

(No. 110.)



1862.

T A S M A N I A.

P E T I T I O N, N o. 74.

HOBART TOWN CORPORATION ACT.

Presented by Mr. C. Meredith, and ordered by the House to be printed,
24 September, 1862.



*To the Honorable the Speaker and Members of the House of Assembly of the
Parliament of Tasmania, in Parliament assembled.*

The Petition of the undersigned Freeholders of, and residing in, the City of Hobart Town,
in Tasmania.

RESPECTFULLY SHOWETH :

THAT your Petitioners, having learned with considerable satisfaction that a Petition is now before your Honorable House, praying for an amendment of *The Hobart Town Corporation Act*, by repealing the 100th Clause thereof, pray the earnest consideration of your Honorable House in order to give effect to the prayer of the said Petition, and so relieve your Petitioners (in common with others) from the pressure of taxation consequent upon the present unsatisfactory state of the Law in that particular.

And your Petitioners will ever pray.

S. W. Roberts, freeholder, Argyle-street.
J. C. D. Bowden, freeholder, Brisbane-street.
John Pregnell.
J. Facy, 26 Campbell-street.
Henry Gibbons, freeholder, No. 9 Park-street.
William Robertson, freeholder, No. 7 Park-street.
Frederick Pender, freeholder, Dunn-street.
William Dawson, Frances-street.
Robert Jeffrey, Bathurst-street.
M. A. Screen.
Thomas P. Cowle.
Matthew Jackson, Liverpool-street.
Andrew Wright, Argyle-street.
Allison Easson, Bathurst-street.
G. Beedham.
John Upton, Elizabeth-street.
J. Hyams, Elizabeth-street, No. 263.
Henry Ring, Elizabeth-street.
James Smith, ditto.
John Lemon, Bathurst-street.

By the Chairman.—Are you in favour of the Auction Clause of “The Waste Lands Act?” I am not.

Will you give your reasons? I think it prevents the working classes from settling on the Lands of the Colony by competing in the auction room with the capitalist. In Canada the Crown Lands are surveyed many miles beyond the remotest inhabitant; and any person desirous of selecting any Land may, on ascertaining the number of the lot, immediately repair to the Government Agent and at once, without any delay, become the purchaser of such lot. Here the case is very different: the speculator calculates on the local knowledge of the person bidding in the auction room for, and desirous of settling on, such land, and by outbidding him he defeats his purpose. I know of a capitalist in the North in the habit of lending small sums of money to little Settlers to meet the demands of the Government. Conditions as follows:—1st. Transfer of the property to the capitalist as security for the money so advanced. 2nd. By 20 per cent. per annum. 3rd. The Settler or occupant to remain and clear the lands, and continue to make improvements. Under these conditions the lands must inevitably fall into the hands of the capitalist.

QUERIES PROPOSED BY THE COMMITTEE.

1. Would the application of the Credit Regulations to the purchasers of Land under the Preëemptive Right better secure the means of payment for such Land, and be also a great convenience to the purchaser?
2. Would it be desirable to give increased time for payment to purchasers?
3. Have many persons in your neighborhood availed themselves of the Selection Clause of “The Waste Lands Act?” And, if so, to what class do they generally belong?
4. Has much of the Land so selected been made available for cultivation or pasture?
5. Would the Agricultural Lands sell better, and sooner be brought into cultivation, if Roads were opened to them previous to Sale?
6. Is there much difficulty experienced by those who have made selections under the 19th Clause of “The Waste Lands Act” in paying their Annual Instalments?
7. Do you anticipate the forfeiture of Deposits and Instalments already paid to the Crown to any serious extent in your locality? And, if you do, what are the causes to which you would attribute such an effect?
8. Do you find that the want of proper and efficient communication with Markets and Ports of Export for produce operates as a serious obstruction to the practical working of the 19th Section of “The Waste Lands Act?” And, if so, how would you propose to remove this cause in your District?
9. Have you any suggestions derived from your experience to offer, and which, in your judgment, would promote the more efficient working of “The Waste Lands Act?”
10. Is the desire to select Crown Land, under the 19th Section of “The Waste Lands Act,” increasing or subsiding among small capitalists and the industrious classes in your neighborhood?

ABSTRACT of Persons who have replied to the Printed Queries from the Waste Lands Select Committee.

Mr. Chick, Huon.
 Mr. Cummings, Don.
 Mr. A. Clerke, Mountford.
 Mr. John Field, Deloraine.
 Mr. R. M. Ayre, Quamby.
 Mr. R. Archer.
 Mr. J. M. Dooley, Forth.
 Mr. R. Bell, Latrobe.
 Mr. B. Shaw, Port Sorell.
 Mr. H. J. Emmett, Circular Head.
 Mr. John Hay, Franklin.
 Mr. Drew, River Don.
 Mr. Jowett, Mersey.
 Mr. Mathison, Don.
 Mr. Headlam, Macquarie River.
 Mr. Horton, Ross.
 Mr. Geeves, Honeywood.
 Mr. Pogue, Franklin.
 Mr. Good, ditto.
 Mr. Hawkins, ditto.
 Mr. Dickson, Richmond.
 Mr. Daldy, Port Esperance.
 Mr. Parsons, Huon.
 Mr. Gwynne, Deloraine.
 Mr. Ford, Circular Head.
 Mr. Groom, Deloraine.

Mr. Bramich, Deloraine.
 Mr. Allen, Latrobe.
 Mr. Gibson, Perth.
 Mr. Noyes, Torquay.
 Mr. R. Gunn, Launceston.
 Mr. Bennett, Deloraine.
 Mr. T. Field, Westbury.
 Mr. M'Millan, Port Cygnet.
 Mr. Hay, jun., Huon.
 Mr. Linnell, ditto.
 Mr. Lloyd, ditto.
 Mr. Bell, ditto.
 Mr. R. Hill, Honeywood.
 Mr. P. Hill, ditto.
 Mr. Rockliffe.
 Mr. Walpole, Huon.
 Mr. Thomas, Port Sorell.
 Mr. Drew, Circular Head.
 Mr. Munce, ditto.
 Mr. Walker, River Leven.
 Mr. Page, Franklin.
 Mr. Wigan.
 Mr. Mason, Longford.
 Mr. S. Thomas, Northdown.
 Mr. Crowther, Hobart.
 Mr. Gleadow.

REPLIES TO THE QUERIES.

1. The Credit Regulations as at present in force would not be wholly effectual in securing the payment for Land held under the Pre-emptive Right. Payments by annual instalments extending to a period of 10 or 12 years would secure the means of payment, and would be of great convenience to the purchaser; but if the premium and deposit, with the survey fee added, are insisted upon, the relief sought will not be afforded. From conversations I have had with many holders of Land under the Pre-emptive Right, I am led to conclude that there are very few indeed in a position at the present time to pay the deposit required by the 19th Clause of "The Waste Lands Act." If my conclusions are correct, and I have no doubt that they are, the consequence will be, that a considerable number of Pre-emptive Right holders will be necessitated, from an inability to pay the deposit, to relinquish their Land, or borrow (a difficult matter at present) at a ruinous interest.

2. I think it would, therefore, be the best policy to extend the time for payment to the utmost limit,—even 20 years, if it will ensure constant and regular payments. The revenue derivable from this source can then be calculated with the utmost certainty; and nothing, so far as I am able to discern, would be lost to the revenue, but, on the contrary, a safe and certain fund would be established for the payment of the interest of those Debentures which extend over the period I have named. If the annual payments are made as easy as possible, it will not only ensure regularity and certainty of payment, but will prevent the recurrence of the necessity of legislating to remedy difficulties such as those which have led to the present enquiry.

3. About 30 persons in my neighbourhood have availed themselves of the Selection Clause, belonging principally to the respectable class of laborers, mostly all married, and some have families; and I believe most of them are located on their allotments.

4. The quantity of Land made available for cultivation would be but small in proportion to the quantity selected. Most of those who have selected under the Credit Clause are not able to hire labor to assist in clearing their Land; and in some cases they are obliged to hire themselves to their more wealthy neighbours, or engage in some other employment for some portion of the season to enable them to pay their current expenses in housekeeping.

5. I believe that good roads would greatly facilitate the settlement of the Crown Lands, and would be of immense advantage to the back settler. The expense of carting is a serious item in the cost of production. I know of many who have had, for several years past, fair average crops of Potatoes, who have been obliged to let them remain and rot on the ground; because, if they were brought to market, they would not realize sufficient to pay the heavy expense of cartage. In the wet winter weather a great many of the back settlers are completely blocked in by the impassability of the roads, or rather from a want of roads. The want of roads is a great obstruction to the progress of agriculture in this District, and can only be remedied by supplying that want.

6. If a difficulty has not been experienced hitherto, I believe it will be this year, on account of bad crops and a low market.

7. I do not anticipate that any of the deposits and instalments will be forfeited; because I think the possessors of the land, having built their huts and cleared some of it, and having established themselves and families upon it, would rather submit to great privation than relinquish that which has cost them both money and labour, and which they have settled upon as their home.

8. I have combined the answer to this question with that of No. 5.

9. I think it would be an improvement in the "Waste Lands Act" if the 19th clause were so modified that the premium could be paid by instalments, instead of its being required to be paid all at once. If the premium required for credit were added to the price charged for the land, and one-twelfth part of the whole paid by annual instalments, the first instalment to be paid as soon as the Land is surveyed, I have no doubt it would materially promote the settlement of the Crown Lands, other things considered which I shall mention presently. In the present embarrassed state of the Colony, the man of limited means is not in a position to pay the Survey Fee and Deposit. He wants all he has to commence operations upon his Land. The forfeiture of the deposit and all previous instalments, in case of the non-payment of an instalment as well as in the case of Insolvency (Clause 31), requires amendment. I cannot conceive upon what principle the deposit should be forfeited, because a man has the misfortune to be an Insolvent. I may here remark that there is a prevailing impression that when 20 per cent. is added for credit it raises the price of bush land far above its real value, as there is generally a very large proportion of barren useless Land included in the very best and most judicious selections.

There are other considerations that have either a direct or indirect influence upon the working of the "Waste Lands Act," and upon the progress of agriculture in this District especially. It is needless to say anything about roads, as their effect upon the ultimate prosperity of the Country has become an established axiom; but there is a subject which is worthy of consideration, in its relation to the settlement of the Waste Lands and to agriculture in general, and more especially with reference to its effect upon those who commence the clearing and cultivation of our Waste Lands. The subject I allude to is Distillation.

It is quite obvious, and we cannot shut our eyes to the fact (without doing violence to our sense of vision), that an export market for our root crops is becoming every year more and more precarious. What then is to become of our crops if there is no export market for them? Let them rot in the ground and the producer starve, or create a *home* market for them? One means at least of creating a *home* market is by

legalising distillation in the Colony. I believe unless something is done to create a home market for our root crops, all endeavours to establish a respectable and thriving agricultural population upon our Waste Lands will be found to be utterly futile. I will show how the want of a market for our root crops affects the settlement of our Agricultural Waste Lands. Any person who has had experience in commencing farming upon bush Land in this District is fully aware that no crop is so suitable as a first or second crop to bring new land into condition for the reception of grain as a root crop, especially potatoes. Hence there is no choice left to the cultivator but to crop his Land with potatoes.

There are other considerations which make potatoes the best as a first crop. They can be dug and bagged on the ground. They require no barn for storing; which is rather an expensive affair to the Settler when he first enters upon his ground.

Unless, therefore, a home market is opened for our root crops, you may succeed in settling upon the Waste Lands a miserable and impoverished population, but not a happy and thriving one.

10. The absence of good roads, and the want of a market for crops, which of necessity must be cultivated on new land, has caused an abatement of the desire to settle upon our Crown Lands. The small capitalist cannot see any prospect of bettering his condition by engaging in the laborious and unprofitable occupation of clearing and cultivating our heavily timbered land. There is rather an increasing and restless desire on the part of our agricultural population to leave the country; and I believe there are many, if they could dispose of their farms at a fair price, would not stay a week in the Colony. Queensland seems to be looked to as the "promised land."

RICHARD CHICK.

River Don Saw Mills, 9th August, 1862.

