

(No. 119.)



1882.

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T A S M A N I A.

HOUSE OF ASSEMBLY.

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**ROAD, ROUSE'S CAMP TO WYNYARD :**

**REPORT FROM SELECT COMMITTEE, WITH MINUTES  
AND EVIDENCE.**

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Laid upon the Table by the Minister of Lands, and ordered by the House to be  
printed, September 29, 1882.



*SELECT COMMITTEE appointed on Friday, September 8, 1882, to consider the Resolution of the Honorable the Minister of Lands for a Road from Rouse's Camp to Wynyard.*

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MEMBERS OF THE COMMITTEE.

MR. MINISTER OF LANDS.  
MR. BURGESS.  
MR. DOUGLAS.  
MR. BIRD.

MR. SCOTT.  
MR. ARCHER.  
MR. BRADDON. (*Mover.*)

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DAYS OF MEETING.

No. 1. Tuesday, 19th September; No. 2. Wednesday, 20th September; No. 3. Thursday, 21st September; No. 4. Friday, September 22; No. 5. Saturday, September 23; No. 6. Tuesday, September 26; No. 7. Wednesday, September 27; No. 8. Thursday, September 28; No. 9. Friday, September 29.

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WITNESSES EXAMINED.

Mr. James Smith.  
Mr. J. W. N. Smith.  
Mr. C. M'Kenzie.  
Mr. Duncanson.  
Mr. Duniam.  
Mr. W. H. Cann.

Mr. C. H. Hall.  
Mr. R. Hall.  
Mr. C. P. Sprent.  
Mr. James Fincham.  
Mr. D. Jones.

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WITNESSES' EXPENSES.

	£	s.	d.
Mr. James Smith .....	8	4	6
Mr. J. W. N. Smith .....	7	8	0
Mr. C. M'Kenzie .....	8	12	0
Mr. T. Duncanson .....	11	4	0
Mr. Duniam .....	—	—	—
Mr. W. H. Cann .....	9	0	0
Mr. C. H. Hall.....	10	12	0
Mr. R. Hall .....	27	14	0
Mr. C. P. Sprent .....	26	3	0
Mr. D. Jones.....	17	14	0
Mr. E. B. E. Walker .....	9	15	0
	£146	6	0

## MEETINGS OF COMMITTEE.

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### No. 1.

TUESDAY, SEPTEMBER 19, 1882.

*Present.*—Messrs. Braddon, Douglas, Minister of Lands, Burgess, Archer.

1. In accordance with the previous practice of voting a Minister to the Chair when a Government measure is under consideration, Mr. Minister of Lands, on the motion of Mr. Burgess, seconded by Mr. Douglas, took the Chair.

2. The following witnesses were ordered to be summoned:—Messrs. Sprent and R. Hall, for Tuesday, September 19th; Mr. James Smith, September 20th; Messrs. W. H. Cann, E. B. E. Walker, Tasman Duniam, Norton Smith, C. H. Hall, Thomas Duncanson, Thursday, September 21st; at 11 A.M.

The Committee adjourned at 12.40 P.M. till Tuesday, at 11 A.M.

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### No. 2.

WEDNESDAY, SEPTEMBER 20, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Douglas, Archer, Burgess, Bird, Braddon.

1. The Committee met at 11 A.M.

2. Mr. James Smith called in and examined.

3. Mr. Minister of Lands retiring, Mr. Braddon took the Chair.

4. The Committee adjourned at 1 P.M.

5. The Committee met at 2.30 P.M.

6. Mr. James Smith's examination resumed.

7. Ordered, that Mr. D. Jones, of Waratah, be summoned for Tuesday, September 26.

8. The Committee adjourned at 4 P.M. till Thursday, at 11 A.M.

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### No. 3.

THURSDAY, SEPTEMBER 21, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Archer, Braddon, Burgess, Douglas, Bird.

1. The Committee met at 11 A.M.

2. Mr. W. N. Smith called in and examined.

3. M'Kenzie called in and examined.

4. Mr. Minister of Lands retired, and Mr. Braddon took the Chair.

5. Mr. M'Kenzie's examination resumed.

6. The Committee adjourned at 1 P.M.

7. Committee met at 2.30 P.M.

8. In the absence of Mr. Minister of Lands, Mr. Braddon took the Chair.

9. Mr. Duncanson called in and examined.

10. Mr. Duniam called in and examined.

11. The Committee adjourned at 3.45 P.M.

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### No. 4.

FRIDAY, SEPTEMBER 22, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Braddon, Douglas, Burgess, Bird, Archer.

1. The Committee met at 10.30 A.M.

2. Mr. James Smith's examination resumed.

3. Mr. W. H. Cann called in and examined.

4. Mr. C. H. Hall called in and examined.

5. The Committee adjourned at 1 P.M.

6. The Committee resumed at 2.30 P.M.

7. Mr. T. Duncanson re-examined.

8. Mr. C. H. Hall's examination resumed.

9. The Committee adjourned at 3.45 P.M.

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No. 5.

SATURDAY, SEPTEMBER 23, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Braddon, Bird, Burgess, Douglas.

1. The Committee met at 10·30 A.M.
  2. Mr. Richard Hall called in and examined.
  3. The Committee adjourned at 1 P.M.
  4. The Committee met at 7 P.M.
  5. Mr. Charles Percy Sprent, District Surveyor, was called in and examined.
  6. The Committee adjourned at 9·15 P.M.
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No. 6.

TUESDAY, SEPTEMBER 26, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Douglas, Bird, Archer, Braddon, Scott, Burgess.

1. The Committee met at 10·30 A.M.
  2. Mr. Richard Hall called in and further examined.
  3. Mr. David Jones called in and examined.
  4. The Chairman laid on the Table certain Returns asked for by Mr. Douglas.
  5. The Committee adjourned at 12·45 P.M.
  6. The Committee resumed at 2·30 P.M.
  7. Mr. James Fincham called in and examined.
  8. The Committee adjourned at 4 P.M.
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No. 7.

WEDNESDAY, SEPTEMBER 27, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Douglas, Bird, Burgess, Archer, Braddon, Scott.

1. The Committee met at 2·30 P.M.
  2. Mr. Fincham's examination resumed.
  3. The Committee adjourned at 4 P.M.
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No. 8.

THURSDAY, SEPTEMBER 28, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Scott, Braddon, Archer, Bird, Douglas, Burgess.

1. Minutes of last meeting read and confirmed.
  2. Consideration of Report.
  3. Committee adjourned at 4 P.M. till Friday, 11 A.M.
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No. 9.

FRIDAY, SEPTEMBER 29, 1882.

*Present.*—Mr. Minister of Lands (Chairman), Messrs. Bird, Douglas, Braddon, Burgess, Scott.

1. The Minutes of last meeting were read and confirmed.
2. Consideration of Report.
3. Mr. Braddon moved that the following words be struck out of the last paragraph of the Draft Report:—  
"That while each road has advantages peculiar to itself, yet, on the whole, your Committee recommend the adoption of the Wynyard route." The Question being put, that the words proposed to be struck out stand part of the question, the Committee divided.

NOES.

Mr. Braddon.  
Mr. Scott.

AYES.

Mr. Bird.  
Mr. Douglas.  
Mr. Burgess.  
Mr. Minister of Lands (Chairman).

And so it passed in the negative.

4. Resolved, that the Report be adopted, and that it be presented to the House this afternoon.
  5. The Committee adjourned *sine die*.
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## R E P O R T.

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Your Committee have the honor to submit their Report, and the Evidence taken, on the matter referred to them for investigation. After careful consideration of the evidence of witnesses examined, your Committee have arrived at the following conclusions :—

1. That a Road should be constructed at once between Waratah and the Coast.
2. That the two routes afford about equal advantages as to the gradients and cost of construction generally ; the Penguin route having slight advantage in these particulars.
3. That the Penguin route would be the best for passengers and light traffic.
4. That the cost of carriage of heavy goods between Waratah and the Coast, either at Penguin or Wynyard, would be about the same.
5. That the Inglis appears a better shipping-port than the Penguin.
6. In the event of the Penguin route being adopted, the Leven would become, without doubt, the principal shipping-port for the Waratah traffic, whereby the cost of carriage between Waratah and the port would be proportionately increased, although it appears that a portion of the traffic would be shipped at the Penguin.
7. That the Wynyard route would contribute more largely than the Penguin to the improvement of the Crown estate, large areas of good second-class land being found almost all the way along the route ; while there is reason to believe that either route may also develop the known mineral resources of the district.
8. That possible claims for compensation on account of passing through the Van Diemen's Land Company's land may considerably increase the cost of the road by the Penguin route.
9. That, while each route has advantages peculiar to itself, yet, on the whole, your Committee recommend the adoption of the Wynyard route ; and that in the construction of the road the Van Diemen's Land Company's land on the Surrey Hills Block be entirely avoided.

C. O'REILLY, *Chairman.*

*Committee Room,  
September 29, 1882.*

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# EVIDENCE.

WEDNESDAY, SEPTEMBER 20, 1882.

MR. JAMES SMITH *called in and examined.*

1. *By the Chairman.*—Your name is James Smith, and you reside at the Forth? Yes.
2. You are aware of the several routes by which it is proposed to connect Bischoff with the Coast, *viâ* Penguin and Wynyard? I am.
3. Have you any knowledge of the country between Wynyard and Bischoff, *viâ* the proposed route? I have.
4. You have travelled through that country? I have, in various directions, but not along the exact routes indicated on Mr. Sprent's plan.
5. Have you seen the plan proposed by Mr. Sprent on which the proposed line of road is marked? I have.
6. Can you offer the Committee any information as to the character of that country for the construction of a road to connect Bischoff with the Coast? For a long way southward there would be no difficulty, except in the valley of the Hellyer. I cannot speak as to the gorges further south than the Hellyer, not having examined them. I believe by keeping to the east a road might be obtained at a moderate gradient.
7. Can you give any information as to the quality of the land? Generally it is very inferior to the north of the Hellyer.
8. Is there any quantity of good land upon that line of road? There are patches of good land, some shown by Mr. Sprent on his plan and some not shown there.
9. Referring to Mr. Sprent's plan, you observe that he has denoted the quality of the land extending to Waratah: do you agree with his view as to the quality of that land? No, not fully.
10. In what particulars do you differ from him? Land situate between the Henrietta Plains and the Mount Hicks Settlement and indicated on that plan as "good land," I consider to be of second-rate quality.
11. Have you seen such land as that on the coast settled upon and improved? I have.
12. Please state any other particulars in which you disagree with his views? I consider that a proportion of the land marked as "good" west of Moore's Plain and east of the Calder and Inglis Rivers is also of second-rate quality.
13. Do you observe in that limit that Mr. Sprent has marked some land "rough and poor," and "poor land"? I do.
14. Are there any other points in which you differ from him? There is a little good land in the vicinity of the Hellyer River that he has not marked as "good"; two patches I know of, 200 or 300 acres each, one being a flat at that river, the other high, and near the Van Diemen's Land Company's Surrey Hills Block.
15. Referring to the plan showing the land from the Hellyer River on to Waratah, will you give the Committee any information you can as to the land marked thereon? I consider that most of the land marked as "good land" is only second-rate, that is of the 10,000 acres; the 1000 acres I consider to be of better quality.
16. Is there an agricultural settlement at Mount Hicks Road, and have you visited it? There is. I passed through it a few years ago.
17. Is the second-rate land you have referred to equal in quality to that at Mount Hicks Road? No, it is not equal to most of the land on the Mount Hicks Road; there is some very good land at Mount Hicks.
18. You have some knowledge of the improvement of Crown lands on the North-West Coast by settlers? Yes.
19. Are you aware of any myrtle and stringy-bark forests taken up for settlement? People do not care to take up that description of land; they do not consider it good enough.
20. Are you aware of any instances where it has been taken up? I am; but I do not think much has been done with it.
21. As a rule, is this myrtle land not some distance back from the coast? Yes, it is.
22. And has not been made accessible by roads? In most instances, it has not.
23. If made accessible by roads, do you think that this myrtle land would be taken up for settlement? I do, if fit for agricultural purposes.
24. Have you any knowledge of the mineral character of this country? I have.
25. Please give me your opinion of it? Gold has been found southward of Wynyard in small quantities, on the Inglis and Hellyer Rivers. I think it likely that auriferous reefs will be found in limited areas, and possibly other minerals, such as copper, &c. I have found traces of copper on the Inglis River; but there is a conglomerate rock overlaying the silurian slates or schists which will interfere greatly with the search for auriferous reefs or metalliferous lodes. It is very likely the same difficulty will be experienced

for some distance to the south of the Hellyer. I think it likely that the conglomerate to which I refer will be found to be in some degree auriferous, as from its composition it has the appearance of having been formed from the wreckage of auriferous and associated rocks.

26. Mr. Sprent's plan refers to prospects of gold in several localities.—Vicinity of Arthur River is marked "gold and copper:" what is your opinion as to that? I cannot say much from my personal knowledge as to the auriferous country so low on the Arthur. I think there would be a better prospect for gold to the south-west and northward of Bischoff, as slate rocks and diorites exist there.

27. Do you consider a road constructed between Wynyard and Table Cape would open up a quantity of land suitable for settlement, and a quantity of supposed metalliferous country, which is at present inaccessible? It would open up patches of land fit for settlement, but not enough to justify the expenditure, I think. Very little can be said about the metalliferous country but I think the old pack-track to the Hellyer should be kept open, also the track to the junction of the Calder and Inglis Rivers, in order to facilitate prospecting.

28. *By Mr. Braddon.*—You speak of the difficulties of crossing the Hellyer. Are you aware of the extent of the descent to it? I have never ascertained its extent with any instrument, but I am aware that it is a very deep valley.

29. Do you think Mr. Surveyor Sprent's Report of the 29th May, 1875, correctly describes the difficulties of the Hellyer Road, when he speaks of a 1 in 14 grade? Mr. Sprent has given his opinion, and I am not prepared to contradict it.

30. Do you consider that any large quantity of the land upon this route is, by reason of its altitude, unfit for agricultural settlement? For the growth of cereals certainly; but root crops would succeed.

31. Speaking of the land between Henrietta Plains and Mount Hicks Road, and other land on that route as of second-rate quality, you say you have seen such land cultivated on the coast: to what extent, and in what situations? I have about 25 acres of land similar to ordinary myrtle land. This land has been under cultivation. It is at an altitude of about 450 to 500 feet. I know of a number of acres of better class myrtle land taken up in the Penguin Settlement. Fifty acres situate at North Motton, and formerly in the possession of Mr. R. Stones, is myrtle land. An attempt to reclaim it proved a failure. This lot, however, is greenstone land. This kind of greenstone land is seldom, if ever, I consider, of even medium quality.

32. Can you give the extent of good land on the Mount Hicks Settlement? I cannot; but I believe the greater part of it to be good. I am informed it is cultivated for about 5 or 6 miles along the road.

33. There is a block of myrtle land on the Van Diemen's Land Company's land, through which both their line and a road run, which has been and is now under offer for sale: has any of it been sold? I cannot say that it has.

34. You spoke of two qualities of basaltic soil,—one superior, the other inferior: what class is that on the Wynyard route? Most of it second-rate, in my opinion, but some of it is very good.

35. For how many years has gold been searched for in the neighbourhood of the Inglis and Hellyer, and with what result? At intervals during the last 22 or 23 years, gold has been found in some quantities on the Inglis and in its neighbourhood, and on the Hellyer.

36. Has that neighbourhood ever attracted a rush? If it has it has been of a limited character.

37. Do you think the metalliferous discoveries justify any expenditure beyond what is necessary to keep the track to the Hellyer open? At the present time, I think not.

38. *By Mr. Archer.*—What would be about the length of a road across the Valley of the Hellyer? I do not think it would exceed  $4\frac{1}{2}$  miles, but it would greatly depend upon the gradient adopted. The gradient in that distance would not, I think, exceed 1 in 14.

39. Is the Hellyer a very rapid river and subject to very high floods? It is.

40. And would require a heavy expenditure to bridge it? It would require a comparatively heavy expenditure.

41. Are there any large blocks of land taken up in the vicinity of Wynyard Road, and by whom? As far as I know, there is very little land taken up for farming purposes.

42. Is there much pastoral land taken up in blocks near the coast? There is not any of what I would designate pastoral land to take up. There is an extent of button-grass swamp and heathy ground. Moore's or Wilkinson's Plain, and Henrietta Plain, are somewhat of a pastoral character. I have seen cattle grazing on the latter plain and also on the button-grass land. I have seen a plain of about 30 acres about six miles south-westward from the Henrietta Plain, and another much smaller near the Hellyer, and on the west boundary of the Surrey Hills block, and I have seen traces of grass between the two last-mentioned plains.

43. *By Mr. Burgess.*—In view of the rich mineral deposits at Waratah and the settlement there, do you consider that a road is absolutely necessary? I do.

44. From which direction do the principal travelling public and the stores for Bischoff come? From the east, most certainly.

45. *By Mr. Douglas.*—And does not fat stock come from the same quarter? Yes; and the quantity will, in the future, keep increasing.

46. As regards meat, is not Bischoff supplied with beef only? Mainly so.

47. Does not Mr. Ford, of Circular Head, supply a considerable quantity of fat stock to Bischoff? He does; but others supply meat also. Mr. Ford's fat stock comes principally from Circular Head.

48. Do you know anyone who supplies a tenth part of the fat stock to Waratah that Mr. Ford does? I cannot say. I only speak from what I have heard.

49. Can you mention anyone to the east who supplies Waratah with fat stock? The Waratah butchers buy in various directions, I am informed; that is all I can say on the subject.

50. You have read Mr. Surveyor Sprent's report *re* the Crown land in the vicinity of the proposed road from Wynyard to Waratah. I call your attention to paragraph 4, and, having read it, please tell me if you are acquainted with the lands along the main road from Jacob's Boat Harbour to Detention River? I am.

51. Do you agree with Mr. Sprent's statement in that paragraph? I do not agree with it.

52. Why? Much of the land on the main road from a point south of Jacob's Boat Harbour to the Detention River is fit for agricultural purposes. I do not know of very large areas of equal and better quality at the back of the last-mentioned settlements. There are large areas of very poor land on the Detention River.

53. Do you know the land between the upper portion of the Cam Road and the Mount Hicks Road? Yes. I do not consider it well adapted for cultivation. I would not take 1000 acres as a gift if it were made a condition that I cleared it.

54. *By Mr. Braddon.*—Speaking generally, is the land between Wynyard and Waratah superior to the inferior land upon the main road between the Leven and Ryan's house near Westwood? A good deal of it is superior in quality of soil, but owing to its altitude and scrubby state it is practically inferior.

55. Why is it that that inferior land along the main road has remained in a state of nature? So far as my own portion is concerned, I do not think it worth cultivating.

56. *By Mr. Archer.*—The climate of Wynyard is very inclement, I believe? No; but southward, in the vicinity of the Arthur, it is so.

57. Is it a fact that the land at Wynyard is neither fitted for rearing fair crops or fattening stock? If patches of the medium land southward were burnt off and grassed they would fatten stock in limited numbers. There are important agricultural settlements in the vicinity of Wynyard.

58. *By Mr. Braddon.*—What is the character of the Wynyard harbour? I think it a very good one for vessels of shallow draught.

59. How would you class it with the other harbours of the North-West Coast? Next best to the Leven of the harbours east of Circular Head.

60. *By Mr. Burgess.*—Does the s.s. *Devon* trade to the Inglis? I believe not.

61. Why not? Because there is not sufficient water.

62. In the event of the road being carried to Wynyard, are you of opinion that the port named would not offer sufficient facilities for shipping? It would be necessary to have steamers specially constructed, of shallow draught.

63. *By Mr. Braddon.*—You are acquainted with the country between Bischoff and the Penguin and Leven? I am.

64. Is the country between Bischoff and the Penguin favourable for road construction? It is.

65. Could a road be got by that route without any objections as to grade, or without any serious engineering difficulties as to bridges, &c.? Certainly it could.

66. After passing the point  $13\frac{1}{2}$  miles from the Penguin, that road would enter a country of granite formation? It would.

67. Do you think that merely forming a road in that granite country would suffice, without metalling? On portions it would.

68. After passing granite country the road would mostly go over undulating plains? Yes. The road continued through the Van Diemen's Land Company's ground could be constructed very simply, the country being an easy one all through.

69. Do you know what the country is over which Mr. Hall proposes to take the branch from the Leven to junction with Pine Road? I do.

70. Could a road without marked difficulties be constructed there? The construction in some parts would be expensive; there is so much side-cutting. I cannot say whether the additional expenditure for side-cutting would be more or less than Mr. Hall has estimated. I think the grade might be improved by keeping the road nearer the Township of Allison.

71. What is the character of the land situate along the route from the Penguin to Bischoff? For  $13\frac{1}{2}$  miles by far the greater part is first-class basaltic land, extending from the Dial Range to the Blythe, excepting portions of the slope to the Blythe and at Heybridge. At a point west of the proposed road from the Penguin, and about 15 miles from the coast, there are several hundred acres of second-class basaltic land adjoining the Hampshire Hills block. There is also land of similar character south of Housetop Mountain, and east of the proposed road. This land is equal to most of that on the Wynyard route designated "good land" by Mr. Sprent. I have not seen about five miles of the route near the north boundary of the Surrey Hills block. The land from Valentine's Peak to Rouse's Camp, and beyond the head of the Waratah River, is open undulating plain, with the exception of a few patches of scrub. Some of this land is superior to most myrtle land, much of it is second-class basaltic land, while the button-grass portions are comparatively insignificant.

72. Would this road tend to open up the Vale of Belvoir? Yes; and a branch road could be made through open country. There is now a cattle track most of the way.

73. Is it not of some importance to open that tract of country? Yes; of very great importance. It is comparatively an extensive pastoral country. There are about 3000 acres of superior pastoral land; most of the remainder is not equal to that of Surrey Hills. There are several thousand acres of basaltic grass country in the vicinity of the Vale.



74. Would the greater quantity of good Crown land be opened by the Wynyard or by the Penguin route? On the Penguin route, if the Vale of Belvoir country be included; whether there is more or less, excluding the Vale of Belvoir country, I cannot say, not having inspected the locality sufficiently.

75. Please describe the mineral features along that road? Important traces of tin have been found by myself and others east of the Hampshire Hills extending to a point near the line of road. Traces of copper have been found westward of the route, vicinity of Hampshire Hills, off the Company's land. I think, from the geology of the country, important minerals will be found along this route.

THURSDAY, SEPTEMBER 21, 1882.

