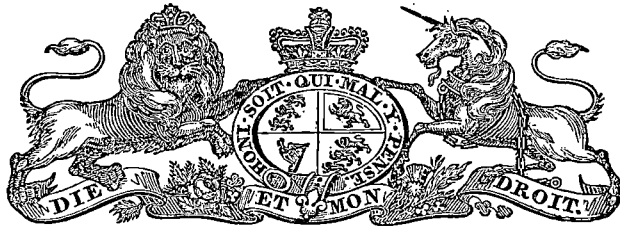


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1865.

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T A S M A N I A.

LEGISLATIVE COUNCIL.

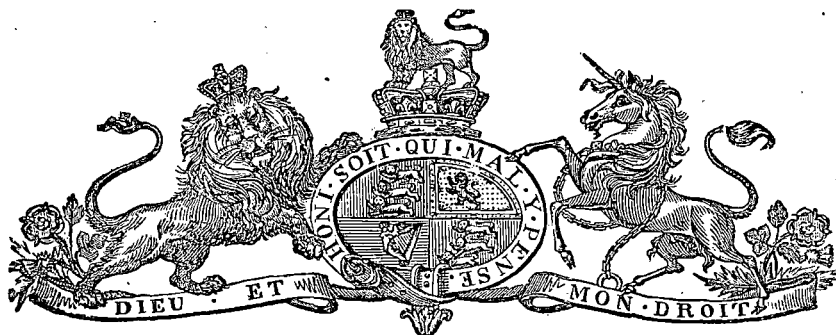
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SORELL CAUSEWAY.

PROGRESS REPORT OF TRUSTEES.

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Laid upon the Table by Mr. Whyte; and ordered by the Council to be printed,  
July 18, 1865.



PROGRESS REPORT OF THE SORELL CAUSEWAY TRUSTEES.

*Board Room, Public Buildings, Hobart Town, 17th July, 1865.*

SIR,

THE Trustees appointed by His Excellency the Governor, under the second Section of the "Sorell Causeway Amendment Act," 1864, have the honor to submit for His Excellency's information a Progress Report of their proceedings.

Ten Meetings of the Trustees have been held since October last, exclusive of a visit to the Works at Sorell on the 14th of December, on which occasion the Board of Trustees, accompanied by the Director of Public Works, made a general examination of the Causeway and its immediate approaches. The result of Mr. Falconer's more minute investigations, during subsequent visits made by him to the locality, will be found in his Report hereto appended.

On the 14th March, carefully prepared Plans and Specifications were submitted by the Director of Public Works, in compliance with the request of the Trustees, for their approval; and these documents, on being adopted by that body, and subsequently approved of by the Governor in Council, in accordance with the provisions of the Act, were deposited at the Public Works Office for the information and guidance of intending Contractors. Tenders were, at the same time, invited through the medium of the *Government Gazette*, *Hobart Town Advertiser*, and *Mercury Newspapers*, and the *Melbourne Argus*, for the completion of the Causeway.

On the 1st of May the tenders (three in number) were opened by the Chairman, and were as follows:—

*Mr. Thomas Oldham.*

	£	s.	d.
The whole Work .....	14,479	0	0
<hr/>			
	£	s.	d.
That portion extending from Halstead to Medway Point, and thence across the hill to junction with Causeway .....	5495	0	0
Taking the road round by the beach at Medway (extra) .....	600	0	0
	<hr/>	<hr/>	<hr/>
	£6096	0	0

*Mr. John Gowland.*

	£	s.	d.
The whole Work .....	26,000	0	0
From Medway Point to Halstead Point .....	10,400	0	0
	<hr/>	<hr/>	<hr/>

*Mr. Thomas Frankland Rigby.*

	£	s.	d.
The whole Work .....	24,550	0	0
Taking the road round by the beach (extra) .....	3,000	0	0
	<hr/>	<hr/>	<hr/>
	£27,550	0	0
<hr/>			
	£	s.	d.
That portion from Halstead to Medway Point, and from thence across the hill.....	10,750	0	0
Or, if carried round by the beach (extra) .....	3,000	0	0
	<hr/>	<hr/>	<hr/>
	£13,750	0	0

The lowest of the above tenders for the entire Work being £8479 in excess of the amount placed at the disposal of the Trustees by Parliamentary Vote, and still available, and the powers conferred by the several Sorell Causeway Acts not authorising the Trustees to the extent of accepting a tender for the completion of a portion of the projected works, the Board, although most desirous of being in a position to fulfil the intentions of the Legislature with regard to this important undertaking, feel necessitated for the present in bringing up a Progress Report for the information of His Excellency the Governor, with a view to seeking the further opinion of Parliament during the approaching Session.

I have the honor to be,  
Sir,

Your most obedient Servant,

JAMES MILNE WILSON,

*Chairman of Trustees Sorell Causeway.*

*The Hon. the Colonial Secretary.*

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*Office of Public Works, Hobart Town, 10th July, 1865.*

SIR,

IN compliance with your request, I have the honor to report that, after having accompanied the Commissioners on their visit to the Sorell Causeway, I found it requisite to make a more minute inspection of the Works; and I, therefore, again visited the Causeway on the 23rd of December last, and on the following day met Mr. Thomas Oldham by appointment on the ground, with whom I arranged for removing three of the piles that had been driven in deep water.

Mr. Oldham shortly afterwards drew three piles with the greatest ease; and found that they had so very little hold in the ground that they must either have been allowed to drop into their places by their own weight, or that they could only have received one or two blows from the ram.

On inspecting the piles and other timber work, I found one row of piles nearly falling over, and that in almost every row several piles had sunk so much as to be clear of the top beam.

The result of my inspection leads me to the conclusion that the Draw-bridge could not be erected on the existing piles, and that these will have to be replaced by new piles properly driven, and that all the other piles will either have to be removed, or redriven and spliced.

In preparing the new plans I have introduced a "Swing" in place of a "Draw-bridge," as the Government have a Bridge of the former description in store. I also extended the length of piling, being of opinion that such class of work was cheaper for the deep water than the embankment.

An alteration has also been made in the section of the embankment, which is now to have additional slope on each side above low-water mark, and to be filled up with stone as it comes from the quarry, in place of having dressed stone walling on the outside thereof. This alteration, I feel satisfied, will be found better and cheaper than the work as originally proposed.

The waste and damage that has occurred to the embankment has been occasioned by the washing away of the earth and sand with which a large portion of the embankment was formed, although the specification provided that such material should not be used. The stone itself, although very soft and liable to waste when exposed to the atmosphere, has hardened in a most satisfactory manner where subject to the action of the water,—showing that, when the embankment is formed, there will be little repair required to the stone-work under water. Any waste to the stone exposed to the atmosphere can easily be made good. The only other satisfactory matter I have to mention in regard of the old work is, that the "worm" (*Teredo*) does not appear in any place to have damaged the piles or wood-work. I am, therefore, led to believe that there may be nearly sufficient fresh water coming down the channel to preserve the piles almost as well as at Bridgewater.

I am, Sir,

Your most obedient Servant,

W. R. FALCONER, *Director of Public Works.*

*The Hon. J. M. WILSON,*  
*Chairman Sorell Causeway Trust.*