1. It would be a convenience to the purchaser.
3. Some as speculators; and many small farmers who now occupy the Land or intend doing so.
4. But a small portion has as yet been made available, owing principally to the want of Roads.
5. Where possible, Roads should first be opened. Many Districts on this coast are at a stand-still for want of Roads.
6. I am not aware of any great difficulty. In several localities Tramroads would, in a great measure, remove this difficulty.
7. I know of but few instances, excepting at a distance from the Shipping Ports. Cause—want of Roads.
8. The want of population here is a great drawback, owing principally to the want of Roads.
9. From my own experience in the working of Tramways during the past eight years, I can confidently say, were Tramroads laid down from the several Shipping Places to the back country, *such as the Kentish*, the Crown Lands would not only be sold but occupied, as well as the Lands already selected and still unpaid for. All to whom I have spoken to agree with me that, if a Tramroad were made through the District at the back of this place, Crown Lands would more readily be taken up at an upset price of 25s. than it is at the present price of 20s.
10. I do not think the desire to select subsiding,—although less Lands are now being selected, owing to all the good Land near the Shipping Ports being now occupied.

EDWIN CUMMINGS.

Mountford, Longford, 4th September, 1862.

SIR,

I HAVE the honor to enclose you my Answers to the Questions submitted to me, and which came to hand last evening. I observe that the Bill, to which I presume those questions refer, has passed the Second reading. Would you do me the favour to forward me a copy of it?

Your obedient Servant,

ALEXANDER CLERKE.

JOHN DAVIES, *Esq., M.H.A.*

1. I have no doubt that the holder under the Preëemptive Right Regulations, who is enabled to pay the first instalment according to the Credit System, will eventually complete his purchase; and I believe

that, if the Government enforce the full payment, according to original contract, three-fourths of the holdings will be forfeited, and that it will be difficult to dispose of them again.

2. The foregoing answers this.

3. In the neighborhood of my residence not many; those that have are of the working classes.

I have not for the last two years visited the localities where selections have been made generally, and I therefore cannot reply to this.

5. There can be no doubt that an easy access to Lands adapted to Agricultural purposes promotes their sale.

6. I have no doubt that engagements arising under "The Waste Lands Act" are not exempt from the same difficulties which attended almost all transactions undertaken at the same time, which were based on extraordinary prices for produce.

7. I do not anticipate this, because I believe the great majority are residents on the Lands, and have expended a good deal of labour on them, and will not now if possible abandon their homes; moreover, the difficulties of turning to any other pursuit are very great.

8. It is beyond all question that the easy communication to Crown Lands promotes their settlement; but it is my opinion that enough has been done for the present in this direction, and that it would be unwise to force any more land just now into the market.

9. I have always highly approved of this Act, and I could not offer any suggestion to improve it.

10. Unquestionably subsiding. And I think nothing else could be expected at the low prices which now rule, and which can be only looked for hereafter. The dissatisfaction of those who availed themselves of the Act during high times, and who had to contend with low prices, contribute to check all further enterprise in others.

[Received Saturday 5th.—My age (84), and consequent infirmities, have for several years caused me to give up all attention to public matters, so that I feel that any observations I may make in reference to your Queries will not deserve notice.]

1. The means of payment will become easier, or more difficult, according to the rise or fall in the value of Lands. The convenience to the purchaser as to payment will also depend on the same causes; but as the original bargain was made in the hope of private profit, and not with any view of benefitting the public, I think the purchaser or grantee should not consider himself entitled to any privileges beyond the usual custom in cases of speculation.

2. This may avoid present distress; but, as payment must eventually be made, delay may fall heavier on the speculator, unless the value of land increases, or acquirement of money becomes easier: the contrary may even injure the security.

5. Certainly; but the expense of making those Roads may, under present circumstances, be greater than the additional profit from the sales. If we had commenced by opening passable Roads across the different Districts, instead of expending immense sums on Palaces, Telegraphs, and other Buildings, more of ornament than necessity, this country would have, ere this, been capable of supporting itself in comfort and respectability, without having recourse to pitiful and unjust savings, or the danger of losing credit in the money market.

7. Not in my locality.

8. The Main Road passing through the District (Campbell Town to Perth), less inconvenience is felt than in many others.

9. The making passable Roads, if the expense can be afforded.

10. Certainly subsiding.

[No Name or Address.]

1. Unquestionably.

2. It would be desirable.

3. A great many persons have done so, chiefly the laboring class.

4. A great deal has been made available for cultivation.

5. Yes.

6. There is much difficulty experienced.

7. I anticipate a large number will do so, arising from the depression prevailing, and the very low price of farm produce of every description.

8. Good roads would facilitate the practical working of the 19th Section of "Waste Lands Act."

9. An extension of the Credit time for Three Years would promote the more efficient working of the Act.

10. It is subsiding.

JOHN FIELD.

Quamby, 5th September, 1862.

MY DEAR SIR,

I ENCLOSE you the Pamphlet you sent me last night, relative to "The Lands Act." I have jotted my Answers to all the Questions except two of them, which I have enclosed, thinking it was scarcely right in me to put them on the List, having only made the memo. from frequent information got from parties who selected under the Preëemptive Right—the other Answers I have given are made up from personal observations.

In haste,

Yours truly,

R. M. AYRE.

A. ROOKE, Esq., M.H.A., Hobart Town.

1. In many cases where the system was taken up, Credit, if not given, will be the means of many hard-working people giving up their all, along with their labour, for the years the applicants have had it under hand; and should think that Credit would not only be a convenience, but a great assistance.

2. Those who have improved their Lands, and making it a home, ought, by the inspection of some person accustomed to general country work, to be allowed increased time for payment, taking the district means of transit for such, state of improvements, and quality and the seeming natural state of the location into consideration, leaving to such person the extra time required for liquidating the purchase.

3. Acquainted with several, chiefly small farmers' sons, immigrants, and also tradesmen.

4. Instances of from 5 to 50 acres I have known to be cultivated; portion improved, more or less generally every season, by clearing dead timber and ringing live.

5. Decidedly; expenses even in taking implements, rations, seeds, &c. all add to the outlay by only taking $\frac{1}{4}$ or even less at a load.

6. Often do I hear the difficulty spoken of by interested parties, principally immigrants, who had amassed a little money.

7. Yes, to my knowledge, several hard-working people will be obliged to forfeit the expenses necessary for clearing,—labour so high in price, and the low value for all sorts of produce, being the cause.

8. There are Districts much worse off for means of transit than this or Evandale, to which I am confining myself, by practicable roads or water where convenient.

9. If money was plenty, fill the place with useful immigrants, and on conditions give them Land for nothing, or next to it.

10. I scarcely ever hear a wish expressed now-a-days to select Land.

1. Yes; in the present distressed state of the Colony, and tightness of the money market, many will buy and pay by instalments who cannot otherwise purchase.

2. This must be according to the prosperous or depressed state of affairs.

5. Certainly; Roads would be the greatest inducement to purchase.

6. As business now is, in many instances there must be difficulty.

7. No.

8. A good market appears our great desideratum.

R. ARCHER.

1. Yes ; especially were the time in the said Credit Regulations extended, and the purchaser allowed to select the whole or any part thereof.
2. Yes ; by so doing you attach to the State a revenue-producing, loyal, and grateful yeomanry.
3. Yes ; very many of the working class eminent for probity, energy, and industry ; about one-half immigrants.
4. Yes ; wherever reasonable access has been afforded by the opening of roads, &c.
5. Such Lands of good quality, with practicable roads, and surveyed in advance, would still meet with purchasers here.
6. Yes. To my knowledge about one-third are now trying to borrow, sell, or mortgage to meet the coming instalments.
7. I do, unless the time for payments be extended. Causes—low prices, bad roads, primary expense in locating on these heavy forest lands, and the deposit.
8. The present obstructions to trade between these rivers and other ports tend more to retard than a system of tramways completed would do to promote settlement.
9. Yes ; make each navigable river a Port of Entry, &c. Build tramroads from thence towards the interior. Modify and extend the Credit Clauses ; and survey in advance.
10. Increasing. But the hoped-for means seem to flee.

JAMES M. DOOLEY, *District Surveyor.*

8th September, 1862.

Forth, 8th September, 1862.

SIR,

I HAVE the honor to acknowledge the receipt of your Circular of 28th ultimo, together with the enclosed Queries. This mode of investigating a question of such importance reflects great credit on the gentlemen composing the Committee, and I hope will result in clearing the mist which seems to hang around this question.

I am of opinion that it is wise and politic to promote the alienation of the Waste Lands, by affording such facilities for settlement thereon as would superinduce a voluntary immigration, and supersede the present expensive system.

To promote this object, even by the increase on the liabilities of the Colony, is desirable. By simplifying the complex Clauses of the Customs Act one Officer, by residing in a central position, might clear out, &c., at the Mersey, Don, Forth, and Leven, and provide for Port Sorell as for Emu Bay. Select sundry parcels of Crown Land suitable for agricultural purposes—construct Tramroads from some suitable central position of each block to the most convenient Port—survey into lots of from 40 to 80 acres in advance—throw the same open to selection, available to every man in the Colony not already a rural landed proprietor, on the following conditions:—Lease, with the preëmptive right of purchase, ten years at 1s. per acre, payable in advance, together with the survey fees. Purchase on the following conditions, on or before the expiration of the ten years. Any lessee may purchase as follows: providing the whole of his section be cleared in the ordinary or customary way, price to be 10s. per acre; if one-half and not the whole be cleared, price to be 15s. per acre; and if less than one-half only be cleared, price to be 20s. per acre. Such inducements would be a stimulus to the really hard-working man, and would act as a pioneer to the Waste Lands Act. Modify the conditions of the Credit Clauses of the Waste Lands Act by extending the payments over the entire period of ten years. Abolish the one-fifth added for credit; and extend to all those who have not paid up in full a corresponding privilege.

Preëmptive Right holders.—To every one who has effected improvements to the value of not less than £100 to every 500 acres—renew his lease for ten years more on payment of 6d. per acre, otherwise double the usual rent paid for the preëmptive right of purchase; and to all those who at the expiration of their leases have not effected such amount of improvements—select the whole or any part thereof under the modified Credit Clauses of the Waste Lands Act.

Praying you will excuse me for thus obtruding on your valuable time, I am,

Sir,

Your very obedient Servant,

JAMES M. DOOLEY, *District Surveyor.*

JOHN DAVIES, *Esq., M.H.A., and Chairman of the Select Committee, &c.*

Latrobe, 6th September, 1862

DEAR SIR,

I HAVE herewith returned your series of questions on the "Waste Lands Act," answered according to the best of my knowledge, as I have purchased this last season or two nearly all the produce of this vicinity, in which there are numbers of small holders under the 19th clause. I can speak confidently as to their punctuality in paying the instalments on their land, and how dearly they prize their several allotments, to lose which they would consider the greatest of misfortunes. I am often the medium of payment to the Government for them; and be assured there is no fear that they will fail in their payments.

With regard to the large purchasers under this Clause, there is much doubt, as the land remains uncultivated for the most part, and unlet, therefore there are no returns; and it must eventually tell upon the purchaser. A good thing too it would be if these land sharks had to forfeit; they are playing the part of the dog in the manger; and it would then fall into the hands of those who would make use of the land.

With regard to the effective working of this Act, or any other Land Act, I am of opinion that the best interests of the Colony would be consulted by giving the greater portion of income from the sale of Crown Lands to the improvement of internal communication, and a moiety for Immigration. We have many competitors, and to be on an equality with them we must have a cheap, easy, and rapid mode of transit; as prices of produce are likely to rule low, the more the necessity of cheap conveyance. Your own experience in our District, (second to none in the Island for productiveness) will inform you how lamentably deficient we are in our roads; and what you saw is a trifle compared to the state of roads from the bush. The Land Fund was never intended by the Imperial Government to supplement the General Revenue of the Colony. Its purposes were distinct—Roads, Bridges, internal improvements, as applicable to land; and Emigrants. Roads are most imperatively wanted. Public Buildings, Palaces, and Parks we can do without, but without Roads we shall, in every sense of the word, be swamped.

