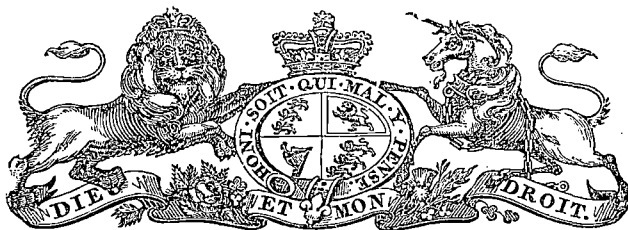


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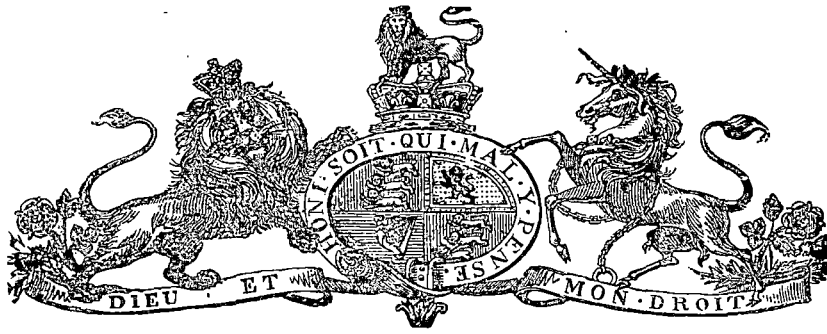
1889.

PARLIAMENT OF TASMANIA.

DISTRICT SURVEYORS:

SPECIAL REPORTS.

Presented to both Houses of Parliament by His Excellency's Command.



SPECIAL REPORTS FROM DISTRICT SURVEYORS.

Wynyard, 24th April, 1889.

SIR,

IN compliance with your request, by Circular of the 3rd instant, I have the honor to forward a Special Report upon the lands available and suitable for agricultural purposes:—

	<i>Acres.</i>
1. To the south of the Woolnorth Block, V. D. L. Co., and east of the Main Coach Road, good land extends for a distance of about 5½ miles, extending towards the Montagu River, say about.....	2000
2. Vicinity of Duck River, and situated to the south-west of 320 acres, H. M. R. Carnac, some good land is to be met with, to what extent I am unable to say, but at least	1000
3. In the Parish of Gibson a large extent of good land is available for selection, and is gradually being taken up, at least	1000
4. In the adjoining Parish of Mowbray, vicinity of South Road, a large area of land has already been applied for (and now under survey), after which there will be available at least	2000
5. In the Parish of Anderson small areas of good land are to be met with, but taking it altogether the land is very patchy	1000
6. Parish of Dallas, a few selections are still available, but most of the good land has been already selected.....	500
7. To the south-west of Parish of Dallas and Flowerdale, between the Flowerdale River and Sisters Creek, and west of the Main Road from Sisters Hills to the Flowerdale, there is some good land, about.....	1500
8. Parish of Calder, between the Calder and Inglis Rivers, a large tract of good land extending to the west of the Inglis and across to Wilkinson's Plains, embracing a portion of the Parish of Zolla	2000
9. In the Parishes of Lewis and Oonah a large tract of good land	1500
10. Parish of Takoné, westerly to the Campbell Range, the top of which is comparatively level, and extending away westerly along to the Hellyer and Arthur Rivers	15,000
11. Sheffield Plains	2000
12. Between the Hellyer and Wandle Rivers and west of the Waratah Road.....	2000
13. South of the Wandle River and adjoining the Surrey Hills Block, open plains...	2000
14. In the vicinity of the Wilkinson's Plains Road, along the Blackfish Creek, and south of the Timber Reserve, small areas of very fair land are to be met with ...	500
Total	34,000

In order to open the area of land in the vicinity of the Campbell Range, it would be advisable to open and construct a good passable road, starting from the Waratah Road at the Henrietta Plains, and running a little south of west.

The only way to promote settlement is to make good roads, and I would respectfully suggest that these be surveyed or marked out in advance of the survey of the sections.

I have the honor to be,
Sir,

Your most obedient humble Servant,

FREDK. E. WINDSOR, *District Surveyor.*

E. A. COUNSEL, *Esq., Deputy Surveyor-General,*
Hobart.

N.B.—The term good land means basaltic soil, generally speaking heavily timbered with myrtle, stringy-bark, and gum.

