

(No. 42.)



1859.

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T A S M A N I A.

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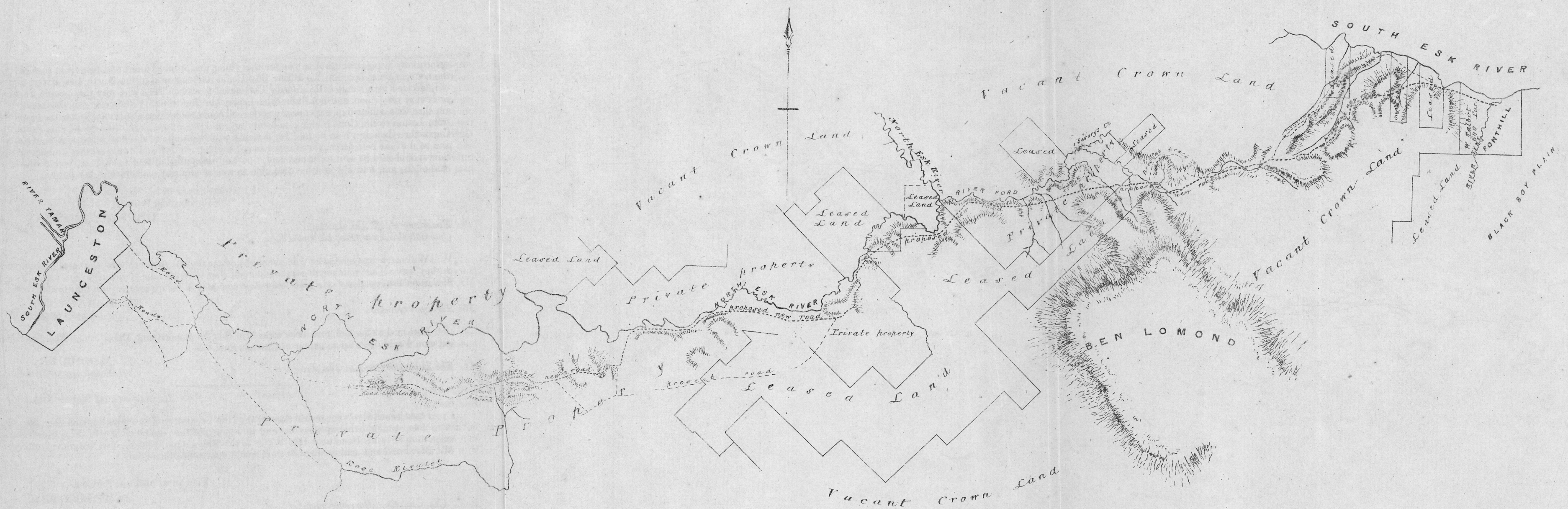
R O A D S.

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Presented by Mr. Colonial Treasurer, and ordered by the House to be printed,  
26 August, 1859.

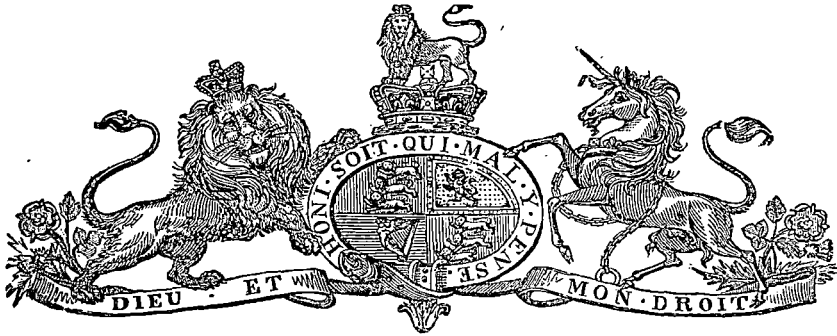


Plan of  
a proposed road from  
LAUNCESTON TO FONTHILL AND THE "BLACK BOY"  
Scale. Two Miles to an Inch



Survey Dept. Sept. 1859  
A. Randall del.





Curramore, 8th August, 1859.

