayney with the main southern line.

Wyalong—West Wyalong.

The twin towns of Wyalong and West Wyalong developed on the border of what was known in the early days of the colony as the Bland country. Occupation was at first prohibited as being "beyond the limits of location" but an Act of 1833 enabled land to be held under pastoral license and later Acts of 1836 and 1839 extended the principle of permissive occupancy. Little settlement took place until about 1889 when land was taken up under Conditional Lease or Purchase within a few miles north and north-west of the present towns. As in the case of Grenfell the emergence of the towns was due to the discovery of gold and the rush to the district which followed.

The discovery of gold was due primarily to George Woolten Neeld who left Victoria in 1893 with the intention of taking up land in New South Wales. One

of his sons had already settled near to the site of Wyalong and Neeld Senior selected an area between where the twin towns now stand. Having had mining experience in Victoria another of Neeld's sons was attracted by some loose fragments of quartz lying on the ground and on further search, gold was found on part of Neeld's selection. Intensive prospecting followed and in October, 1893, an important discovery was made by one of the family when going to a neighbouring dam, known as the "White Tank", for water. Within six months of the discovery 10,000 people were camped in the vicinity of the dam, the locality being called "Main Camp". The dam constituted the only water supply available to the gold seekers and their families and is one of the more important links with the early history of the district.

Within two months of the gold discovery instructions were given for the laying out of a township for the new field. A position nearly two miles east of "Main Camp" was selected. The designation of the old run and parish of which it formed a part was chosen as the name of the new township and on June 23rd, 1894, it was proclaimed a village under the name of "Wyalong".

An immediate demand for allotments developed and by the date of its proclamation 120 houses had been erected within the confines of the village. Although this development continued it did not result in the transfer of the residents or business activities from "Main Camp" and following considerable agitation instructions were given for the survey of the occupied area at the diggings. Surveys of this area were completed in December, 1895, and when the plan was approved the locality was designated "West Wyalong" by which it has since been known.

Wyalong was proclaimed a Municipality on December 22nd, 1899 and on October 1st, 1935 it was absorbed into the Shire of Bland.



Neeld family—father and sons, and their hut in main street of Wyalong—now Mid-Western Highway.



The tree believed to have been blazed by Sturt situated on the southern side of the Highway, three miles east of Hay.

Hay.

If Oxley, in 1817, had continued in a southerly direction for about another 40 miles instead of turning north to reach the Lachlan again, he would have come upon the Murrumbidgee River between where the towns Narrandera and Hay are now located. Sturt passed the present locality of Hay in December, 1829, during his expedition down the Murrumbidgee and he was the first white man known to travel the banks of the river and to explore the adjacent country. Following Sturt's exploration the country along the river banks was gradually penetrated by stock-men, and by 1848 the country surrounding the Murrumbidgee and adjacent rivers was dotted with stock stations.

The locality within which Hay is situated was originally called Lang's Crossing after two brothers who, in 1848, occupied a stock run called Mungadingadal (now Mungadal). The present town, however, formed part of the Illilawa Run which was first occupied in 1850. A tree believed to have been blazed by Sturt is still preserved on this property.

The site of the present town was surveyed in 1859 when it was proposed to call the town "Waradgery". When, however, approval was given to the design, the town was named "Hay" after John Hay (later Sir John Hay) member of Parliament for the district at that time.

An auction sale of town lands was held on October 11th, 1851, and by 1864 the town had become a place of considerable importance. The country on the north bank of the Lachlan was then being considerably improved and the former "Lang's Crossing" was regularly used by stock travelling from the Lachlan to



The main street of Hay.



The Murrumbidgee River from the Highway bridge at Hay.

Melbourne and other southern centres. A punt was established at the crossing in 1857 and in 1870 a contract was let for the construction of a swing bridge across the river. This was opened by Sir Henry Parkes on August 29th, 1874 and is still in use.

A service of river steamers was inaugurated by Captain Francis Cadell, one of the earlier settlers in the district, in 1858 and Hay became an important depot. The river steamers were for several years the principal

means of transport for the produce of the district but the river trade fell away rapidly when the railway reached Hay in 1882.

Hay was proclaimed a Municipality in 1872.

Development of the Present Route of the Highway.

At the date of its proclamation in 1928 the Mid Western Highway had not been developed as a continuous route, and its establishment involved the in-



The Highway bridge over the Murrumbidgee River at Hay.

corporation of lengths of road which previously had been mainly of local significance; such improvements as existed had been carried out to serve only local needs, and for nearly 200 miles from just westward of Grenfell to Hay the road for the greater part lacked any kind of surface and was largely unformed. Travel between Grenfell and Hay was only possible under favourable weather conditions and involved slow and difficult movement. As a first major work, therefore, it was decided to undertake the construction of the more westerly section of the Highway in order to establish better travelling conditions over the full length of the route.

From Grenfell to Caragabal, a rail centre for the trucking of wheat and wool, a gravel or broken stone pavement had been provided but for the next fifteen miles to Marsden it was unformed.

Between Marsden and a few miles beyond West Wyalong, some gravelling had been carried out but from then on, for fifty miles to Rankin's Springs, through alternating ridge country, gently undulating wheat lands, and mallee scrub, it was unformed, and for only the first twenty miles had it been cleared of tree growth. Leaving Rankin's Springs, the Highway passes through the isolated Cocoparra Range, and, after going through a belt of mallee scrub and wheat country, enters typical western plains devoted almost entirely to the growing of wool. Over the 105 miles between Rankin's Springs and Hay, little more than clearing had been attempted prior to 1928 and, although a track for traffic was maintained, this became impassable during or after rain.

In effect, it was necessary in establishing the route, to construct or reconstruct practically the whole of the 197 miles from Caragabal to Hay, including a number of deviations, as well as providing for improvements, minor deviations and creek crossings between Marsden and Wyalong.

The first major work was undertaken in 1930-31 and comprised the building of a raised formation with gravel pavement across five miles of low-lying country just east of Marsden. Subsequently the formation and gravelling were extended eastward to Caragabal, joining up with the previously existing gravel surface leading into Grenfell.

In 1931-32, a 29-mile length extending east and west of Goolgowi was cleared, formed and loamed.

In later years, works of clearing, forming, and loaming or gravelling were extended, and culverts and bridges provided where necessary, and by 1940 a gravel pavement had been provided over 128 miles westward of Caragabal and a loam pavement for the further 69 miles to Hay.

As the major works on the more western section approached completion, improvements on the eastern section were undertaken and these have now resulted in a continuous bitumen surface as far as Grenfell, 234 miles from Sydney. Bitumen surfacing is now proceeding over several lengths to the west of Grenfell and the ultimate aim is to provide a road conforming to modern standards of width and alignment, and with surface appropriate to the needs of traffic over the full length between Bathurst and Hay.

S.G.P.

Acknowledgments.

Material for this article has been obtained from—

The Mitchell Library, Sydney;

The Public Library of New South Wales;

Journals and Proceedings of the Royal Australian Historical Society;

"Golden Granary—The History of Grenfell and the Weddin Shire"—W. A. Bayley;

"Australian Discovery"—E. Scott.