Narrawarra, Port Esperance, 26th April, 1889.

SIR,

HEREWITH I beg to forward the Special Report asked for *re* Crown lands available for settlement, and the means of opening the same in this district.

Of the roads mentioned in this report I would especially recommend that from Geeveston to the Arve Valley, and also that at the back of Franklin, to be pushed on as early as possible, as they would both open up valuable land and timber, at a moderate cost, and give an impetus to settlement in the localities where they are situated.

One thing I would like to mention. It should be insisted upon that any moneys voted for these roads (or any special line) from time to time should be expended on them. My reason for saying so is, a small sum of money has been granted for a road in this vicinity (I have mentioned the road and also the sum to be expended), and now I hear an attempt is being made to take this money and place it upon a road leading simply *nowhere*; and, what is worse, more would be swallowed up in compensation, &c. than is at present available to be spent. This money was asked for to open *Crown lands*, and to be spent upon a reserved line of road (and a good one), where no compensation is required should any little deviations be made, and it should not be taken elsewhere to benefit one or two individuals.

From what I have seen of our District Inspector, Mr. Dean, I believe we have the right man in the right place, and shall willingly render him any assistance in my power at any time when he is engaged upon new lines.

Venturing to hope that some of the suggestions contained in the report will be carried out,

I have, &c.

E. G. INNES, *District Surveyor*.

E. A. COUNSEL, *Esq.*, *Deputy Surveyor-General, &c.*

Port Esperance, 24th April, 1889.

SIR,

IN compliance with your request for a Special Report upon the Crown lands in the Huon District, and the best means of opening up and promoting settlement upon the same, I beg to forward the following.

Parish of Leithbridge.

In this portion of the district selection is almost at a standstill, owing to the want of means of access to the back lands. There is a considerable area of good and very fair land still unalienated in the valleys of the Huon and its tributaries, especially in that of the Arve, where there are some hundreds of acres of good bottom land especially adapted for fruit growing, which is the staple industry of the Huon.

To reach this an extension of the present line of road as made from the Huon Bridge to the She Oak Hills, thence up the valley of the Huon to the mouth of the Arve, is required.

This road has been made by the Public Works Department to within about three miles of the She Oak Hills, and along it and as far as the Township of Hull the land has all been taken up. Some portion of Hull has also been sold.

After passing the She Oak Hills this line would pass through a large area of fair land suitable for small holdings for some miles before the valley of the Arve is reached, and which, I believe, would be all taken up by *bonâ fide* selectors almost at once.

At the western extremity of what is known as the New Road (which I believe is now called the Arve Road), at the back of the Town of Franklin, and extending in a westerly direction until it adjoins that mentioned in the Arve Valley, is a large block of first-class land, with a splendid bed of swamp gum timber for splitting purposes, and is well watered by numerous small creeks. A road should be laid out through this at once, and then, I believe, if a portion of it was cut up into lots, say from 30 to 100 acres each, and fronting upon the road, they would readily find purchasers at auction.

Parish of Honeywood.

Here, as in the adjoining Parish of Leithbridge, there is a large area of first-class, and what may be called fair land, still the property of the Crown.

The greater portion of it lies in the vicinity of Hospital Bay, with its busy little township of Geeveston, which is fast becoming a place of considerable importance, a large export trade being done in timber, fruit, &c.

Here, as in other portions of the district, nearly all the available land has been taken up, and in a great many instances settled upon, and roads are required to give access to that which lies behind.

A large tract of land suitable for settlement lies between that already selected around Geeveston and the Hartz Mountains, at the head of the River Arve. A good line of road to give access to this can be obtained by extending the present Arve Road at Geeveston to the upper portion of the Arve Valley. This would strike the Arve some miles above its junction with the Huon, and open up a large extent of agricultural country at a comparatively small cost, there being no engineering difficulties in the way, and the distance not more than about six miles. This is a much shorter route to the Arve Valley than that *viâ* the Huon Valley, although both are required.

There is also a large area of Crown land at the head of the Kermandie Valley, which will require to be opened up at a future date by means of a road up the southern bank of that stream; but at present this is unimportant when compared with the other mentioned.