MR. WILLIAM NORTON SMITH, *Manager of the Van Diemen's Land Company, examined.*

76. *By the Chairman.*—Can you inform the Committee as to the traffic upon the tramroad? I had no idea what I was wanted for, and I did not bring any papers or documents with me at all. Roughly speaking, about 4000 tons a year up and down. I think it would be over that for this twelvemonth—probably up to 4300 tons; about 3000 tons of tin, and I should estimate there to be about 1300 tons of goods going the other way.

77. What is your charge for tin traffic per ton from Bischoff to Emu Bay? £3.

78. How much is your tariff per ton from Emu Bay to Bischoff? £4. You are aware, of course, that I promised to reduce that to £3 as soon as you gave me the lease of extension.

79. You have recently reduced your traffic charges, have you not? Twelve months ago I reduced them on the tin.

80. What was it previous to that? £4. I reduced the charge on tin from the 1st July, 1881.

81. Can you afford us any information as to the passenger traffic? Somewhere about 50 a week up and down; that is, 25 each way. That is about the average.

82. What is your tariff for passengers? 15s. each way.

83. You run a tram each way each day? Yes.

84. *By Mr. Douglas.*—That is simply for passengers; there are others? Yes; that is passengers and mail. They go on by quick teams. The goods are taken on in separate trains.

85. *By the Chairman.*—The necessary supplies for the town of Waratah in the way of provisions, stores, and so on, I presume are all conveyed over the tramway? Except in the summer time. The last summer and the summer before, while the Bischoff road was good, some farmers, having nothing to do, in their slack season, carted their stuff by the road.

86. That is, the Bischoff road from Emu Bay? Yes. Just for a month or two in the slack season, just before harvest, they carted fruit and so on.

87. And do they take any return traffic? No; I get the whole of the tin.

88. *By Mr. Braddon.*—By contract? I only have a contract with one Company.

89. *By the Chairman.*—Your Company are selling land along the line of road there, are they not? Yes.

90. And you have sold a considerable area? It is sold up as far as the road is improved.

91. *By Mr. Douglas.*—How many miles? About 7½. There is one piece, I should like to state, is not sold,—an intervening farm, extending some 10 chains beyond where this road runs to.

92. *By the Chairman.*—Has improvement and settlement taken place on this land which is sold? Yes; on each block clearing is going on.

93. Then you attribute that settlement and improvement to the construction and improvement of this road? Principally. What is lying between the road and the tramway would not be so much affected, because that is fronting on the tramway. What is sold on the west of the road, I attribute the sale of that to improvement on the road.

94. Do you consider that were the land improved some distance farther on it would lead to more land being sold? I feel very certain of it.

95. The construction of your tramroad has not had that effect of causing land to be sold and improved? It has been so difficult to cart, except in the summer time. There were three farms taken up there before this road was made.

96. And there are a considerable number now? I cannot say exactly how many now.

97. I want your opinion on this point. It appears that the construction of your tramroad has not enabled you to sell your land in the same beneficial way as the construction of the road? (No answer.)

98. *By Mr. Douglas.*—In point of fact, which is more beneficial for settlement,—macadamised road or tramroad? It is a very difficult question to answer; that would depend so much upon the distance. For a short distance farmers must have a road of some sort. It is a question of distance altogether whether a tramway or road is better.

99. *By the Chairman.*—I presume there is a large supply of meat required at Bischoff? Very large.

100. From which direction does that supply come? Circular Head. There is a little comes from Latrobe sometimes.

101. It is all driven by road, I presume? Yes.
102. That is, there is no carcase supplied by tram? Not lately. Twelve to eighteen months ago, when meat was very low in Victoria, it used to be imported, and taken up by tram; but no Tasmanian.
103. *By Mr. Douglas.*—Was that principally beef? Yes, I think all beef. We take up carcase mutton on the tramway sometimes.
104. That is, small quantities? Yes: there is very little mutton taken up. There is not much consumption for it at Waratah.
105. *By Mr. Braddon.*—Can you say what direction the passenger traffic rises from? There is a great outflow from Bischoff just after Christmas, when the dry weather comes in; and then an inflow again in April. These are the two principal gluts of traffic, and a good deal of that comes from Victoria. During the balance of the year I may say the whole is from Launceston and inland. When I say the whole, I mean nineteen passengers out of twenty.
106. By what road do the Victorians come and go? By steamers crossing the straits to and from Emu Bay. They get into steamers at Emu Bay and go right away; and come straight to Emu Bay.
107. Have the steamers from Melbourne been running constantly? They have been running for some years, with the exception of last summer. There was no steamer running last summer. I think it was put on in May.
108. From what sources does Bischoff draw its supplies other than beef,—its supplies of farm produce? The farm produce—potatoes, and so on—is grown at Emu Bay, from which chaff is also got. Oats are generally bought from Launceston, and sent by tram to Bischoff.
109. Launceston is the source from which they draw such supplies, as stores, as they would get from a town? Yes, excepting Melbourne. There is sometimes a good deal of machinery comes along, together with a considerable amount of merchandise, from Melbourne. At the time the *Argyle* was running, which she did constantly for some years, there were very large importations. Within the last summer, as there was no steamer running, the trade fell off, and all came from Launceston.
110. *By Mr. Douglas.*—That all comes by water? Yes.
111. As far as Bischoff tin is concerned, that is carried on the tramroad under contract? The Mount Bischoff Company's tin, Yes.
112. It is the intention of the Company to lay down iron rails and run locomotives? Yes: we are getting sleepers and ballast ready for that work; and the plant has been ordered from home.
113. Have you received a lease of that extension of which you have spoken, or any promise of it? I have not. I have had a promise of it. I hope the difficulty will be surmounted at last.
114. You speak of land being sold as far as the road was constructed,—some  $7\frac{1}{2}$  miles? Yes.
115. What is the altitude of the land as far back as that? About 700 feet.
116. And the character of the land? It is very fine rich land there.
117. What timber is it there? Gum and dogwood, some stringy-bark, some myrtle; but principally gum and dogwood. It is the very highest quality of land.
118. What is your opinion of myrtle land as a rule—not land which has merely a few myrtle upon it, but land which is myrtle forest? Second quality land. I know one or two places where it grows fair crops. As a rule it is not generally liked amongst the farmers.
119. Is not the myrtle land peculiarly friable? Yes.
120. So that where it is comparatively good in quality it is open to the objection that it does not retain the moisture? I think that is the chief objection to it. I think the soil itself is as good as the other, but the myrtle roots seem to have the effect of making it so very porous the water runs right through it.
121. *By Mr. Archer.*—From which direction does the principal quantity of flour that is used at the Mount, generally come? It all comes by water, from Launceston principally, and some from the Mersey mills.
122. In saying that not much mutton is consumed at the Mount, do you imply that there is a great scarcity there? No; the labouring class do not care for mutton.
123. *By Mr. Douglas.*—Miners especially? My experience of them is that if the storekeeper had nothing but mutton they would declare there was no meat in the place. When our tramway was opened there first, the butcher then at the Mount thought he would give the miners a great treat. He got some 12 carcasses of sheep up, and some of the mutton perished.
124. The working man seems to prefer beef? Yes.
125. *By Mr. Archer.*—Can you tell the Committee what sort of harbour there is at Wynyard? I do not know that I am competent to give an opinion about that. It is a nice little harbour.
126. Able to receive ships of any draught of water? Of course there is a bar there. I have heard that vessels have been loaded to 8 feet in fine weather.
127. Do any steamers go there? No.
128. Do you know why? I suppose because there is not enough to induce them.
129. Are you aware of an accident to a steamer some years ago there? Yes, to the *Rosedale*.
130. Why did she give up running to that harbour? I do not think the steamer ever came back to the coast.
131. The reason I asked the question was that she was nearly lost there? She went on to a rock knocked one of the beacons down, and got a hole in her bottom.

132. I understood she did not come there because of the harbour being unsuited for her? I can tell you exactly how the accident occurred, because I was at Table Cape to put my wife on board. There was a misunderstanding between the captain and the pilot. The pilot telegraphed to the captain that he had put a light on a certain place. There was some mistake made over the light, and instead of the light being where the captain expected it to be, it was in another spot. The captain went straight for the light, and went on to this beacon rock where the light was.

133. *By Mr. Archer.*—No steamers have been there since? I do not think there have been any. This accident had nothing whatever to do with the bar.

134. *By Mr. Douglas.* (Referring to sketch plan.) Do you know anything of your own knowledge of the respective routes,—the proposed road Penguin to Bischoff, and the proposed road Wynyard to Bischoff? Nothing of either of them, further than of a couple of miles back from the coast.

135. Is there a right of road reserved by Government through the land of the Van Diemen's Land Company? No; there is not.

136. The portion of the Penguin route from the Surrey Hills Block to Rouse's Camp, would be how many miles? I do not know. Supposing the sketch plan to be correct, it would be about 17 or 18 miles through the Van Diemen's Land Company's land.

137. Are you well acquainted with that portion of the Company's land? Pretty well. I have ridden all over the land.

138. What is the description of timber? In the neighbourhood of Valentine's Peak there is myrtle forest.

139. What description of land is it generally from the myrtle forest to Rouse's Camp? Open grazing country, with gums here and there, and patches of myrtle. Of course there are marshes in it.

140. What is the elevation of the portion of the country where the proposed line to the Penguin crosses the Hellyer? The plan is inaccurate.

141. As marked on the plan? About 400 to 500 feet below the top of Mount Bischoff.

142. Is that land fit for the cultivation of cereals,—I am speaking of the quality of the land and the locality? Oats will not ripen.

143. Then wheat will not? No. There is a man living on Knowle Plain who has tried the hardest oats—the Swiss—and they will not ripen.

144. So that the land from Rouse's Camp to the boundary of the Surrey Hills Block—about 17 miles—is not fit for the ripening of cereals? No.

145. In its natural state, for grazing purposes, what is it capable of doing? That is a question I cannot answer, because the Company's tenants cannot answer it.

146. You do not know what it is capable of doing in the way of pasture? I have asked both the Messrs. Field, and I have asked their stockmen; none of them seem to know what it will do.

147. Did you ever see a fat beast on that land? I have eaten beef fed on it.

148. Did you ever see a tolerably fair fat beast on that land? I have seen them in good store order.

149. In the midst of summer? Yes.

150. Is that land in the market for sale, or any portion of it? I am cutting up a few blocks around Rouse's Camp, because the vicinity of Waratah gives me a sale there.

151. With the exception of a few lots in the vicinity of Rouse's Camp, the land has not been offered for sale? No; I do not think it would be any good at present.

152. Have you any objection to telling the Committee how many acres are contained in the Surrey Hills Block, Hampshire Hills Block, and Middlesex Block? About 270,000.

153. Have you any objection to telling the Committee what rent you get for these 270,000 acres? That does not bear on the question, does it?

154. Supposing the Government should form a road in the direction of that 17 miles of the Company's land, have you any idea what compensation you would claim for the road passing through it? No; I have not. But whichever way the road goes, the road is made specially to damage the Van Diemen's Land Company's property at Emu Bay. Of course I should take that into consideration, and should get as much compensation as possible for either road. The Van Diemen's Land Company have given a road right down to the coast, and the proposed road is to be made on purpose to cripple them; and under these circumstances I should claim every penny I could get whichever way it goes, because I should look upon it as damaging the property.

155. Draw so much off your tramway? No. There is a road going out to Emu Bay; on that road land has been bought from the Van Diemen's Land Company by different people; because these unfortunate people have bought it from the Van Diemen's Land Company, the Government say "No; although you have got the best port, the best land to pass through, and the best gradients, we will not make a road for you because you bought your land from the Van Diemen's Land Company, and not from us." The Government have tabooed the best road. Since the tramway was made the Company have given a road a chain wide, from Rouse's Camp down to the port, on their land; but these other two roads are proposed specially, and purposely, to cripple the Company, not to compete with the tramway.

156. Inasmuch as the Company have offered all facilities that could have been given to Waratah, through the Company's land, to Emu Bay, and inasmuch as either of these routes would be in opposition to that route,—to a certain extent destructive to the value of that route,—therefore the Van Diemen's Land Company would endeavour to get as much compensation as they possibly could? Yes, that is it.

157. *By the Chairman.*—You say the road is proposed not to compete with the tramway? That is the only view I can take of it, because every one of your surveyors who have been sent up there say the route to Emu Bay is the best; there are better grades to Emu Bay. The land along the route to Emu Bay is better than along either of the other routes; but, because the land belongs to the Van Diemen's Land Company it is useless to report upon it—it is not worth while to say anything more about it.

158. You say, Mr. Smith, that the road is proposed not to compete with the tramway. But do you consider that either route would have the effect of competing with the tramway? The road from either of these places may, perhaps, just in the summer time enable farmers to get up their produce, as the farmers have done from Emu Bay, when they and their horses have got nothing to do. But I am quite certain no tin will be carted on either route, whichever is made, and no general produce either.

159. But, then, would not a road constructed by either of the routes have the effect of competing with the road constructed through the Company's land? No; the stuff can be carted cheaper on the road from Bischoff to Emu Bay than it could be on either of the routes.

160. *By Mr. Douglas.*—Would not the route of the greatest facilities offer the greatest opposition to the tramway? But, in the other case, we should reap the benefit, through the road going through our property, which would enable us to get the land settled. Of course, the only good the road could be to the Company is to get the land settled.

161. It would be more than counterbalanced by the value given to the property? Yes.

162. You would rather not have either of them? It makes one feel rather sore when you have all the natural difficulties to surmount, and then people say, "No, we must not do this work, because the land has been bought from the Van Diemen's Land Company, and not from Government." Therefore the unfortunate people who have bought this land are to be punished all the rest of their lives. The Van Diemen's Land Company have given one first-class road, and I do not think it would be reasonable to expect that they should give land to either of the competing routes.

163. *By Mr. Braddon.*—Speaking of your own experience or knowledge, you cannot say whether the Penguin or Wynyard route is the best? Of my own knowledge, I know nothing of any road except of the Emu Bay Road.

164. Would the Wynyard route compete against the tramway as to passenger traffic? No.

165. *By the Chairman.*—Would any road? No.

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MR. CHARLES JOHN MACKENZIE, *Landonner, examined*

166. *By the Chairman.*—You reside in the vicinity of the River Cam? I do.

167. Have you any knowledge of the country extending back from the coast, Hall's line of road, from Wynyard to Bischoff? I have been as far as the Hellyer. I have been from the township of Wynyard to Moore's Plains by route No. 1 on the sketch plan, and by route No. 2 from the township of Wynyard to Henrietta Plains, across to the Hellyer, and thence to the Hellyer diggings. I have also gone by the Cam Road to the Henrietta Plains, and thence on to the Hellyer River. It is 10 miles to Moore's Plains, 15 miles to Henrietta Plains, and 25 miles to the Hellyer. [Witness pointed out inaccuracies in the sketch plan.]

168. Will you describe to us the character of the country, as to the quality of the land? Going up from Wynyard to Moore's Plains, for the first two or three miles you have poor soil; that is, on the road itself. From thence to Moore's Plains is good land. Going up the Mount Hicks road (No. 3 on the sketch plan) there is a little barren land near the beach. Then you go into good soil, which is settled upon for about five or six miles. Then the land is Crown; and from there to the Henrietta Plains is good again. Where I crossed from the Henrietta Plains to the Hellyer track was indifferent land; it was loamy soil, growing myrtle tree. From there to the Hellyer there was good and bad in patches—probably half and half—partly myrtle and partly stringy-bark, and dogwood scrub and gum. As to the land between the Cam road and the Henrietta Plains going up from the Cam, on the township of Somerset, there is poor soil until about a mile or so. Then you get into good land, and it is occupied to the sixth or seventh mile. It is all first-class land. From Henrietta Plains for some distance the land is patchy; some first-class land, and some of medium quality. There is also good land on the banks of the Cam.

169. Is there any settlement? There are a few sections taken up near the river about seven miles back; two or three hundred acres.

170. Have you any practical knowledge and experience in the clearing and cultivation of land? I have been living on the Coast some 25 years, and have been clearing and cultivating land nearly the whole of the time.

171. This good land you have referred to in the localities along the proposed line of route—is the quality of the land such that if opened up by a road it would be taken up by settlers? I am quite sure the greater part of it would. It is only the want of roads that keeps settlement back. So far as roads have been opened hitherto the land is taken up, and even beyond; but it is impossible for settlers to get out to that rich land without a road.

172. There is some land extending from Mount Hicks Settlement, described by Mr. Sprent as good land, myrtle and stringy-bark—is that such land as would be taken up? It is. Just on the banks of the creeks running into Stinking Creek the land is broken.

173. Are you aware if the land described as myrtle land on the North-West Coast is taken up for settlement and improved? Yes; land at Flowerdale, a good deal of which is occupied, cropped, and grazed, is myrtle land. The back end of the Mount Hicks Settlement, that has been occupied and cropped

for many years, is myrtle land. Some land on the Cam is also myrtle land. I do not know of any other. Moore's Plains, I may say, is surrounded by myrtle forest; and I believe at one time Moore's Plains was a myrtle forest. You find myrtle logs in various stages of decay close to the scrub. Evidently it has been a myrtle forest at one time: and that is splendid land.

174. What description of crops? Wheat, oats, potatoes, peas, English grass.

175. Are the crops generally good? Excellent; could not wish for better. The cattle on Moore's Plains and on Henrietta Plains are better than many cattle on English grass on the coast land. There is also myrtle land at Waratah. They have there small patches of cultivated ground. I have seen excellent crops of potatoes growing in Waratah Township. That land is nothing but myrtle.

176. Is it looked upon as more costly to clear myrtle land? Less costly.

177. For what reason? The myrtle decays sooner than either the stringy-bark or gum. Fire kills myrtle tree. If a fire goes through a myrtle forest most of the trees come down and rot in a few years, and burn very easily; whereas stringy-bark or gum lasts for 50 years, with the roots in the ground quite sound. I have seen them after over 30 years quite sound.

178. Have you any knowledge of the country on the Pine route of the proposed road to Bischoff? No, I have not.

179. *By Mr. Braddon.*—You speak of myrtle land that you have known cleared and cultivated in Flowerdale and some other places? Yes,—Flowerdale, Mount Hicks, and Cam; and also I suppose Moore's Plains to have been myrtle forest; also Henrietta.

180. Is that simply myrtle forest? Simply myrtle forest: there is not a gum-tree on the plains. At least I do not remember meeting with a gum-tree: there might possibly be a few.

181. Do cereals grow there? Yes, I have seen an excellent crop of oats at Henrietta.

[The Minister of Lands retired, and the Chair was taken by Mr. Braddon.]

182. The patches of myrtle cultivated in Waratah—are they gardens? Garden allotments on the township. I have seen a crop of potatoes which I should reckon at six or seven tons to the acre in Mr. Kayser's garden.

183. What area? Not perhaps more than half an acre.

184. What is the character of the land you speak of from two to three miles from the coast to Moore's Plains? The land is good.

185. What quality land? It is very fair quality. It is very good chocolate soil. It would grow good crops. I have never seen any crops growing on it, but I should consider it would grow very much the same crops as other land apparently of the same description.

186. What is the extent of agricultural settlement on that portion of the coast between the Wynyard and the most westerly track, up to the Calder? That is only taken up for about six miles.

187. And occupied? Yes. On the other route, No. 1, there is a section taken up, and Moore's Plains is taken up.

188. Who is Moore's Plains taken up by? Alexander Shekleton. It is cultivated, and has splendid crops of native grass. He has only had it about two or three years.

189. From Henrietta Plains to the Hellyer the land is indifferent? Where I passed, I look upon it as poor land.

190. From that to the Hellyer, patches of good and bad? Yes.

191. Can you say approximately the extent? About half and half.

192. What class is the better quality of the land? I would not say it was first-class, but I would say it was good land.

193. What timber on it? Part myrtle, with gum, stringy-bark, and dogwood and musk scrubs.

194. What is the altitude of the land between Henrietta Plains and the Hellyer? The altitude of Moore's Plains is 600 feet; of Henrietta, I believe about 800 feet.

195. Is that land at that altitude calculated to carry cereals? Both places have grown splendid crops; and in other parts of this Colony you grow cereals at greater altitude than that.

196. What about minerals? I have been out with prospectors. I was with Mr. Lette up the Calder Road, and found prospects on the banks of the Calder and Inglis. I was also up the Hellyer prospecting, and got gold there, about ten years ago; also up Stinking Creek,—there is gold there, and Chinamen are working there now, and got gold there last week. All the creeks running into Stinking Creek have had gold found about them.

197. During the last twenty-five years has there been any rush? People have been getting gold there in quantities the last two or three years. Some have not got any; others are making a very good living, and seem quite satisfied with the results. I do not know, from personal knowledge, how many ounces. I know Mr. Studdard bought several hundreds of ounces, which he said he had procured in the vicinity.

198. The Cam goldfields—have they not been practically abandoned? No, there are men working there. They are called Cam goldfields, but in reality they are almost as near to the Wynyard as to the Cam.

199. Have there been any other mineral discoveries in that part of the country? I have never heard of any.

200. Does the *Devon* call in at the Inglis? No.

201. Has she ever entered the Inglis? I think she has, once or twice. Steamers of very much larger tonnage have frequented the Inglis, but not steamers drawing deeper water.

202. Is there any steamer trading between Victoria and the Inglis now? No: there is a steamer, the *Richmond*, occasionally calls there. She only trades at this time of the year, when there are potatoes, corn, &c. to be taken away, and then abandons the coast altogether. She has repeated this for the last two or three years.

203. Did any steamer trade with the north-west ports between the *Rosedale* and the *Richmond*? I do not know of any; but I might have heard nothing about it.

204. Do you know anything of the proposed route between the Penguin and the Leven? No; I have only been a few miles along the Pine Road, and on a portion of the tramway.

205. *By Mr. Archer.*—Is Henrietta Plains settled? No; the person who took it up has been dead some years. I do not know that it is rented from the Government, but I think not. People settled on No. 2 road run their cattle and bullocks there.

206. *By Mr. Bird.*—It has never been taken up? It was taken up on a purchase lease once, I know. There are cattle running there now, looking well.

207. *By Mr. Douglas.*—Do you know the port of Wynyard well? Yes.

208. Do you know the Penguin port? Passing by I have seen it. I have been there often enough, and seen vessels lying at the breakwater, I know its position to the sea, what winds it is open to, but know nothing of the depth of water and so on.

209. As between the two ports, Penguin and Wynyard, which do you think the best? Undoubtedly Wynyard. Wynyard has a safe harbour, and I think the Penguin has very much less shelter from the north-west wind. There is good anchorage ground.