I therefore urge upon you, as a Member of the Roads Committee, and as Chairman of "The Waste Lands Act" Committee, to press upon the attention of your coadjutors the necessity of providing a good system of Roads throughout the Colony.

I am,

Dear Sir,

Yours truly,

ROBERT BELL.

J DAVIES, *Esq.*

1. I do not see that it would better secure the payment, but it would better secure the purchase; and when payments by instalments are made they are almost certain to continue.

2. I think not; the terms are liberal enough.

3. A great many, number not known; some persons of property large purchasers,—the majority industrious, hard-working men with families.

4. In most cases a portion has been annually brought under cultivation, particularly by the small settlers.

5. They would; it is no use cultivating unless there is means of transit for produce. Roads are the great essential.

6. I have not found it so with the class alluded to above. It is the first reserve out of their produce, and nothing alarms them so much as the forfeiture,—it is the first care.

7. For the reasons assigned above, I do not think amongst the working class there will be many forfeitures. I see a good deal of them, and frequently remit their instalments, and can speak of their great anxiety to be punctual. There is more reason to fear the large land speculators.

8. The want of a practicable road is a very serious obstruction from the enormous cost of carriage. By making a better communication this would be removed; the District Road Trusts cannot do it.

9. None, except a better system of Roads. A great portion of the purchase money of the Waste Lands should be applied to this purpose.

10. I believe it is much the same; nor I do hear any complaint amongst the classes alluded to against the Act.

ROBERT BELL.

Latrobe, 6th September, 1862.

1. Yes, there are many farms in this District,—the holders of which would find it impossible to pay the purchase money, if called upon to do so; and it appears to me that no better plan can be devised than

to apply to them the credit clauses of the "Waste Lands Act." To enforce payment now, under the pre-emptive right regulations, would *drive* many honest, hard-working families in this neighbourhood from *their homes*.

2. No; make them pay by annual instalments, as under the credit clause of the "Waste Lands Act."

3. Yes, as many as could find a lot of good land. Almost the whole of them are men of the labouring class, who had saved their wages for the purpose.

4. Yes; in almost every instance a beginning has been made; a cottage built, and some portion of the lot brought into cultivation.

5. Yes; I think so.

6. In some *few* cases difficulty is experienced, but I do not apprehend it will increase.

7. I do not think there will be any forfeitures, unless indeed times become "harder," which is not probable.

8. These wants no doubt operate against the working of the 19th Section. The want of people cannot, I imagine, be remedied; and efficient communication with markets and ports of export can only be established by the introduction of an extensive system of tramways—in my opinion the only *possible* roads in this District.

9. None as applicable to this locality, in which extensive grazing lands of native grasses are unknown.

10. It is decidedly increasing.

BERNARD SHAW.

Hermitage, Port Sorell, 9th September, 1862.

1. It would; but I would only *allow* such credit to *bonâ fide* occupiers, not to those who are holding for speculation only.

2. It would be very desirable to grant increased credit to *bonâ fide* settlers.

3. Several, and who are now at work clearing.

4. From 10 to 15 acres on each selection for cultivation *only*; too heavy timbered for pasture.

5. Certainly. It would enable people to get through the country and make selections. At present the Lands here are not approachable. It has never seen the sun.

6. They are all managing to pay their instalments.

7. I do not.

8. Our Markets are with the Colonies, chiefly with Melbourne. We do not get any new people,—the land being taken up by our present population, and by the young men growing up.

9. None.

10. Rather subsiding. A gentleman of the name of Turner, non-resident, has held a section at Dark Bay under the pre-emptive right for nearly 10 years past, solely for speculation, refusing from time to time splendid offers to purchase it, but wanting more. This has been a sad drawback to the advancement of the place, when, had it been in the hands of the industrious working class, this land would long since have been improved, instead of remaining in its original state. I would not give him one hour's additional time to pay the purchase money when due, I believe, next year. He can make a profit on the land of £500, which the Government ought to benefit by, seeing the land in question is only retained by him for speculation.

H. J. EMMETT.

Circular Head, 11th September, 1862.

River Mersey, 10th December, 1861.

SIR,

MR. Button has informed me that he had forwarded to you my letter of November 5th, respecting the doings of the Surveyor, Mr. Dooley, about a road from Ulverstone to Mr. Walker's, through my son's land, and Mr. Calder's reply to his complaint.

I now take the liberty of forwarding you two letters I have received from parties deeply interested in the welfare of the West Leven, respecting the said road, and also a sketch to show the relative situation of their lands.

I shall feel much indebted to you if, by any means, you can get an enquiry into this affair,—it may prevent the Survey Officers of this District from again wantonly or ignorantly injuring the property of the settlers, which, if not stopped, will do irremediable injury to this part of the Colony.

I remain,
Sir,

Yours very respectfully,

W. ARCHER, *Esq.*

WILLIAM JOWETT.

P.S.—On the sketch I have marked a line of road on Kentish's old track of half a mile, which only wants re-opening to complete a good horse road from the Mersey to Emu Bay, over a safe ford excepting at high water, when there is a flood on the Leven. I shall be happy to give you any further information respecting this ford and road if necessary.

Sea View, River Don, 19th November, 1861.

DEAR SIR,

IN reply to your enquiry, "will the new road to be made, by order of the Surveyor-General, from Ulverstone, River Leven, to Emu Bay, be of any service to you as the proprietor of a section of land in the proposed line of road," I beg leave to state that such a road can be of no service to me, as the distance to the River Leven by that road will be about 5 miles, whereas the present road to the shipping place is only about $2\frac{1}{2}$ miles.

Believe me,

Dear Sir,

Yours truly,

— JOWETT, *Esq., River Mersey.*

WALTER MATHISON.

1. Most undoubtedly.
2. Yes.
3. I do not know.
4. With very few exceptions, so far as I know, for pasture.
5. Yes.
6. I have heard there is.
7. I cannot say.
8. This I cannot give any answer to.
9. The price of land is by far too much; I would propose a reduction.
10. Subsiding.

[No Name or Address.]

1. An extension of credit to the purchaser would better secure the final payment for the said Land, and would certainly be of great assistance to the purchasers, which they are so much in need of at the present time.

2. I am of opinion that an extension of time would be beneficial both to the crown and purchaser.
3. I cannot say how many, or to what class they belong.
4. Principally for pastoral purposes.
5. Decidedly.
6. I believe so.

7. I anticipate forfeiture of deposit and instalments to a certain extent, arising from the fall in value of all kinds of property. Scarcity of money, heavy taxes the people have to pay, and the fearful destruction among the flocks by the disease called "fluke," are, in my opinion, the chief causes. A neighbour of mine on the North East Coast has lost 2000 sheep out of 2500, from fluke, within the last 12 months.

8. I am not in a position to answer this question.

9. I would suggest that time be extended to the present holders and lessees of Crown Lands; and that Crown property should not be forced into the market in such large quantities as hitherto.

10. Decidedly subsiding.

CHARLES HEADLAM, *Egleston, Macquarie River.*

Somercotes, near Ross, 5th September, 1862.

SIR,

I BEG to acknowledge receipt of Circular regarding Waste Lands, and, in reply, beg to say :—Several parties in my neighborhood have taken Land, under the 19th Section of “The Waste Lands Act,” on the Leven River.

Three of my own Immigrants, who could not have done so but for the credit system. Two have returned, after working the whole summer in clearing their Land. I know many are desirous of obtaining Land; but the expense of getting to it, clearing, building, and maintenance for at least *two years* before they can expect any return, is beyond their means, and disheartens them.

There may be *favoured spots* of Waste Lands worth 20s. per acre; but the Land these people have taken, and the generality of such Land, would be dear if *given* on condition to clear, cultivate, and reside on. There are hundreds of thousands of acres of Waste Land both east and west of the sheep Districts, *stony hills*, only available for keeping sheep on *half the year*; and to render them fit for even *that*, they require to be *periodically burned out and well fenced*. But who can afford to do so, and pay 20s. or 10s. per acre?

I believe the Government may pay for Surveying such Land, but *they* will retain it in its present unproductive state while the *upset* price is so high.

Surely it would be the greatest advantage to the Colony if *all the Waste Lands* were in private hands. The proprietors would make some good use of them, and the Government must in that case derive a revenue.

I have thought that if *the Alpaca* is the kind of animal represented,—as thriving on *rough land* not suitable for sheep,—it would be a much better outlay for the Government to introduce some of *them* than the Salmon Ova: it would render profitable many of the mountainous parts of the Island that nothing else would.

I have the honor to be,

Sir,

Your obedient Servant,

SAMUEL HORTON.

Hon. J. DAVIES, M.H.A.

1. I believe it would secure the means of payment of Preëemptive Right Lands better by allowing present holders to take the Land under the 19th Clause of “The Waste Lands Act,” and be a great convenience to the purchaser; but, at the same time, cause them to give up that portion which they do not take up in such manner, so that it might be open to selection to other parties on the same terms; for there is a great portion of them in my opinion, and also in the opinion of many others, that if the Preëemptive Right system is extended, that they never will be paid for a great many of them, nor much improvement made by way of settlement on them either, for people do not like to settle on Land that is not sure to them; and the only way to get working men to take Land is to hold out to them the right of purchase. They cannot live by paying rent on heavily timbered Land by farming alone.

2. Yes; on the same principle as the first answer.

3. Some seven or eight, all working men.

4. About 15 acres.

5. Yes.

6. I think not, by provident and industrious persons who really wish to get on at all.

7. I don't think there will be many or any forfeitures where there have been any payments made; but two or three out of the few that have taken Land in that manner here were induced to give up after paying the survey fee because they saw not any prospect of having a Road to communicate with it and the Shipping-place, or any other available Market.

8. The want of Roads is most severely felt,—so much so the Government need not expect to be troubled with any more money for Land under that or any other Act until Roads are made, except (as in Answer No. 1) some portion of the present Preëemptive Rights are made available. I would open them up by the construction of Tramroads,—either by the Government, or else by the Government giving encouragement to private individuals or Company by giving them grants of Land in the District, or any other way an

agreement could be entered into between the parties to assist them,—which latter plan I think would be least felt by the Government, and give at the same time all security the contractors could expect.

9. If I may judge from the desires of the working men, and in my own opinion also, it is that if a less quantity of Land was allowed to be taken by the industrial classes, it would greatly facilitate the working of the 19th or Three Years Credit Clause of "The Waste Lands Act." Or if the Government found that too troublesome, small quantities, let them select as low as ten acres, and pay for it in cash, without putting it up by auction, so that a man may get at the upset price that which he has been at the trouble to look for without competition. And occasional timber reserves might be held back to advantage, though I do not think it is at all likely that the Land would be taken without leasing plenty of them for the present.

10. The general cry of the industrial classes is that the Lands ought to be thrown open to selection instead of being locked up as they are at present by Preëemptive Rights. There are some of these in this District that have not yet been touched by the holders by way of improvements, and are just blocks in the way of the resources of the back Lands, and their own also. I believe the desire is greatly increasing to take Land by the laboring classes, if there was any way of getting their produce to Market by means of Roads. The great want of wants are Roads. Tramroads are the best to begin with, though bush Roads are useful for local purposes of transit to the settlers of light goods and articles, such as seed, provisions, &c., some of which are necessary to be laid out in the survey of land.

Your obedient Servant,
C. GEEVES.

JOHN DAVIES, *Esq.*, *M.H.A.*

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1. Yes.
 2. By causing them to take it on the Credit System it would.
 3. Seven or eight; all working men.
 4. About 15 acres.
 5. Yes.
 6. I think not generally.
 7. I do not anticipate the forfeiture much; what there is will be for want of Roads?
 8. Yes. By Tramroads.
 9. Allow less quantities to be sold, say as low as 10 acres.
 10. Increasing.

[No Name or Address.]

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1. Yes; in not less than 50 acre sections.
 2. No; rather make the first instalment easier.
 3. Very few, caused from its inaccessibility by want of Roads. The splitting population are at all times anxious to secure lands.
 4. Very much in a few cases.
 5. Yes; decidedly so.
 6. I should think not after the first instalment.
 7. No; because the selections are small, and payments inconsiderable.
 8. Yes. Remove the bar.
 9. Yes; make the selections as low as 20 acres, as the land is so heavily timbered, and large quantities cannot so soon be brought into cultivation.
 10. Would increase if more accessible.