In the adjoining Parishes of Price and Thanet very little has been done in the way of opening up the Crown lands. A line of road has been made from Geeveston to Dover, at Port Esperance, and all the land of any use to the agriculturist has been selected on and near the line, leaving none for future selectors.

A large area of good land extends from the Esperance River on the south to the Kermandie River on the north, but is inaccessible to the selector because there are no roads leading into it.

A small sum of money (some £100 or so, I believe) has been granted to commence a line of road to open a portion of this land in a position which I indicated to the then Minister of Lands and Works some time since by marking it upon a litho. of this portion of the district, and forwarding it to him. This line would commence at the Crown reservation on Port Esperance, at a good shipping-place, passing through a 50-acre lot granted to Alfred Nicholas, thence across a corner of a lot of 104 acres purchased by D. Chapman into Crown land. I believe that sum is to be expended as far as it will go along this line, but unless a considerable addition is made to it at an early date it will be useless, or nearly so, for the purpose of opening up the Crown lands in this vicinity. I have recently had several enquiries for land in this vicinity, but the difficulty always is in the way to get access to it, consequently nothing is done.

In the Parishes of Garrett, Purves, and Blakeney comparatively little is done in the way of agriculture, their staple article of produce being timber, of which millions of feet are exported annually, giving employment to a considerable population around the various sawmills.

A line of road has been made from Dover, in Thanet, to Hythe, and although a good many lots have been selected along the line they are principally in the interests of the various sawmills, and very little improvement beyond the laying of tramways has been made upon them. There is some really excellent land in all these parishes, but very heavily timbered (with the exception of some button-rush country in the Parish of Purves, which I have mentioned in a previous Report).

County of Buckingham.

In the Parishes of Bedford and Bagot the greater portion of the land is already in private hands, and what little remains for the selector is of an inferior nature.

South Brunî Island.

Selection has been going on more or less in this portion of my district for the last three or four years, and I believe a considerable area has been recently taken up, the instructions for the surveys of which I have not yet received, owing to a report being required from the Government Geologist as to its capability as a coal-bearing country. Having been employed several times in this vicinity, I have several times seen the coal mines where they are at present worked. The seams are very thin, only some eighteen inches and two feet, at times a little more, and the coal itself an anthracite of an inferior quality. The miners themselves say it is useless to shut up the Crown lands in the vicinity of Adventure Bay for coal-mining purposes, and from what I have seen I am strongly of the same opinion.

A fine belt of timber country and first-class agricultural land extends from Adventure Bay on the eastern shore to Cloudy and Taylor's Bays on the western or Channel shore. At Taylor's Bay a jetty has been recently erected, and a road made some one or two miles into the selections, a large proportion of which have been greatly improved by their various owners, and the nucleus of a thriving settlement has been formed. At Adventure Bay Messrs. Gray Brothers have erected a large sawmilling establishment, which, I believe, is at present sending to market something like 40,000 feet of sawn timber weekly. There are several selections for farming purposes also on this side of the island. I would strongly recommend a line of road from the end of the present Public Works Road at Taylor's Bay to be carried right across the intervening tier to the Adventure Bay

settlement. It would pass through fine land the whole way, which, I believe, would be speedily taken up and settled upon. At a rough guess, I should say the distance would be from three to four miles.

Roads, &c.

I would respectfully urge upon you when getting any roads laid out for the purpose of opening any of the lands mentioned, to have them properly done in the first instance (when I say properly done, I mean with a view to opening the greatest area of land at the smallest possible cost), and by obtaining the best available grades, &c. to avoid future expense and annoyance. The same when cutting up land for sale, or surveying selected lots; too much care cannot be taken in reserving the best lines of access to the adjoining land.

With regard to the best means of expending any moneys upon the lines of road indicated for opening up the land, I would advocate that they should be properly laid out, and then cleared, say 33 feet, of all scrub and trees, the logs cut out for a width of say 16 feet, and culverts put in where required. If this was done right into the heart of the lands available, it would give settlers a chance of selecting, with the means of driving cattle, &c. to and from their selections (which is generally the first thing required), and thus make the commencement of a homestead, which in the present state of affairs it is almost impossible for them to do.

I have, &c.

E. G. INNES, *District Surveyor.*

The Deputy Surveyor-General.

