

now been abolished and replaced by eight *de luxe* rooms, each with bed-sitting rooms and private bathrooms. These rooms are in the most favoured position in the Chalet commanding magnificent panoramas.

The Victorian Government Tourist Bureau and its branches have planned early this year for the visit, in escorted parties, of nearly 1,000 people to the Chalet during the 1939 winter. Included in this total are several hundreds of students from various public schools. The introduction of these young people to ski-ing must inevitably arouse enthusiasm for the sport.

(4) Standard Run at Mount Buffalo National Park:

So far, four people have qualified for the gold badge and four for the silver badge awarded to those who complete the standard run at Mount Buffalo within specified time limits. The run extends from the top of the Hump to the bottom of the Cresta Run. The times take by the winners of the gold badges are:—

Franz Skardarasy, 1 min. 21 secs.; Erik Johnson, 1 min. 42 $\frac{4}{5}$ secs.; Morse Chalwell, 1 min. 44 $\frac{3}{5}$ secs.; Bruce Bretherton, 1 min. 49 secs.

Silver badges were awarded to the following:—Rodney Bretherton, 2 min. 13 $\frac{1}{5}$ secs.; E. Head, 2 min. 23 $\frac{1}{5}$ secs.; Miss C. Joshua, 3 min. 20 $\frac{4}{5}$ secs.

Bruce Bretherton also won a silver badge and later qualified for the gold badge, as mentioned above.

(5) The Ski Tow at Mount Buffalo:

No alterations have been made to the ski tow at Mount Buffalo National Park. Although records are not kept of the number of people using it—no charge is made for that facility—it can be affirmed that this innovation has been one of the most popular. Besides eliminating the arduous uphill climb, the ski tow enables the skier to secure more downhill practice.

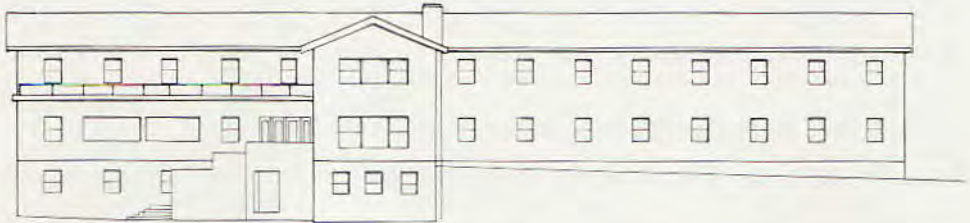
THE NEW HOTHAM HEIGHTS CHALET

(By Courtesy Railways Commissioners' Publicity and Betterment Board)

SKIERS throughout the Commonwealth read in the daily papers with more than usual fears of the devastating bush fires which swept with such tragic results through a large portion of Victoria in January last. "Hotham Heights", Mount Hotham, "The Bungalow", Mount Feathertop and "The Hospice", Mount St. Bernard, were completely razed to the ground. The Chalet, Mount Buffalo National Park, was unaffected.

Immediate consideration was given to the question of reconstructing "Hotham Heights" and "The Bungalow"; it was decided that "The Bungalow" should not be replaced but the Victorian Railways Department quickly prepared plans for an entirely new "Hotham Heights". In February last, a beginning was made with the construction which, in the limited time available before the advent of heavy snow, was, of necessity, only part of a more ambitious plan to provide greatly increased accommodation. Thus, the building now in use at Mount Hotham is the nucleus of a larger building, provision having been made for any future extension.

Consisting of a semi-basement in local masonry, ground and first floors, "Hotham Heights", as it stands to-day, offers splendid accommodation. Included are a lounge-dining room (42 feet x 20 feet), a sun deck (50 feet x 11 feet), hot and cold water service, bathrooms, electric lighting, sewerage and other amenities. Above the masonry walls of the semi-basement is a timber frame with



FRONT ELEVATION - NORTH.



SIDE ELEVATION - EAST.

asbestos cement sheeting, which provides a fire-resisting medium. Construction was undertaken by the Ways and Works Branch of the Victorian Railways. Nearly 300 tons of building and general material had to be conveyed 35 miles over the precipitous Alpine Highway from Bright Railway Station. The work ranks amongst the most unusual yet accomplished by the Department.

KIEWA SCHEME

(By Courtesy of the Commission)

AN added interest has been given to the Bogong High Plains area by the investigations and proposals of the Electricity Commission of Victoria for the development of the Kiewa hydro-electric scheme, which has now been approved by the Victorian Government, and which will ultimately supply about 140,000 horse power of electric energy. A few notes on these proposals and the exhaustive investigations which have been in progress for some years on the High Plains may therefore be of interest to skiers.

This huge project involves the construction of storage reservoirs on the High Plains at an altitude of about 5,500 feet, and the development of the fall of over 4,000 feet to the flats near Tawonga, by means of a system of tunnels and pipe lines. The inaccessibility of the area will necessitate the construction of a new road, 25 miles in length, from Tawonga, and the Commission has already started this work, which it is proposed to carry through without delay, although road construction will naturally take a few years. It is doubtful whether the hazards of construction will permit of its use for any other purpose for some years.

The snowfall on the High Plains is a major factor in providing water for the operation of the turbines. The Commission, during its preliminary investigations,

wished to obtain all possible information regarding snowfall, evaporation, and other meteorological conditions which affect the run-off for the High Plains. This led to the establishment of a meteorological station in this remote area, with an attendant engineer in residence, Mr. Martin F. Romuld, well-known for his prowess on ski. The correct measurement of snowfall proved a somewhat difficult problem, which was solved finally by model tests in the wind tunnel of the Melbourne University. The gauges are located at over 20 places on the High Plains, and the Commission appreciates the manner in which the enclosures have been respected by visiting skiers, as even a ski track through these enclosures may seriously affect the records of equipment buried under the snow.

The average annual precipitation in terms of water equivalent over the last five years is about 72 inches, despite the fact that the last two years have been very deficient in snowfall and rainfall. The minimum temperature recorded in the thermometer screen during this period was 15.5°F., in June, 1933, whilst the maximum shade temperature occurred in March, 1934, when 80°F. was reached.



Courtesy.

Meteorological Gauge on the High Plains.

S.E.C.

S.C.V. BEGINNERS AT FEATHERTOP

FROM July 23 to July 30, 1938, the S.C.V. organised a beginner's trip to Mount Feathertop. Since Mr. Gerald Rush left Victoria for Tasmania the S.C.V. had been unable to arrange any trip, especially for those who were starting on their first season. On the Feathertop trip there were 19 members and, thanks to the teaching of Freddie Pryce Jones, the instructor at Feathertop, all became keen skiers, and by the end of the week were displaying a sound knowledge of the basis of Arlberg technique. The next week two of the members went on for a week's ski-ing at Mount Hotham, and several of the party went away on week-end trips later in the season. This year, already, ten of the party have expressed their intention of going away again. It is to be hoped that the club can obtain accommodation at a suitable resort this year to arrange another beginner's party.