A. G. POGUE.

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1. I consider it would be a great boon and convenience, and would also better secure the means of payment of such Lands as are held under the Pre-emptive Right.
 2. Under existing circumstances it is most desirable.

3. I cannot say how many ; but the persons I know belong to the industrious hardworking people or class.
4. I cannot say how much, but what is is for cultivation.
5. Without doubt.
6. Not much difficulty.
7. I anticipate some forfeitures through the want of a road for access, &c.
8. I know that the want of a Road to the Huon River at Franklin is a serious obstruction to the holders of land under "The Waste Lands Act" in this locality.
9. I would suggest that £200 or £300 be laid out on the Road known as the Swamp Road, as it is the only Road leading to all the Lands held under "The Waste Lands Act" in this locality.
10. There is no desire at present, through the want of a Road, not a Tramroad ; as there might be 2000 or 3000 acres taken, if a Road was in existence for ingress and egress : that is the swamp Road.

P. GOOD.

To Questions 1 and 2.—On the whole, yes ; but I will point out a few exceptions, where it would be neither just to the *bonâ fide* settler, nor beneficial to the Government. For instance, there are some who availed themselves of the Pre-emptive Right Regulations who are mere timber dealers, and who look upon the annual payment as a licence to use that which alone makes the land valuable, and which they will discontinue as soon as the timber is exhausted. There are others again who will no doubt make out a strong case on account of improvements effected on their allotments, but who have not laid out one penny on them, but, on the contrary, have been receiving annual rents from tenants who have made these improvements, equal, very often, to half the value of the Land. There are others who have really laid out their all in improving their lands, who, by the depreciation in price of produce, will not be in a position to make good their payments. To these the application of the Credit Regulations of "The Waste Lands Act" would, undoubtedly, be a great convenience : it would better secure the means of payment.

3. There are many in this neighborhood who have availed themselves of the Selection Clause of "The Waste Lands Act," belonging generally to that class who by hard work have saved enough to make their first payments, and who trust to make enough from their selections to keep their annual payments good. I think, however, if my suggestions (Question 9) were adopted, and, above all, good Roads made, ten, aye twenty times the quantity would have been taken up.

4. Not any great quantity, owing to want of Roads.

5. Most unquestionably. This, to my mind, has always been an error of policy with the Government of this Island. If good roads (tramways, where practicable) were made, and an extra price charged for Lands, decreasing as the distance from Roads increased, and this increased price to be paid by an extension of time, the Government would be, for the most part, reimbursed for the outlay, and would readily sell Lands at the increased price which now are utterly valueless.

6. There is some difficulty experienced by those who have made selections under the 19th Section of "The Waste Lands Act" in paying their annual instalments, principally because of the high price of carriage from want of good roads, which, owing to the low value of produce, makes it impossible for the Huon farmer to compete with Western Port and other places more favored in this respect.

7. There will be some forfeiture of deposits and instalments already paid to the crown ; but I do not anticipate to any serious extent. The causes are those above mentioned ; viz., bad roads, which make the difference to the farmer, in many instances, between profit and loss.

8. Most emphatically yes. The only way to remove the cause in this District, in my opinion, is to make good roads ; and (see following answer.)

9. I would suggest, in answer to this question, that, first, good Roads should be made (Tramways where practicable), and that then the Land in the vicinity of these Roads should be thrown open for selection under the Credit Clause of "The Waste Lands Act" in allotments of 10 or 15 acres, at the increased price suggested in answer 5. 50 acres, especially in a heavily-timbered District like the Huon, is more than a man can manage ; and, from a large portion of this 50 acres remaining for many years unproductive, in consequence of the tedious and expensive clearing necessary, it is only an incumbrance to him. If this suggestion, which I offer to your Honorable Committee with much diffidence, were adopted, it would tend to fix what is now a large migratory population (sawyers, splitters, &c.), and would be an inestimable boon to the hard-worked, hard-living producer of that (our principal) staple, the potatoe.

10. Subsiding, most unquestionably, from the causes above enumerated.

WILLIAM HAWKINS.

1. Yes; long credit will induce many persons to make bad bargains—to pay £1 per acre for land which is really worth only 10s. Cash payments would cause much of this Land to be thrown up.

2. The longer the credit, the greater the inducement to the over-sanguine to make bad purchases.

3. I reside generally at Richmond, where very few have availed themselves of the Clause referred to; but having a so properties in the Hamilton and Oatlands Districts,

4. I know many who have availed themselves of the Selection Clause, and they belong to both classes—the rich and the poor; the former use it for pasture, the latter for agriculture.

5. They would.

6. Many persons hire themselves out during shearing and harvest seasons to enable them to pay their annual instalments. Their wives also work as dressmakers or washerwomen for this purpose.

7. Having paid deposits and instalments, as well as having invested their all in these Lands, I do not think they will forfeit, but struggle on and pay dearly for them.

8. The very inferior quality of the Lands generally, the distance from markets, and almost impassable Roads thereto, operate as serious obstructions to the well-working of the Clause referred to. Time, and greater liberality in our Land System, may remedy the evil.

9. Thirty-two years' experience, and the knowledge derived from my being largely engaged in agricultural and pastoral operations, lead me to the belief that Tasmania would become more prosperous if Free Grants of 100 acres each were given of our heavily-timbered agricultural Lands to all who would settle thereon, improve it, and be *bonâ fide* residents for 7 years. Such Land is dear enough as a gift. The pastoral Land must be reduced to 10s. per acre, or most of it will remain unsold. The Revenue would benefit more by a large population consuming dutiable goods than by the present system of a few dupes among a thin population being induced to buy at a high price a few lots of inferior Land, and to pay for which many have to suffer great privations. I may also remark that, although our liberal Land Regulations have been puffed in a style worthy of Professor Holloway, yet they have failed to secure a large influx of Immigrants. And why? Because Immigrants can succeed better in the neighbouring Colonies of Victoria, New South Wales, Queensland, and Adelaide.

BASSETT DICKSON, JUN.

1. In my opinion it would.

2. Not beyond what is contemplated by the 19th Clause of the "Waste Lands Act."

3. A fair number in proportion to the population. A little above the class of labouring men.

4. Almost every selection has been improved; but to an extent trifling in proportion to the area of the block.

5. Undoubtedly; if the roads made were passable.

6. In some instances.

7. Not to any serious extent.

8. The expense of transporting produce to the shipping places, and conveying stores to the consumers, is at present so great as to form a serious obstacle to cultivation, and could best be obviated by the construction of tramroads.

9. Premising that my suggestion is only intended to apply to heavily timbered Districts, I would remark that the sale of small blocks of land (say 5 to 15 acres), on limited credit, would be favourable to the revenue and to the working man. Splitters and sawyers must necessarily be the pioneers of cultivation in such a District as Franklin. No capitalist could embark in such an undertaking with any chance of success; labouring men are induced to take 40 or 50-acre blocks of land, with a view to avail themselves of a large proportion of it for timber purposes, and without any prospect of cultivating more than 5 acres for years to come, thus excluding the settlement of others; and, by the removal of the timber, deteriorating the value of the property. It may not be out of place for me to notice the beneficial effect which would be caused by inducing laboring men, in a District like this, to tie themselves to the Colony and avoid the public-house; and this I believe could most easily be effected by giving them facilities to form small homesteads of their own. With great deference I would suggest, that credit be given for amounts exceeding £10 and under £40,—say one-third cash, one-third at 12 months, one-third at 2 years. That each male adult be allowed to select for purchase one Township block (not exceeding 10 acres) at the upset price, where the value of the land has previously been tested at auction.

10. Decreasing, in consequence of the difficulty referred to in reply to Query 8.

HENRY J. DALDY, *Dover, Port Esperance;*

1. Yes; if not a great portion of it will be forfeited to the Crown.
2. Yes.
3. There have been seven or eight selections under the Credit Clause in this neighbourhood, all belonging to the working class.
4. They are all living on their selections and cultivating part of it.
5. Yes; as they are useless without roads.
6. There is; but it is for want of roads to cart their produce to market.
7. I think not; but if so, it is for the want of roads.
8. I do; by issuing debentures for making roads and paying them off by the sale of the land.
10. Rather subsiding, as there are no roads to convey the produce to market.

SILAS PARSONS.

The Grove, Victoria, Huon.

1. Yes.
2. Yes.
3. A great number; principally the small tenantry of the District.
4. A large proportion.
5. Yes.
6. Yes.
7. A few only; principally through the depression of the times.
8. Yes; which would be remedied by the Government assisting in laying down *trunk* tramways, and assisting in opening up bush roads.
9. Yes; by giving the power to select under the 19th Section, from Lands which have been rented when the present leases expire.
10. Subsiding, because there is not much good land to select from.

I have the honor to be,

Sir,

Your most obedient Servant,

J. J. GWYNNE, *District Surveyor, Deloraine.*

1. In some cases it would be a great convenience.
2. It would be desirable to give increased time for payments to those that have actually settled on the Land; say to those who have cleared 20 acres.
3. A great many, principally labouring men; a few leaseholders have selected Land with the intention of settling on them when their leases are ended.
4. A great deal has been made available for cultivation; not much pasture.
5. Decidedly.
6. None whatever; I never knew one instance. No honest industrious man could have any difficulty. Sickness to head of family alone would render it possible.
7. I do not think there is the slightest chance of any instalments being forfeited; if any, it would be some inexperienced man having selected bad Land.
8. No; if more people came into this District they would have to go further inland, and the roads would be worse. Eight miles is the greatest distance from any part.
9. I consider twenty-five per cent. of all Land sold should be expended in roads.

10. The demand for Crown Land is increasing by all classes, small capitalists and working men especially. I consider the greatest benefit to the District would be to make all holders of Preëemptive Right, that have made no improvements (mere speculators), pay for the Land or throw it up; these people have been the great drawback to settlement on North West Coast. I would give them no extension of credit on any terms.

F. W. FORD.

Circular Head.

1. In most instances it would.

2. It would be desirable to increase the time for payment for those lands that have been cultivated or otherwise improved, but not for unimproved lands, as it would probably prevent some valuable lands now held on speculation from becoming the property of small capitalists who would improve and cultivate them.

3. A considerable quantity of Land has been taken up by the small capitalists and working classes in this neighbourhood.

4. The average under cultivation is about 2 acres in 25. The whole is available as pasture.

5. Undoubtedly.

6. In most cases there has, in consequence of the depressed state of the grain market during this last three years.

7. I believe there will be a few instances of deposits being forfeited, but to no great extent in this District. The causes are the low prices of grain and other farm produce, and the difficulty of getting it to market.

8. The want of proper and efficient communication with markets and ports of export for produce is, in my opinion, the most serious obstruction to the practical working of the 19th Section in the Western Districts, —to remove which, I recommend that a sum equal to the Annual Assessments collected be granted from the Land Fund for 3 years to the various Road Trusts, to better enable them to open and improve the roads. Also the construction of the proposed Railroad between Launceston and Deloraine, which would, in addition to lowering the price of transport on grain, open up a market for timber, lime, potatoes, &c., which are now but little thought of except for local consumption, although this District is capable of producing them equal in quantity and quality to those produced by any District on the Northern side of the Island.

10. I should think the desire to select is subsiding, and is not likely to increase until better and less expensive communication with a market is provided.

J. P. GROOM.

Kingsdon, Deloraine, 8th September, 1862.

1. I consider such payment as the Credit regulations in "The Waste Lands Act" would be of great convenience to the purchasers of such Lands, by securing such payment.

2. I think it would be preferable for the holders of Land under the Preëemptive Right to come under "The Waste Lands Act."

3. I don't know of any persons availing themselves of land under the Selection Clause of "The Waste Lands Act," none such being available in my neighbourhood.

4. None selected.

5. Most decidedly so, as roads are wanted very much indeed; particularly so to the North West Coast.

6. I am led to understand that there are great difficulties by many parties through the depression of the times, and the heavy expense in clearing such Land.

8. By having good roads and free ports, or ports at the same expense as elsewhere, would be the means of greatly facilitating the 19th Section of "The Waste Lands Act."