Stone Buildings, 16th May, 1889.

SIR,

I FORWARD herewith sketch plan showing the position approximately of the good land at Russell's Falls.

I left Glenora at half-past seven on Friday morning. The first two miles are along the main road to Fenton Forest; you then turn off to the left along the road leading to Ellendale for a distance of another four miles to the Russell's Falls Bridge; leaving the bridge to the right, you go along the road following up the river for a distance of another four miles. This is a fair bush road, which could be very much improved by metalling in places, and by widening the banks along the river. After leaving this road you follow along a new road round a steep spur on a good grade through Stilwell and Burnley's lots to land lately taken up by Whitechurch; from Whitechurch's to Marriott's fifty acres the track has been cleared of timber, but otherwise it is in a state of nature, and is very rough. From about the centre of Whitechurch's land the road could be greatly improved by deviating to the right round the river. The present track ascends a spur to come down the other side, and by making the deviation a comparatively level road can be obtained. I reached Marriott's selection at half-past 11 the same day, having been just four hours coming from Glenora, a distance of fifteen miles. After having something to eat we started for a high hill bearing S. 20° E. to get a view of the surrounding country, and, although the distance was only two and a half miles, it took us two and a half hours' hard climbing to reach the top, the last quarter of a mile being amongst high cliffs, where a single false step would have sent us down amongst the rocks below. Reaching the highest point of the hill, being two thousand six hundred feet above Marriott's selection,—rather a stiff climb in two and a half miles,—we had a magnificent view of the surrounding country and the high ranges to the west. After taking bearings to several trig. stations, we again descended, reaching camp after dark.

Starting next morning, I followed the blazed track along the river for a distance of four miles fourteen chains, passing through first-class alluvial soil, well watered by numerous creeks, and lightly timbered with very large swamp gum, also myrtle and sassafras, and covered with pear-tree, musk, dogwood, and tree ferns, and camped on a barren spur of small extent. I left the camp the next morning and crossed the river on a north-westerly course, going for a distance of one and a half miles through first-class alluvial soil of the same description as that on the south side of the river. I then came into poor gravelly land, heavily timbered with stringy-bark and celery-top pine, for another half mile. From this point the land began to improve until we reached an estimated distance of three and a quarter miles from starting point, and as we began to ascend a high spur of Mount Field West I changed my course to east for about 20 chains, and then north-east to a large creek, which is about half the size of Russell's Falls, near the four-mile peg; followed down this creek for a short distance, and then started on a south-easterly course. After leaving the creek we again came upon poor gravelly land, covered with bauera, cutting-grass, and tea-tree to within one and a half miles of the river, when the land again changed into first-class soil, timbered with swamp gum, myrtle, and sassafras, and covered with dogwood, musk, and ferns. Crossing the river, I came on to the blazed track again, and followed it up to camp. Leaving the camp on Monday

morning, I kept along the track for three-quarters of a mile, and then followed a southerly course for about one and a half miles along very good land, and came on to the edge of a button-grass marsh, the land to the west being very poor gravelly soil, but that to the east over the creek being first-class black loamy soil. Following along this land for an estimated distance of two and a half miles, I turned to the west for about half a mile on to the top of a steep hill, (height 1200 feet above Glenora), and from that point could estimate our course for another mile and a half to a high range of hills, which I believe to be the dividing range between the Russell's Falls and Styx Rivers. Returning to the estimated two miles I followed easterly for about a mile, and then about north, reaching the blazed track on river and following it up to camp, the land being all first-class, and covered with large swamp gum. Starting from the camp next morning on a south-easterly course, I travelled a distance of three miles through first-class land, crossing several creeks and steep spurs, and upon reaching a point 1200 feet above Glenora I turned north and north-easterly and camped in a fern-tree gully late at night. Early next morning we struck M. Partland's track and followed it through good land to Marriott's selection. Reaching Marriott's, I again ascended the high hill to verify aneroid readings and compass bearings.

Estimated Area of Good Land.

Judging from the land I have been through, and from the view obtained on the high point above Marriott's selection, I would estimate that there is at least from 4000 to 5000 acres of first-class land between Marriott's last selection and the five-mile peg on track, and on the north side of the river about 1000 acres of the same description of soil. I may state that there is a large quantity of splendid blackwood on each side of the river, both on the flat and on the spurs of the hill. Limestone also exists in large quantities; the specimen brought in by me Mr. R. M. Johnston pronounces to be impure, but it very much improves upon the higher levels.