210. You consider the Wynyard very much better? Far better.

211. Can you say whether vessels of the same tonnage can enter the Wynyard as the Penguin? I should think greater tonnage.

212. Was any vessel built there? There have been three large vessels over 100 tons built there, and they have traded there. The brigantine *Swordfish*, carrying 130 or 140 tons, now trades there regularly. One of the Melbourne steamers, the *Rosedale* I believe, which carries over 200 tons, has traded there, and gone out fully loaded.

213. Do you know Long Plains, or the recent discovery? No.

214. You do not know where it is situated? No; I have never been farther than Waratah.

215. You know the direction it is in? To the south-west of Waratah.

216. Supposing the Wynyard route were opened, would that be the best route to get to Long Plains? I know of no better, except from hearsay. I have been, I may say, beyond Waratah, a mile or two farther on the road to Heemskirk. Those who have travelled along the West Coast have always preferred to go by the tramway to Emu Bay. They have never gone round by Circular Head. Of course by the Wynyard route it is merely a scramble to get along. Any one going now would naturally prefer to go by the tramway.

217. *By Mr. Braddon.*—You have seen the Hellyer at that part (indicated on the sketch plan.) Does the Hellyer run there with greater force than it does when it comes into the Van Diemen's Land Company's ground? I do not think it runs with greater force, but it is a larger river, and the banks are more precipitous.

218. Would there be more danger of a bridge being carried away on the proposed line of route than where the tramway passes over the Hellyer? I should think so, on account of there being more water there. I should say a simple long span would cross the river, if abutments were made on both sides and thus leave the centre free for the current.

219. *By Mr. Douglas.*—Is there much settlement going on to the westward of Wynyard? Yes, a good deal. The land has been taken up at Flowerdale and also along the coast towards Circular Head. Since the road has been improved the land has been taken up, I think, nearly all the way.

220. I think you answered the question to Mr. O'Reilly, that if the road were opened up all the land would be taken up under the regulations? Yes, under the Government regulations.

221. You spoke of Bischoff as myrtle land: in Mr. Kayser's garden have you seen fruit trees, strawberry plants, and cabbages? I have not seen any fruit trees; but I have seen all descriptions of vegetables growing there,—turnips, carrots, peas, beans, and potatoes.

222. Have you seen the English grass at Bischoff? I have seen green-stuff growing there, but I do not remember seeing any English grass.

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MR. THOMAS DUNCANSON, *Storekeeper, examined.*

223. *By Mr. Braddon.*—Have you been a resident for some time in Mt. Bischoff? Yes.

224. Are you acquainted with the different routes suggested for a road from Mt. Bischoff to the Coast? I have never been over them.

225. Do you know any of the country through which either of the roads pass? No, I have never been over either of the roads.

226. Can you say what the feeling is in Mt. Bischoff on the subject of the roads? I think a great many people would prefer the road to the Penguin. A great many of the people who signed the petition praying to have a road constructed from Mt. Bischoff to Table Cape would have more readily signed one for a road to the Penguin, but they imagined there would be no alternative route, and therefore thought it would be better for them to get any road than none at all.

227. Do you know the circumstances which led to the signature of the Wynyard petition? I cannot follow the question.

227A. Are you aware how the Wynyard route petition came to be drawn up and circulated in the first instance, and the reason which led to it? (No answer.)

228. Are you aware why the Waratah people signed the petition to have the road taken to Table Cape, instead of leaving a blank, and not mentioning any place as the terminus of the road? At the public meeting held in Mount Bischoff, when it was proposed that a petition should be drawn up, I proposed the first resolution, which was to the effect that they only petition for a road to the coast. A Mr. Develyn, who was a member of a deputation which waited on the Ministry when they visited Mount Bischoff, then said that the Ministers at the deputation said that if the people did not sign a petition to have the road taken to Table Cape they would not get any road at all. No one refuted that statement. Nearly all the members of the deputation referred to were present.

229. *By Mr. Douglas.*—Mr. Develyn said he was one of those who, as a deputation, waited on the Ministry? Yes.

230. Did he say which of the Ministry made the remark you have referred to? He did not mention any name, he said "The Ministry." I was a member of the deputation myself. I would not swear they said so, but when Mr. Develyn got up and said so I believed it to be true, from what transpired at the deputation. Mr. C. H. Hall was a member of the deputation also, and he was at the public meeting on the night referred to. Mr. Kayser was also present, and he likewise was a member of the deputation. All agreed with what Mr. Develyn said; no one contradicted him.

231. *By Mr. Braddon.*—Do you remember what did transpire when you waited on the Ministry? No; there were so many subjects discussed at the time.

232. *By Mr. Douglas.*—Are you prepared to vouch for the truthfulness of Mr. Develyn's statement? I believe that what Mr. Develyn referred to was said, but I would not swear it. We all believed Mr. Develyn was right when he said what he did.

233. *By Mr. Braddon.*—Do you remember yourself what fell from the Ministry on this subject at the deputation? When Mr. Develyn advanced the statement referred to we all thought he was advancing the truth, but I cannot remember exactly what was said, but I believe something of that sort was said.

234. You cannot remember the exact terms? No, I would not like to say I did. I know that at one part of the proceedings Mr. Moore said he would be rather diffident in advancing the Table Cape route, as he was interested, or something of that sort.

235. Can you add anything further which you remember having passed at the time on this subject? No, I cannot.

236. *By Mr. Douglas.*—Who were the Ministers present at the deputation? Messrs. O'Reilly Moore, and Giblin.

237. *By Mr. Braddon.*—From what part of the country does Mount Bischoff draw its supplies of every description—meat, stores, and flour? All the stores come from eastward of Table Cape. About half of the meat comes from westward of Table Cape, and about a third comes from Circular Head.

238. Where does the rest of the meat come from? From Deloraine and other districts east of Table Cape. I have been told so by the butchers.

239. Where do the supplies of other descriptions,—such as farm and dairy produce,—come from? A little of the eggs and butter comes from Circular Head, but not much, to my knowledge, and I should know. The rest comes from the eastwards and from Emu Bay.

240. From what direction does the passenger traffic come? It all comes from eastward of Table Cape. Any passengers who come by the intercolonial steamers, as a matter of course, come from Emu Bay.

241. Do you know how often the intercolonial steamers run? I think generally about once in 10 days.

242. At this time of the year? Yes, I think so. Often times there is no steamer at all.

243. For what period previous to putting on the *Richmond* was there no steamer at all? I am only talking from memory and have no data to go on, but I think it was three or four months. There has not been much steam communication for the last 12 months.

244. How do the miners who come and go from Victoria generally travel? As a rule they come to Emu Bay by steamers; but a great many of the miners are Tasmanians. Those who do come from Victoria come by steamer, but there are at the most only between 70 or 80 miners who do so, and that at the latter end of April, when the water begins; and the same number go back again in January. The rest of the miners are residents in Tasmania.

245. Is any large quantity of produce or goods carted up from Emu Bay by road? I do not suppose there has been more than 10 tons in 2 years.

246. What state is the road in? I have not been down it. It must be pretty fair, because I was Superintendent of the road when it was made, and know more about it than any one. I was Superintendent for 3 years.

247. That is on the Mount Bischoff end of it? On the whole of it, from Emu Bay to the Mount.

248. Is any quantity of mutton sent into Waratah? Not at present; but sometimes in summer butchers drive sheep up the road. They could not take sheep up the road now, and the Van Diemen's Land Company will not let them drive any up the tramway.

249. How cannot they be driven up the road at present? On account of the bad state of the road.

250. *By Mr. Douglas.*—When did the deputation you have referred to take place? I could not tell, as I have not brought any data with me.

251. Where did it take place? The deputation met the Ministry in the Mechanics' Institute, Waratah.

252. Whom did the deputation consist of? Mr. Kayser, Mr. Hall, Mr. Develyn, Mr. Quinton, Mr. Wiseman, myself, and a few others.

253. What was the object of the deputation waiting on the Ministry? For the purpose of asking a lot of things, and airing a lot of grievances.

254. Confine yourself to the road: when was that subject brought up? Amongst other things the road was mentioned.

255. A road from Waratah to the Coast, I suppose? Table Cape was mentioned,—that is, I believe it was mentioned; and I am almost sure it was mentioned, because afterwards Mr. Moore said he was rather diffident in talking about a road to Table Cape, as he was interested.

256. I want to know from you exactly what took place. What was said? Well, yes, the road to Table Cape was mentioned.

257. Was any other road mentioned besides the road to Table Cape? I do not think so.

258. Who mentioned Table Cape? I have told you I could not say which of the Ministers mentioned it, but Mr. Moore withdrew from mentioning it.

259. You have Messrs. Giblin and O'Reilly left: which of them mentioned it? I cannot say.

260. Can you say either? Either Mr. O'Reilly or Mr. Giblin mentioned Table Cape.

261. In what way did they mention it? Just in talking. They said it was the cheapest way of taking the road, and the shortest.

262. That necessarily involved comparison with some other line of road? It need not; that was the only road mentioned.

263. Something else might have been asked so as to draw comparisons? If I had thought these questions were to have been asked, I would have brought my papers with the minutes of the meeting in them.

264. According to your own statement, your memory was refreshed by what Mr. Develyn said? Yes.

265. You say it was suggested from what Mr. Develyn said, that the only road from Mount Bischoff to the coast which they would get was the road to Table Cape. Did you ever hear such words spoken by any of the Ministry? I believe so. I did not say the only road. (Mr. Douglas: Yes, you did.)

266. Do you vouch that the statement made by Mr. Develyn was a correct one? I believe it was.

267. What are your grounds for saying so? Because there were plenty of the members of the deputation present at the meeting when he made the statement; and because Mr. Wiseman and two or three others were talking of it afterwards, and they said it was correct. I believe, therefore, that Develyn's statement was correct, because Mr. Wiseman and some others of us were speaking about it afterwards, and corroborated Develyn's statement. I know something of the sort was said.

268. Do you know anything of the Leven? Yes.

269. Do you know that the steamer *Richmond* goes to the Leven, or had gone there? I never heard of her going there.

270. Have you heard of her being there recently? No. I have been in Bischoff for 6 years.

271. Did you say that one-third of the supply of stock comes from Circular Head and the west? Yes.

272. From whence do you derive your knowledge as to where the remaining two-thirds come from? I obtained my information from the butchers at the Mount; from Messrs. Gaffney, Borrowdale, and Harvey.

273. You do not know of your own knowledge? No.

274. You have been living in Waratah for some time? Yes.

275. Have they been clearing any land in the Township of Waratah and making it into gardens? Some of the people have gardens.

276. Have you seen vegetables growing there? Yes; vegetables grow well, but grass has made a poor attempt at growing. Mr. Kayser sowed some grass on a piece of land of his, but it did not grow well.

277. There is a recreation ground in the township, is there not? Yes.

278. Has grass been sown on it? The trustees were to do so, but they have not done so yet.

279. Is the land about Mt. Bischoff all myrtle forest? Yes.

280. *By Mr. Archer.*—What is your opinion of myrtle forest ground? I would not live on such land. The land is covered over with a few inches of decayed vegetable matter, and there is no bottom to it.

281. *By Mr. Douglas.*—Do you know any one who has myrtle forest land in a state of cultivation? I know some people who cleared and cultivated such land in North Motton. A man who was butchering at the Leven did so. Two or three other people went there and tried to do the same, but after a struggle they left, and allowed the land to fall again into the hands of the Government.



282. Do you know the land about the Cam? No. I have been in the district 20 years and have not yet been to Table Cape.

283. Have you heard of the Henrietta Plains? I have.

284. Have you heard them well spoken of? No.

285. Do you know if they were ever occupied? I fancy I have heard some one say that they have cultivated land on these plains.

286. Do you know if that land is still cultivated? I do not.

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MR. TASMAN DUNIAM, *Agriculturist, examined.*

287. *By Mr. Braddon.*—What is your occupation? I am a farmer, and reside on Mount Hicks Road, Table Cape.

288. Have you resided there for any length of time? Since 1866.

289. Have you been over the road between the coast at Wynyard and Mount Bischoff? I have been over part of the proposed road.

290. What distance have you been? I have been as far as the Hellyer.

291. What distance was that from the coast? About 14 or 15 miles.

292. What is the character of the land along the road from the coast? It is myrtle forest land. The land I am settled on is all myrtle.

293. Starting from the coast, what is it like? It varies. It is black soil and chocolate soil. When you reach my place you come to the myrtle forest. It is myrtle nearly all the way, with patches of sassafras here and there. Such ground was considered by some people to be worthless. I have tested the land and found it to be the reverse.

294. What quantity of this land have you cultivated? Nearly 150 acres. I will have the whole of my land opened in a few days.

295. What crops do you grow on it? Different sorts—potatoes and oats. Some years ago I tried to grow wheat, but was prevented by rust. I have grown potatoes which yielded from 7 to 8 tons to the acre. My crop of potatoes last year was  $5\frac{1}{2}$  tons per acre. I have only 6 or 7 acres planted with potatoes. The roads are in a very bad state, and it is very difficult to get produce to market.

296. What quantity of land has been taken up around you? The whole of the land is occupied between my place and the coast. I am situated about  $5\frac{1}{2}$  miles from Wynyard, and, to reach my farm, turn in from the main road about  $\frac{3}{4}$  of a mile on the Emu Bay side of Wynyard, between Wynyard and the Cam. The farm would therefore be situated about  $4\frac{1}{2}$  miles from the coast.

297. As far as you know, the ground does not vary? The land is the same all through.

298. Have you been farther into the interior? I have travelled between my place and the Henrietta Plains several times. The Henrietta Plains are situated 5 miles south of my place.

299. Does the country rise to any extent behind you? Nothing perceptible. My place is about 620 feet above the level of the sea.

300. Up to the Henrietta Plains is there no rise? The plains might be at an elevation of 900 feet. The land rises gradually; in some places it dips and rises again,—it is not a continuous rise the whole way.

301. Do you know anything of the metalliferous character of the country? All that I know is, that some small lots of gold have been found round there. In fact, some Chinamen are getting gold on my land, and not long ago they were working a creek running through my land and were getting gold out of it. Gold has been found all the way to the Hellyer River. There are parties now at work on a branch of the Inglis River called the Rover. The quantity of gold obtained is not great. I cannot say much about it of my own knowledge, but from what I hear from others.

302. Have you sufficient experience of the country beyond you and the Henrietta Plains to say what facilities are afforded for road construction? Comparatively speaking, the country is level. There are no serious obstacles in the way.

303. What do you know of the country between the River Penguin and the River Leven? I have not been back from the road-line.

304. *By Mr. Archer.*—Are the Henrietta Plains occupied now? I have heard that Mr. Norton Smith rents them, but they have not been occupied for years. Two persons had sections there some years ago. A man named Margrets put some oats in, and had a very good crop. That was about fourteen years ago. I saw the crop after it was cut, and Margrets said there was about thirty-five or forty bushels. The straw was very strong. The reason he left the plains was because he had so much trouble to get rations up. Cattle would do well on the land. I saw thirty or forty head of cattle there a few days ago, and they were in good condition. They had been running there all the winter, and were about half fat. I have grown various crops on my ground. I would rather give £2 per acre for myrtle forest land than £1 per acre for stringy-bark land.

305. Does myrtle land after it is cleared grow good grass? I have grown grass three feet high on myrtle forest land. I have grown English grass and crow's-foot.

306. Is there any quantity of soil there? From fifteen inches to twenty inches. I have fat cattle on my land now. Sheep would do remarkably well on the land. They are never troubled with foot-rot or fluke. You can grow root crops, such as turnips and mangolds, on the soil. I grow both on a piece of grass land ploughed over, without being prepared with artificial manure,—simply the land in its natural state. There is a kind of myrtle land which is not worth a farthing an acre.

307. Have you, as I suppose, got on a good patch? There are hundreds of acres of the land same as mine. Anyone can see the land. My statements can be corroborated by others who have seen it.

308. *By Mr. Braddon.*—Would the construction of a road from Mount Bischoff to Wynyard be of considerable advantage to the settlers on the Mount Hicks Road? Yes.

309. It would not be so advantageous to you if the proposed road went down the Pine Road? I have a metalled road to my farm, so it would not make much difference to me. I have spoken the truth, from personal experience. I started on my land with nothing, and I have made a little. People said I would starve; but I have not starved yet.

FRIDAY, SEPTEMBER 22, 1882.

MR. JAMES SMITH'S *examination resumed.*

310. *By Mr. Braddon.*—What is your opinion of the Leven and Penguin Harbours? The harbour at the Penguin is comparatively safe for small vessels.

311. It is safe for vessels drawing how many feet?—Have you read Mr. Bell's reports on these harbours? I cannot say much as regards Mr. Bell's reports, as I only glanced at them. I was at the Penguin for 18 months, and can say it is safe for vessels drawing about 7 ft. of water.

312. What of the Leven? That I consider the best harbour westward of the Mersey.

313. Do you know where the passenger traffic to Mount Bischoff flows from? Mainly from the east.

314. *By Mr. Burgess.*—In speaking of the Penguin Creek harbour, you said it was suitable for vessels of 7 ft. draught; is that so? Possibly more. I cannot speak positively.

315. Do you know a little boat called the *Isabel*? I do not.

316. *By Mr. Braddon.*—Do they ever land heavy machinery for Mount Bischoff at the Penguin? I can say positively that they did. I got the fact from an authority I can rely on. Mr. Cann carted the machinery. I did not see it carted.

317. *By Mr. Douglas.*—You have spoken of the Leven harbour; do you know anything further except by just crossing the harbour?—Have you examined it so as to ascertain its capabilities? No; only by crossing and re-crossing the river, and seeing vessels come into the harbour.

319. Is not the entrance to the harbour dangerous? It is not by any means.

320. Do you know the depth at low water on the bar? I do.

321. What is it? I suppose I have crossed it when it has not been more than, I should estimate, 2 feet 6 inches.

322. What is the rise and fall of the tide? I cannot tell you precisely. I believe it is about 10 feet. It will be more at spring tides than at neap tides.

323. Then that would make the high water 12 ft. 6 in.? I believe it would at spring tides.

324. Do you think it would go 12 ft. 6 in. at spring tide? I never measured the depth, and can only give it as my opinion that it would rise to 12 ft. 6 in.

325. You know that Mr. Bell has reported on that harbour? Yes.

326. Have you read the report? I glanced through it; I cannot say I read it carefully.

327. Is it generally correct, as far as your ideas are concerned? I thought at the time it was correct judging from the time he was there. He was not there at either spring or neap tides.

328. You know the *Richmond* steamer which trades to that port? Yes; I know her.

329. Have you seen her in port? I cannot say I have.

330. Do you know she met with an accident not very long ago in the river? I do.

331. Do you know how it took place? According to information, it was at the upper loading-place near the bridge.

332. Do you know that in consequence of that accident the insurance companies have refused to grant her an insurance to go in there? I am not aware of that fact. I think it is a great mistake if they have.

333. You have spoken of the Vale of Belvoir, and said that the proposed road to the Penguin would be of benefit to the country in the Vale of Belvoir? Yes.

334. How near would the nearest point of the Penguin road be to central point of the Vale of Belvoir? Referring to Mr. Sprent's map, which, I see, is not correctly laid out, and to others, I would say about 15 miles.

335. Do you know the country between Mount Claude and the coast? Yes.

336. What would be the distance between Mount Claude and the Vale of Belvoir?—Would not Mount Claude be quite as near? The country is so rugged that no sane person would think of taking a road from Mount Claude.

336B. Mr. J. Field and Mr. Dooley said a road could be taken from Mount Claude. What do you say to that? I am certain that if they made such a statement, they have never travelled over the district.

337. What is the distance from the Mersey River bridge, near Gad's Hill, to the Vale of Belvoir? About 25 miles.

338. In regard to the river Hellyer, are there not two or three bridges over the gullies on the Van Diemen's Land Company's ground? Two, I think. One on the old bush road, and one on the tramway line.

339. One has been erected a good many years, I suppose? Yes, I suppose between 7 and 8 years.

340. And the other? I cannot tell you exactly; it was erected when the Van Diemen's Land Company's tramway was constructed.

341. Is there more difficulty in putting a bridge over the Hellyer, on the proposed road from Waratah to Wynyard, than in constructing either of the bridges referred to? Yes, more difficulty; because more streams join the Hellyer at this (the Wynyard) end, and there is a more rapid flow of water.

342. It is broader, I suppose? Speaking of the river generally, it is broader.

343. Do you know the exact spot where the bridge is proposed to be put? No.

344. If a one-arch span was put over the river, would the rapidity of the river interfere with the bridge? The rapidity of the river would necessitate a bridge being constructed that the river would not interfere with.

345. Is there a greater flow of water at the proposed spot than elsewhere? I cannot speak of the width of the river at the proposed spot.

346. Do you know a farmer of the name of Mr. Duniam, in the neighbourhood of Mount Hicks Road? I know of a farm which is said to belong to him.

347. Was the farm you are being examined about on myrtle forest land? I cannot say; I only remember seeing cleared land. What I understand to be Mr. Duniam's farm is good land; I refer to what was when I was last there the outer farm.

348. You say you saw some clear patches of land? I saw a small clear patch.

349. Was the surrounding bush myrtle? There was myrtle farther on. I cannot say it was surrounded by myrtle, because there were farms adjoining. When I came out of the myrtle forest I came on this farm. I have been up the road to the Henrietta Plains, and saw some good land inside the myrtle forest.

350. Does not the myrtle forest extend from Mr. Duniam's farm to the Henrietta Plains? I believe it does.

351. Can you take on yourself to say that the Henrietta Plains are not equal, as regards the land, to the outer farm of Mr. Duniam's? I do not think so, because the Henrietta Plains are mainly composed of land formed on greenstone, while at Duniam's the land is formed on basalt.

352. Is there not a patch of land farther in than Mr. Duniam's which has been cultivated? There is a little patch of land which appears to have been cultivated and then abandoned.

353. If that land would produce 30 or 40 bushels to the acre, would you call it inferior land? It might produce a good yield for one or two crops, and no more. I think I would call it inferior land.

354. How many years is it since you were there? About 11 years. I do not consider the land first-class.

355. *By the Chairman.*—Do you consider that the Penguin harbour would meet the requirements of Mount Bischoff as a port of shipment in connection with the road? Yes, I do. They could thus get all their produce away. I have seen vessels registering about 70 tons lying there.

356. Have you ever known of a steamer trading there? I have never seen a steamer trading there. I think the *Pioneer* called there once.

357. *By Mr. Braddon.*—Do you know if the *Devon* is insured? I do not know.