10. I think the desire is subsiding instead of increasing.

JOHN BRAMICH.

Hill Top, near Deloraine.

1. Yes. That is, these Lands should be brought under the 19th Section of Land Act. The present occupants allowed the first selection.

3. Yes.

4. Yes.

5. Yes. But merely *opening* Roads is of very little use. The Roads should be properly *made*, or Tramroads laid down, and the effect would be wonderful.

6. By many, very great difficulties.

7. Yes; the want of Roads.

8. I find that many of the Lands taken under the 19th Section are in the Market, and would be sold, *with improvements*, for *less* than the amounts paid to Government; but purchasers do not offer. Good Roads or Tramroads would remedy the evil. But, unless efficient communication is made with the Ports, much of the Land now held will eventually revert to Government, and its original desolation.

EDWIN ALLEN.

Latrobe, 6th September, 1862.

1. I question if it would better procure the means of payment; but undoubtedly it would be a convenience to the purchaser.

2. I do not think it would, as many of the best Crown Lands of the Colony have been occupied for pastoral purposes for ten years, and they (the occupiers) ought now to pay for them, or surrender them for fresh competition.

3. I do not know any one who has availed himself of this Clause in my neighborhood.

4. I am not aware.

5. Decidedly. I think a large proportion of Crown Land has been sacrificed by not opening up Roads or tracks previous to sale.

6. I do not know.

7. I am not sufficiently acquainted with the parties who have made selections or purchases to answer this question.

8. From my knowledge of the Waste Lands of the Colony, I believe the 19th Section will remain a dead letter, as there is very little of such land worth £1 per acre at the present time.

9. This is a question that I would like to have time to consider before offering any suggestions.

10. I beg to refer you to my answer of Question No. 3.

GEORGE GIBSON.

1. I fully believe it would; and most undoubtedly to the generality of the purchasers it would be a great convenience.

2. Yes; but only in those instances in which improvements have been made, and the proposed purchasers are, either themselves or by their representatives, residing on the Lands.

3. Many persons, belonging to all classes, have done so, but the preponderating number may, I think, be said to be those who were engaged in agriculture and in skilled labour; the latter's wages enabling them to put aside sufficient to pay the instalments as they fall due.

4. Yes: when the nature of the larger portion of the land selected in this District is considered, consisting as it did of dense scrub and heavily-timbered forests, it strikes visitors with astonishment that the iron-hearted pioneers could have been found to grapple with the difficulties before them, and to have succeeded as they have in bringing so large an extent of these selected lands into cultivation. Perhaps a gang of men, sentenced to imprisonment with hard labour, might be set to work in forming roads in the county of Devon.

5. I cannot doubt that such would be the case in this District; to which all my observations and answers have reference.

6. I have been given to understand there is; but I can, of course, only speak of the instances which have come under my personal knowledge with certainty; and I am sorry to say those have not been few in which assistance was needed to enable the instalments to be paid.

7. I much fear such will be the case; and I shall be most agreeably surprised if it should turn out otherwise. The causes, in my opinion, will be attributable to absolute inability to pay the instalments as they become due,—the tenure not giving a legal ownership or property in the land to enable money to be borrowed upon it to meet the exigency, whilst the want of means will, doubtless, generally have arisen through the heavy expenditure in the erection of house and out-buildings, and in clearing and bringing into cultivation a portion of the land, fencing it in, &c.; and, from the badness of the roads to the shipping places, the great cost of the cartage of grain and other produce, independently of the great difficulty otherwise (through so few having horses or bullocks of their own) in getting the cartage performed, and not a little also from the partial failure of crops and the unremunerative prices obtainable during the past two years. The forfeiture, therefore, will in most instances be through a fair break-down,—not from lack of industry, nor occasioned by habits of inebriety and an improvident mode of life otherwise, but from the causes I have mentioned; and to avert it,—seeing that the occupants cannot raise money on the land, and that they belong *now*, as agriculturists, to a class fairly entitled to the succour and protection of a paternal Government,—then, surely, if found by character and habits to be deserving, the same indulgence may be generously extended by the Government to them as good tenants as would be done by landlords towards their tenants, in cases of rent due, in giving further time for the payment of the money owing.

8. Yes; by the construction of Tramroads, or good metal-coated roads from certain points to the rivers, (to navigable parts of them for boats, at least), or to shipping places.

9. I consider that the opening out of roads to the shipping places to be the first point,—not a mere track cut through the scrub from about 8 to 10 feet wide, without a drain on either side or any metal coating, and, in consequence, in winter becoming a channel of liquid mud about 3 feet deep,—but either a tramroad, which could be laid down for about £150 to £180 a mile; or, as metal for coating cannot, except in few localities, be obtained, a road at least 50 feet wide be opened, the centre being laid with fascines and covered with earth to the thickness of a few inches, &c. The cartage of produce to the shipping places could then be accomplished, which during the winter season in but too many localities is now impracticable. This, of course, occasions great pecuniary loss to the *small* farmers especially, and causes them to endure much misery and privation, and through their not having sufficiently commodious out-buildings, a large portion very frequently of their produce, through exposure to weather, is damaged, if not destroyed; and thus are they kept dependent for their common necessities on the Storekeepers from the end of one harvest to the next, reduced, in very many instances, to almost actual starvation. The suffering thus endured and seen is sufficient, one would think, to deter men with families from encountering the difficulties of clearing land in this District; and it is alone in being buoyed up in the hope “of better times ensuing,” that they do so. What is needed, is,—now that the standard value of wheat may be said to be 5s. a bushel, from that price exclusive of charges being considered as always obtainable on shipment to England,—that these small farmers (tenants, I may call them, of the Government) may be able to secure 5s. for their wheat on delivery at Launceston, instead of being obliged to hand it over to the Storekeeper, to whom they may be indebted unfortunately for supplies, at a *lower* rate; and thus perhaps, should the crop be an indifferent one in quality and yield, realise little more than sufficient to meet the Storekeeper's demand. The Government, requiring a certain quantity of wheat for the supply of the Penal Stations, might, in payment of instalments for land from these small agriculturists, receive wheat into store at Launceston and Hobart Town at the price of 5s. a bushel, have the same properly cleaned by the prisoners undergoing hard labour sentences in the Gaol and Houses of Correction, retain for use the quantity needed, and either ship to England as a remittance the remainder, or sell it for shipment,—encouraging merchants to ship to England by cleaning, as hinted above, wheat for them *gratuitously*, on the condition that they had given and give 5s. a bushel to the growers for it; and in case a difficulty should be experienced in getting the patriotic movement made by the merchants to become extensive shippers of wheat to England, or other parts of Europe or Asia, offering a good market, then, so necessary is it to afford protection to agriculture for the benefit of the trade and the whole community of the Island, a bonus of 6d. a bushel (to ensure 5s. to the grower) might be paid by the Government to the merchant on shipment of wheat *elsewhere* than to any of the Australian Colonies. The amount of the bonus so given (without the Government would undertake the shipment, in payment of Debentures, Interest, &c. due *in England*, of wheat, receiving it into store at 5s. a bushel—then the object would be accomplished) would be amply returned by the shipping brought into our Ports, by their disbursements, the activity and benefit given to trade, and the encouragement thereby given to the purchase of land for agricultural purposes under the 19th Section of “The Waste Lands Act.” And instead of being virtually, as we have become, dependent on the Australian Colonies for the purchase of our grain, we should be known thenceforth as having for a *water-tight* ship a cargo at all times ready—timber, fancy woods, skins, leather, and wool, which, instead of being forwarded as now in *bulk*, being kept back to assist with bark and all other commodities to fill up with, it being a rule not to put more than from 10 to 15,000 bushels of wheat in each ship. The properly cleansing, &c. of the wheat for shipment by prison labour (*gratuitously*) would prevent injury to the character of our wheat from its shipment in a dirty condition, and would also ensure its fitness otherwise for shipment, in being properly dry, &c. The small agriculturalists during the past two years have received from 2s. 6d. to 3s. 6d. a bushel for their wheat. Without, therefore, means can be devised to extend protection to this class of the community to ensure a remunerative price for their wheat, which in this District, from the great expense of clearing land, can scarcely be AT PRESENT under 5s., not only will it be an utter impossibility to dispose of the heavily timbered land on this coast, but many of those now here, striving vigorously to exist and to maintain their families, will leave the Island, and, instead of prosperity crowning the agriculturalist's efforts and diffusing its gladdening influence throughout all classes, the larger agriculturalist, left to his own resources, will struggle on manfully, nevertheless, as long as possible against so to him hopeless a state of things; and the gloom of his subdued countenance will, perhaps, but feebly depict the wretchedness of his inward feelings, from the so sad disappointment in all his hopes and expectations, his great labours and toil.

10. The desire exists perhaps as great as ever ; and if protection could be given to agriculture, so far as to ensure a minimum price of 5s. a bushel for wheat—which, perhaps, could be done,—then selections under the 19th Section would be numerous enough : and, whilst the Land Revenue would increase and clear off large portions of its liabilities, trade would increase,—a degree of prosperity would set in,—and a happy and contented community would be found throughout the length and breadth of the Island.

W. T. NOYES.

1. Unquestionably ; but the “quiet enjoyment” Clauses, under Preëmptive Regulations, ought to be considered as cancelled if extended credit is given.

2. It would,—I mean to most purchasers under “Waste Lands Act.”

3. Yes, many, principally of the laboring class who have thus invested their savings.

4. A great deal has been made available for cultivation.

5. I think so.

6. Yes, just now there is, in consequence of the low price of farm produce for some time past.

7. I fear a considerable number of deposits, &c., must be forfeited from the inability of the purchasers to realize sufficient from their produce. Having no title, they cannot borrow on mortgage : hence, I believe, many will be obliged to sell their interests in the farms, with the improvements, to monied men, and remain as tenants or mere nominal owners.

8. Unquestionably, want of efficient communication operates prejudicially, but it is not easy to say to what degree. I believe tracks of moderate width, but made so as to be practicably available for traffic, would effect the object desired.

9. Roads, Bridges, and Tracks, to admit of the inspection of the Land.

10. The desire remains as strong as ever, but the means are wanting. The reduction in the rate of wages has lessened the means available for investment in Land.

RONALD C. GUNN.

Launceston, 13th September, 1862.

1. Yes, when purchasers have improved the property to any extent.

2. Yes, in the above cases, but not to the speculator.

3. To the working class generally.

4. It has.

5. Yes, undoubtedly.

6. Yes, I think that there is a great depression at present for the want of Roads.

7. I do not think there will be many. If there is, it will be those who will not work.

8. Yes, and the only way of removing the obstruction will be by opening the Roads.

9. If an industrious man that has taken a Section of Land, and goes to work on it, and clears 5 acres of every 50 each year for the first two years, remit his first two instalments and extend his Credit so as to make it 10 years instead of 8 ; that is, in place of paying the two first instalments, add it to the 8 years.

10. I am sorry to say that it is subsiding for the want of cash ; but I think if the first and second instalments were put on to the 8 years it would cause a revival, as the working class has got the whole of their outlay in the first two years.

JAMES BENNETT.

1. I do not think it would, as the time was ample under the Preëmptive Right system.

2. I do not think it would.

3. Several have selected; in general to the horny-handed class.

4. A very small per-centage of the quantity selected.

5. I believe they would.

6. I should say that it is up-hill work.

7. I believe that a large portion of the lands selected will revert back to the Government. One reason is, individuals selecting land, expecting the same to rise in value when the surrounding lands are opened up,—in those instances the settlement of the District is retarded, and disappointment experienced. Another reason—parties selecting too much and finding the expense of clearing above their means, hence their failure.

8. The want of good roads is one of the greatest drawbacks in our District; and, till that is in some way remedied, the "Waste Lands Act" will become a dead letter. I would suggest that the Government encourage the laying down of short lines of tramroad in the settled parts of the District, to enable the present holders to bring their lands, already purchased or selected, into cultivation,—which would be the greatest inducement for parties to push farther back; for while the settlement is flanked by land in its wild state, a mile in depth, and likely to remain in its wild state while the existing state of things last,—there is no inducement for parties to step over that and make new selections to remain in an unproductive state, the same as those in front of them.