There can be no question as to the adaptability of the soil to grow almost anything, as on one of Marriott's selections (the land of which seems to be of an inferior quality) fruit trees put in last season have now made from three to four feet of new wood; turnips, carrots, potatoes, and other root crops growing most luxuriantly on the same selection, and a patch of English grass, which Marriott informed me was sown six weeks before, was nearly six inches high on my visit.

Roads.

I would strongly recommend that no more money be spent on the blazed track laid out round the river. The money already spent has not altogether been wasted, as it has enabled intending selectors to come in and see the land. I would suggest that a main road be laid out through this land, starting from about the centre of Whitechurch's lot, and keeping to the right round the river through Marriott's selections, and then turning to the left and keeping to a point about sixty chains south-east of the four mile fourteen chain peg, as shown in green on sketch plan.

I have, &c.

THOMAS FRODSHAM.

The Deputy Surveyor-General.

Longley, 9th April, 1889.

Sir,

WITH reference to any quantity of available agricultural land in my District, I beg to say there is a considerable tract of good land on the northern side of the Huon River, between the Russell River and the River Weld, which it would be desirable to open up by a road commencing at the end of the present road on the Russell River, and extending in a south-westerly direction along the left bank of the Huon River to the River Weld. There have been several parties proposing to take up land in that locality, but they were deterred by the uncertainty of being able to get away from it unless the Government undertook to make a road, which, if done, I have no doubt but that several hundred acres would be very soon selected and utilised by settlers. There is also plenty of good timber on this land, such as blackwood, wattle, and swamp gum. This is the only place that I know of in this District where a road or track is at present required to open up Crown land, and before this is done it would be advisable to send some reliable person to furnish a report as to the extent of good land.

I have, &c.

HERBERT COMBES, *District Surveyor.*

E. A. COUNSEL, *Esq.*,
Deputy Surveyor-General, Hobart.

Deloraine, 6th April, 1889.

SIR,

I HAVE the honor to acknowledge the receipt of the Deputy Surveyor-General's Circular of the 3rd instant, asking for a Special Report upon lands available and suitable for agricultural purposes in the district under my charge. In reply thereto, I have to inform you that most of the land of that description has already been alienated, that remaining being only suitable for pastoral and mineral purposes. There is, however, some good scrub land along the banks of the Mersey and Forth Rivers, in the vicinity of the crossing-places on the Van Diemen's Land Company's Road to Waratah. As it occurs in patches, it would be hard to estimate the area—probably it would reach about 1000 acres.

The Township Reserves at Ugbrook, Liena, Minnow, and Forth River need only subdividing to ensure rapid settlement, more especially in the case of Ugbrook, Minnow, and Forth River localities. I would advise that two or three sections be subdivided in the three last named places.

The district under my charge is a very poor one, and little remains except the mining industry to develop, and I regret to state that little or no encouragement is given to those who are expending large sums of money and enduring hardships trying to develop the mineral resources of the district. The mining laws are ruthlessly broken and evaded by "speculators," who peg out 10-acre leases without applying for them, or, continually renewing the notices, wait and watch for the results of the few workers: thus a large area is locked up by *dummyism*. The miners complain bitterly of this state of affairs. I strongly advise the labour clauses of the "Mineral Lands Act" being enforced with as little delay as possible.

During the last six months very encouraging prospects have been obtained between the Forth River and Middlesex Plains, and the country is pegged out for a distance of five miles, and only about 20 sections applied for.

The wire-rope and cage erected as a means of crossing the Forth River is very much out of repair, and, in my opinion, unsafe to bear the constant traffic. I would respectfully urge this matter for your immediate attention.

I have, &c.

HENRY J. CHALMERS,
District and Mining Surveyor.

The Hon. the Minister of Lands and Works, Hobart.

River Forth, 15th April, 1889.