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MR. WILLIAM HENRY CANN, *Contractor, examined.*

358. *By the Chairman.*—You are a landowner at the Penguin, are you not? I have a farm there. I am a contractor, and do a little as an agriculturalist.

359. *By Mr. Braddon.*—Are you acquainted with the country between the Penguin and Waratah? Yes, very well acquainted with it.

360. You have been on it? Yes, repeatedly.

361. What is the character of the country as regards facilities for road construction? I think you could scarcely get another scope of land going inland from the coast with such good facilities for road construction.

362. Do you know the highest altitude reached along the road? I never tried it with an aneroid. I know it is a gradual ascent all the way. The gradient is a rising one right up to Rouse's Camp.

363. How far is it before the road reaches the barren granite country? Between 14 or 15 miles.

364. Does the country throughout rise with a gradual ascent, as you have described it? It is nearly table land, with a gradual rise all the way after you have ascended the first few miles from the coast.

365. How far does the granite country extend along this road? It extends until you get into the Van Diemen's Land Company's ground.

366. What distance is that? About 15 miles.

367. Are the features of the country the same over these 15 miles? Yes, excepting a few undulations, but rising all the time.

368. Are there any deep gullies or rivers on the road? None; the rivers are all headed.

369. Going over the Van Diemen's Land Company's land, can you say that that also has a gradual rise? Yes.

370. Are there no difficulties as to bridges on that portion of the road? There are no difficulties at all.

371. What bridging has to be done? There are two or three small bridges; one over the Hellyer, and two over other streams.

372. What is the width of the Hellyer where it would have to be bridged? I could not say, but it is not very wide.

373. What are the other rivers you referred to like? They are very small streams.

374. What is the character of the land through which this road passes, commencing with the coast? From Penguin the land is splendid agricultural land for  $13\frac{1}{2}$  miles; from that point it is a granite country.

375. What sort of land is there on either side of the Pine road, east or west? It is good. On the western side it extends to the Blythe River, four or five miles; on the eastern side there is about three miles of country which runs back to Laurel Creek.

376. How far has selection extended on this land? The ground is all taken up for eight miles from the coast. Then there is a skip of three miles; and from the 11th mile to the  $13\frac{1}{2}$  mile the country is taken up fronting the road only. Each block has a frontage of 40 feet by 80 feet back. There are  $5\frac{1}{2}$  miles left open for selection; and, with the exception of 1500 acres, there is about 30,000 acres good agricultural land.

377. Passing from that tract of country, what is the character of the land along the road to Mount Bischoff? It is mineral-bearing. There are several sections taken up there now.

378. I mean as to agricultural or pastoral land? There is some good agricultural land, but it is not fronting on the road, after leaving the  $13\frac{1}{2}$  mile.

379. Describe what good land there is in the neighbourhood of the road? To the eastward there is a block of good land extending to the Leven. It is first-class chocolate-coloured soil, and gum, dogwood, and fern land. It is situated about three miles from the road in from the 16th mile.

380. What is the area approximately? I cut a road to the mines through  $1\frac{1}{2}$  miles of it, and had the opportunity only of looking at it as I went through; but I would think there is about 6000 acres.

381. Continuing from the 16th mile, what is the land on the road like? There is no more good agricultural land on the road after passing the 16th mile that I am aware of. You get into the same sort of land as that on the Hampshire Hills, where it takes about 30 acres to keep a beast. All the country back to St. Mary's is of the same class. There is a large area—about 400,000 or 500,000 acres. In some parts the myrtle land has been burnt down and the land is open.

382. What has been ascertained as to the mineral capabilities of the country? There are several sections being worked for tin. One is under Housetop, one is on the Laurel Creek, and there are others between the two.

383. Is that all that you know of being worked at present? Yes; there is some tin lying on the surface of one of them which cannot be got away for want of a road.

383A. Has any other mineral been discovered? Yes; copper, silver, and several other minerals. Tin has been found to the boundary of the Surrey Hills, all through the granite country.

384. Have copper and silver been discovered to any extent? They are working on the sections.

385. Where is it? On the Laurel Creek.

386. What sort of harbour is there at the Penguin? I have been able to ship all the stores I have got during the last 12 years since I constructed the breakwater. I have had vessels load from 50 to 150 tons. I have loaded vessels for the New Zealand and Adelaide trade. There was the *Strathmore* and the *Lily*. It is the only place where heavy machinery for Mount Bischoff can be landed.

387. What heavy machinery has been landed there, and when? It was landed about three or four years ago. Some of it weighed from six to seven tons. It was brought down by the *Amy*, and was cast, I think, in Launceston. I carted it to the Bay. Some other pieces weighed three tons and upwards.

388. Have you read Mr. Bell's report on the harbours of the North-West Coast? I have only glanced through them.

389. Do you remember what he says about the depth of water at Penguin Harbour? Yes.

390. Does his report on the harbour, as far as you remember, agree with your experience? No, not at all. Vessels that have been in the harbour have drawn 18 inches more than he allows.

391. What vessels do you refer to? The *Strathmore* and the *Lily*.

392. Has any other steamer than the *Amy* ever gone into the Penguin? The *Napier*, a steamer of about 98 or 100 tons, has loaded there several times.

393. Do you know the road between North Motton and the Pine Road,—the route which the proposed road from the Leven to Mount Bischoff will take? Yes; I have had splitters there for the last eight years.

394. Could a road be constructed along the route without any difficulty? It could be constructed, but it would cost a considerable amount of money to do so.

395. What would be the works entailed in it? Very heavy ballasting and side-cutting nearly all the way. There would be heavy filling all the way. I know a better track for a portion of the road than Mr. Hall has marked out.

396. By the track you know of, could the road be constructed with greater ease? It would not cost so much to construct, and the gradients would be about the same.

397. Would it be shorter than the other route? I think so; but that is a question I could not answer for certainty without chaining the route.

398. Do you know what Mr. Hall reported on the subject? Yes.

399. From your knowledge of the country, do you think the road could be shortened? I am satisfied in my own mind that it could be.

400. What is the character of the land through which a road would pass? The road is taken in a rough place. There is good agricultural land in the centre of it,—starting from one to one and a-half miles.

401. Have you any idea of the area of good land there? About 8000 acres. I have been splitting on the land, and you cannot get good splitting timber on bad land. There are gum-trees and stringy-bark on the land.

402. Have you been over the country between Wynyard and Mount Bischoff? I have travelled over a considerable portion of it. Some years ago, when I was looking for cattle, I was on the plains there.

403. Do you know the character of the country? I know it as far as the open ground is concerned, but not the bush.

404. Can you say what the nature of the land is between Wynyard and Mount Bischoff? I have not been down any further than Henrietta Plains. From the plains to Mount Bischoff the land is similar to that on the Hampshire Hills,—very poor. There are about 300,000 acres which are rented to Mr. Field for about £300, and, when I was there, it would take 50 acres to keep a beast. I am speaking of land west of the Van Diemen's Land Company's ground.

405. Do you know what class of scrub it is between Henrietta Plains and Mount Bischoff? Yes. I at one time had St. Mary's Plains, which adjoins the Henrietta Plains. It is myrtle and stringy-bark.

406. Is it good agricultural land? It is the most miserable land that can be got, excepting sand itself.

407. Is that the general character of that scrub? All myrtle forest land I have known is inferior. I have known farmers go on to myrtle forest land, take a farm, work it for a few years, and then throw it up to the Government again. I am speaking of a man named Connors. I have had land on myrtle, and have stopped cultivating it.

408. Do you know anything of the country between the coast and Henrietta Plains? No, excepting two or three miles from the coast.

409. Do you know anything of the mineral-bearing qualities of the country? I never heard of minerals being found in that part of the country. Some years ago some Chinamen were at work on the Hellyer, but they were starved out.

410. Do you know anything of the features of the country between Henrietta Plains and Mount Bischoff as regards road construction? The Hellyer would be the greatest difficulty, and the gorge would be a frightful place to get over,—the rise is about 1 in 2.

411. Is the elevation along that line greater than along the Penguin route? It is considerably greater.

411A. What is the width of the Hellyer about the spot where the proposed road would cross? Something like half a mile across the gorge. The river itself is two or three chains wide. A strong torrent of water flows down the river at this point.

412. Could it be easily spanned with one arch? Not where I speak of, nor within three quarters of a mile of the spot.

413. Can you say what is the distance of the descent into, and the ascent out of the Hellyer valley? Only from reading Mr. Sprent's report.

414. Have you sufficient experience to say whether Mr. Sprent's remarks about the Hellyer correctly describe what you know of it? I do not think a road could be got out of the gorge with a gradient of 1 in 14.

415. Have you had any experience in carting timber? Yes, a great deal. The cost of carting palings to the coast would be 6d. to 6½d. per ton per mile.

416. If a road was opened from Mount Bischoff to the coast, can you say what rate carters could bring up and take down loads? I should be glad to take a contract for £2 per ton down the Penguin track, but I would not take a load down the Wynyard route for £20.

417. Would you take £2 per ton without any back load? Yes.

418. At what rate could farmers take produce up to Mount Bischoff? For 10s. per ton; for they would get a back freight, which would be profit.

419. Can you say from what direction the traffic in passengers and goods comes to Mount Bischoff? From being on the road 2 or 3 years, and having an opportunity of seeing a great many of those who pass, I can say that a great many pass from the east. Stores, meat, flour, and nearly every thing supplied to the Mount, comes from the eastwards.

420. What meat goes to Mount Bischoff? I cannot say the quantity, but I have seen Mr. Gaffney, the butcher, take large mobs of cattle past at times.

421. Do you know what quantity of meat Mr. Ford supplies Mount Bischoff with, from Circular Head? He has supplied Mr. Wiseman, who has a small butchering establishment, with meat, but I do not know what quantity.

422. Does not Mr. Gaffney get his meat from Mr. Ford? I think so, occasionally, but I cannot speak accurately.

423. Where does the farm and dairy produce come from? About half of the produce of the Penguin district is carted to Emu Bay, where it is sold to agents, who send it up the tramway to Mount Bischoff.

424. How would you class the Leven harbour among the harbours of the North-West Coast? With the exception of Port Sorell and the Mersey, it is the best harbour on the coast.

425. Does the *Devon* call there? She calls every week, weather permitting. I have never known her miss a week since the time she was laid up.

426. Does she ever go to Wynyard? I never heard of her calling there. Steamers all shun that place.

427. Is there a steamer from Melbourne trading with the North-West Coast ports? Yes, for about 4 months; perhaps 6. Prior to that we had no steamer from Melbourne.

428. For what time? For two years, although one made an occasional trip.

429. Can you say what steamer has visited these ports since the *Rosedale* was taken off? I do not remember the name of the steamer.

430. *By the Chairman.*—Can you inform us what is the steepest gradient in the Penguin route to which you have referred? Not having taken the levels, it is impossible for me to say correctly. As a road contractor, I speak from a road contractor's point of view, and think the steepest gradient is just as you leave the main road at the coast, and which the farmers now use; but this piece of road could be reduced considerably, and should have been reduced at the time it was formed. The gradient there would be about 1 in 14.

431. Does the good land on the Penguin settlement extend from the main road for  $13\frac{1}{2}$  miles continuously? There is a break of about  $\frac{1}{4}$  of a mile of indifferent land.

432. Whereabouts is the 30,000 acres, less 2000 acres, already selected, you have referred to, situated? About three miles in the direction of the road to Leven; about seven miles towards the Leven; and from the road to the Blythe River, is splendid land.

433. Within that area you think there is 28,000 acres of good land not alienated from the Crown? Yes.

434. Have you read Mr. Hall's report on the proposed road from the Leven to the  $13\frac{1}{2}$  mile-point on the Penguin road? Yes.

435. You referred to some difficulty there would be in getting the road along that route; what was it? The Dial Range.

436. What character of country does this road run through? Through good and bad land.

437. Does it cross the Dial Range? Yes.

438. What is the quality of the land there? The Dial Range is nothing but a mass of rock.

439. If you take the mountain area away from the good land does it not interfere with the area (28,000 acres) you estimated? No; I made allowance for that.

440. Do you consider that this proposed route would have any effect in opening up land between it and the River Blythe? That would be a difficult matter for me to say anything about at present.

441. You have described another three miles on this road—from the  $13\frac{1}{2}$  to the 16th mile-point. Is there some good land there? Yes, in the direction of the Laurel Creek, about  $1\frac{1}{2}$  miles in length.

442. From that point to the boundary of the Van Diemen's Land Company's property, are you aware of any good land? Not from personal knowledge, but I believe there is some.

443. You have been over this proposed line of route, you say: as to the cost of construction—is there an abundance of metal all the way? Any amount, except during the first portion.

444. Where would you get the metal after entering into the granite country? From the granite.

445. Do you consider that granite would make a good road? It is very hard, and should be suitable. If a township was built on such country the people would not have to make roads.

446. Did you see anything growing on the land between Bischoff and the Henrietta Plains? The whole of the country is miserable, and scarcely any vegetable will grow on it.

447. Is the myrtle land fit for agricultural purposes? It is thoroughly unfit. I speak from experience, and know it is generally given up. I had land myself and cultivated it, but gave it up, as I did not think it was worth keeping.

448. Have you known good land taken up for improvement and settlement to be abandoned because the settlers were not able to get a livelihood on it? No.

449. As a rule, do you think that all those who take up good land succeed and keep the land? On the coast they do.

450. *By Mr. Archer.*—You know the Henrietta Plains? Yes.

451. Do you know the land well? No. I know a man named Margrets, who was on the plains, but who was starved out. I understand he had been there two or three years.

452. Do you know the man? Yes.

453. Did you ever hear him say he had grown good crops there? No.

454. Have you heard him say why he left the land? He could not get a living on it.

MR. C. H. HALL, *Storekeeper, Waratah, examined.*

455. *By the Chairman.*—You are the Chairman of the Waratah Road Trust, are you not? I am.
456. Have you any knowledge of the proposed route of the road between Waratah and Wynyard? I have never been along the road, and know nothing about its appearance.
457. Have you been along the Penguin route? No. All that I know is that it runs parallel to the Van Diemen's Land Company's Railway.
458. Do you consider that the construction of a road from Waratah to the Coast would have the effect of lowering the traffic freights of the tramroad? I am sure it would.
459. Do you think that contractors could compete with the Tramroad Company in the conveyance of tin and minerals? I am certain they could, because many of them have teams, and in slack times or, in fact, at any time, they could take their own produce to Mount Bischoff and bring tin down to the Coast. At present they cannot get the tin down.
460. What have been the rates charged on produce for the last 10 years? About £4 per ton before the reduction.
461. At what charge, in the event of a macadamised road being made, do you think tin could be carted at? For, say, £2; but I am certain it would be taken down for 30s. per ton. Farmers who brought their own produce to Waratah could take tin back for less than £2.
462. Can you give us any information as to the probable traffic from Mount Bischoff to the Coast,—that is, of the downward traffic from the mines? About 3000 tons annually at the present time, which amount goes on increasing.
463. What would you estimate the return traffic at? With machinery and different things,—I do not know the exact quantities,—I think between 1500 tons and 2000 tons, including all provisions. We do not yet know how many people will be going to Long Plains this year, but all the supplies for that part of the country have to come from Mount Bischoff.
464. You say the downward traffic amounts to 3000 tons: does that include Mount Bischoff? Yes, I include all Companies.
465. Can you give us any information as to the price of vegetables, say potatoes? Potatoes are £9 per ton retail.
466. What is the charge for hay? I could not say what it is at the present time, because the Mount Bischoff Company got a large supply some months ago, and hay has gone up since then.
467. Approximately, then, can you give us an estimate of the charges for provisions in Bischoff as compared with the prices charged at the Coast? I should say that for the principal articles of consumption,—flour, potatoes, vegetables,—the charge at Mount Bischoff is from 25 per cent. to 30 per cent. more than the charge at the Coast, and I believe I am within the mark.
468. If a road were opened up from Wynyard to Bischoff on Mr. Sprent's proposed line, from what you know of the character of the land along the route, are you of opinion that some of the land would be taken up for settlement? I am sure it would,—all the land from Rouse's Camp to the Hellyer. People have told me that they would take up the land. I believe there are about 10,000 acres of land there.
469. Would Bischoff afford them a good market for their produce? Yes. Many applications have been sent in for land all round about Bischoff, but they cannot get the land. On the other side of Waratah there is myrtle-forest land, and people would take it up, but they cannot get it.
470. Is there any land at all worked and cultivated round about Bischoff? Yes, several little places.
471. What do they at present grow on the land? Vegetables and root crops.
472. Is that in gardens? Yes. Some people keep cows on the land.
473. What quality of crops does the land grow? Very good. I grew my own potatoes, and got a good crop.
474. Did you put manure in the ground? Yes, but found it better without it.
475. What is the character of the timber on this land? All the timber on the township of Waratah is got from the myrtle forest.
476. And that land grows good crops? Yes. I am speaking from my own personal knowledge. Some Chinamen have taken up land and are growing vegetables.
477. Do your crops suffer from frost in the summer months? We are later with our crops than they are on the coast. We generally crop later than they do. If we were to put seed in at the same time as they did of course the frost would interfere, but we generally crop later, and do not suffer.
478. Are you of opinion that by opening up the land you refer to, between Rouse's Camp and the Hellyer, it would lead to the land being taken up for settlement? Yes.
479. *By Mr. Braddon.*—The land would be taken up whether or not, if they had the road? Yes.
480. *By Mr. Bird.*—That would apply to the land between Rouse's Camp and Waratah, would it not? No; between Rouse's Camp and the Hellyer only.
481. Is it probable that such settlers would compete for the down traffic by carting? I think that is likely.

MR. DUNCANSON *re-examined.*

482. *By the Chairman.*—I notice that in your evidence given yesterday you refer to a deputation from Mount Bischoff meeting the Ministers when they were visiting the District in March last. Do you remember what transpired at the deputation? Only what I have stated. I said I believed it was said that they (the Ministers) said if they (the Bischoff people) did not sign for the Table Cape route they would not likely get another.

483. Who did you hear say that? I could not say who said it. Mr. Moore said he was rather diffident in advocating the Table Cape route, as he was interested. As to who made the statement referred to I could not say. The circumstances escaped my memory till the meeting was got up for the signing of the petition.

484. Did you hear any of the Ministers say that if the people did not sign a petition to get the road to Table Cape they might not get the road at all? Something to that effect I believe was said.

485. Can you say which Minister said it? No, I cannot.

486. Who addressed the deputation on that occasion? All the three Ministers had something to say.

487. *By Mr. Douglas.*—When was the petition you speak of got up? I think something like two months ago.

488. Since the deputation and the public meeting has there been any other public meeting held to get up a petition in favour of a different line of road, either to the Leven or the Penguin? Not that I am aware of.

489. Why do those who are opposed to the Table Cape route not go in for one of the other lines or road? I suppose that would be a matter of time.

490. So, in fact, no public meeting has been held or petition sent in that you are aware of advocating any of the other roads, except the Table Cape road? No. Another list went round. At Waratah a number of the people signed the first petition because they thought there would be no second petition to sign.

491. Did another petition come down? I sent down another petition signed by 53 persons.

492. Whom did you send it to? I forget.

493. Was its receipt ever acknowledged? No.

494. You do not know to whom you sent it, and you do not know if it was acknowledged? I sent it to Mr. Fogg, at the Leven.

495. Why did so many people sign the first petition? The residents there will sign anything you ask them.

496. At the public meeting was there no alternative petition before the meeting? No.

497. The petition you speak of was got up privately? It was sent from the Leven deputation to me.

498. They sent it to you to get it signed for the benefit of the Leven deputation? Yes.

499. *By Mr. Bird.*—Do the people who signed the petition care very much how the road goes? Yes, or they would not have signed it.

500. You say there are some residents who will sign anything. How is that? Because they have not been in the township six months.

501. Will all those who signed the petition in favour of the Wynyard route sign the petition you speak of? Yes.

502. Why did you not call a public meeting? What would have been the good of doing so when all the inhabitants had signed the petition. No one would stultify themselves by signing another.

503. They signed the first petition under a misapprehension. In regard to the other list, were you simply a mover in the matter, and went round for signatures? I did not go at all.

504. Who was your deputy? A man of the name of Gourlay, and others. Two or three of the Managers took it to their claims and had it signed.

505. Do you think that is the proper manner of dealing with a public question of so much importance, just to go round in that way and get signatures? I do not think much about it. Any one who knows Bischoff knows that they could not have called a public meeting after the first petition was signed.

506. *By Mr. Douglas.*—Have the Government done anything to improve the roads in Waratah? No, nothing, only the bridge.

507. Is it in the same state as when I was there in December last? No, we have done something to the roads ourselves.

508. Have the Government done nothing? I know they have not.

MR. C. H. HALL *further examined.*

509. *By the Chairman.*—Has the question of the construction of the road to the coast been discussed for some time at Waratah? Yes, it has.

510. What is the feeling at Bischoff in reference to the direction of that road? Most of the residents are in favour of the Table Cape route. There are some three or four who it was said spoke against that route. On my return from Hobart I questioned those few about the matter and found such was not the case.



511. Will you favour us with your opinion as to which would be the best route for a road from Bischoff to the coast? I firmly believe the Wynyard route to be the best.

512. Will you give your reasons? Yes. First, as the road would pass through Crown lands nearly the whole way. Secondly, because the Wynyard route would be shorter than the other. Thirdly, because it would open up a considerable area of land suitable for agricultural purposes along the line of route and by opening up that line it would cause settlement, and those settlers would contribute towards the maintenance of the road. These are the reasons I believe given by the residents at Bischoff. On any other route there would not be sufficient settlement, and the maintenance of the road would fall entirely, I presume, on the Government. I know, from at least a dozen reliable persons, that there is one block of about 10,000 acres of land which would be taken up by Bischoff people. I feel no hesitation in saying that for my own part I would take up a block of land, and many others would do the same. Another reason in support of the Wynyard route is that prospectors have proved a belt of auriferous country running through from the Cam and connected with Long Plains. It runs in basaltic formation the whole way.

513. Do you consider that the port of Wynyard could meet the requirements of shipping for Bischoff? Yes. I was there a short time ago, and it appears to me that it would meet the requirements. Large steamers go in and out of the place. The steamer *Rosedale* and vessels of 160 tons have gone in and out without difficulty. I believe it would suit quite as well as the other rivers along the coast.

514. Would the advantages of the road connecting Bischoff with the coast be mainly for heavy traffic? The heavy traffic is the principal thing we look for. Passengers, no doubt, would also avail themselves of it, for the reason that so many of the people go to and from Victoria, and it would be much better for them to land at Wynyard than at Emu Bay, which was a difficult landing-place at times.