SIR,

OBSERVING in His Excellency's Speech that a Bridge is to be thrown over the South Esk River at Fingal, to facilitate the traffic to the Gold Fields and to open up the country, I would respectfully beg to point out to you another thing that would be of great benefit to that part of the country lying between the Black Boy Plains and the head of the North Esk River, that is only divided by a range called Rose's Tier, about twelve miles. The way that people travel at present is very steep, and not fit for wheel-carriages, but from my knowledge of the country I am sure that, at a trifling expense, a pretty good road could be got that would shorten the distance from Launceston to the Gold Fields some forty miles. I can now, as the country is, ride from Curramore there in seven hours; besides, it would open up some of the finest forests of timber and land of the best description for the purpose of agriculture. I would suggest that a practical Surveyor should be sent to inspect and report on the probability of finding a road round the base of the hill, and I would have no objection to render any assistance in my power.

I have the honor to be, Sir,  
Your obedient Servant,

HENRY STEVENSON.

*The Honorable F. M. INNES, Esq.,  
Colonial Treasurer, Hobart Town.*

Will the Surveyor-General be good enough to request Mr. Scott to make a preliminary Survey, but not to incur much expense thereon, and then give his advice as to the feasibility of Mr. Stevenson's suggestion. He had better acquaint Mr. S. before entering on the Survey.

F. M. INNES,  
10th August, 1859.

*The Surveyor-General.*

Returned to the Colonial Treasurer with Mr. Scott's Report and Plan. The Road in question would open up a large extent of Crown Land.

J. E. CALDER,  
25th August, 1859.

*The Honorable the Colonial Treasurer.*

Launceston, 12th August, 1859.

SIR,

I BEG to acknowledge your instructions of the 10th current, to make a preliminary Survey, but not to incur much expense thereon, and to report on the possibility of Mr. Stevenson's suggestion to open out a Road over Rose's Tier to the Fingal Gold Fields. I will communicate with Mr. Stevenson and arrange to start next week, after office hours.

I am, Sir,

Your most obedient Servant,  
JAMES SCOTT.

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

Launceston, 22nd August, 1859.

SIR,

I BEG to acquaint you that I returned on Saturday from examining the proposed road from this to the Gold Fields at the Black Boy Plains, accompanied by H. Stevenson, Esq.

I expect to complete the Report, with a Plan showing the present roads and tracks, &c. &c., ready to forward by post to-morrow evening.

The distance from here to Fonthill, according to the proposed road, is 40 miles; and it will be, in general, an easy road for a cart.

I am, Sir,

Your most obedient Servant,  
JAMES SCOTT.

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

*Curramore, 23rd August, 1859.*

SIR,

In reply to your communication of yesterday, on the subject of the proposed new Road to Fingal, I beg to inform you that I accompanied Mr. Scott to survey the line of road from Launceston to the Gold Fields at the Black Boy. The country over which we passed is well adapted for a road, having but few obstacles, and these inconsiderable, and nothing, in my opinion, to the benefit to be derived from the opening up of the Country that at present is entirely shut out of the market, and in fact locked up, upon the North bank of the North Esk River. The Ben Nevis Marshes, of several thousand acres in extent, would be available to selection for sale could they have a road to market, the distance but an easy day's journey; and several other places upon the proposed route, after gradually rising Rose's Tier; and about 10 miles to the North there is a large tract of open Plains that has never been occupied for the want of roads, and also Forests of the finest timber to be found in the Island; but not having any plan or paper I kept no journal of our route, so cannot inform you of the number of small Bridges that may be required, but do not think it will exceed six or eight; and it appears by Mr. Scott's plan there are three very eligible localities for Townships, that would sell well. I also think that the road could be crossed further on, towards the Coast about George's River, at a very moderate expense.

It strikes me also, taking into consideration the fine timber and the level country in which it grows, whether it is not worth the consideration of the Government to make a Tramway, to be travelled at about 8 miles an hour, and continue it to the Coal Fields at Mount Nicholas, at the Break-o'-Day.

As I have only just received your letter, I cannot give you so detailed an account by return post as would be desirable, but if the suggestions I have thrown out be of service to the Country I shall feel myself well rewarded for my trouble.

I have the honor to be, Sir,  
Your obedient Servant,

HENRY STEVENSON.

W. R. FALCONER, *Esq., Director of Public Works,*  
*Hobart Town.*

Forwarded, with Director of Public Works' compliments, to the Surveyor-General.  
24 August, 1859.

Submitted, with reference to Mr. Scott's Report herewith transmitted.