SIR,

I HAVE the honor to state, in reply to your Circular of the 3rd instant, requesting Special Report on lands available and suitable for agricultural purposes, and to suggest the best means for opening up the country and promoting settlement on such lands, that there are few places remaining which call for special remark in my district except, perhaps, the south and west portion of Nieta. In this parish there is a considerable area of land which will in the future, no doubt, be selected. The best means for opening this up and selling the land would be by making a branch road into it, leaving the main road about the eighth mile, and continuing in somewhat a westerly direction. It seems to me that a good road will always cause the sale of the land, even if it is only of second-rate quality, and also promotes settlement quicker than anything else.

I have, &c.

RICHD. HALL.

The Deputy Surveyor-General, Survey Office, Hobart.

SPECIAL Report on East Tamar Survey District.

OWING to proximity to Launceston and the early settlement of George Town, added to the facilities of water and land carriage, the comparatively open land along the Tamar and North and South Esk were alienated at an early period, consequently more recent selectors have been compelled to take more heavily timbered country, which, however, as in all other parts of this Island, is the best land, and when it is cleared gives a far greater return. The Piper and Scottsdale settlements are good instances of this, both of which are largely cultivated for potatoes, wheat and other grain, as well as for fruit, which grows abundantly. I will now name each parish in this district, and give a short description.

Blandford, at entrance to Tamar River, contains settlement at Low Heads, with its lighthouses, and George Town, the chief outlet from Lefroy, River Tamar, &c.—a fishing place,—has post,

telegraph—submarine and land, hotels and public buildings; a rectangular town, a great resort for visitors during the summer. Available land is poor and sandy, used as sheep-runs, being open forests of gum, oak, &c., which is largely shipped to Launceston for fuel. Recent discoveries of coal and gold, which are at present only being prospected.

Charing, facing Bass' Strait, is also poor and sandy, suited only for rough runs.

Cranbourne, Sherborne, Fordington, and Wareham front on Tamar River; are more than half alienated, remainder being poor basaltic land not heavily timbered, and capable of improvement by ringing so as to carry stock. Main road to Lefroy near all parishes, and Upper Piper road, also Railway to Scottsdale through Wareham.

Seaford.—River frontage, portion of stringy bark forest, and frontage on St. Patrick's River are sold; the remainder is basaltic land, open forest, and leased as stock-runs. Includes Scottsdale Railway, Launceston Waterworks, portion of Launceston and suburb of Invermay.

Selby, adjoining Launceston, is all purchased land; contains suburb St. Leonard's.

Launceston, Breadalbane, Perth, Evandale, Lymington, Ashford, and Brentford, lying between the North and South Esk Rivers (the junction of which forms the Tamer,) may be said to be all purchased; they contain some of the best farms in the colony, and several townships, as White Hills, Evandale, Perth, and Lymington, each with hotels, schools, and public buildings, besides City of Launceston, the best idea of which is to be obtained from census and statistics. Railways—Launceston to Hobart, Launceston to Deloraine—pass through the western portion of this group of parishes, while road access is good and plentiful.

Northallerton, fronting on the North Esk River, is purchased along that river, but access to the back of purchased lots has hitherto been prevented, but there is a great probability of Government opening this at once, as a lot of land has been applied for conditionally, and I would also impress the importance of this step on the Department. This good land extends also to Parish of *Barrow*, which is almost all Crown land, a great portion being good chocolate soil, though in elevated position, and it contains excellent timber; but as this parish includes Camden and Diddleum, at which places gold has been discovered, selection around the gold is stopped. This gold seems to be in patches, and, though good wages have been earned, the patches are small.

Gunn joins Barrow, and fronts on St. Patrick's River. About half of this parish is withdrawn from selection by Government on account of Diddleum diggings. This is, however, in my opinion a great mistake, there being no necessity for withdrawal of land west of Barrow Parish. If thrown open much would be selected, more especially if road up Trout Creek can be made to reach the high land, which I believe can be done. To the north of this withdrawn piece there is still some very good land, and splendid timber round selections of Harrison and Bartley. The road now being opened up the east bank of St. Patrick's River is a great benefit to this parish.

Patersonia, on west bank St. Patrick's River, has made rapid progress within the last few years, owing to the Lisle goldfields and formation of Scottsdale Road, which passes through it. It sends large quantities of split timber to Launceston, and still contains good land, though broken on sides Mount Arthur, and varies in timber from open gum and peppermint to the heaviest myrtle forest. Post offices, police, &c.