515. Are you aware from what quarter the supply of cattle for Bischoff is drawn? It is drawn from the westward of Emu Bay. That I ascertained from the butcher themselves a week ago—Messrs. Gaffney and Harvey, and Mr. Borrowdale. I can prove my statements by sending a telegram at once to Bischoff. Mr. Gaffney told me that if the road was formed to Table Cape he would run his cattle there.

516. *By Mr. Douglas.*—Are the cattle driven in mobs? Yes, the cattle are driven by Mr. Gaffney to a place five miles to the westward of Table Cape, and he keeps them there. The butcher at Bischoff goes to Circular Head for his cattle.

517. *By the Chairman.*—Have you any knowledge or experience of the progress of agricultural settlement on the North-West Coast,—that is, of land been taken up and improved? Yes; I was on the North-West Coast with my uncle, the district surveyor, 12 years ago, and the places about Barrington, the Nook, Blythe, and Kentishbury were then mere forests. I have visited the places since and find that they have been wonderfully improved.

518. Has there been much myrtle land taken up for settlement? Yes; at the Blythe several sections of myrtle land were surveyed by my uncle. I forget the names of the parties. The land is similar to that at Waratah.

519. Have you seen such land improved and cleared? Yes; one man has taken up a large piece at the Blythe and cleared it.

520. What sort of crops does this kind of land produce? It is generally sown with grass for grazing purposes. There is also a great deal of the land taken up in the Barrington district. I have not been there to take particular notice, but I know it has been selected. Myrtle land is similar to stringy-bark and gum land,—sometimes you find it poor and sometimes rich.

521. Do you remember the occasion of Ministers visiting Bischoff last March? Yes.

522. Were you a member of the deputation which waited upon Ministers? Yes.

523. Was the question of the Bischoff road brought under the notice of Ministers? I am not sure at the present time, but I feel almost certain it was.

524. Have you heard Ministers make any statement to the following effect:—If the people do not sign a petition to have the road taken to Table Cape they will not get any road at all? No; Ministers did not make any such statement in my presence. I never heard of anything of that sort being said.

525. *By Mr. Douglas.*—Were you there at the time? Yes.

526. If such a statement was made would you likely have heard it? I was deputed to bring certain matters under their notice, and was with them a great deal, and unless such a statement was said in a whisper I think I should have heard it. I have not the slightest recollection of any remark of the kind being made.

527. Did you hear Mr. Moore say that his position was of a delicate character, as he had an interest in the Table Cape route, having property there, and that he would not say anything about it? No, not publicly. Mr. Moore, in a private conversation to myself and other gentlemen, made remarks of that kind, when I told him we ought to have a road and something should be done. He said, "Well, you see if I take any steps towards the Table Cape route, people will think at once that I do so because I have an interest in the locality." I answered him and said, "Are we to suffer because you are interested?"

528. Did Mr. Duncanson ever tell you he heard such a statement was made at the deputation? No. I do not recollect Mr. Duncanson saying so. He very seldom tells me anything at all.

529. Did you hear it from Mr. Develyn? No. He was not one of the deputation, although he was in the room with several others.

530. Did Mr. Wiseman tell you? No.

531. You have heard that such a remark was made, and endeavoured to trace the source whence it emanated? I have, and could not do so.

532. Can you say positively that you neither heard Mr. O'Reilly nor Mr. Giblin say so? I could not say positively; but I feel confident that no member of the Ministry said such a thing.

533. When was the petition adopted, and was it adopted at a public meeting, to request the Government to take up the Wynyard route? I forget whether it was before or after the visit of Ministers; but I think it was after.

534. Was the petition adopted at a public meeting? It was, and many signatures were put to it in the room.

535. Was there any amendment moved at that meeting to have the road taken by Penguin? No.

536. Was it stated at that meeting by anybody that the Government had made it a condition that the road would have to be taken to Table Cape or the people would get none at all? Not to my knowledge. I was mover of the resolution in favour of the Table Cape route, and I gave my reasons to the meeting. In the room Dr. McCall said that "the question of the route ought to be left to the Government." I said "No. If we are not all of one opinion as to the route we want, Government will say we are divided in opinion, and will not consider the question. It will be better to select one route and try it for 12 months, and if Government will not support it we will try another."

537. Then your resolution was adopted? Yes.

538. Have you heard since that a document was sent round for signatures in favour of the Penguin route? Yes.

539. How was that managed? It was sent by the residents of the Leven. It was not sent to all the business people at Waratah. I believe that when they found that many would not sign it, it was withdrawn.

540. Did you find out how many signed it? I believe between 30 and 40 signed it.

541. Have you been over the Penguin line of country? No.

542. Do you know the locality of the Long Plains Goldfield? I have not been out, but I know the locality. It is south of west from Bischoff.

543. If the Table Cape route was selected would it afford facilities in getting to that country? Yes, because, for instance, you could get a track over one of the leading ranges to the north of the North Valley claim, and thence to Mount Cleveland.

544. Do you know that a great deal of gold has been sent from Long Plains? Yes, I know that men go there and get large quantities.

545. Have you seen any of the gold at Waratah? Yes, I saw one parcel of 80 ounces which was obtained in eight days.

546. Do you know anything about gold mining.—From the samples seen would you believe that there were reasonable quantities of gold in the neighbourhood? Yes, to judge from the samples. They were of coarse gold, some pieces being as large as beans, and some as large as walnuts. I have seen six-ounce nuggets. The majority of the people hardly credit that such quantities are obtained at Long Plains. The same party that obtained 80 ounces in 8 days also obtained 60 ounces in 4 days. They would not take it to the Banks as they did not wish the spots to be known. I have known the Bank of Tasmania get 40 or 50 lbs. weight in a very short time. The great drawback is that men cannot get rations at Long Plains. They have to pay 4d. per lb. for packing 18 miles at the present time. They have found gold within 8 miles of Bischoff, and are now working round to the north up to Mount Cleveland and getting still closer to Bischoff.

547. *By Mr. Braddon.*—Is there any land under cultivation at Waratah? Yes.

548. Do you know the area under cultivation? Yes. One man has two allotments of an acre each; Mr. Kayser cultivates half an acre; I cultivate half an acre: and there are several pieces of one quarter acre each. Some Chinamen have an acre under cultivation. Altogether there are some 4 or 5 acres used for gardens.

549. Is there a sufficient quantity of vegetables produced to supply the market, or to keep down the price in the local market? There is not one-tenth of root crops produced of what is required. There are only 3 or 4 acres of potatoes, and no cabbage, and except the vegetables grown by the Chinamen and Mr. Lynch, what is produced is for private use. You cannot get vegetables there.

550. Are there any fruit trees? Yes; I have a very nice selection of gooseberry and currant trees and strawberry plants.

551. Are there any other trees? There are no apple trees there yet, although Mr. Kayser has a few, but they are not in bearing.

552. How does artificial grass succeed there? Lynch grows grass very well indeed there. I think he keeps three cows on one acre of ground. I notice that all about the old cart-ruts that grass is springing up. Artificial grass and clover grows very well indeed.

553. *By Mr. Douglas.*—Is there any grass in the recreation paddock? Not yet. A man has offered to make an arrangement that if we will let him have the ground for two years for potato growing, he will afterwards plough it, and take the roots out, and lay it out in grass. Decayed timber has been scattered all over the ground, and almost ruined it.

554. *By Mr. Braddon.*—From what direction does the bulk of the passenger traffic to Bischoff come? I think it is about divided between Victoria and the eastward of Emu Bay. A large number of people come from Victoria. Persons travelling in a hurry go by the Devon coach to catch the Melbourne steamer, as the steamer *Richmond* is not always reliable.

555. Do steamers trade between Melbourne and the North-West Coast? The steamer *Richmond* does.

556. How long has she been laid on? Since last May.

557. And prior to that? Before the *Richmond* was laid on there had been no steamer running for a considerable time,—I think for over 12 months.

558. As to the passenger traffic from the eastward, would the Wynyard road compete with the tramway which is to be made a railway directly? A great many of the passengers now travelling travel on business, particularly commercial travellers, and they are obliged to go to Wynyard. From Bischoff they would go by road to Wynyard if they had the chance. Those engaged in business have frequently to go to Table Cape before they leave the coast.

559. How would the bulk of the people travel? The great majority of the travelling public are miners and prospectors, and those who go to Bischoff to look at the mine. I think that at least one-half would travel by the road, and the other half by railway.

560. As to tin and heavy goods, do you think that any road would compete successfully against the tramway? I stated in a previous portion of my evidence that goods could be conveyed by road at not more than £2 per ton, and possibly at 30s. a ton. The carriers on the road between Wynyard and Bischoff would take that road. At present the farmers are obliged to load their produce and take it to the station and there unload it, and the same thing is done at the Mount. If they had a road they would load at the farms and have their goods taken right away to their destination. It costs a great deal to load and unload. I have not sufficient experience of the Wynyard road to know whether they would do that or not; it would depend upon the charges of the Van Diemen's Land Company, and you would have to consider what land along it would be cultivated. You must also look at the port of Emu Bay; it was impossible to get goods landed there at times. It is very costly to get heavy goods taken there on account of the extra charges.

561. *By Mr. Douglas.*—What are the charges in addition to tramway charges at Bischoff? You have to pay about 4s. a ton to get goods carted to and from the station. That amount would be saved by the ordinary carrier if there was a road.

562. *By Mr. Braddon.*—Would the Wynyard route have any advantage over any other as to the means of access to Long Plains? I do not think so, except there would be a chance to get along a leading range. I do not know whether there would be any great advantage. Any road would have to go through Waratah, for the road would lead from Waratah to Long Plains.

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SATURDAY, SEPTEMBER 23, 1882.

RICHARD HALL, *District Surveyor, examined.*

563. *By the Chairman.*—At the request of the Mount Bischoff Tin Mining Company you examined the country between Penguin and Mount Bischoff, with the view of getting a road between these points? Yes.

564. What month was it in? I do not know. It was in 1881.

565. Will you describe to the Committee the result of your examination,—first as to the gradients, &c. Take the Leven route first? On that route there are 4 miles of road finished. Then it turns off to ordinary crown lands. At about  $5\frac{1}{2}$  or 6 miles it begins to descend into the valley of the Leven, and across the Leven, to the best of my belief, 8 miles. The gradients will possibly be 1 in 15 or 1 in 20. It then passes through some ordinary second-class land for about  $1\frac{1}{2}$  miles. There is an ascent from the Leven of about 2 miles. The other gradients would be very easy thence to the Pine Road.

566. At what distance on the Pine Road does the Leven Road join it? At about  $10\frac{1}{2}$  miles from where it begins, and about  $15\frac{1}{2}$  miles from Leven.

567. Is there good material along the road for the construction of the road? Yes; up to that point.

568. Starting from the Penguin, what is the road like to the  $10\frac{1}{2}$  mile? There are 4 miles metalled, or at least in the course of being metalled, now. Three miles more have been grubbed under the present contract. When the contract is concluded there will be 7 miles finished from the Penguin.

569. Describe the gradients on the road? They are very easy, except 10 or 12 chains at the commencement, which can be avoided. The gradient there is about 1 in 8.

570. Then proceeding from the point  $10\frac{1}{2}$  miles from the coast, is not the road common to both roads to Mount Bischoff? Yes.

571. Furnish us with information on this road as to gradients, &c.? It goes through a very fair description of soil, which will be expensive making, and the gradients are easy enough to the  $13\frac{1}{2}$  mile. That is the end of the good lands.

572. Then in that part is metal scarce? No; but it is a basaltic soil, soft, and requiring thorough making,—that is to say,  $6\frac{1}{2}$  miles from the end of the present contract will be expensive.

573. Do you enter a different country after passing the  $13\frac{1}{2}$  mile? Yes, we come into a granite country for a good many miles. There would not be very much trouble in making the road along this part of the line.

574. How many miles does it extend? To the 24th mile, or  $10\frac{1}{2}$  miles past the point I last referred to.

575. Continue your description from that point? You come into the forest again, which you have at the 28th mile. From the 24th mile you proceed  $1\frac{3}{4}$  miles, when you reach the boundary of the Van Diemen's Land Company's property: that is,  $25\frac{3}{4}$  miles from the coast.

576. Proceed in your description from the Van Diemen's Land Company's ground? At the 28th mile you get through the forest into open land; and that continues open, and very suitable and easy for the construction of a road, to Waratah.

577. As to material for road construction on that part of the route, what have you to say? There is material all the way. I have no doubt you would get material in forming the road. After reaching the Van Diemen's Land Company's boundary, you pass through the Company's ground for 17 miles.

578. Do the east and west roads meet at Rouse's Camp? Yes. From the Van Diemen's Land Company's boundary it is 17 miles across to Rouse's Camp on the other boundary where the east and west roads join.

579. Does the road cross any rivers? Yes. It crosses the Hanging Rock Creek, at a little more than  $13\frac{1}{2}$  miles, and then the Laurel Creek. It crosses another creek, a small one, at 18 miles; the Blythe Creek at 19 miles; and another small creek at 24 miles. There are only two important creeks to cross before the Van Diemen's Land Company's boundary is reached, viz., the Laurel and the Blythe. The Wey is in the Van Diemen's Land Company's ground. Then there is the Hellyer, and another creek between that and Rouse's Camp.

580. Would it be easy to construct a bridge over the Blythe? Very easy indeed.

581. What span would there be? About 60 feet. The river is turbid, and bridging it would present no difficulty.

582. Is there sufficient timber in the locality for such work as this bridge would require? Yes, there is timber all along. It is plentiful on the sites of all the bridges.

583. *By Mr. Bird.*—What would be the gradients going down and coming out of Laurel Creek? None at all. If any, it would be an ascending grade, but not 1 in 30.

584. *By the Chairman.*—Entering the granite country, what material is there for the construction of a road? Granite gravel and other descriptions of gravel all through.

585. Would such be sufficient to construct a road for heavy traffic? I think it would. There are various descriptions of granite on the road. There is hard and soft granite.

586. Turning back to the Leven Road up to the junction at the  $10\frac{1}{2}$  mile, will you describe the quality of the land through which the road will run? There is no first-class land remaining there at all. There is some ordinary crown land, but not first-class.

587. *By Mr. Braddon.*—Is the ordinary land myrtle? Some of it.

588. *By the Chairman.*—What is its character as to the configuration of the country? It is very broken country.

589. Would a road through that country open up any land for settlement? A few hundred acres of second-class land,—not what I would think worth considering in selecting a route.

590. Referring to the Penguin Road as far as the  $13\frac{1}{2}$  mile, will you describe the character of the land through which the line of road runs? It is good so far as it is taken up, to the 7th mile, where it enters into myrtle country, which extends for about three miles. Then the country is good up to  $13\frac{1}{2}$  mile. That will leave a break in the good country of three miles.

591. *By Mr. Douglas.*—Is the myrtle land inferior, or good? I take it to be inferior. People skip over it when they want to select land.

592. *By the Chairman.*—Will they not select on myrtle land? They will not, as a rule.

593. Could you furnish the Committee with an approximate estimate of the number of acres of good crown land which lie between the Penguin and the  $13\frac{1}{2}$  mile-point fit for settlement? In the immediate vicinity of the road, about 2000 acres.

594. Does it extend to the Blythe River? In some places, not in others.

595. On the eastern side of the road how far does it extend? Perhaps a section deep, but no more; it might extend 60 or 70 chains.

596. Would this road open up any of this district? I do not know; it is not in my district.

597. If it were stated that there were 28,000 acres of good land there available for settlement, would you agree with that statement? No.

598. Have you an intimate knowledge of the country there? Yes.

599. If it were stated that between the Leven and the Blythe there are about 28,000 acres of good agricultural land available for settlement which this road would intersect, would you think that it was a correct statement? No, I should not.

600. You estimate it at about 2000 acres? Yes; in the immediate vicinity of the road there is no more.

601. You say there is some myrtle country on this land,—has any of it been taken up and settled on? No; settlers have skipped the myrtle-covered country and selected better land. A section has been taken up on the Leven route for copper. The road goes right through this section.

602. Are you aware of any kind of myrtle land having been taken up for settlement? Not unless it had been very much mixed with gum timber.

603. Have you seen such land cleared and improved? Not in my district. I have seen the contrary, namely, the land cleared and given up afterwards.

604. On this proposed line of road, are you aware of any good land which this road would open up extending into the bush? Not what you would call good land.

605. Are you aware of any good land at about a distance of 16 miles extending to the eastwards? I am not personally acquainted with any. At about 14 miles from the Coast there is some good dog-wood land, but there cannot be much of it.

606. Towards the boundary of the Van Diemen's Land Company's ground there is some myrtle forest: is there any good land there? There is no good land.

607. Can you afford the Committee any information as to the prospects and extent of minerals on the Leven Road from the Coast to a point  $10\frac{1}{2}$  miles inland? There are some sections on Copper Creek. Three sections have been marked out there.

608. Are you aware of any gold or coal in that country? I know of neither. I am aware of nothing in the way of minerals until you get to Laurel Creek. They turn off at Laurel Creek, 14 miles up the Penguin Road and 19 miles up the Leven Road. The copper sections are to the west of the Dial Ranges.

609. Following the Penguin road from the  $10\frac{1}{2}$  mile, are you aware of any minerals? Not until you get to the 14th mile, and then about 2 miles to the east are the Laurel Creek sections, which yields copper, silver, and lead. They have not been developed. I am not aware of any other minerals being found until you cross the Blythe at the 19th mile, when you get into the tin country. There are two or three sections at work now.

610. Have you heard with what result? I do not know that they have found anything very good. They have found nuggets up to 11 lbs. weight.

611. Are you aware of any other mineral sections being taken up? No, not till you come to Mount Bischoff.

612. Have you recently seen tin sections in the vicinity of Hampshire Hills? Yes.

613. Did you look on the prospects as good? They are very good indeed, as far as I know. They have a lode on one section, and they are working both stream and lode tin.

614. Did you see any stream tin washed out? Yes. I have washed it myself.

615. Are there many men employed there? Two on one, five on another, and two on the third section,—nine in all.

616. *By Mr. Douglas.*—How far would the tin sections be westward of the proposed road? The first one is about a mile, and the others are close in the neighbourhood.

617. *By Mr. Braddon.*—On the chart the land beyond the  $13\frac{1}{2}$  mile on the Penguin Road is marked "second-class." What is the character of that second-class land? I suppose it is myrtle forest. It is very inferior.

618. Can you say what quantity of land beyond the  $13\frac{1}{2}$  mile would be opened up for settlement by this road? None of the land in the immediate vicinity of road, except for minerals.

619. Would the road have the effect of opening up the Vale of Belvoir? I am not in a position to say. I have never been up so far as that. I have not been farther than Mt. Everett.

620. Has any of the land been taken up at  $13\frac{1}{2}$  miles from the Penguin? Not yet; not quite so far back.

621. Would the portion of the road which passes through the granite country require metalling? I should think it would, but it could be done cheaply.

622. At what points did you make your measurements of the road from Penguin to Bischoff? From the Coast Road to Waratah, not to Rouse's Camp. The distance is 44 miles.

623. In a later report you said the distance could be shortened. How? By crossing the valley of the Hellyer it could be shortened about three miles. This could be done without very considerably increasing the difficulties of the road as regards gradients. They would be about 1 in 20.

624. For what distance, approximately, would it be necessary to have gradients 1 in 20? About three-quarters of a mile.

625. Have you been over all the country, or the greater part of it, east and west of the Pine Road? Yes, in most places I have, but I have not been west of the Blythe.

626. *By Mr. Douglas.*—What is the altitude of the country at the 13th mile? The only notes I have of altitude are, "Laurel Creek,  $14\frac{1}{2}$  miles from the coast, 920 feet."

627. Is there much rise of country between the 13th mile and the  $14\frac{1}{2}$  mile? No; it is rather a fall from the 13th mile to the creek.

628. What is the altitude of Rouse's Camp? I do not know.

629. You stated that there were minerals on the Hampshire Hills. Could a pack-track be easily passed over at the 13th mile? They ride down now. It is all open country. It could be made easily accessible from the mines with very little trouble.

630. Then, there would be no difficulty in getting the tin out? No.

631. The only difficult portion would be the three miles in the forest? That would be right for packers in summer.

632. As far as you know, there would be no difficulty in getting the tin down to the Penguin? No.

633. Is it a gradual rise from the Penguin to Rouse's Camp? Almost.

634. *By Mr. Bird.*—From Laurel Creek to  $13\frac{1}{2}$  miles from the coast there are no heavy gradients? No.

635. *By Mr. Braddon.*—Have you cut a track through from the coast road to Waratah? Yes; and cut all the curves and chained all the distance.

636. Is there anything done on the Wynyard route? Not on the one I travelled over.

637. *By the Chairman.*—What is the distance you chained? Forty-four miles to Waratah from the Penguin.

638. In connecting Waratah with a port of shipment on the coast, do you think Penguin would meet the requirements? I think I am scarcely competent to give an answer to that. I was asked by the Mount Bischoff Company to give an opinion as to the suitability of the harbour at the Leven, and declined to give an opinion, as I thought that would have no weight in such matters.

639. Have you travelled on the proposed line of road from Waratah to Wynyard? Yes.

640. When have you travelled on that line of route? We left the Forth on the 13th instant at nine o'clock in the morning, and left Table Cape about nine o'clock on the 14th instant.

641. Will you favour us with your views on this proposed route as to gradients? Up to the Hellyer the country is very undulating, and no curves or tracks have been marked out, and it is difficult for me to say what the gradients would be. We took the track by the Mount Hicks road. No definite road is cut out. The Mount Hicks road would be impracticable, as it is too steep. The proposed road goes further east. The gradients are difficult to define along the proposed track. There would be a good many rising gradients until the banks of the Hellyer were reached. At the Hellyer the gradients have been traced out by Mr. Sprent.

642. As far as the Hellyer did you observe any difficulty in the way of constructing the road? No, only the gradients. You can make the gradients what you like, according to the distance.

643. Please continue to describe the road after crossing the Hellyer. There are no difficulties after crossing the Hellyer if the road is taken through the Van Diemen's Land Company's property.

644. What distance do you estimate you would require to take the road through that property? I do not know. As the road is marked to run through the Van Diemen's Land Company's ground it would not be very difficult of construction. If you avoid the property you come into a deep gorge.

645. With the exception of the Hellyer, where it is necessary to obtain a grade, are there any difficulties down to the coast? The ground is very undulating, and I think there would be a good many rising gradients.