9. I have had 22 years' experience in the Colony (20 of them in this District), and I believe the desire to become possessed of freehold property is almost universal; and in almost every instance where an individual has become possessed of freehold property, they have permanently improved the same, and manifested a desire to enlarge their estate: but the same class, (I only mention the one class, that is the horny-handed,—for there is no other any use here), holding land as Tenants, that is renting Bush-land to cultivate, in general do themselves very little good; and, in most instances, ruin the land, leaving it in a worthless state, after having taken all the good out of it at the cheapest rate, and Tenants on Government land are no exception. I would suggest that the Government give to the Selectors of Crown Land a clear Title for as much as their first instalment would cover, and so on each instalment; then homes would be made and permanently improved, and the ruinous system of running over the land and taking all the good out of it at the cheapest rate prevented, and our Waste Lands permanently, although slowly, settled with an industrious population.

10. The same desire to become freeholders is as strong as ever, if the way were open for the profitable and secure investment of labour, which is our principal capital down here.

JOHN HAY, *Franklin, Huon.**

To J. DAVIES, *Esq., M.H.A.,*
Chairman of Committee Waste Lands Act.

River Don, 18th November, 1861.

DEAR SIR,

THE proposed new Road through your son's land at the Leven, from Ulverstone to Mr. Walker's and then on to Emu Bay, will be of no use to me as a dray-road, as I shall never cart produce on it; and I also think it right to say, that the road, as surveyed through your son Thomas's land to Mr. Walker's, is done in such a manner that it takes up more land than necessary, by not being straight—as it ought to be—there being nothing to prevent it, and injures his property very much in consequence of it.

I am, Dear Sir,
Yours truly,
AMOS DREW.*

Mr. WM. JOWETT, *River Mersey.*

Westfield, 6th September, 1862.

MY DEAR SIR,

I BEG leave to enclose you my opinion on the different questions of "The Waste Lands Act." I shall feel a pleasure at any time in giving you what information you require.

I have the honor to remain,
Sir,

Your obedient Servant,
THOS. WM. FIELD.

JOHN DAVIES, *Esq., M.H.A.*

* These two communications have been accidentally displaced: they should have followed Mr. Emmett's replies, on page 14.

1. Unquestionably.
2. Yes.
3. A great number, belonging principally to the working class.
4. Yes; chiefly for cultivation.
5. Yes.
6. There is much difficulty.
7. I anticipate a large number will do so, arising from the unusual depression at present prevailing, and the very low price of farm produce of every description.
8. Good Roads would unquestionably facilitate the practical working of the 19th Section of "Waste Lands Act."
9. An extension of the credit time of credit for three years would promote the more efficient working of the Act.
10. It is subsiding.

1. Yes. In the majority of cases I do not think the holders are prepared to pay cash on the expiration of their Leases. If the Land is forfeited I apprehend it would then be available for sale, and the purchasers could exercise their discretion as to paying cash or taking credit. Unquestionably the application of the Credit Clause of "The Waste Lands Act" would be a great convenience to the holders, and calculated, I think, to secure the means of payment for the Lands held under the Preëemptive Right Regulations.

2. This I take to be a very important question. I think a wide distinction should be made between those persons who have settled on the Land, and have done their best to improve it, and those other persons who have held the Land merely for the purpose of removing the Timber, and without the remotest intent on of making improvements. Surely such persons are entitled to no further time; and to place them on the same footing with those who have occupied the Land, improving it and the Country, would, in my opinion, be glaringly unjust. On the other hand, I think the Settlers are entitled to every reasonable consideration. If the Credit Clause is extended to the Preëemptive Right holders, I think they should be permitted to reduce their selections, so long as they did not go below the minimum prescribed by that Clause, which is, I think, 40 acres. By the amended Regulations, persons who had selected the whole of their blocks for purchase are allowed to reduce their selections to not less than 100 acres; but many persons who have retained 100 acres would gladly reduce to 50,—and I think that if the Credit Clause is applied, the present minimum of 100 acres could be judiciously reduced. There is another view of the subject under this head, which I will take the liberty of bringing under the notice of your honorable Committee. Persons whose term expired last year, and who were doubtful of the action the Government might take, completed their purchases in accordance with the Regulations. I know of cases where persons inconvenienced themselves thereby, and had perhaps to raise the money by way of mortgage. Supposing the cash so raised costs 10 per cent., and the new Regulation only requires an interest of £2 10s. per annum, the persons so completing their purchases are subjected to an annual loss of, in the case of a 500 acre block, £38 10s., or for the eight years given by the Credit Clause a total sum of £308. This I take to be very unfair; and as it arose from the vacillating conduct of the Government, who ought to have met the difficulty when it arose, or before it arose, I hope the evil here alluded to will be remedied.

3. Not a great number. They belong to the labouring class.
4. Some of the Land is being brought into cultivation. There is no pasture in this locality.
5. Assuredly. It is almost impossible to sell the Lands at present, and next to useless to attempt to cultivate them without tolerably good Roads. If Roads were made into the waste Lands previous to their sale, the value of such Lands must, in my opinion, be materially enhanced; and I do not think a more ruinous policy could be adopted than endeavouring to dispose of such Lands without making approaches to them. No sane person would think of selling a private estate in such a way, and I never could see the difference between public and private property in this important particular. What is good in the one case must be good in the other.
6. I am not aware of any such cases in this locality.

7. I do. The causes are various, such as bad seasons for agricultural purposes, or good seasons causing a glut of produce, and consequent unremunerative prices, when the holders are engaged in farming; low prices for Timber, or severe winters and impracticable Roads, where the purchasers are producers of Timber. But there is another clause, altogether irrespective of the above, from which much danger is to be apprehended; viz. the inducement held out, and the facility afforded, by the Credit Clause to persons of no means whatever to endeavour to become freeholders. I know of cases where persons have had the greatest difficulty to scrape together the Survey Fee; and when the Land has been surveyed, have, by means of borrowing, made good the deposit; and of others where persons have borrowed both Survey Fee and deposit, and who must in a great measure trust

to the chapter of accidents to pay the annual amount. Many causes may arise to prevent such persons keeping their part of the agreement, and failure involves loss of the Land and all previous payments. I could enter into this matter at much length, but am undesirous of obtruding my opinion on your honorable Committee. Unquestionably the Credit Clause has the tendency to induce persons to attempt to become freeholders who have made no previous provision, and who would perhaps be better off if they continued working for persons able to employ them. It also injures the employers of labour, who have to put up with the loss of the men they usually employed, but who have no others to fall back upon; it interferes with private capital, or at least that part of it invested in Land with a view to the sub-letting of it; for the Land Act permits a person to become a freeholder at less per annum than a private capitalist could let the Land for. The Credit Clause has also, undoubtedly, the effect of enabling deserving persons to become freeholders who would perhaps without it have no such opportunity. But my opinion is, that the contract entered into should be strictly enforced, the conditions being sufficiently liberal; and they cannot, I think, be much altered, without it is intended to give the Land away altogether.

8. Undoubtedly. The only way, in my opinion, to remove the cause is by laying out proper and permanent Roads, and devoting a portion of the purchase money to their construction.

9. I think the great error in "The Waste Lands Act" is, that it provides only for the sale, and not for the settlement of the public Lands. The best way, in my opinion, to promote their settlement is to thoroughly open up the country by means of Roadways leading through the Lands to be sold to towns or shipping places. This plan would at once render the Lands available to the purchaser and the country. The Lands may be sold under the Act as it at present stands, but is their sale the one thing needful? I think not; and to me it appears to be as desirable to induce settlement as sale. The one ought to follow the other, but at present it is next to impossible to bring the back lands into cultivation from the want of proper Roads: remove this difficulty, and in my opinion, the efficient working of "The Waste Lands Act" would be materially increased.

10. The fact is that this locality does not enjoy the favour of the Surveyor-General. It is very rare to see a Surveyor here, and one is only sent when land is specially applied for. If good Roads were made into the back Lands at Port Cygnet, I have no doubt but that the industrious classes—small capitalists I am afraid we have none—would gladly avail themselves of the advantages to be derived from the 19th Section of "The Waste Lands Act."

D. MACMILLAN.

Port Cygnet, 13 September, 1862.

1. In the majority of cases the Credit System would facilitate the sale, and in every case be an accommodation to the purchaser.

2. On the part of the purchaser it would be very desirable.

3. Not many selections made at the present time.

4. Quantities very small.

5. There can be only one opinion on that question: that is, if the Roads were practicable.

6. Their prospects have so materially changed for the worse that many of them will soon have to give in.

7. The forfeiture of a large number is inevitable. I would ascribe the failure chiefly to the extraordinary stimulus to our timber trade about nine years ago, which gave an imaginary value to Land in our District, which, in many cases, nothing but having to pay for will remove.

8. The difficulty of communicating with our ports of export is an obstruction to every thing but ruin—the "Waste Lands Act" not excepted. If the Government would do anything to stay the progress of that mad-proof monster ruin that is stalking along our bad roads, and threatening to depopulate the southern parts of Tasmania, I would recommend them to judiciously encourage the laying down of short lines of tramroad through the most thickly peopled Districts; for there is no way of getting the unsettled lands so quickly selected as by bettering the condition of the present holders.

9. I have noticed that men generally take on more land than they can manage. The labour that is required for clearing, in a few years, lowers their energy; at the same time the blighting doubt will cross their minds, that they will not be able to redeem the land, and so lose their labour. They then adopt the ruinous practice of taking all they can out of the land, with the least possible expense, which renders the land useless to themselves or anyone else for a course of years. If the Government would give a clear Title for whatever their first instalment represents, I think it would help to remedy that evil. When men once feel themselves the independent proprietors of a piece of land, however small, they seldom ever cease to evince a desire to become larger holders. The Tenant System in this District (that is for land requiring improvement) has proved a most unsatisfactory system. Allotments of land that were brought into cultivation on the Franklin 20 years ago, by Freeholders, has risen in value from £50, their then value, to their present, which I believe to be from £2000 to £3000; whereas there has been land brought into what was called cultivation at the same time, under the Tenant System, that at the present time is worth no more than

if it had remained till now virgin forest. The Tenant System under Government has just the same effect in its working as on private property.

JOHN HAY, JUNIOR.

Franklin, Huon, 16th September, 1862.

-
1. It would.
 2. Yes.
 3. Yes, in proportion to the population : mostly to the yeomanry.
 4. I do not know.
 5. Yes.
 6. I think not.
 7. I do not.
 8. I do : by making the Road from the Huon River to Hobart Town, and short tramroads from the beds of timber and sections of good Land to the said Road.
 9. I think Land in this District should be open to selection, without any restriction : under the present Regulations, if a man selects 50 acres he cannot avail himself a second time of the Clause.
 10. Subsiding.

JOHN LINNELL.

Victoria, Huon.

Franklin, 15th September, 1862.

DEAR SIR,

IN reply to your communication of the 28th ultimo, we have the honor to forward the enclosed replies to the questions therein contained.

Yours truly,

GEORGE LLOYD.

J. DAVIES, *Esq.*

-
1. Yes; undoubtedly.
 2. Yes, by all means.
 3. Not near so many as there would be if the Crown Lands were made more easily accessible by means of Roads. Those who have selected are principally of the working classes.
 4. A fair average for cultivation. There is very little pasture land in this District; but it abounds with splendid sawing and splitting timber, which is of more value than either of the former.
 5. Most unquestionably; for the want of passable Roads has been hitherto an insurmountable barrier to extensive settlement.
 6. Not as yet.
 7. Not if the Government would introduce into the District some general system for facilitating internal communication, and the conveyance of produce at a reasonable rate.
 8. The want of efficient communication has been a most serious obstruction to the working of "The Waste Lands Act," and has always been a great hindrance to settlement in preventing the sale of Crown Lands to any great extent. To prove that it has acted most injuriously to the working of the 19th Section, we can refer to several cases that came under our personal notice, where several German families actually settled on Crown Land under the provisions of the 19th Section; and, after paying the 1st and 2nd instalments, were compelled to abandon their claim,—not because they were disappointed in the quality of the Land, but because it was utterly impossible to get produce conveyed to the water's edge, although only 2½ miles distant from it by actual measurement. A properly arranged system of Tramroads would effectually remedy this great evil.
 9. We would suggest that the first payments be made easier, in order that intending settlers may have more capital to meet the extra expenses incidental to "settling down." The improvements made on the Land would be a guarantee, to a certain extent, of the ultimate payment of the total amount.