J. E. CALDER.

25 August, 1859.

*Launceston, 23rd August, 1859.*

SIR,

AGREEABLY to your instructions of the 10th current, directing me to make a preliminary survey, and to report on the feasibility of opening a road from Launceston to the Fingal Gold Fields, I have to report that, accompanied by Henry Stevenson, Esq., I have carefully gone over and examined the line of the proposed Road as far as the Black Boy Plains.

Commencing at Launceston, the present Road leading up Patterson's Plains by the new Bridge over the North Esk River at Corra Linn is formed, and partly fenced in for a distance of eight miles, to the land of Curramore, where the new line would require to be formed, and where a slight deviation seems desirable, by a new line leading a little to the north of the present track. It crosses a small creek and ascends the hill more easy, also shorter than the present road, which again joins it at about 28 chains onwards, thence it follows nearly the present road to the gate on the north of Merrington's farm, from which a direct line over nearly level land can be taken for  $2\frac{1}{4}$  miles, until it again joins the present road on land of William Whittle, junior; thence it follows the present road for about 60 chains, leading to Mr. Sutherland's farm, over a stony rise; thence a new line by an easy descent for about 100 chains until it again meets the present road on land of John Ralston, now John Cameron, thus saving a great distance, and also more level than the present tracks to that spot; thence it follows the present cart track to the ford across the North Esk River at Lot 732 belonging to John Price, from this last spot there is no cart track, but only a path not well defined. The proposed Road would pass close to the side of the River under some high cliffs and rocks at Lot 977, which for a distance of about 10 chains is impassable at present, the path being over the top of the cliffs, but by filling up the crevices between the large rocks at the river side for the distance of 10 chains, of the width of about 30 feet, it would keep the Road nearly level, and thence in a direct line through the lands of James Cox of Clarendon, until it joins the present road at the gate at Mr. Whittle's land, nearly level all the distance; thence by the present track with scarce any deviation for a distance of 6 miles until it reaches the centre of a location to J. T. Gellibrand, where a more direct and equally level line deviates and again joins the track at the River Ford, thence follows that track to the foot of Rose's Tier,

thence, instead of the present track which leads direct up the tier, with a semicircle on the top, and again descends for about 200 feet, a line carried round the base and rising gradually shortens the distance, and will afford an easy ascent to the top of the tier in a distance of  $1\frac{1}{2}$  miles. The reason why this line has not been adopted, in place of the steep rise, is, that the scrubs there are next to impenetrable, with large logs, &c., and the trees about 200 feet high, but the soil is loose, and a sideling cutting would be easily effected when the trees and scrubs are cleared; thence on the top of the tier the Road would follow nearly the present track, with slight deviations as per Plan, so as to shorten the distance and save erecting two bridges over "Myrtle" or "Counts" Creek, and also avoid the point of a rocky hill, where the track twice crosses that creek; thence at about 20 chains past that creek, by keeping to the south, the head of the water flowing to the South Esk is met with, and following the south side of a deep gully, sideling the hills for a distance of  $2\frac{1}{2}$  miles, the low land is reached. This last portion over the tier is heavily timbered, but the earth easily thrown down to one side; thence it is nearly level to the River Tyne at Fonthill Township, following nearly the present track from "Jerome's Look-out." This portion of the line over Rose's Tier is a great improvement upon and shorter than the present track, which seems to have gone up the steepest points direct to the top, and is next to impassable for a cart, whilst the steepest part by the new proposed line would be quite safe and passable for every description of carriage drawn by horses.

The greater part of the line has abundance of stone close at hand, and no large bridges exceeding culverts will be required except the following; viz. one over the small run at  $8\frac{1}{2}$  miles from Launceston, about 20 feet wide; the next over "River O'Plain Creek," on Mr. Whittle's land, and at "Pig Run Creek," in place of the present ones out of repair, both about 20 feet wide; the next at the River Ford, about 45 feet wide at the first branch, the second branch is about 30 feet, but fordable at all times on stones; thence only small culverts over wet places and small streams until the River Tyne is reached, which is 40 feet wide at the present bridge, and the banks about 6 feet high: this bridge will require rebuilding being only temporary. I would also suggest that the following spots of Crown land should be reserved and marked off as Townships on the proposed line of Road; viz. that to the east of W. Whittle's location, also that to the west of J. T. Gellibrand's location, and that to the east of the River Ford at the foot of Rose's Tier: by selling Lots in these of 1 to 5 or 10 acres, as well as in Fonthill Township (which last will by all appearance be in the centre of the Quartz-reefs or Gold Fields) they would sell well, and increase the value of all the Crown land in the vicinity.