646. As to material for constructing the road, in the way of timber and metal, can you afford us any information? Yes. From the Hellyer, until you get into private property, it is nearly all myrtle. There is very little useful timber on the route. There is plenty of useful timber at the Hellyer for bridges. There are no extensive bridges required on the road, excepting the one over the Hellyer. In some parts there is plenty of metal, and in some parts it is scarce. There is greenstone, which would be very good for metalling. Greenstone for metalling is better than basalt.

647. *By Mr. Bird.*—Would stone for metalling purposes be found half the way along the road, or one-third of the way? In many places there is plenty of stone, but I have crossed miles of country and never observed a stone.

648. *By the Chairman.*—Now give us your opinion of the land, working up from the coast. On the private property at Mount Hicks there is first-class land.

649. What about the Crown land? They extend from a point six miles from the coast to the Van Diemen's Land Company's boundary. It varies very slightly the whole of the way. You might cross 20 miles of nothing but pure myrtle forest.

650. What is the quality of the land in those 20 miles? But very middling.

651. *By Mr. Bird.*—Does the myrtle land on this road correspond with the three miles of myrtle forest on the Penguin road? Yes, it is very similar.

652. *By the Chairman.*—Does the myrtle forest cross the Hellyer? There is a little stringy-bark to be found here and there. The remaining five miles, to the Van Diemen's Land Company's boundary, is mixed stringy-bank and myrtle.

653. On what day did you arrive at Bischoff? I was three days in going from the coast to Bischoff.

654. Leaving Rouse's Camp, what is the quality of the land? It is open crown land, but not very good.

655. Have you any knowledge of minerals in this part of the country? Not personally. I only know by what I have been told.

656. *By Mr. Braddon.*—What is the altitude of these myrtle forests, and of the myrtle and stringy-bark forests? I did not take any observation. It varies continually. When we were first in it, it could not have been above 500 or 600 feet above the level of the sea. Probably it rises up to 2000 feet by the time it reaches Rouse's Camp.

657. How far is the land settled on at Mount Hicks Road? About 6 miles.

658. Is there any extent of settlement there? It is pretty well settled right up to the sixth mile.

659. What quality of land would you call the myrtle and stringy-bark forests? None of it would exceed second-class land.

660. Do you think the construction of this road would cause settlement on those forest lands? I think it is very doubtful.

661. What is the distance from Waratah to Wynyard by this route? Forty-one and a half miles, according to Mr. Sprent's estimate.

662. Mr. Sprent's estimate is to Rouse's Camp only, is it not? Yes,—thirty-eight miles.

663. Could you say what gradients there would be beyond the Hellyer in crossing the deep gorge; that is, if the Van Diemen's Land Company's land was avoided? That depends on the distance you went round. You could make the gradients almost nothing.

664. What is the fall into the valley of this gorge? I do not know. We did not cross it; we went round the head of it.

665. At that point you did not go over the proposed route? We did not in any part, excepting just here and there. The only part we actually passed over was in going down into the valley of the Hellyer.

666. What is the width of the Hellyer at the point where it is proposed the road should cross? I do not think it could be much more than a chain.

667. Could you say what would be the cost of constructing a bridge across the Hellyer,—a bridge that would be pretty sure to stand? From £800 to £1000 would make a good bridge.

668. With how many spans? It would require to be done with one span. The river is a torrent at this point, and floods very heavily.

669. *By Mr. Douglas.*—Did you see a farm at Mount Hicks occupied by a man named Duniam? I observed it by going through it.

670. Were there any crops growing? I saw some grass growing very well.

671. Did you see land in cultivation? No, not near the road. There is no land cultivated excepting what we passed through.

672. Could you form any idea of what extent of grass you saw on that farm? No, I could not.

673. Are you aware that it was myrtle land? No, I took it not to be myrtle land.

674. If it turns out to be myrtle land, what is your opinion of its goodness or badness? Towards the south boundary it appeared to be bad, but on the other or northern end it was a different formation, and was better, and adjoined good land. The poor land was adjoining the myrtle forest.

675. If the land adjoining was similar to Duniam's farm, taking good and bad together, do you think it would be selected? No, I do not think it would.

676. Did you observe the grass on the Henrietta Plains, and did you see any cattle running there? No, but I know there were cattle running there.

677. Was the grass looking healthy? No, very similar to the myrtle plains you find along the coast. I do not think these plains could keep cattle in existence.

678. Did you see the plains called Moore's Plains? No.

679. *By Mr. Braddon.*—Do you know that at one time there was cultivation on Henrietta Plains? People told me so.

680. Do you know how the land came to be abandoned? Because the men could not make a living on it; that is what I was told.

681. Do you know how long Duniam's farm has been settled on? About 8 years.

682. [Mr. C. H. Hall who, at the request of Mr. Douglas, sent a telegram to Bischoff to ascertain where the cattle killed at Bischoff came from, handed in the following reply he had received]:—"We authorise you to state to the Select Committee that nearly all the cattle killed at Bischoff come from the westward of Emu Bay. Signed, WILLIAM BORRIDAILE, — GAFFNEY, — HARVEY, Bischoff."

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CHARLES PERCY SPRENT, *District Surveyor, examined.*

683. *By the Chairman.*—Did you make an examination of the country between Wynyard and Bischoff at the request of the Bischoff Tin Mining Company? Yes.

684. When was it? It was in April, 1881.

685. Since that period have you made any further examination? I accompanied the Engineer-in-Chief along the road in July, 1881, and I accompanied Mr. Hall last week.

686. Will you afford the Committee information as to the character of the country, with reference to the construction of a road with gradients and so on? There is no difficulty in the way of gradients from Wynyard to Hellyer Valley. At Hellyer Valley there is a gorge 80 feet deep, which will cause engineering difficulty in obtaining a road across. To ascertain if a road was practicable, I laid out a gradient of 1 in 20, and I found I could overcome the valley with that grade. By making a gradient of 1 in 20 for 2½ miles on either side of the river the gradient need not be any steeper than 1 in 25 or 1 in 30 to overcome the place. That would take me to the table-land. I propose to keep entirely outside the Van Diemen's Land Company's property.

687. *By Mr. Douglas.*—Would that come round by the East Bischoff claim? Very close to it.

688. *By the Chairman.*—To keep outside the Van Diemen's Land Company's ground I examined a road to cross the Wandle River below the waterfall, then get on to Crown lands to cross Deep Gully Creek and approach the road from Waratah to Rouse's Camp about half way between the two places. The Engineer-in-Chief objected to that road, as it would involve crossing the Wandle and Deep Gully Creek, in deep valleys. I had marked out an alternative route to escape the gorge of the Wandle, by going inside the Van Diemen's Land Company's land, crossing the corner of their land for about three-quarters of a mile, then following outside their boundary and crossing the Deep Gully Creek a short distance inside their boundary, re-joining the tramway at Rouse's Camp.

689. What is the distance altogether through the Company's land by the nearest route? It would pass through about 3 or 4 miles of the Van Diemen's Land Company's land.

690. On which boundary? On the western boundary.

691. What is the distance of your route? It makes 39 miles from the Wynyard to Waratah.

692. What part of Waratah? Where I strike the boundary of the township. It is 18 chains from that boundary to the bridge.

693. What distance is the road which Mr. Fincham recommends to Rouse's Camp, from Wynyard? It is 38 miles to Rouse's Camp, or  $40\frac{1}{2}$  to Waratah. It is 40 miles 18 chains to the street of Waratah.

694. Then I understand that, with the exception of the Hellyer gorge, the gradients are easy all the way through? Yes; that is, they are not steeper than in other parts. The objections to the Hellyer gorge is the length in the steepness.

695. *By Mr. Bird.*—Would there be gradients of 1 in 20 in other parts of the road? No gradient would exceed 1 in 20.

696. Did you follow all the curves of the hills? I have taken the lengths and followed the hills round. I have never measured the curves, but have allowed for them.

697. *By the Chairman.*—Are there any other bridges required besides one over the Hellyer? A bridge is required over the Calder River at Henrietta Plains, and one over the Wandle River. The other bridges would be simply culverts.

698. Would there be steeper gradients on the Wynyard road than on the main road between Hobart and Launceston? One of the steepest gradients on the road between Hobart and Launceston is 1 in 13, at the Brighton bridge. There is also one of 1 in 11 and 1 in 18, and numbers of 1 in 20, at Constitution Hill and Spring Hill. On the Huon Road, leaving the top of Davey-street, there is a gradient of 1 in 10. On the Pine Road there is a gradient of 1 in 7.

699. Can you afford information as to the elevation upon several points of the Wynyard Road? At 13 miles the elevation is 900 feet above the level of the sea; at 21 miles it is 1300 feet; on the table land, at 29 miles, it is 1700 feet, and on the Van Diemen's Land Company's boundary at the Wandle it is 2000 feet.

700. What is the height of the township of Waratah? I do not know, but Rouse's Camp is 2037 feet above the sea.

701. *By Mr. Bird.*—Is it a gradual rise between 900 and 1300 feet? Yes, except in the deep ravines there might be a down gradient, but I could not say until the road was set out.

702. Is the general character of the country undulating? No, it is the main ridge between the Rivers Cam and Inglis. The country runs in ridges.

703. Is the ridge undulating? It undulates a little, but there are no heavy gradients.

704. *By the Chairman.*—Is there good material along the Wynyard route for the construction of the road? It is basaltic rock all the way, and I do not think there would be any difficulty as regards material.

705. Is there good hard metal? Yes; basalt and bluestone.

706. Do you think the material can be got in convenient places all along the route? Yes, within reasonable distances.

707. *By Mr. Braddon.*—There are not several miles in one stretch without stone at all? I do not know of any places like that. There is no stone on the cap of the ridge, but there is plenty on the flanks.

708. *By the Chairman.*—As to timber for bridge work? At the Hellyer, the principal bridge, there is abundance of stringy-bark trees.

709. *By Mr. Douglas.*—Would they be fit for timber? Yes, excellent timber.

710. *By the Chairman.*—What description of bridge would be required at the Hellyer? It would be a stone abutment on one side, a laminated arch across the stream, with a timber causeway on the south side.

711. What would be the span? To clear the water, it would be about 124 feet.

712. And the span of the bridge? I could not say until the dimensions are taken.

713. On which side is the stone bank? On the north side; the south side is flat.

714. Is there material for the other bridges? The bridge over the Wandle is nothing of any consequence. It is a rapid, rocky stream, in a gorge. On the Van Diemen's Land Company's land, however, where the road would cross, it is a very flat and very wide stream, with about  $\frac{1}{2}$  foot to 1 foot of water in it.

715. Is there any material for this bridge? Yes, stringy-bark.

716. And at the Calder, at Henrietta Plains? That is only a ditch.

717. *By Mr. Bird.*—What would be the cost of a bridge over the Hellyer? The Engineer-in-Chief told me it would cost £800. I estimated it at £1000.

718. *By the Chairman.*—Point out the road you travelled on with Mr. Hall? We rode on horse-back on Mount Hicks Road as far as Henrietta Plains, and then we came across from Henrietta Plains to the Gold-digger's Track, and then we followed the pack-horse track (as marked in red on the plan) until we reached Waratah.

719. On that red line the gradients are not so good as upon the proposed line? The Gold-digger's Track is a mere bush track.

720. Are there any difficulties in the way upon the Mount Hicks Road? Yes; the gradients on that road have to be altered.

721. Which line of road do you think most desirable to approach Wynyard of the many routes on the plan? You can get the easiest gradients going by Camp Creek.

722. What about Mount Hicks Road? That road would serve the settlers on the road.



723. There is another road marked on the plan, leading towards the Cam? Yes, that is the Cam Road, which goes through the Cam settlement. A bush track is continued from the last farm to Henrietta Plain, and on to the Gold-digger's Track.

724. Are there many miles of that road constructed? It is cleared and partly formed to the last farm.

725. Do you think it deserving of consideration as an outlet for Bischoff? If it is continued to join the road at Wynyard it would enable people living at the Cam or on the Van Diemen's Land Company's land to go to Bischoff by that route.

726. How many miles are there to be opened to connect it with the Gold-digger's Track? About 10 miles.

727. *By Mr. Bird.*—Would the grades on the Cam Road be as good as those going by Camp Creek? Yes, it is a good road.

728. *By the Chairman.*—Would it be any shorter? I could not say.

729. Will you describe the quality of the land along the proposed line of route, commencing at Wynyard? A great portion of the land near Wynyard is already sold, and that is very good land.

730. Is it cleared and cultivated? Yes, in parts. From Duniam's farm, the last one, there are about two miles of myrtle, stringy-bark, and blackwood forests all along the road. Thence the country is myrtle forest, with patches of stringy-bark, right through to Bischoff.

731. Will you classify the land? I call it good land, but not first-class land.

732. Is it such land as would be taken up and cultivated if opened up by the road? Yes.

733. All through? There are patches which would not be taken up.

734. *By Mr. Bird.*—Which portions are the best? I think the best land is between Duniam's farm and Henrietta Plains, and from the top of Hellyer Hill to the Wandle.

735. *By the Chairman.*—Could you give an approximate estimate of the quantity of land that the opening up of this road will make available for sale or settlement within 2 miles on each side of the road? I can only speak of the land within 1 mile of either side of the road. There are 10 miles from Duniam's farm to Henrietta, that would be about 12,000 acres. On Henrietta Plains there are about 800 acres of grass land. From there to the top of Hellyer Hill there are about 7 miles or so of country which does not extend very far on either side. There are about 4000 acres there. The land descends so much from that side that I never tried it near the Cam; on the other side it runs into the Inglis, and is broken.

736. In the Hellyer is there any quantity? It is limited in extent on the Hellyer; there might be about 500 acres within a mile on each side of the road. From the top of Hellyer Hill to the Company's boundary the land is very level table-land, and within a mile of either side of the road there are about 5000 acres; going outside of that there are quite 10,000 acres. Then, outside the Van Diemen's Land Company's boundary there are about 1000 acres of grass land and light scrub, and from there, and near Bischoff, it is very broken country.

737. From your experience in your district, can you inform us if this myrtle land is taken up for settlement? Yes.

738. Is it myrtle land the same as on the proposed road? There is a large extent of myrtle land on the road between Circular Head and Table Cape. None was taken up until the new line of road was cleared, and now nearly all is taken up.

739. Has it been cleared and improved? Yes.

740. Can you inform us as to the description of crops grown on that land? Very little has been done yet. It was only taken up three years ago. But Moore's Plain stands in a country of myrtle forest—myrtle forest burnt out by fire. Henrietta Plains is the same. Dead myrtle logs are lying about the plain. At Moore's Plain I saw grown there some of the best potatoes I have ever seen in the district; and on Henrietta Plain when I first went there, 10 years ago, there was a crop of oats, and a very good crop too. At Mount Bischoff, in myrtle forest, they grow good vegetables and root crops, and also on the Plains further beyond.

741. *By Mr. Douglas.*—Is Knole Plain myrtle forest? Yes.

742. *By the Chairman.*—Do you know from your own experience of any part of the North-West Coast myrtle land being improved and cultivated? I have surveyed myrtle land but have not seen the result of it.

743. How many acres altogether would be opened up between Rouse's Camp and the settled land at Mount Hicks Road? About 23,000 acres.

744. Would there be a good market for the sale of agricultural produce at Waratah? Yes.

745. Do you think it likely, in the event of agricultural settlement being formed along this road, that the settlers would carry tin? Yes; they would cart it if they could get it.

746. What rate per ton, in your opinion, would remunerate them? I have had no experience in carting, but should think that with a good road they would do it for about £2 10s. per ton.

747. *By Mr. Douglas.*—Would there be good land between the settlement of Cam and the Gold-digger's Creek along the continuation of the road, as shown in the plan? That proposed road goes through good country.

748. Is it fit for cultivation? Yes.

749. How far back from Cam River? About half a mile up.

750. What quantity of land would there be about that route? About 4000 acres, that is, between the broken country and the proposed route.

751. *By Mr. Bird.*—Is the northern portion of Duniam's farm better land than the southern portion? I have not examined it.

752. Is the southern portion of the farm cultivated? Where it is cultivated there is good grass land to the edge of the myrtle and stringy-bark forest.

753. *By Mr. Braddon.*—In your report of 1875 you state that you would require a grade of 1 in 14 on the north side of the Hellyer: what would be the distance increased to get a grade of 1 in 20? The difference in distance between the grade of 1 in 14 and 1 in 20 would be  $1\frac{1}{2}$  miles on either side of the river; that is, there would be a gradient of 1 in 14 for one mile on either side, or a gradient of 1 in 20 for  $2\frac{1}{2}$  miles on either side.

754. Would there be any additional difficulties incurred by avoiding the road through the Van Diemen's Land Company's land in crossing the Wandle River? Yes.

755. Will you describe the additional difficulties? You would have a descending grade from the table land and a less elevation would be obtained, and be regained on the opposite side of the Wandle.

756. How much fall would there be? The difference of the level would be 250 feet.

757. Would the bridge be more costly? Not so costly as the other one.

758. You mean, then, that the sidinling of the road outside the Van Diemen's Land Company's land would be more expensive than the outside one, but the bridge would not be so expensive? Yes.

759. Can you say approximately what the mileage throughout the road would be for the grades of 1 in 20? I could not, as the line has not been set out yet.

760. *By Mr. Bird.*—Are your measurements by track line? Yes; I made allowance for the diversions I would take.

761. The statement of 39 miles is the approximate measurement of the whole distance? Yes.

762. Would the distance be shortened by taking the westerly (Connor's) road? All three are practicable roads, and there is very little difference between them.

763. With the diversions to get round the hills and over the gullies, would it not be more than 39 miles? By the road I propose it is 39 miles, and by the Engineer-in-Chief's, 40 miles.

764. *By Mr. Braddon.*—What would be the cost of the bridge over the Wandle? About £250.

765. To what distance from the coast at Wynyard is settlement extended? Six miles, by Mount Hicks road.

766. How long is it since the extension to that distance? It is about 12 years since Duniam first took his farm.

767. Is the grass land at Henrietta Plains occupied now? I believe it is.

768. You speak of a crop of oats there—have you seen any other kind of crop there? No.

769. Is it cropped now? No; there are cattle on it.

770. Has the myrtle land taken up between Table Cape and Circular Head, and cultivated, grown anything besides grass? I have seen some crops grown there.

771. Do you know with what result? I have seen potatoes and oats there in fairly good crops.

772. *By Mr. Bird.*—Was that on myrtle land? Yes; on inferior myrtle land,—worse land than that along the proposed route.

773. *By Mr. Braddon.*—What crops have you seen on Moore's land? I have seen nothing but potatoes growing there, but have seen a stack of hay grown there.

774. What is the extent of cultivation on Knole Plain? Mr. Hall has a farm there; I do not know the area of it,—I have not been there for years; I think it is about 100 acres.

775. What does he grow there? He has a dairy there, and grows turnips and roots.

776. *By Mr. Douglas.*—Does he supply Waratah? Yes, with dairy produce.

777. *By Mr. Braddon.*—Does Waratah get up a supply of fresh butter from the coast? Yes.

778. What is the elevation of Knole Plain? About 2000 feet, the same as Bischoff.

779. *By Mr. O'Reilly.*—What is the character of the soil between Rouse's Camp and Wynyard—is it all basalt? Except where the gullies and creeks cut through the basalt.

780. *By Mr. Bird.*—Which portions of the road are most likely to be settled soonest? Between Duniam's farm and Henrietta Plains, and between the Hellyer and Wandle.

781. Is the best land there? Yes; the best quality of land is there also.

782. Have you seen land inferior to that along the proposed line of route taken up and improved upon which a good road had been made? Yes; I have seen very similar land on the Flowerdale ridge, and have seen land not to be compared to it between Latrobe and Elizabeth Town.

783. Would the opening up of this road lead to the sale of township land? I propose to establish a township on Henrietta Plains, and one upon the grass land near the Wandle; then there are township lands unsold at Wynyard and at Waratah.

784. *By Mr. Douglas.*—Do you know anything of the sale of land at Waratah? Yes.

785. What percentage do you think was realised over the upset price? At the first sale some lands, of which the upset price was £10, realised £90, and subsequently £400, for half an acre. Every lot at Waratah that was surveyed was sold.

786. Do you think if more land was put up that it would sell well? Yes, certainly.

787. *By the Chairman.*—Can you afford us information as to the prospects of minerals in this part of the country? In Calder's Creek, where the basalt has been cut through and slate exposed, gold has been found all over the district. Copper occurs on Arthur River; copper, lead, and cobalt has been found in the vicinity of Flowerdale, six or seven miles from Mount Hicks road. Copper and silver are found about 28 miles from Wynyard.

788. Is there gold on the Hellyer? Yes. (Mr. Sprent produced a bag of gold, weighing 45 ounces, which he informed the Committee was obtained from the various creeks. There were some very large nuggets, very much waterworn.)

789. *By Mr. Braddon.*—How long has gold been known to exist there? It has been found for the last 20 years.

790. Has anything on an extensive scale ever been done there? One season 2000 ounces were recorded as having been obtained in the Hellyer.

791. Is there any work done there now? Small parties still work in the creeks.

792. Chinamen? No. I have seen, however, a Chinaman at the Hellyer with 60 ounces of gold in his possession.

793. Is the copper turned to any account? No.

794. *By Mr. Bird.*—Will this proposed road be available for opening up these minerals? Yes.

795. *By Mr. Braddon.*—Would it affect the cobalt and lead? No; it would not open them up. I mentioned them to show what minerals occur in the district. The same gold tract of country goes right through to the coast.

796. *By Mr. Douglas.*—Do you know the Long Plains goldfield? Yes.

797. Could you get a shorter track to Long Plains by the proposed route? You could shorten it a little; but diggers would go through Bischoff.

798. Are you acquainted with the mineral country in the neighbourhood of Bischoff? Yes.

799. Will you give us your views? I believe there is a mineral zone running from Cape Sorell to the entrance of Macquarie Harbour, having a granite axis, which takes up the Heemskirk Range, the Meredith Range, and, continuing through the back of Bischoff Range, goes right through to the Coast.

800. You believe it is a mineral country right through? Yes; any minerals found on the West Coast are found on the flanks of this road wherever there is a granite axis. These zones run with one another almost in a straight line. There is one from Penguin which would go down from this granite country on to the other side of the Pieman.

801. Besides the Mount Bischoff Tin Mining Company, are there any other companies working about Bischoff? Yes. There is the North Bischoff Valley, the West Bischoff, the Bischoff Extended, and the Stanhope.