10. The advantages of "The Waste Lands Act" are at present (so far as this District is concerned) completely neutralised for want of efficient communication.

GEORGE LLOYD, Franklin.
J. LLOYD, Jun., *Chairman Huon Road Trust.*

P.S.—We very much question the advisability of allowing splitters access to all the timber on merely paying a licence fee.

1. I don't think it would.

2. The time is sufficient.

3. Several have selected.

4. Very small quantities of it.

5. I believe it would.

6. I believe many have.

7. I believe a large portion will fall back to the Government. Causes—bad Roads, expense of clearing, parties selecting above their means.

8. The want of Roads is a bar to all improvement in our District. I would propose that the Government encourage the laying down of short lines of Tramroad in the settled localities.

9. I believe, from my experience in this District, that the Pre-emptive Right System has been a great bar to the settlement of this District, as it has completely locked the Land from the practical cultivators of the soil that require from 10 to 50 acres; which is in general the quantity required by those whose labour is their capital, and in many parts have rendered "The Waste Lands Act" null. I would also suggest that those selecting on the Credit System get a clear title for portions of their property, according as their instalments are paid.

10. I believe the desire to possess Real Property is almost universal, if capital and labour could be securely and profitably invested.

ROBERT BELL.

Franklin, Huon, 15 September, 1862.

1. No.

2. Yes.

3. Eight selections were made by farm laborers.

4. Three lots have been occupied, and about 20 acres cultivated.

5. Yes.

7. One half in this District will forfeit. The want of Roads prevents them from occupying the Land they have selected.

8. Yes; I propose that a sufficient inducement be given to those individuals who have opened up their Pre-emptive Rights by Branch Tramroads, to extend the said Roads along such survey lines as the Surveyor-General may direct.

9. I propose that Crown Lands, fronting on Tramways, be marked off in 50 acre blocks, every alternate lot to be timber reserves for 5 years: this would protect the sawyer and splitter, who pays licence for working and living on Crown Land.

10. The desire, in my neighbourhood, is on the increase. If selections as low as 10 acres were allowed, there are many men who could pay the deposit and survey fee on 10 acres, that cannot avail themselves of the present "Waste Lands Act."

R. HILL, *Honeywood.*

1. No. Purchasers that expended all their capital to improve and cultivate their land, and have nothing else to depend on but their crops; for the low prices last year, and the failure of the crops this, leave them unable to meet the credit Regulations this year.

2. Yes; by all means, for the above reasons.

3. There are four lots selected near the Honeywood Tramroad, and improved by the industrious class. There were several lots selected, but given up for the want of proper communication.

5. By all means. At present the land and timber are of no value.

8. The want of proper communication with markets prevents many from buying land. By Tramroads, as the best and cheapest communication, to open up the land and splendid beds of timber that abound in this District.

9. It is my opinion if the Crown Land in this District were opened by means of good roads, and the small capitalists and industrious class allowed to select from 10 to 40 acres on credit; to pay by three equal instalments; to give one year for the payment of the first instalment, it would greatly increase the sale and value of land. There are several lots of land in the Township of Liverpool, if sold under the above Regulations, would be selected for purchase and settled on in a short time.

P. HILL, *Honeywood, Huon.*

1. I should think so.

2. I should say it would.

3. Seven or eight under the 19th Section, and I think three under 18th ditto.

4. Mostly cultivation.

5. If the land was good, roads would be a great assistance to the sale of it, &c.; but some agriculturists in this neighbourhood have found their way on to bad land quite soon enough without roads being opened.

6. Yes.

7. I do; and the cause is, they have selected such bad land.

8. I do not to any serious extent, because I fear there will be so little to send away off land so selected; but in the event of there being anything, I would remove the inconvenience by Tramroads—not Railroads.

9. Do not sell bad land in such small lots; a man cannot live on 50 acres unless it is pretty good.

10. Subsiding.

HENRY ROCKLIFFE.

1. Yes.

2. Ten years' credit I think sufficiently long; but, after having paid one or more instalments, if the intending purchaser desired to pay the residue in one sum, he should be entitled to a remission of the proportion of the "Premium paid for the allowance of Credit" corresponding with the amount of unpaid instalments proposed to be paid in advance.

3. Yes. Considering that the *male adult* population of the *Police District* to be about 1200, 1100 of whom are on the Valuation Roll, about 27 of the latter have purchased Land for Cash under "The Waste Lands Act" to the extent of 2304 acres; 80 more have bought on Credit 6524 acres; 8 of the latter have become defaulters, forfeiting 509 acres, after having paid the Deposit only; while 5 have paid up in full before the time, sinking the premium for allowance of Credit. Seven other individuals have purchased 470 acres under the 18th Clause of the Act; two-thirds are purchasers of lots averaging 50 acres, and are operatives.

4. The Land has been purchased, I presume, chiefly for agricultural purposes and the production of timber; but little of it has been brought into cultivation, as, with very few exceptions, the forest is dense and the land hilly, and, except in a few solitary instances, the spade or hoe are the only available implements of agriculture.

5. If roads were opened, Lands would of course be sold which otherwise might be locked up for years, and naturally would be more or less brought into cultivation; but, as farming would not repay the expense of clearing the Land at present, and timber being yet the staple export, the roads should be primarily directed to the most reproductive portions of country, and if possible where there are fixed centres of population, as more Land would be bought by residents in those localities than by strangers or migratory splitters and sawyers of the same class.

6 and 7. Under the present monetary depression, I should say among the lower classes much inconvenience is felt; but, referring to Answer the 3rd, 8 per cent. are shown to have forfeited their first instal-

ment; I do not anticipate the forfeiture of any greater proportion, but I would remark that nearly all the purchasers of small blocks of heavily wooded land have selected them where outlets by bush roads already exist.

8. The District can hardly be said to experience much "want of communication with markets and ports of export," as its produce is brought from no great distance inland. The population extends along the banks of a navigable river, and a sheltered sea-coast, abounding in safe harbours, affording every facility for water conveyance to markets; but, to render the interior valuable and productive, roads inwards must be formed.

9. I think much more Land would be brought into the market, and much sooner than by the present mode, if the Government could partially remunerate by an allowance in the purchase-money of Crown Land to any person penetrating by a travelable road or track bush land available for sale, such persons would be induced to form Roads only into Lands worth purchasing. I am also of opinion that those Pre-emptive Landholders who have expended money on their Lands in cultivating, settling small families, making Roads into or towards Crown Lands, have enhanced the value of those Lands, and in the purchase of their Pre-emptive blocks should, by a remission of a portion of their purchase-money, be distinguished from those holders who have not laid out any money in improving their own, or increasing the value of unsold Lands; but, on the contrary, (as in many instances) have impoverished them, by divesting them of all their marketable produce (the timber). Many of these blocks will revert to the Crown in an unsaleable and worthless state.

10. I do not think the desire to select Crown Lands by small Capitalists is subsiding: the pressure of the times prevents would-be purchasers from gratifying their desires. Of course, the most of the persons in a position to do so hastened to avail themselves of "The Waste Lands Act" as soon as it came into operation in 1858; when 65 purchased in the three following years. There was an average of 13 each year, and no Land has been selected since December, 1861. The falling off in this year is either attributable to scarcity of money, or to the circumstance that all the profitable small blocks approachable by roads have been selected.

By referring to Answer 3, that the amount of Lands purchased under "The Waste Lands Act" averages about $7\frac{1}{2}$ acres to every male adult in the District.

E. A. WALPOLE.

1. I should say decidedly so, especially (as to the first question) to *bonâ fide* Settlers—men residing on their Lot with families.

2. As far as *bonâ fide* working men residing on their land are concerned, certainly. I have always been of opinion that a distinction should be made between men clearing dense forests and scrubs, and those in more open lands.

3. Not many; a few working men and a Government District Surveyor, to the great injury of the District.

4. Very little; portions of very few lots improved at all. I consider most men make a mistake in attempting to buy more land than they can improve.

5. Yes; but I object to the Government attempting to make them. *Vide* Government Surveyor's roads to Kentish Plains.

6. Very great; chiefly on account of the difficulty in getting produce to market,—the extortion of our Importers, and the prices of produce being kept down by the same parties.

7. Many of the working class find, that becoming a Landholder is the easiest way of relieving themselves from their little earnings,—that it is a snare and delusion, and therefore best given up, for the same reasons as stated above to No. 6.

8. I think there would be people, if our land were granted in very small sections, according to a man's means. All along the North Coast I think Tramways would be cheaper than attempting to make Roads. If the people would assist, Tramways could be laid down for £200 per mile, or less.

9. As I have already stated, by granting in smaller lots to *bonâ fide* Settlers our heavily timbered scrub land. I do not think one man in fifty would reclaim a lot of 500 acres in his lifetime; besides it drives many back, and ruins them.

10. I should say most decidedly subsiding.

B. W. THOMAS.

Appledore, Port Frederick, 12th September, 1862.

9. I beg to offer the following suggestions :—(1.) That, in the event of a person who has laid a certain amount upon his Land failing to continue his annual instalments, he should be allowed to select and retain such portion of his Land as the money received from him by the Government is sufficient to pay for. (2.) That, upon the same principle, a man who holds two lots should be allowed to relinquish one, and have all the payments he has made go to the purchase of the other. Clauses inserted in the Land Bill to this effect would prevent much injustice and unnecessary suffering.

H. E. DREW.

1. It would be very desirable to apply the Credit Regulations to holders under the Preëmptive Right, and this would be considered a great convenience.

2. Certainly.

3. The principal persons are of the laboring or yeoman class. I cannot say the number, but I believe they are numerous.

4. Not much, owing to the want of means. At present holders are generally in the timber trade.

5. The fact of a large quantity of Land having been taken up since Roads were opened shows the importance of this.

6. Not much. I believe there are no defaulters about this neighborhood.

7. I do not anticipate forfeiture, though this District is fearfully depressed in pecuniary matters:

8. The want of population is a serious evil here, though there is room for thousands. The means of removing this evil is in the hands of the Government.

9. None.

10. There is a great falling off in the selection of Lands, want of resources being the sole cause.

JAMES HENRY MUNCE.

Emu Bay, 5th September, 1862.

West Bank, River Leven, 10th September, 1862.

SIR,

ENCLOSED I beg to return your Questions, to which I have attached Answers, hoping some good will emanate therefrom.

In reference to Question 8.—The restrictions as to the clearing of vessels are very obnoxious and hurtful to us; as, for instance, “a vessel taking cargo from here to Melbourne, and you wish supplies of any kind brought back, the Captain will not do it, because he is obliged to proceed to the Mersey to be cleared; the goods have then to be landed and transhipped, which is vexatious, and the vessel loses a passage; for these reasons the vessel comes in *clean*.” I would suggest that each navigable River be made a Port of Entry.

9. I would extend the period now eight years to ten years, and instead of paying two instalments in the first year would have it amalgamated in the whole, and let those who have already paid participate in the same benefits.

I am confident much Land would be taken up if Roads, and more especially Tramways, were instituted, which latter means of communication seems to me to be the only practicable one, as there is no material for making Roads where the Lands are good, and also the great difference in favour of Tramways in prime cost.

I am, Sir,

Yours obediently,

E. B. S. WALKER.

J. DAVIES, *Esq.*, *M.H.A.*

1. It would, provided the Credit system was enlarged to ten years, and the purchaser allowed to select the whole or any part.

2. It would.

3. Many, of the industrious class.

4. A good proportion.

5. Undoubtedly. The want of Roads prevents many would-be purchasers from even visiting this locality.

6. There is great difficulty.

7. I do, to the extent of one-third, unless the Credit system is modified. To the want of internal communication, and the depression of the times.

8. I do. I would suggest that vessels entering inwards be cleared in the River to which they are bound, without being obliged to proceed to Torquay to land dutiable supplies, thereby causing much loss and inconvenience.