Underwood is nearly all selected in small lots and is known as Upper Piper Settlement; very little Crown land remaining, and that is situate on the west slope of Mount Arthur, and consequently is broken, but contains excellent timber, which is split as well as sawn. The Bangor slate quarry is in this parish, but it is at present suspended. Has its schools, churches, and hotels. Includes Scottsdale Railway and Hall's track to Bridport, which through this parish is a good road.

Tankerville, or Turner's Marsh Settlement, is actually a continuation of the Upper Piper, and is mainly good land, growing fruits, grain, potatoes, &c. Crown land is mostly poor open hilly forest. Bangor Tram passes through. Good road to Launceston and Railway Station. Has school, church, post, &c.

Hall is north-west portion Upper Piper, and has within the last few years made rapid strides towards settlement through the formation of Scottsdale Railway, which passes through it, but though there is still a large area of Crown land it is poor, but might be improved by ringing. Roads are very bad indeed.

Lefroy, between Cranbourne and Piper River, is mostly poor quartzite land, with cutting-grass and tea-tree flats, and poor timber; includes Township of Lefroy, with all public offices; is a gold-field, and has still several quartz reefs at work; and though operations have not recently been very remunerative, it would surprise no one acquainted with it to hear of something good at any time.

Good road to Launceston, and branch railway surveyed to Turner's Marsh, which will be of little service if made.

Saltwood and Lewisham, divided by Piper River selection, is much scattered in these parishes; the Crown land in each being mostly poor sandy open forest, with belts of tea-tree and cutting-grass. Lewisham contains Back Creek gold-field and slate quarry, the latter having stopped for some years; the goldfield, though once extremely rich, is now yielding very little. A tramway is built from Back Creek Settlement to Tam o'Shanter Bay for conveyance of slates for shipment.

Seaham and Seabrook are both poor parishes, and, like last named, front on Bass' Strait, like them also are much used as stock-runs. Includes Bridport, the outlet for the tin mines, and good road to Scottsdale.

Hurst includes following goldfields:—Denison, Lone Star Creek, Cradle Creek, and Golconda, all of which are now poor. Includes Scottsdale Railway, but is very badly off for by-roads. Crown land is mostly open forest, poor sandy soil. Large portion withdrawn from selection on account of the different goldfields.

Shaw.—Northern portion almost all Crown land, but of poor quality, whereas most of the southern portion has only recently been surveyed, and consequently shows but little improvement; it, however, contains good timber, much of which will eventually find its way to Launceston. Road from selected lots to Railway Station is much required.

Lisle.—An alluvial goldfield, no reefs being yet discovered; like Golconda, formation is granite. Whole parish is heavily timbered and hilly. Large portion of it is withdrawn from selection by goldfield and timber reserves; the former is larger than there appears to be any occasion for; the latter, of course, has not yet been required. There are no roads in the parish worth the name, and communication should be at once opened to the railway, the natural outlet of Lisle. Had more 50-acre lots been surveyed on goldfield reserve, the Lisle Township would now be a thriving settlement. The only lots surveyed there brought double the upset price.

Scottsdale, including *Milson and Lord*.—Ellesmere, the chief town, is the head centre of the neighbouring tin mines at Brothers' Home, Branxholm, &c. Has good roads to Bridport (shipping-place), the tin fields, and Launceston, with which place also it is connected by rail; a large and thriving township, with substantial buildings, good hotel accommodation, as well as all public offices. The settlement is a very large one, including some of the best land in the island, and is now devoted chiefly to the growth of grass, fruit, grains, &c., most, if not all of which finds a ready market on the tin mines. Nearly all the recently surveyed portions are granite formation, which does not seem sufficiently strong to stand repeated crops, and is therefore devoted to the growth of grass. All this land is heavily timbered and expensive to clear. The gum timber is not so valuable as in many other parts, and posts are generally made of blackwood, which is very good here. Land in Scottsdale parish is now sold by auction, which in my opinion is an error, and stops spread of the settlement.

Jetson is the northern end of the Scottsdale settlement. A large portion of this parish is open to selection, but is poor, sandy soil; timber being peppermint, with belts of tea-tree scrub.