802. *By Mr. Braddon.*—Are the works of the East Bischoff Extended suspended? Yes.

803. There is also gold at Long Plains and Corinna? Yes; all in the same belt.

804. *By the Chairman.*—You have travelled over the proposed line of route from Waratah to Penguin with Mr. Hall? Yes.

805. What do you think of the gradients along it? The gradients on the Penguin route would be very favourable; you could get a road with good gradients. The line, as now set out, is not intended to represent the best possible route. It could be very much improved. The steepest gradient is for about 20 chains, at the beach. There are several steep pinches about the 15th mile at the Blythe River, and near Valentine's Peak. All these gradients might easily be reduced.

806. *By Mr. Bird.*—What gradients could be got? I have never tried; but none ought to exceed 1 in 20.

807. *By the Chairman.*—As to bridges? A bridge would be required over the Hellyer, over the Wey, over the old Pack Creek, over the Blythe, over Adam's Creek, over Laurel Creek, and a few other small creeks. The bridges over the Hellyer, Wey, and Laurel would be the principal.

808. What span would the bridge over the Blythe be? About 60 feet.

809. And over the Hellyer? About 100 feet; a low small bridge.

810. And the others? None of the others are very large.

811. *By Mr. Bird.*—Is there plenty of timber for the bridges? Yes.

812. *By Mr. Braddon.*—Is there metal on that road? From the 13½ mile to 22nd mile the road would pass over a granite country; and, I believe, the Public Works Department will not permit granite to be used for the roads. I refer the Committee to Mr. Fincham's report on the subject. From the 13½ mile to the coast there is abundance of material, and, with the exception of the granite country mentioned, there is abundance of material.

813. *By Mr. Bird.*—Is there no hard granite along that middle portion? The granite underneath the surface would be hard.

814. *By Mr. Douglas.*—What about the elevation on the Penguin route? At the thirteenth mile of the Penguin route the country is 1400 feet above the level of the sea, in comparison with 900 feet on the Wynyard route. At 19 miles it is 1500 feet, and at 29 miles it is 2000 feet, and the same on to Waratah.

815. Then, you get the highest elevation quicker than on the Wynyard route? The country ascends more rapidly than on the Wynyard route.

816. *By Mr. Braddon.*—The Penguin route ascends and does not descend? Yes, it descends at the creeks and then ascends.

817. You say the gradients are generally favourable.—There would be no length of 1 in 20 grade? I do not think there would; I have not tried it.

818. You did not chain it? No.

819. The bridges, you say, are of no size? No, of no great size, but there are a great number of them.

820. Can you say approximately what the bridges will cost? No.

821. *By the Chairman.*—Describe the character of the land? The land for about 8 miles has already been sold; from 8 to 11 miles it is very poor granite conglomerated soil, with stringy-bark and myrtle forest; from 11 to 13½ it is good land, mostly taken up; from 13½ to 24 miles the land is described by Mr. Hall as being generally of a worthless description; I consider it is absolutely worthless as applied to cultivation, and would just as soon take the metalled road as it; from 24 to 25½ there is a myrtle forest similar to that on the other route, and good land. The remainder of the route goes through the Van Diemen's Land Company's property.

822. *By Mr. Douglas.*—How many miles of Government land fit for cultivation would the road go through? Two miles of land on that route could be taken up. I do not know what is off the road.

823. *By the Chairman.*—There might be some off the road? It is not near the road if there is.

824. *By Mr. Bird.*—Between the eighth and eleventh mile the myrtle land and granite country is not so good as on the Wynyard route? No.

825. *By the Chairman.*—Have you been through this country before? No, not along that route.

826. Have you been to the Vale of Belvoir? No.

827. How far away from this route is it? About 20 miles.

828. Have you been over the mountains near Chudleigh? No, I have been as far as Gad's Hill on the eastern side of the Vale of Belvoir; I have seen the Vale from the bordering mountains.

829. *By Mr. Bird.*—Could a practicable route be got that way, through Chudleigh? I could not say.

830. *By the Chairman.*—Do you know the elevation of Belvoir? About 3000 feet above the level of the sea.

831. *By Mr. Braddon.*—Is there any good land to the westward of the route? There is none further south than 13½ miles over the River Blythe.

832. And after the granite? None till you reach the myrtle forest before referred to.

833. Would the opening up of the Pine Road have the effect of opening land for settlement over the Blythe? It would not.

834. How far is that road made? About 6 miles up.

835. *By the Chairman.*—Do you know anything of the mineral country? I have been prospecting myself from Hampshire Hills towards the Blythe, and have found a little tin, but not in quantities to pay. There has been no tin ever found eastward of the Blythe. Traces of copper have been found at Laurel Creek. For over 8 years this country has been tolerably well prospected, and, with the exception of a little alluvial tin in the creeks, nothing of any consequence has been found,—nothing to pay.

836. Some mineral sections have been taken up in that locality? Yes, but they have all been abandoned.

837. *By Mr. Douglas.*—Mr. Hall says that 9 men are working in the locality,—5 at one section, and two each at two others? The total quantity of tin obtained from that locality is 405 lbs., which was sent to Launceston.

838. *By the Chairman.*—Mr. Hall recently surveyed these sections? One or two of the abandoned sections have been taken up, and surveyed.

839. Do you know of any further minerals? No; with the exception of on the Van Diemen's Land Company's land, where some silver has been discovered.

840. *By Mr. Braddon.*—Do you know of any mineral sections at Housetop? I am not aware of any.

841. Has anything been done to prospect the copper at Laurel Creek? I believe so.

842. Do you know with what result? I believe they have got traces of tin, copper, and silver. The Manager's assay of tin was a half-ounce to the ton. Mr. Hall, who was a promoter, told me so.

843. Have they tried for copper? Yes.

844. Did they get any? I believe so, but do not know the assay.

845. You say the demarcation line of the mineral zone is on the Penguin route, so that there is a promise of minerals there? Yes.

846. *By Mr. Douglas.*—Can you recommend any sites for townships along this route on Government land? The best site would be at the Blythe. If the road was made and the traffic came that way it would make a good resting-place.

847. Would there be any support for the township from the surrounding country? None whatever.

848. *By the Chairman.*—Can you afford us any information as to the port of Wynyard? No; it has been reported on by Mr. Bell, and I consider it would be presumption on my part to give my opinion against his.

TUESDAY, SEPTEMBER 26, 1882.

MR. RICHARD HALL *further examined.*

849. *By Mr. Braddon.*—Will you inform us of the course you took in going from Wynyard to Bischoff? I went along the Mount Hicks Road, and then to Henrietta Plains by a track near the proposed road and about parallel with it, then came to the Hellyer on the proposed road; I saw the road several times in descending the Hellyer Valley; I then followed the pack-track into Waratah.

850. *By Mr. Bird.*—Did you ride all the way? I rode to Henrietta Plains, and walked the rest of the distance.

851. Did you see any splitting timber on the way? I saw no splitting timber after getting a mile from the last occupied place on the Mount Hicks Road and until reaching the banks of the Hellyer, and even there I noticed very little.

852. *By Mr. Scott.*—Was it splitting timber at the Hellyer? No; poor myrtle forest.

853. Is it of any use? I do not think so.

854. Is the timber of any commercial value from the Mount Hicks Road to the Hellyer? I do not think it is.

855. *By Mr. Burgess.*—Have you had similar land taken up in your district? Yes; I have had several lots taken up, but they were afterwards abandoned.

856. *By Mr. Bird.*—Have you noticed the difference between basaltic land with myrtle growing on it and other soils? When myrtle grows on good soil it is always intermixed with other timber, generally gum or blackwood, and sometimes stringy-bark.

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MR. DAVID JONES, *Surveyor, examined.*

857. *By the Chairman.*—Have you any knowledge of the country between Wynyard and Bischoff along the proposed line of road marked by Mr. Sprent? Yes.

858. Have you ever been over the proposed line of road? Yes, several times. I assisted Mr. Sprent about five years ago in chaining a portion of the district and laying out a bridge across the Hellyer Valley.

859. Can you furnish information as to the quality of the land on the proposed line of route from Wynyard? For a short distance along Connor's Road the ground is rather indifferent. The whole of the distance along the Mount Hicks Road is settled country, and all first-class quality land. You then go through a myrtle forest to Henrietta Plains. It would extend between half a mile or a mile in width on some parts of the road, and the area would be about 8000 or 9000 acres, perhaps 10,000. Between the termination of the settled districts and Henrietta Plains it is fair second-rate land, not the very best, but next to the best,—good basaltic soil.

860. Have you seen such land taken up for settlement on the Coast? Yes; men have succeeded in making a very good livelihood out of clearing and improving such land. I have surveyed hundreds of acres of such land in the district.

861. Has it grown good crops? Yes; very good ones.

862. *By Mr. Bird.*—What timber was on it? Myrtle and stringy-bark trees, and sometimes scrub and tree-ferns. On the best myrtle land the cathead fern is found, and it is invariably looked upon as being very good for crops.

863. Would you find that kind of timber and ferns in the neighbourhood of the proposed road? Yes, the whole of the distance from settled country to Henrietta Plains is of that character of land. The distance is about 10 miles. The character of the country changes at Henrietta Plains and becomes the same as the Van Diemen's Land Company's land. It is very fair land, having the indigenous grass growing on it.

864. *By the Chairman.*—Describe the quality of the land on the Camp Creek road? I am well acquainted with that road, having surveyed land there. The land is not quite so good as along the proposed route, being more of a clayey soil. It is less basaltic country there. The country contains myrtle, and you find scrub, associated with dogwood and light scrub, and it is very heavily timbered with stringy-bark and gum.

865. *By Mr. Bird.*—The land on the Camp Creek Road is not so good as on the Mount Hicks Road? It is more heavily timbered.

866. *By the Chairman.*—From Henrietta Plains to the Hellyer, of what quality is the land? The Henrietta Plains are covered with the natural grass of the country, and the soil is of a reddish basaltic nature. The plain has the appearance of being a burnt-out myrtle forest. After passing through Henrietta Plains you go into some good second-rate myrtle land.

867. *By Mr. Douglas.*—Will you describe Henrietta Plains more fully? The plain appears to be a table-land intersected with numerous creeks. The grass is that fine grass indigenous to the Colony. The area is about from seven or eight to fifteen thousand acres. The land is of a fair quality, not so good as the myrtle forest, being of a drier nature. I could not give the exact distance of the road going through the plains. It would be necessary to keep on the highest ridge.

868. *By Mr. Scott.*—Are the trees to Henrietta Plains of any commercial value? The stringy-bark trees and the gum trees are of commercial value. They are also interspersed with blackwood trees. One thing I forgot to mention with regard to Henrietta Plains: it is devoid of timber, with the exception of little bunches of scrub at the head and along the banks of the creek. It is open country.

869. *By Mr. Douglas.*—Is that country fit for cattle? Yes; they have been running there for several years. They are taken away in the most severe winter months.

870. *By Mr. Archer.*—Is the grass rough, and bears seed like oats? It is fine grass, with very little seed. It is silver-grass. The cattle do very well on it, especially in the summer months, but they do not fatten.

871. *By Mr. Braddon.*—A portion of Henrietta Plains was cultivated at one time? A portion was surveyed, and people lived there. I believe a portion was cultivated by people named Margett.

872. Was it abandoned? I believe so; but it was subsequently used for cattle by Mr. Dowling.

873. Do you know why he gave it up? I do not know. Whilst surveying on the Mount Hicks Road I have frequently met herds of cattle going to the coast,—store cattle belonging to Mr. Young.

874. Is there any splitting timber on the line in the vicinity of Henrietta Plains? There is a great quantity of splitting timber; people very often get it for building cottages.

875. What distance inland does the splitting timber extend? It extends to within a short distance of Henrietta Plains. There has been a great deal of timber felled and split into palings, carted by the Mount Hicks Road, and shipped to Victoria. The whole of the myrtle land there is interspersed with gum trees, and occasionally with blackwood.

876. In the country beyond Henrietta Plains, along this route, what timber is there? You come across patches of gum-trees in the myrtle forest.

877. Is there timber for bridges near the sites of the bridges? At the Hellyer there is any quantity of splendid timber. I can speak definitely on that point.

878. Is there timber at the other bridges? Yes, at the Calder and any of those places.

879. Is there metal? Yes, there is no part of the road that I am acquainted with that there would be any difficulty with regard to metalling the road. It is all basaltic rock, the best kind for the purpose.

880. *By the Chairman.*—Proceeding from the Hellyer on the proposed line of route, towards Bischoff, what is the quality of the land? Leaving the Hellyer Valley the ground is a little broken, and there are a number of gullies. On the table-land the soil is of very good quality, myrtle forest interspersed with tree-ferns and other varieties of ferns, a few sassafras trees, and an occasional patch of musk land. It is level and good country for about 1 or 2 miles, and there is about 10,000 acres which might be very fair good second-class land. The soil is dark and loamy, as on the North-West Coast.

881. *By Mr. Bird.*—Is it very cold? Not so cold as in the vicinity of the Hellyer. It is not so high as in the open country.

882. Do cattle stay there all winter? I know of cattle running on the Surrey Hills, where it is colder than in the place referred to, all through winter and summer, but they do not get fat.

883. Which place is the highest? The Surrey Hills. The table-land is 6 or 7 miles from the Hellyer, and there is a gradual rise all the way.

884. *By the Chairman.*—Would the opening of a road through this land have the effect of causing the land to be taken up for settlement? I should think so. I remember a gentleman on the North-West Coast applying for 1000 acres in the vicinity of the proposed road, but it was refused him.

885. *By Mr. Archer.*—Have you cleared or cultivated land in the vicinity of the road? No, but I have assisted to do so.

886. *By Mr. Scott.*—Would wheat ripen along the road in summer? I would not like to say so definitely; but I know of oats, a very good crop, being grown on Surrey Hills.

887. *By the Chairman.*—Would the land be fit for root crops? The ground is admirably adapted for that purpose.

888. Would there be a good market for them at Bischoff? Yes.

889. *By Mr. Scott.*—If wheat would not ripen, would potatoes grow? There would be no difficulty in growing root crops? They grow well at Bischoff, which is 2000 feet above the sea.

890. *By Mr. Braddon.*—You have lived at Table Cape for a considerable number of years? Yes, I was there with Mr. Sprent for a great number of years.

891. It is your domicile? My head-quarters for the last 2 or 3 years have been at Bischoff.

892. You know the country about Table Cape? Yes, thoroughly well.

893. How long has Duniam been settled on Mount Hicks Road? I should think about 12 years.

894. Has settlement never gone beyond his place? I have surveyed a few sections in his neighbourhood during that time.

895. Have those sections been taken up? They were at that time.

896. Has anything been done to improve them? I could not say; I have not been there since they were surveyed.

897. Your father lives at Table Cape? He used to live there, but he is now in England.

898. *By Mr. Douglas.*—Taking the whole of the line from the Coast to the boundary of the Van Diemen's Land Company's ground, do you consider it is favourable for a road? Yes, unquestionably so. I do not know of any obstacle or any engineering difficulty whatever.

899. What is the greatest grade required on that line? If made in short grades, about 1 in 18 and 1 in 15; perhaps it would be necessary to have a short pinch, but that is neither here nor there. There might be a short distance of 1 in 15.

900. How many miles long? I call a short distance a few chains.

901. From Emu Bay to Bischoff the grade at one part of the road is 1 in 7? Yes, only for a distance of from 5 to 10 chains, not more.

902. Can you get a tolerably good grade in the Hellyer? The grade which Mr. Sprent found at the time he first went there was 1 in 14, and he obtained that without any difficulty. The last time he was along it the grade he took to cross the Hellyer Valley was about 1 in 22. It would not exceed 1 in 20. By extending the distance you could get a grade of 1 in 30.

903. *By Mr. Braddon.*—But some amount of sideling would be required? Yes, of course.

904. *By Mr. Douglas.*—What quantity of land would be passed through on the Van Diemen's Land Company's property going to Rouse's Camp? About 25 acres, if the road was a chain wide, would be taken up.

905. Have you ever tried to get through the country outside? After leaving the Wandle River you get to open country. There would be no difficulty in getting a road along there, but the expense would be a little more,—there was more timber in the gullies, and a bridge would be wanted to cross Deep Gully Creek.

906. Could you take the road outside without a large expenditure? It could be done for about £1000 or £1500 extra. The ground outside is quite as good, if not better. The country falls, and as it falls the character of the country improves.

907. *By Mr. Archer.*—Would it be an expensive crossing at Deep Gully? No, nothing like at the Hellyer.

908. Do you think the land outside the Van Diemen's Land Company's land would be valuable for settlement? Yes, the country is splendidly watered.

909. *By Mr. Bird.*—Would it be a higher elevation outside? No, not quite so high.

910. *By Mr. Braddon.*—What increase of distance would the divergence cause? None whatever, but, on the contrary, it would shorten the distance.

911. *By Mr. Archer.*—Would there be any difficulty in crossing the Wandle? Inside the Van Diemen's Land Company's ground the river is wide, but a little lower down it narrows, and consequently a bridge could be erected more easily and cheaper there than inside the boundary.

912. *By Mr. Bird.*—Do you think the land along the road outside would be taken up for pastoral or agricultural purposes? From my experience, I think it undoubtedly would.

913. *By the Chairman.*—Can you afford us any information as to the mineral-bearing of the country? I have visited the Hellyer frequently, and there, and also in the vicinity of the Inglis River and the Calder River, gold has been obtained. At the Cam, and to the eastward of Henrietta Plains, a fair quantity has been obtained. Wherever you find the country cut through by deep creeks or gullies you invariably find a little gold. In some places I have known people take very good gold. At the Hellyer River, six years ago, there were a great number of diggers and a great number of Chinamen. Fifty or sixty ounces were brought down by one man and sent into Launceston. I have been in the Chinese camps and have seen the men with gold. The biggest nugget I saw was 1 oz. 12 dwts., obtained from this river.

914. *By Mr. Braddon.*—How long has gold been looked for or discovered? It has been discovered, to my certain knowledge, for 11 years.

915. What number of men are employed there now looking for gold? I could not say; but I have met diggers at Waratah who said they wanted to go there, but would not go until the Government went to the expense of clearing the track, which had been completely blocked up by large trees having fallen across it during the late storms.

916. Do you know the number working there? I have no idea. The difficulty with regard to the goldfields is getting the provisions out.

917. Is the Cam goldfield abandoned? There are not many working there now, but there are a few. About three years ago there were a great number there, at the time of the rush.

918. Have you seen anything since that rush? I have heard that a reef was found there, but cannot speak definitely on the matter. It is about two years ago.

919. Are there any minerals known to exist in the neighbourhood of this country? Wherever you find granite cropping up you get a little tin, but not in paying quantities, nor sufficient to warrant any company taking it up.

920. *By Mr. Douglas.*—Do you know anything of the rush at Long Plains? Yes. I have been there frequently.

921. Have you seen much gold from there? Yes, I have seen a great quantity. Several times I have seen boxes containing 8 and 10 and 20 lbs. at the bank at Bischoff. Nearly 1 cwt. of gold has been obtained by the Bank of Tasmania at Bischoff from Long Plains. I have friends in Victoria who informed me that diggers from Long Plains go over to Melbourne and sell large quantities of gold there. They get a higher price for it there than in Tasmania. They spend money freely, and intend returning to Long Plains in the summer months. About 40 went out two or three days ago.

922. *By the Chairman.*—Do the miners at Long Plains draw their supplies from Bischoff? Yes; chiefly from Bischoff, but sometimes from the Pieman. Stores have been started at Long Plains by a storekeeper at Bischoff, and provisions are packed thence to Long Plains regularly.

923. Do you look upon Bischoff as being the depôt for the supplying of provisions for the outlying country extending towards the Pieman? The Pieman could be made a depôt for that purpose without difficulty.

924. *By Mr. Braddon.*—A vessel would have to be laid on to the Pieman for the purpose? Yes.

925. Do you know anything about minerals at Corinna? There have been some sections surveyed there for gold mining, about Middleton's Creek.

926. Is there any prospect of much gold at Corinna? The whole of the work done there is gully-raking. They have tried to put a hole down through a large extent of wash near Middleton's Creek, but I do not think it was ever bottomed. The men could not find sufficient money to complete the work. The amount of ground allowed to be taken up there is not sufficient to warrant a great expenditure. The land is all gold-bearing in the vicinity of the Pieman.

927. Is there good reason to believe that the place will become valuable as a goldfield? Yes; from specimens seen from the vicinity of the Pieman, I believe that a quartz-reef will be discovered there. There is plenty of quartz traversing the slates in that country, and a good deal of limestone, which indicates a mineral-bearing country. I have known gold found in a limestone bottom there.

928. *By the Chairman.*—Are you aware of any land being cultivated near Waratah? Yes; land is cultivated at Knole Plain, and turnips and other food for cattle are grown there by Mr. Hall. The place is  $3\frac{1}{2}$  miles from Waratah. In the vicinity of Waratah there are gardens, which grow flowers and root crops, and green-stuff for cattle.

929. Have you seen potatoes grown there successfully? I have seen them grown, but not dug. There are very nice gardens made by those who have the means.

930. *By Mr. Braddon.*—What area of cultivated land is there at Knole Plain? The area of the whole block is about 100 acres, and the area under cultivation is not more than 10 to 20 acres. The farm is a sort of dairy one, and is used to provide winter fodder for cows. Bischoff is supplied with milk from the place.

931. *By Mr. Douglas.*—What elevation is Knole Plain? About 2050 or 2100 feet above the level of the sea. It is a little higher than at Waratah, for the Waratah River takes its rise there.

932. *By Mr. Braddon.*—How many gardens are there at Bischoff? About a dozen, small and large.

933. Is timber valuable at Bischoff? Yes; timber is more valuable than land. You can get 4s. a ton for wood upon the ground without being cut. To cut it and cart it, sometimes 1s. to 2s. is charged, but I have known 2s. 6d. charged for cartage.

934. Do you know the charge for cartage from the tramway to the different stores? About 2s. a ton. They make you pay dearly for parcels.

935. *By the Chairman.*—Do you know anything of the country along the proposed line of road from Penguin to Waratah? Only a portion of the road. I have only been in the vicinity of Housetop Hill, on the east side of the Van Diemen's Land Company's block.

936. How did you arrive in that locality? I went there to assist in surveys. A little tin was discovered there.

937. Can you give information as to the mineral prospects of that part of the country? As far as I can judge, considerable difficulty is found in getting the chromate of iron from the tin. There is not sufficient to make it pay.

