

(No. 70.)



1860.

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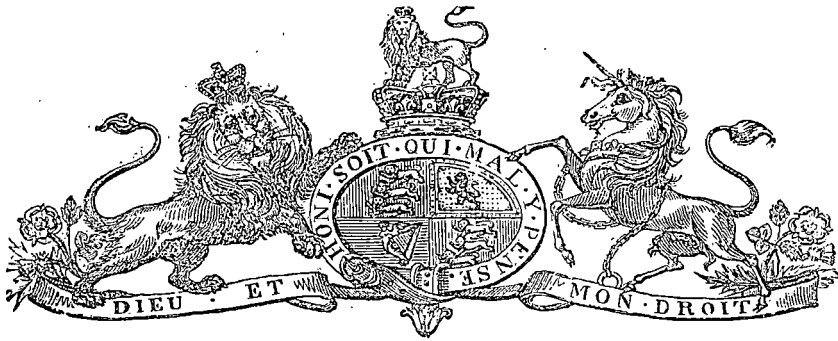
HUON EXPLORATION.

RETURN TO AN ORDER OF THE HOUSE.

(*Mr. Chapman, 14 August, 1860.*)

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Laid upon the Table by Mr. Colonial Treasurer, and ordered by the House to be printed, 28 August, 1860.



*Brown's River, 22nd February, 1858.*

SIR,

HAVING completed the survey of the new line of road to the Huon, I have the honor to report that after examining the River, and making enquiries from persons whose time and experience have given them an opportunity of judging of the most suitable place to cross the Huon with a Bridge, I came to the conclusion of commencing the laying out of the road higher up the river than Ironstone Creek, where one side is occupied by a reef of freestone, which will furnish all the stone required in building a bridge; the other bank, although low, is apparently much harder and firmer than that at Ironstone Creek. There are other advantages attending the crossing at this place, such as its being the most direct road to the Franklin Township; and when it becomes necessary to have a branch road to the Township of Victoria, and taking a direction up the Huon, a convenience will be found here which would be lost by crossing lower down.

The first four miles and a half crosses over a gently undulating country, composed principally of land and quartz gravel, forming an excellent material for the covering of roads, being easily excavated, and furnishing an unlimited supply of road covering in place of broken stones; but, from the very gentle manner in which the ground slopes transversely, it makes it unadvisable to sink uniform gradients, without allowing for improvement by cutting.

None of the land along the first four miles of road seems suitable for agriculture; its indigenous production is stringy bark and peppermint, with an undergrowth of heath and tea-tree.

On passing through cultivated land belonging to Mr. Parsons, the road crosses two small streams, the Blackfish Creek and Fourteen-turn Creek; the land between them lies very low, and, during heavy rains, is liable to be flooded.

The first uniform gradient commences shortly after crossing the Fourteen-turn Creek, of one in sixteen, the next, one in fifteen, which reaches the top of a narrow ridge, varying in width, but in some places only about a chain; the sides are sandstone rocks, in places twenty or thirty feet high. No deviation can take place along this part, but the course of the ridge must be followed, which forces an irregular gradient into the road, which can be improved to one in sixteen.

All the land, for some distance along this part of the line, is of a light sandy nature, until it reaches a lot purchased by — Crawford, a distance of seven miles from the Huon; it then changes to a dark sandy loam, having the appearance of being excellent ground, and so continuing to Ferntable Creek.

It appears that most of the good land which the road passes through has been taken up, but there is yet an immense quantity of unalienated Crown land along the new line of road; but, from the density of the scrub, and the unpropitious state of the weather while I was engaged upon the survey, it left me no opportunity of examining what quantity or quality the land was, beyond the short distance which came under my observation while searching for suitable and proper places to lay out the line of road.

From the Ferntable Creek to Combe's Sandhill there is a rise of one in eighteen, and a fall of one in twenty, one in thirty-two, one in fifteen, and one in fourteen. These rather steep and various gradients are caused by the quantity of fixed ironstone rock and the precipitous side of the hill, or else, instead of the rise and fall which the road has at present, an uniform descent might be obtained of, probably, one in twenty-five.

From the top of the Sandhill to Combe's Creek is by far the steepest part of the road, falling as it does towards Town at the rate of one in ten. This part of the road might be improved at a future period by taking another route; but that would materially increase the distance and expense of making, while by adopting the present line a more direct course will be obtained, and the construction of this part will be both simple and easy,—and should it ever be abandoned for a better line, much loss will not be sustained.

From Combe's Creek to land cultivated by J. T. Stocks, the road will want but little more than clearing of the timber, being almost level transversely, and requiring no cutting or filling.

Across Stocks' cultivated ground to the South bank of the North West Bay River, the soil is alluvial and lays low, which renders it in flood time liable to be inundated.

There the road crosses the river, the bank on each side is about ten feet high, formed of close, compact gravel and ironstone. Timber, such as would be required for building a bridge, is very plentiful upon the spot.

