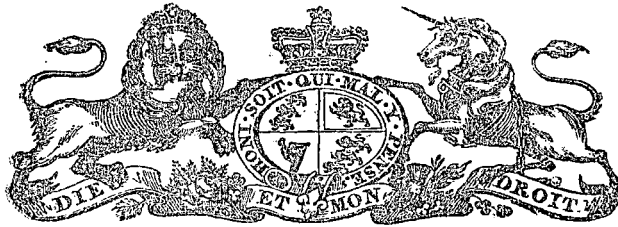


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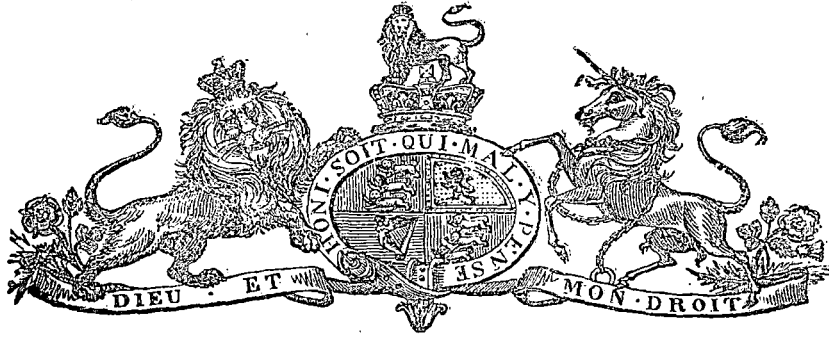
TASMANIA.

DEVON ROADS.

LETTER FROM THE SURVEYOR-GENERAL.

Return to an Order of the House; (Mr. Archer, 29 January, 1862.)

Laid upon the Table by Mr. Innes, and ordered by the House to be printed,
30 January, 1862.



Survey Office, 29th January, 1862.

Sir,

IN compliance with your instruction of this morning, to supply the information required by the Honorable Member for Devon for any statements made by me explanatory of the amounts expended for Surveys in that County, in connexion with the Grant of £5,000 for the Mersey and Leven Road, I beg to state that the only letter written by me on this subject is the one I had the honor of handing you yesterday, from which I will make such extracts as will meet the question.

I will observe that, as much misapprehension exists as to the amount of work embraced in the operation of defining and measuring the Mersey line, which has given rise to reports unfairly condemnatory of the Surveyor employed, I (not doubting that some of these reports had reached you,) thought it my duty to give you such information as to the nature of the many operations involved in Road Surveying in a closely timbered country like Devon as would prove to you that, on a long line, such as that designed to connect the valleys of the Mersey and Leven Rivers, the Government had not been overcharged for the work.

To illustrate this in the most easy manner that the subject seemed capable of, I contrasted its cost, both of money and time, with those expended on an almost precisely similar Survey, which has given complete satisfaction to the public; namely, that called the direct Huon Road,—with which the Mersey and Leven line will bear no unfavorable comparison.

I remain, Sir,

Your very obedient Servant,

J. E. CALDER.

The Honorable the Colonial Treasurer.

“I will take the direct Huon Road Survey as the standard of comparison, as it is scarcely possible to name any other work which more perfectly resembles the Mersey Road than this one, except in the single item of distance.

“The Mersey Road is 34 miles long, and the direct Huon about 22.

“The first-named one occupied Mr. Boyes 8 months and 10 days to finish it, and the latter one (12 miles the shorter of the two,) took Mr. Hall and myself 7 months and 16 days to complete it.

“The first-named one cost the Mersey and Leven Road Grant £448, being at the rate of £13 3s. 6d. per mile; and the latter one £311 15s., or £14 3s. 5d. per mile.

“During the two months that I was engaged on the Huon Road, I can state, most positively, that I stuck to it with great assiduity, and I am quite certain that my successor (Hall) did the same.”

From the above, it will be seen that the defining of the Direct Huon Road, which has been so much applauded in every particular, took Mr. Hall and myself longer to do, and cost the public more per mile, than the Mersey and Leven, equally difficult, did.

I further wrote, that “persons unaccustomed to Road Surveying in a hilly and closely-wooded country have no idea whatever of the excessive difficulty and tediousness of the task, especially if the line be a long one (for short ones give no notion of the work.) The ground has to be gone over very many times, and dozens of time-consuming trial Surveys are made and abandoned during the progress of the work; every nook, every corner, every ridge within miles have to be thoroughly examined, so that when the line is at last finally determined on, it does not show a twentieth part of the work that has really been gone through.

“The idea of almost all persons, however, seems to be, that the Surveyor has nothing to do but to walk straight ahead between two given points, marking as he goes, and that then his work is done; but nothing can be more fallacious, and nothing more unfair to the Surveyor.”