938. How long is it since you were there? About 5 or 6 years ago.

939. Have you seen good land in the locality? I have seen a little grass land outside the Hampshire Hill block, some distance from Housetop; perhaps about 100 acres. The whole of the country about Housetop is granite.

940. *By Mr. Braddon.*—Did you go from the coast or from Bischoff to Housetop? I went from the Hampshire Hills Station, 20 miles from Emu Bay. I went across country.

941. Do you know anything more about the land? No; with the exception of the Van Diemen's Land Company's land. Silver has been found there about the Hampshire Hills. Iron exists in the vicinity of the Blythe near Castle Creek, on the west side of the Blythe.

942. *By the Chairman.*—Is there good land there? A belt at Emu River and Chasm Creek.

943. Would the proposed road to Penguin have anything to do with opening up the land near the Blythe? I do not think so; it is too far away. The River Blythe is in a fearful gorge, and the banks are so very steep that it would be difficult to make a road. There is no natural outlet. The Chasm Creek country is the same as along Emu River—very good indeed.

944. *By Mr. Archer.*—Have you ever heard of a possibility of a track, road, or railway being made between Bischoff and Chudleigh? Yes; frequently.

945. Have you heard of the direction it would take? Yes; it would pass over the northern end of the Black Bluff.

946. Is there a strong possibility? Yes; but I have not been there, and cannot speak definitely. Gad's Hill would be one difficulty in the way, but I do not say it would be unsurmountable, and the Black Bluff would be another. A survey examination would be necessary for one to form an opinion.

947. What would be the distance? About 50 miles.

948. *By Mr. Braddon.*—What is the approximate area of second-class land between Mount Hicks road and Henrietta Plains? About 8000 or 9000 acres. There are 1500 acres between Henrietta Plains and the Hellyer River. There is grand country between the Hellyer and Rouse's Camp.

949. How many miles is it from Henrietta Plains to the Hellyer? About 10 miles.

950. And from the Hellyer to Bischoff? In round numbers, about 15 or 16 miles.

951. What area of land is there? There would be 2000 or 3000 acres of valuable land there.

952. Would the land be taken up between the Hellyer and Rouse's Camp? Yes. I have seen worse land taken up, and have surveyed it, in the vicinity of Detention River. There may be small areas of bad land going down the spurs.



## RETURNS.

The Chairman (the Minister of Lands) laid on the table the following Returns asked for by Mr. Douglas :—

*Town of Waratah.*

	£
Amount realised by sale of Crown land, town of Waratah.....	3300
Sale of land near Waratah (Knole Plain, &c.).....	1400
Proceeds of mineral lands leased.....	4500
Dividend tax, 1880, 1881, and part 1882 .....	8100
	<u>£17,300</u>

C. O'REILLY, *Minister of Lands and Works.*

*APPLICATIONS received for Land on the Road from Wynyard to Waratah.*

	<i>Acres.</i>		<i>*Acres.</i>
Bowick, James .....	100	Gardner, John .....	100
Sherenan, James .....	250	Gardner, Henry, jun. ....	100
Garner, William .....	200	Gardner, Daniel .....	100
House, Jonathan George.....	200	Byrne, James .....	320
Titley, William .....	200		
Best, Arthur .....	100	TOTAL .....	1870
Gardner, Benjamin.....	200		

The above applications were received between the 20th and 22nd of this month.

ALBERT REID, *Chief Draftsman, Lands Office.*  
26. 9. 82.

JAMES FINCHAM, *Esq., Engineer-in-Chief, examined.*

953. *By the Chairman.*—You have examined several lines of road between Waratah and the North-West Coast? I have.

954. In reference to the line from Waratah to Wynyard, will you inform the Committee as to the possibility of getting a good line of road between these two points? There is no doubt that a practicable line can be found.

955. Commencing at Mount Bischoff, there appears from Mr. Sprent's report to be two lines of road, one by Camp Creek and another by the Mount Hicks Road? Yes. There is also another line of road. I went over a line west of Camp Creek, the line originally marked by Mr. Sprent. (Referring to the map.) It was Connor's Road I travelled over.

956. Connor's Road is more to the westward than Camp Creek? Yes.

957. Proceeding from the Wynyard to the Hellyer, have you found any engineering difficulties to contend with? None whatever.

958. That is, I presume, as far as the Hellyer, easy gradients all the way? Yes.

959. Will you describe the character of the difficulties you found at the Hellyer? The only objection in my mind to the Wynyard Road is the crossing of the great gorge of the Hellyer. The dip into the valley is about 800 feet on the north side, and the climb out of it about 1000 feet on the south side; but there is plenty of room for running a 1-in-20 grade down the sides of the valley. This line has been carefully marked by Mr. Sprent, and I followed it some little way.

960. I presume that by increasing the distance an easy gradient may be obtained? Probably. I know of no obstacles.

961. As to the bridge required to be built over the Hellyer? I think the bridge would not be of a very expensive character. It would be probably about 2 or 3 chains long, including floodways on the banks.

962. What would be the elevation over the stream? It would not require to be a great height over the banks; and there is abundance of timber on the spot for the bridge.

963. What description of timber? Stringy-bark.

964. Then proceeding on to Rouse's Camp or Waratah, can you afford the Committee any information as to the line of route? The road follows table-land for some distance. The gradients are easy; and the gradients into Waratah very easy.

965. At the Wandle, just after crossing it, there are two roads marked out, one of which goes through the Van Diemen's Land Company's property and the other one through crown lands. Which of the roads do you think more desirable? The one through the Van Diemen's Land Company's ground is the easier of the two.

966. Give your reasons? The country is more level and open.

967. As to bridging the Wandle, what would be the cost? It is a very broad stream, but is very shallow, and the cost would be very moderate.

968. *By Mr. Bird.*—Is that in the Van Diemen's Land Company's land? I think so.
969. You have not examined it lower down? No, I did not go down the river.
970. *By the Chairman.*—Your road is through the Van Diemen's Land Company's land? Yes, but Mr. Sprent pointed out the route of the other line when he accompanied me.
971. What is the distance from Wynyard to Rouse's Camp? About 37 miles. It is 2 miles more to Waratah.
972. As to the construction of the road, is there a good supply of material for the construction of a macadamised road along the route? Yes, all the way.
973. Will you please describe it? Ordinary good greenstone metal.
974. What bridges are required on the road independent of the one over the Hellyer? A small one over the Calder, and others over insignificant streams.
975. For these bridges is there plenty of good timber on the spot? I believe so.
976. You referred to the difficulty of constructing a road through the Hellyer Valley; but when that can be overcome by a 1-in-20 grade, does it appear to form such a serious obstacle in the way of the road? No, not for such traffic as is likely to pass over it. The objection is in so many miles of it, but it is no worse than the main road over Meredith Range on Scottsdale Road.
977. Is that 1 in 20? No, worse than that.
978. Are you familiar with the gradients on the Huon Road? Yes.
979. Can you inform us what the gradients are there? No.
980. What are they on the Main road? One in 15, and 1 in 17 in occasional places.
981. *By Mr. Braddon.*—Speaking of the drop into the valley of the Hellyer of 800 feet, and the rise out of it of 1000 feet, you say that could be overcome by a grade of 1 in 20? The line has actually been set out by Mr. Sprent.
982. What is the length of the road down and up? About 3 miles.
983. Is it one continuous gradient throughout? I cannot say if there is any break in it, but probably there is. There would be about 3 miles of road down into the valley, and probably a little more up.
984. Can you say what would be the cost of sideling and cutting there? What I saw would require only ordinary sideling cutting, and there would be nothing very expensive about it.
985. You say that such a grade would answer such traffic as is likely to use that road,—you do not answer for all traffic? Well, it would not be a nice grade for a mail coach to travel over.
986. Would it do for carts carrying full loads of tin? Yes, no doubt. They could take their time.
987. You say you believe there is timber for the construction of bridges: is there plenty of timber in the neighbourhood of all these streams? In the case of the Hellyer, you can get all you require, but in the case of the Wandle I am not quite so clear.
988. Is the greenstone you saw generally characterised as good metal for road construction? Certainly. It is the same stone that is being used by the Corporation, and which is being broken up in the Park-street quarry.
989. Did you chain the distance from Rouse's Camp to Waratah? No; the chaining was done by Mr. Sprent.
990. How far does the 2 miles you spoke of from Rouse's Camp extend,—that is, where does it end? It goes right to the bridge.
991. Do you know what would be the approximate cost of the Hellyer Bridge? £500 would make a substantial bridge quite suitable for that rough country.
992. *By Mr. Bird.*—You say an easier gradient than 1 in 20 could be got at the Hellyer without difficulty? "Probably," so I said,—by extending the road.
993. By avoiding the Van Diemen's Land Company's ground near Rouse's Camp, can a good road be obtained across the Wandle River and Deep Gully Creek? I should think a good gradient could be obtained, but with great cost in sideling and cutting.
994. Would the difficulty of crossing this Deep Gully Creek be at all equal to the difficulty in crossing the Hellyer? No, nothing like it.
995. You said that the gradients on the road generally would be suitable for some traffic, but not a very suitable grade for a coach road. Now the grades on the Huon were heavier, you said, than on the proposed road? No doubt of it, but they are comparatively short.
996. A coach runs daily on the Huon Road? Yes.
997. Of these three roads,—the Mount Hicks Road, Camp Creek Road, and Connor's Road,—which is the most practicable? I think they are all practicable.
998. For gradients? I think the Camp Creek the best as regards gradients. I have not been over it; but from the lay of the country I think it would be the easiest. The Mount Hicks road is very steep, but that can be avoided by taking a branch road we have had constructed some time ago. It is cleared and opened, and metalled in some places.
999. Is the Camp Creek road made at all? No.
1000. *By Mr. Braddon.*—Mount Hicks Road is made some distance? Yes, at the coast end of the settlement, and with the vote in the present scheme it may be said it will be completed.
1001. How far will it be metalled? To the end of the settlement; about  $3\frac{1}{2}$  or 4 miles from the coast.

1002. *By the Chairman.*—You have travelled up Mount Hicks Road for some distance, have you not? As far as the settlement extends.

1003. What is the quality of the land? It may be said to be poor beyond the limits of the settlement.

1004. But tell us about the land as far as you have travelled? Much of it is poor land, I think.

1005. Have you travelled beyond the settlement? No, I have not.

1006. On the Connor's Road, describe the quality of the land? The land I saw certainly was not of a first-class quality; there were too many laurel ferns, which are always a sign of a poor class of land.

1007. What is the character of the timber? Much of it is very good—stringy-bark and myrtle.

1008. *By Mr. Bird.*—Whereabouts is it? On the road over which I have travelled.

1009. *By the Chairman.*—Then, at the Hellyer, what is the quality of the land? Very poor; except immediately in the bottom of the gorge.

1010. Passing the Hellyer, what is the quality of the land? Very fair land between the Wandle and the Hellyer. Some of it seemed to me first-class land.

1011. *By Mr. Bird.*—Equal to that of Mount Hicks? I should judge so.

1012. *By Mr. Braddon.*—What timber did you see on Mount Hicks? Myrtle and stringy-bark.

1013. *By Mr. Bird.*—Is the land along the whole of the road poor land? There are patches of better land where you find sassafras and fern trees.

1014. Is there much at Mount Hicks Settlement? Yes, I should judge so.

1015. *By Mr. Braddon.*—Could you say approximately what quantity of second-class land there is along the route? No; I could not do that without going off the line, which I did not do.

1016. You can only speak from observation as you went along? Yes; that is all.

1017. What proportion does the poor land bear to the land of second-class quality? I cannot say clearly from recollection at this distance of time; but there was a very large extent of this second-class land passed through.

1018. *By Mr. Douglas.*—Did you go up the western boundary of the line? Yes; I went along there. By keeping along there you get very good gradients.

1019. Suppose you keep just outside, would it be much more costly? Yes; I saw the country there and afterwards saw it from Mount Bischoff, and it would be a very difficult line to construct. It would be more rugged. In one case you head all the streams, and in the other you go some distance down the streams and get into very broken country indeed.

1020. That would render it much more expensive? Yes.

1021. You came outside of the Van Diemen's Land Company's boundary in one point, then? Yes; but the most rough part is just between where we go in again and Waratah.

1022. But if you had £1000 to pay for the right of going through the land, what then? Well, perhaps, under those circumstances it might be better to take the road outside.

1023. Would £2000 or £3000 cover the difference between the two roads? I should think so; but I have not been over any portion of the diversion.

1024. *By the Chairman.*—Are you aware of the quality of the land at Table Cape Forest? I am.

1025. Is it intersected by a road to Circular Head? Yes.

1026. Has any of the land been taken up for selection? Some of it, since the road was made.

1027. Is the land you have described on the proposed line of route from Waratah to Wynyard of the same quality as the Table Cape Forest land? Quite as good.

1028. *By Mr. Braddon.*—What area of land has been taken up in Table Cape Forest? I cannot say.

1029. Can you say approximately? No, I could not; I merely observed the selections passing through.

1030. When were they taken up? Within the last two years,—since the main road was constructed.

1031. You do not know with what result, as to occupation or cultivation? No, not at the present time.

1032. *By the Chairman.*—You have travelled over the proposed line of route from Penguin to Mount Bischoff? I have.

1033. Describe to us the character of the country with reference to the construction of the road? The gradients can all be made very favourable, the steepest portions not being of any great extent.

1034. As to crossing the rivers and valleys, can you afford us any information? They are all favourable. The Blythe River can be crossed near Housetop. The crossing over the Wey and the Hellyer would cost about similar amounts.

1035. As to the material for constructing a road, what is it like? Metal can be got pretty nearly all the way through the myrtle forest land; but for some five or six miles the line of route passes through country in which suitable material would be expensive to obtain.

1036. Is there plenty of timber for constructing bridges? There will be no difficulty in obtaining timber for the bridges.

1037. The Leven and Penguin Roads join at the 13½ mile. Can you point out on the chart the granite country referred to from the point where it commences? Yes. (Witness here pointed out the spot referred to). The land gets rather worse as it joins the Hanging Rock Creek, and then becomes very poor.

1038. Did you go through the granite country? Yes.
1039. Describe the country? From the 13th mile to the 14½ mile the country is granite. From the junction of the old Pine Road to the 15th mile the route is full of granite boulders, and is covered with bauera scrub in gullies. Along the road to the Blythe River, at the 19th mile-point, the country is broken and undulating and composed of granite boulders, and covered with celery-topped pine, cutting-grass swamps, and bauera scrub. From the 19th to the 20th mile there is banera scrub. From that point to 20 miles 36 chains is bauera scrub and button-grass. At 21 miles 60 chains you leave the granite and get into very poor country, covered with cutting-grass swamps and bauera.
1040. *By Mr. Douglas.*—Is there good material for road-making there? Yes.
1041. You see that settlement marked on the map, what sort of land is there? Heavy forest, and it seemed to be good land. It was myrtle land.
1042. *By Mr. Braddon.*—Would the granite country allow of roads being formed through it without being metalled? No, it would not. Such a road would get worse and worse with every cart that went over it.
1043. *By Mr. Bird.*—Is it as bad as the mudstone down my way? It is more lively than that.
1044. *By Mr. Scott.*—Is it like the stone at Bridport? Quite as bad as that. There are large boulders lying on the side of the road as large as this table, and they are all much weather-worn and crumbling.
1045. *By the Chairman.*—What is the grade like approaching the Penguin Road from the Main Road? The grade is steep.
1046. *By Mr. Douglas.*—It is said to be 1 in 7? I do not know what it is.
1047. Can it be easily deviated? Yes, by taking Hall's survey.
1048. How far does the steep grade extend? About 20 chains.
1049. Not more? I do not think so.
1050. Do you think it could be reasonably avoided? Partly avoided.
1051. It is stated that it has not very long been done under the Public Works Department? There was only a small sum expended by the Government, at the request of the Road Trust, and with their assistance. The Vote of 1877 was expended for road work to the southwards through the settlement, where it was most required. After this was done we found we had a small balance in hand, and to the request of the Road Trust the bad grade was improved by removing about 1000 yards of earth, and the Trustees assisted by paying compensation in some way for the land required for the improvement. You could not reach Hall's line, which has a grade of 1 in 19, and 60 chains of heavy sideling, without first going up the grade on the Main Road, which is about as steep as the first portion of the Pine Road, which I should think would be about 1 in 7 or 8.
1052. With the exception of those grades, then, the rises of the line are favourable? On the whole, favourable. There are one or two steep places, and I have no doubt they can be improved.
1053. On the Wynyard line are the grades, as a whole, favourable? They are very favourable, and the only objection is the Hellyer Valley, and its great length and steep grades.
1054. Neither road involves anything like any engineering difficulty? Certainly not.
1055. Which has the more favourable grades of the two, taking it all through? Barring the Hellyer, the Wynyard route has the advantage. Excluding that, I think the Penguin has the advantage.
1056. At the granite portion of the Penguin road is it thickly timbered? No; it is open country, very like the George's Bay country.
1057. *By Mr. Bird.*—Where is that? Past the Hanging Rock.
1058. *By Mr. Braddon.*—You spoke of one part of 5 or 6 miles of land before coming to the Hanging Rock Creek: what is it like? It seemed to be good land. It was myrtle land.
1059. *By Mr. Bird.*—Would you suppose the land was better in the neighbourhood of the last selection taken up than between it and the former? Yes; the land is better. It gets of an inferior quality near Adam's Creek, and gets better again as you near Hanging Rock Creek, and then becomes worse.
1060. What class of land is there between these two points? I should call it good land.
1061. First-class? No, not first-class. It is covered with myrtle, and the very best land is not covered with myrtle forest.
1062. *By Mr. Braddon.*—You spoke of some good land between the granite country and the V. D. L. Company's ground. Yes; there is some good land just as you get through the V. D. L. Company's ground, coming northwards.
1063. But going south from the granite country I think you said there was a large extent of good land that you passed through for a considerable distance? No. I said I passed for some distance through poor land with bauera scrub and cutting-grass; then you came to what I would not call first-class land, but myrtle land of middling quality.
1064. For what distance did you pass through land of that description? No great distance until entering the V. D. L. Company's ground, when it gets better. There is no good land worth having beyond the Hanging Rock Creek and the boundary of the V. D. L. Company's ground near Valentine's Peak. Then the land improves, where it is marked on the map "heavy myrtle."
1065. What is the quality of the V. D. L. Company's land that this road will pass through? It is good second-class land, about equal to that on the Table Cape route.
1066. What road was that you referred to when you said in your report, "This line, after leaving Wynyard, passes midway between Camp Creek and Blackfish Creek over heathy and poor land for about

five miles, passes what is known as Connor's Farm at about six miles, and after traversing a myrtle forest comes out on to Moore's Plains at 11 miles from Wynyard and at about 800 feet above sea level"? It was to the road known as Connor's Road, which I have just pointed out on the map.

1067. Did you pass over Henrietta Plains? No—Moore's Plains.

1068. What is the character of Moore's Plains as to soil? It seems fair land. It is all laid down in natural grasses; and there is a little farm, but it looks rather poor. The farm and the ground both are poor.

1069. *By Mr. Bird.*—Was that a myrtle forest? It was surrounded by myrtle forest.

1070. Do you think the surrounding forest land is superior to that on Moore's Plains? I would class it as second-class land.

1071. You speak of a myrtle forest on the Penguin route, at the end of the Settlement: is it better than the myrtle land on the Wynyard route? The patches at the end of the Settlement and near the Hanging Rock Creek are better than those at Wynyard, taking it all through.

1072. *By the Chairman.*—You went over the Leven route part of the way? Yes.

1073. As to the 10 miles of road that would be necessary to join the North Motton Road with Pine Road, would you consider it practicable? Practicable, but very costly and involving long grades of 1 in 15 to cross the Leven River.

1074. Is there any other difficulty? The whole country passed through is of a very poor character, and difficulties are similar to the worst portions of the Huon Road.

1075. Do you think the road pointed out to you might be improved upon as to grades? I looked specially for that, and could not see where much improvement could be made on Mr. Hall's track. It is very well laid out.

1076. What would be the cost on this route over and above the ordinary mileage? The cost would be in the necessary extra length of road, as it would have to be very tortuous.

1077. Mr. Hall has marked out the road by a tortuous route? Yes; he had no other way of crossing the Dial Range.

1078. What would be the steepest gradient in that country? 1 in 15, for about 2 miles coming up from the Leven.

1079. Could that be improved on? Probably, at the cost of extra length still.

1080. *By Mr. Braddon.*—What is the chained distance from the Leven to Waratah by this road? 50 miles.

1081. What is the distance from Penguin to Waratah? 44 miles.

1082. In your report you say that "the route *via* Penguin is preferable." What is your reason for saying that? I have explained that further on. In my report I say, "If, on the other hand, it is thought necessary to have in view the future construction of a main road connecting the North-West Coast with Corinna, Heemskirk, Macquarie Harbour, and, perhaps, eventually with the Huon, then I think the route *via* Penguin is preferable, because it is not so much to the westward at its commencement (the distance between the Penguin and Wynyard being 24 miles.)"

1083. From which side does the bulk of the passenger traffic come—east or west? From the eastwards.

1084. *By the Chairman.*—Are you acquainted with the Penguin and Wynyard harbours? Yes.

1085. Which is the better of the two? The *Inglis*, perhaps.

1086. How does the *Inglis* rank with the Leven? Much about the same—the Leven is quite equal to the *Inglis* for trade.

1087. *By Mr. Bird.*—Speaking approximately, which road would cost most for construction—the Penguin or the Wynyard. The average cost per mile would be nearly equal, and if you adopt the road from Mount Hicks, with 4 miles metalled, the Wynyard road would no doubt be the cheapest to construct.

1088. How many miles of the Penguin Road are metalled or provided for? Three or four miles.

### WEDNESDAY, SEPTEMBER 27, 1882.

JAMES FINCHAM, *Esq.*, re-examined.

1089. *By Mr. Braddon.*—Referring to the Penguin road, how much metalling will the votes cover in all? I should have to refer to papers in the office for that. It would be something like five miles.

1090. Including the expensive works in crossing the Hellyer and the Wandle in the event of keeping outside the Van Diemen's Land Company's land, would the average cost per mile be the same by the Penguin route as by the Wynyard route? I do not know sufficiently well to give a definite answer. I did not go down the Wandle to the crossing.

1091. Would the average cost per mile by the Penguin route be the same as on the Wynyard route, exclusive of the Wandle? Yes, it might fairly be taken to be about the same.

1092. In one of the reports it is stated that the cost of both roads would be about the same: was it in your report? Yes.

1093. Then there would be no great difference in the cost of the roads? Not a great deal.