The next rise is one in fifteen, which reaches the top of the ridge. The land is of a poor clayey nature, mixed with ironstone, bearing a scanty crop of grass, with stringy bark and peppermint.

A gradient of one in twenty continues through land occupied by Cooney and a number of allotments recently sold. Much of the land from Cooney's to Perry's Saddle is of excellent quality; but in some places the hill sides are very steep and stony, the timber very large and plentiful, and a thick scrub composed principally of musk, dogwood, wattle, and fern trees.

From Perry's Saddle, for a distance of about five chains, the side cutting will be very considerable, for the slopes transversely are, in places, at an angle of  $45^{\circ}$ ; but the rocks seem to be full of joints and fissures which will make them easily removed.

From Ferntree Creek to Hall's Saddle the gradients are all easy; the ground along which the road passes is in some instances sandy, but generally a fragmentary gravel will be found to occupy the greater portion. It would be very difficult to say whether, in excavating portions of this line of road, fixed rock would be found or not: in many places, I am aware, it abounds some few feet under the ground, but probably it will be too deep to be touched upon in levelling a narrow road.

From Cooney's ground to Hall's Saddle the timber may be all included as being very similar; for throughout the whole of that distance the gum trees and stringy barks run to an immense size, while the spaces between are thickly studded with myrtle, sassafras, musk, and dogwood. There are many clear streams of water crossed by the road: but bridges of the simplest form will suffice to throw over them, for the wettest seasons never swell them to any size, and they never contain water enough to bring down trees in their course, which are so destructive to bridges.

To include the whole distance from the Huon to Hall's Saddle, and speak of it in general terms, I am of opinion that a good road may be made with far less expense than is generally imagined by those who view it at a distance; the hill sides are generally of a soft nature and easily excavated, the facilities for drainage are good, and the timber which may be required for any wooden construction is in abundance.

I have the honor to be,  
Sir,

Your obedient Servant,  
RICHD. HALL.

J. E. CALDER, *Esq.*,  
*Surveyor-General, Hobart Town.*

*COPY of a Report of the Proceedings of the Trustees of the Victoria Road District for the Half-year ending 20th March, 1860.*

IN giving a report of the work done on the Direct Huon Road, the Trustees have to congratulate the Ratepayers and the public on the progress made. Of the whole distance, 13 miles 28 chains are already cleared at an expenditure of £1521 Os. 7½*d.*; and in the course of the present month two more Sections will be completed. On one Section, towards the Huon River, the Trustees have met with a vexatious opposition which has prevented that portion of the road from having been completed; but, that being now overcome, the work will be carried on at once, and, with the other parts, will be quickly finished.

*An Abstract of the Accounts of the Trustees of the Victoria Road District for the Half-year ending 20th March, 1860.*

| Receipts.  |                   | Expenditure.   |                   |
|--|-------------------|--|-------------------|
|  | £ s. d.           |  | £ s. d.           |
| Balance in hand brought on - -   | 39 7 7            | Paid Mr. Harrison, contractor, balance of account for clearing 2 miles 14 chains 82 links of the Direct Huon Road at £160 per mile - - - | 269 12 6          |
| Received on account of Government Grant in aid of Direct Huon Road - - - - - | 1215 8 9          | Mr. Harrison on account for work on Section No. 2 - - - - -  | 107 0 0           |
|  |                   | Mr. Tabor, balance for clearing 2 miles 11½ chains, ditto ditto, at £140 per mile - - - - -  | 188 11 3          |
|  |                   | Mr. Hall, balance for clearing 2 miles 69½ chains, ditto ditto, at £160 per mile - - - - -   | 338 10 0          |
|  |                   | Messrs. Calder and Hall for surveying the Direct Huon Road, as per acct. furnished by the Government - -                                 | 311 15 0          |
|  |                   | Clerk and Collector's Salary and arrears - - - - -   | 18 0 0            |
|  |                   | Bank-book, stationery, and stamps -  | 1 8 6             |
|  |                   | Amount awarded to Andrew Crawford as compensation for land taken for the Direct Huon Road - - - - -                                      | 3 10 0            |
|  |                   | Costs of Arbitration - - - - -   | 1 0 0             |
|  |                   | Bill for advertising - - - - -   | 8 3 0             |
|  |                   | Balance in hand - - - - -  | 7 6 1             |
|  | <u>£1254 16 4</u> |  | <u>£1254 16 4</u> |

SAMUEL PAGE,  
SILAS PARSONS,  
THOMAS BROWN,  
RICHARD CHICK,  
JAMES LUCAS,  
THOMAS WALTON, } Trustees.

JOHN LINNELL, *Chairman.*

JOHN TABOR, *Secretary.*

MEMO.

*Colonial Treasury, 28 August, 1860.*

SINCE the publication of the Accounts of the Trustees of the Victoria Road District for the Half-year ended 20th March last, a further sum of £663 19s. 11*d.* on account of the Government Grant in aid of the Direct Huon Road has been disbursed for work performed on the Road.