The timber on Rose's Tier and round Ben Lomond is abundant, very large, and of the best description for splitting, &c. There are also extensive grassy plains on the summit of that tier, as well as some good land up the Rivers Tyne and South Esk, also at Ben Nevis Marshes, all of which would be greatly increased in value by this proposed Road. Also it appears to me that this line of Road would be the best and nearest leading towards George's River, and even to the Break O'Day Plains, than that by way of Avoca.

The total distance from Launceston to the bridge at Fonthill Township on the Tyne is 40 miles, or to the centre of the Gold Fields. The materials for the erection of bridges and culverts are abundant, and close at hand along the whole line.

The cost of formation of a road, suppose 40 feet in width, commencing 8 miles from Launceston, to the foot of Rose's Tier, a distance of 22 miles, I believe could be done for about £100 per mile, the trees being generally small and not close together, also part of the road opened. Then the 10 chains of rocks at Lot 977. Mr. Price offered to perform the work for £700. Then the 7 miles over Rose's Tier, where the trees are heavy and dense, with side cuttings, about £400 per mile, and 3 miles beyond that tier to Fonthill Township at £100 per mile.

	£	s.	d.
Thus, 22 miles at £100 per mile .....	2200	0	0
10 chains of rocks and cliff, at.....	700	0	0
7 miles of tier, at £400 per mile .....	2800	0	0
3 miles level, at £100 ditto .....	300	0	0
	<u>6000</u>	<u>0</u>	<u>0</u>

To put the metal on the road, I have not included in the above estimate. Several portions would not require much, being gravelly and of a slaty nature, whilst other portions would require drains. I have marked the present tracks upon the Plan, which will at once show the more direct course of the proposed new Road, avoiding the hills and crossing Rose's Tier at a lower elevation by about 200 feet.

Should the road be opened in front of the Cliffs, at Lot 977, that spot appears well adapted for a Police Station or Toll-house, as all travellers would, of necessity, have to keep on the road there. The proposed road would also be the most direct line from Evandale, and be the means of improving the whole of that part of the Colony, and open out all the available land to

the North of the line of Road. Also, suppose the Road to be carried on to Fonthill from Fingal, would require a distance of about 22 miles of new road-making by that route from Launceston, a distance of about 95 miles; whereas, by this proposed new line up the valley of the North Esk, the distance to Fonthill will not exceed 40 miles, of which distance a great portion is already formed and partly made.

I have the honour to be,

Sir,

Your most obedient Servant,

JAMES SCOTT, *Surveyor*.

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

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*Launceston, 25th August, 1859.*

Sir,

Circumstances prevented my writing you till now.

As you are aware I accompanied Messrs. Scott and Stevenson on their trip from this up to the Black Boy Plains some days since, it cannot harm to mention to you my idea of the object in view.

In the first place, I believe that there will be a permanent Gold Field opened up in that District; the doing of which will be very much facilitated by a sound roadway being found for public use. As you are aware, we have now to travel over twenty miles of bad road, after having gone all round through Fingal to reach the Black Boy, making over ninety miles. On going over the proposed new line, it struck me that (save at the Tiers) no great difficulty presented itself in forming a good short line for waggon traffic, in a few months at small outlay for the distance, much better than the road now used from Fingal; further, Mr. Stevenson tells me that on his return to Town he found the hills could be avoided by a short detour.

I am satisfied of this, the development of the District will be (as it now is) very much retarded for want of a good means of approach thereto.

Now, in my own case, I have had to get a second extension of time from Mr. Tully for working the Claims held by the Launceston Quartz Company, as I cannot yet get my working materials, stores, or men on to the ground at present, and when I do get them there they will cost me double what they ought in cartage alone. I have heavy machinery to go there also which the present marsh land at Malahide is quite unfit to carry. It seems to me a question of making forty miles of easy road and of great value in many ways, or twenty miles of more difficult road and of little value to the country, unless you can open up a good Seaport on the East Coast.

When we get further advanced, I will be prepared to advise a different, less costly, and much more efficient method of carriage, in the shape of a cheap and perfect tramway, made of the materials at hand on the line.

In great haste, I am,

Sir,

Yours truly,

CHAS. NEVINS, *Quartz Engineer*  
*Manager Launceston Company*.

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