In the whole of my district there is little or no scarcity of water, either in creeks or rivers, so no matter how small a selection is, the necessary wood and water are to be had. At different parts the following minerals are to be found:—tin, gold, slate, and coal. Fish are plentiful in all rivers, and stores at most settlements. Launceston is chief market for produce, except Scottsdale, their best being, as above stated, at the tin mines. The chief roads are very good, and chiefly macadamised; but when the end of these are reached, travelling becomes tedious, if not dangerous. Hall's Track is almost impassable. Living in town, I am easily found, and will be always ready to give intending selectors any information required.

C. W. LORD, *District Surveyor*.

FLINDERS' ISLAND.

Hobart, March 30th, 1889.

SIR,

DURING the carrying out of your instructions for the survey of Selections on Flinders' Island, the following matters came under my notice, and I now have the honor to report the same to you.

Respecting the future extension of selection on Flinders' Island, I may state that the outlook is not very encouraging, as the Island, which is of granite formation, is generally unsuited to either agricultural or pastoral pursuits, and that the land already applied for embraces the best

portions of the Island. A large extent of this land is of poor quality, being as a rule gravelly, gritty, or sandy light soil, which, however, produces a fair growth of rough bush grass in places, and on which land cattle thrive very well when lightly stocked.

I was unable to travel all over the Island, but having sailed from Dog Island, at the south, west-about to the North East River, at the extreme north of Flinders, and having walked across from the said river to Settlement Point, whence I made a journey in an easterly direction to an elevation called Centre Hill, situated near the middle of the Island, and commanding an extensive view of the surrounding country, I was enabled to form a tolerably accurate opinion of the character of the land throughout the Island.

From the southern portion of Marshall's Bay the country is undulating or low-lying across to the East Coast, near the "Three Patriarchs," consisting of open heathy plains, with grass-tree rises and belts of thick ti-tree scrub intervening. From the Patriarchs and Centre Hill the same worthless character of country extends right away to the North East River, as far as I could judge, and from what I could learn from those who had travelled over it; whilst similar poor country stretches away in south-easterly direction from Centre Hill, and, I believe, extends to Cameron's Inlet, with the exception of being perhaps more hilly for a portion of the distance.

Taking the central, western, and northern divisions of the Island (which include all the best of the land), I estimate the quantity of land that is likely to be selected in the future at not more than between 3000 and 4000 acres at the outside. About 1200 acres of this area is adjoining land applied for by Gardner, Whittle, and others, near Settlement Point, and about the same area is situated some three or four miles further to the north, on the western slope of some low hills facing Marshall's Bay.

Flinders' Island is essentially badly watered during the summer months for man and beast, and at the settlement (which is the prime of the whole Island) we could not have obtained drinkable water within many miles, but for a limited supply of rain-water which the old settlement tank afforded, through the kindness of Mr. Willett (overseer for Mr. Robert Gardner), whilst the cattle were reduced to a very scanty supply of very brackish water.

As to leasing portions of this Island, several persons who have made selections there expressed a desire to take about 500 acres each on rental, amounting in the aggregate to, say 3000 acres, the principal object being to entitle them to kill the kangaroos that abound on the land. As the Government has, I believe, not received any rental for the Island for some four or five years, it is a matter for your consideration.

With respect to the future of the tin discoveries the prospects are not reassuring, and the only place where anything has been done in attempting to develop the deposits is on a tributary of a small stream emptying into Tanner's Bay, on the west coast, and where some trenches have been cut, a small temporary dam constructed, and some small faces opened out, showing a thin wash composed principally of small angular pieces of quartz, porphyry, and water-worn quartz pebbles, resting on a decomposed granite bottom. This wash, I understand, contains a fair percentage of tin in places, but consequent on the scarcity of water it is impossible to continue sluicing operations (except in winter), nor are there any means available for obtaining a permanent supply of water from the limited watershed at command.

On Cape Barren Island, near the north shore, and about two miles from "Puncheon Point," there are mining operations being carried on in the interests of some Victorian people, with promising prospects. It is believed that this claim will now pay working expenses, and that it will improve as it is developed.

In another report I shall furnish you with some observations on the subject of the smaller islands near Flinders.

I have, &c.

E. A. COUNSEL,
Deputy Surveyor-General.

The Hon. the Minister of Lands and Works, Hobart.