9. I have. Extension of time for payment, Roads, Tramways, Bridges. (*See Letter.*)

10. The desire is equally strong as formerly; and if some liberality was displayed, I have no doubt much Land would be taken up.

E. B. S. WALKER, *Torquay.*

1. The extension of credit to the preëmptive right holders would be a great relief to them; but I think a great many will be forced to give up their land, if the deposit required by the 19th clause of the "Waste Lands Act" is demanded. I know that this will be the effect in this district—the Huon.

2. I think it would be desirable to extend the time for payment over as long a period as possible, and the price and premium together paid by instalments. I do not think a premium should be charged for credit, as £1 per acre is as much as the land is worth. The proportion of good to bad land is as 1 to 10.

3. I do not know the exact number; but I believe between 30 and 40, mostly of the industrious labouring class.

4. A very small quantity. At first, those who settled upon their selection set to work in good earnest to clear their land, so as to make a home for their families; but the conveyance of produce to the shipping place was so expensive on account of bad roads, and the absence of a remunerative market completely disheartened them, and now, instead of clearing and cultivating their land, they engage in any sort of labour that will bring them a livelihood.

5. They would sell better, and would be readily brought into cultivation, provided there was a market for those crops which must necessarily be grown on newly broken-up land. The want of a market for root crops is a great impediment to the settlement of the Crown Land, as the Melbourne and Sydney, &c. market is failing us. I think it would give a great impulse to agriculture, and consequently promote the settlement of the Crown Lands, if a market could be made at home. This, I think, could be done by allowing "distillation."

6. I am of opinion, this year, there will be great difficulty.

7. The holders of land, under the credit system, will not forfeit their land if they can help it; but I will not say that such a thing is not very likely to happen.

8. It is a great impediment; and the only way to remedy the evil is to make roads.

9. If a premium is charged for credit, let the premium and the price charged for the land together be paid by instalments extending over as long a period as possible; and if the purchaser wishes to pay the balance before the expiration of the time for which credit is given, allow him a *discount*. Allow preëmptive right holders to alienate any portion of their land, not less than ten acres, upon paying the survey fee and the upset price of the land, say £1 per acre, for the quantity so alienated, into the Survey Office.

10. The desire to settle upon our "Waste Lands" has greatly subsided. The want of roads and a market for potatoes has reduced many who entered upon their land with a small capital, and laboured from sunrise to sunset, to a state of pauperism.

SAMUEL PAGE.

1. I think that the Credit Regulations should be extended to all those who have reclaimed their Land to any extent (held under the Preëmptive Right), but not otherwise, and that it would better secure the payment, and be also a great convenience to the purchaser; but that the credit should be on a sliding scale, in proportion to the improvements on the Land.

2. Yes; it is almost indispensable.

3. Yes; and almost exclusively to the laboring class.

4. Not much, as it has not been located more than a year or two; and some have not the means of reclaiming the Land to any extent.

5. Most decidedly so.

6. Very much difficulty by the majority, as many people have taken up Land without counting the cost.

7. I do; and to a serious extent. And I attribute the cause principally to persons' rashness in taking up Land without sufficient means to carry on. In the majority of cases the Land is valueless and unproductive in its native state, and they have not the means of reclaiming it to any extent.

8. To some extent; but not to a very serious extent, so as to be a barrier to prosperity.

9. I think that Land held under the Preëemptive Right would be much more advantageous than under the 19th Section of "The Waste Lands Act," especially to working men and small capitalists, because it would enable them to reclaim the Land without being embarrassed with annual instalments. I would exact payment without any exception at the expiration of the term, unless the Land had been improved and reclaimed; and I would extend the term of credit in proportion to the improvement made on the Land.

10. I think, upon the whole, increasing.

GENTLEMEN,

I have not consulted any one about what I have written; but the above are the convictions and sentiments of my own mind.

ARTHUR WIGAN.

1. In my opinion the Pre-emptive Right system has been a failure, for Land was taken up by persons who never intended to settle upon it, and at this time remains in a state of nature, to the great annoyance of the remaining occupiers; and to extend the time of payment would only prevent the settlement of that land, and be no benefit either to the holder or the Colony. I would, therefore, suggest that all such Land not improved should be brought under the 19th Section of "The Waste Lands Act." Where there are considerable improvements made upon the Land, allow the present holder the privilege of selecting (in no case more) 320 acres, taking only a due proportion of frontage on water or roads, but in every case on one of the boundaries.

2. I believe it would, under the depressed state of the markets and the want of roads.

3. Many have so availed themselves of the Clause; and they chiefly belong to men of small capital, who have, by industry and perseverance, provided themselves with the means to avail themselves of the Clause.

4. Considering the time the Act has been in operation, and the many difficulties to contend with, a considerable portion has been brought into cultivation; and, as a natural consequence, there will soon be plenty of pasture.

5. I believe in many instances it would be a dangerous experiment in consequence of the rapid growth of the scrub and young timber; but I would suggest that there should be a distinct understanding that, as the Agricultural Land is settled upon, roads should follow.

6. I believe there is. The deficient crop for the past two years, low price of produce, and the want of access to market, has operated very unfavorably.

7. I am not acquainted with any.

8. The want of such are a very serious obstacle. By opening the ports and making roads into the already settled parts of the District, starting from shipping places or any practical road as the case may be, and so to continue extending as the Land is selected; such roads to be surveyed by Government Surveyors, and then handed over to the Road Trusts with an annual grant from the Land Fund; the amount being determined by a per-centage from the revenue derived from the Land for whose benefit the road is made. The first year to open up the road, build bridges when necessary; the second year to form the road according to the rules and practices of road-making; and to continue so long as the grant lasts. I am persuaded the money so granted to the Trustees will do more than double the amount of work done by the Government. All money so granted to be laid out on the particular road for which it was granted, giving power to the Trustees to alter or divert any such road, to evade a bad hill or swamp, as the case may be.

9. I have not any suggestions to make, further than those made while answering the above question.

10. The desire to select under the 19th Section of "The Waste Lands Act" is as great as ever, but, in consequence of the depressed state of the times, parties have not the means.

My answers apply particularly to the North West Coast.

WILLIAM MASON, *Longford.*

1. Yes, in my opinion it would; and I am acquainted with many parties who are unable to meet the payments coming due.

2. Decidedly it would; but only to those who occupy the land and have improved it.

3. Yes; many persons in this District have availed themselves of the "Waste Lands Act," more especially the working class, consisting of men of small capital.

4. The greater portion; chiefly for the purpose of cultivation.

5. Yes; if roads or tramways were constructed from the navigable rivers on the coast, extending into the interior, it would, no doubt, create a demand for large tracts of land now utterly useless, on account of being unapproachable.

6. I regret to say that great difficulty has and will be experienced.

7. I do think there are many parties who will be compelled to forfeit their deposit, in consequence of the heavy expense of clearing, building, &c., the difficulty of conveying their produce to a shipping port, and the depressed state of the markets.

8. The almost total want of roads is the principal obstacle; the construction of which would have a most beneficial effect.

9. Under peculiar circumstances, I would recommend additional credit to be given to those parties who have improved the land, and that efficient communication with our numerous seaports be opened; the small amount of money available under the "Road Act" being quite inadequate.

10. The demand for land under this Act has of late much decreased.

SAMUEL H. THOMAS, *North Down.*

1. I do not see how it would better secure the payment, but there can be no doubt that, in numerous instances, it would prove a great convenience. Credit must be extended, but without any additions to the amount.

2. It is not only desirable, but absolutely necessary, to give increased time, particularly to Class 2 in the appended Memorandum, who in my opinion are entitled to more relief than mere extension of time. They have exhausted their available means upon the land, are still making improvements, and are not in a position to pay on demand one-fifth of the purchase money.

5. Yes; none ought to be sold without.

6. I believe, in the present depressed condition of the Colony, two-thirds of the purchasers experience great difficulty.

7. Defaulters are of daily occurrence, but to what extent I am unable to say. Uncertain and low markets, with dear labour, are the causes.

8. The want of roads must always make land dear at any price. The Country will never be settled until roads are made.

9. Yes; see appended Memorandum.

10. I believe the present price of land is too high, and very few selections have been made lately in the neighbourhood in which I hold property,—Little Oyster Cove.

WILLIAM LODEK. CROWTHER.

1, *Albert Terrace, 17th September, 1862.*

SIR,

I BEG leave to acknowledge the receipt of a series of Questions, Nos. 1 to 10, having reference to the Waste Lands of the Colony, some of which I have answered.

As information is required by your Committee upon matters in connection with the subject, I will briefly explain, and at the same time draw your attention to a few particulars, offering such suggestions as appear to me to be necessary, to enable Parliament to deal fairly with those parties who have selected Land under the Pre-emptive Right Regulations of November, 1851.

No plan presents itself to my mind but classification, interests of an entirely opposite character having to be studied.

In the first place it will be necessary to briefly review the facts as they stand recorded in *The Land Gazette*, dated July 1st, 1862.

It will be seen that 609 selections were made under the Pre-emptive Right Regulations of 1851, representing an area of 226,587 acres, and in addition tying up under the " Quiet Enjoyment Clause" no less than 346,087 acres.

Of the 226,587 acres, 94,102 were paid for as under :—

PAID.		NOT PAID.	
	<i>Lots.</i>		<i>Lots.</i>
In 1853.....	73	Due in 1862.....	46
1854.....	66	1863.....	155
1855.....	38	1864.....	67
1856.....	27—204	1865.....	19
1857.....	6	1866.....	7
1858.....	7	1867.....	32
1859.....	10	1868.....	4
1860.....	11	1869.....	8
1861.....	9	1870.....	21
1862.....	3—46		
	<u>250</u>		<u>359</u>

In *ten* years out of 609 selections 250 were paid for, of which 204 payments were made in the *first four* years, and 46 only in the next *six* years; and there can be no doubt that at least as many more selections *have been* given up. The quantity of land taken under the Pre-emptive Right Regulations *and given up* amounts to at least 420,000 acres, and every month (if the records of the Survey Office were referred to) would show a long list of defaulters. Within my own knowledge some very large lots have been surrendered very recently.

It will be seen at a glance that, out of 250 persons, no less than 204 completed their purchases by December, 1856,—the three preceding years having been those of unexampled prosperity.

Whilst, on the other hand, in the following six years only 46 payments were made, or at the rate of 7½ annually.

The Land tied up by these payments, over and above the selections under the " Quiet Enjoyment Clause," amounts to 60,805 acres.

Of those not paid for the selections amount to 359, and it is highly important to see of what these are composed. 172 selections represent 60,805 acres, and tie up under the " Quiet Enjoyment Clause" 280,889 acres, and are all pastoral lots. 187 selections represent 70,560 acres, without any land under " Quiet Enjoyment." Of these, upon analysis, I find at least one-third are pastoral selections, leaving only 47,040 acres that have been taken up for timber and agricultural settlement. In dealing with these lots much discrimination will be necessary, as they are the most likely ones to be defaulted upon.

It will throw some light upon the subject to examine how the 187 selections are made up.

19 are from.....	100 to 200 acres.
23 are from....	200 to 300 acres.
8 are from.....	300 to 400 acres.
9 are from.....	400 to 500 acres.
109 are.....	500 acres.
19 are.....	640 acres.
<u>187</u>	

Fifty-nine small selections, or rather less than one-third ; the remainder timber and pastoral lots.

To arrive at correct conclusions, a return should be called for from every Pre-emptive Right holder, in which should be clearly set forth the time he has been in possession, and the nature of the improvements, (roads, buildings, clearing, fencing, &c.) A blank form should be affixed to the document for the District Police Magistrate or Warden to fill in, certifying as to the correctness of the return. The classification I propose is as follows :—

Class 1.—Pre-emptive Lands upon which tramroads have been made, machinery planted, buildings erected, clearing effected, and where it is proved that a large and continuous amount of labour has been employed, an absolute surrender on the part of the Crown, and a fresh right of selection, to the extent of one-half the area of their present holdings, ought to be given.

Class 2.—Where buildings have been erected, lands cleared and fenced, roads made, and improvements of a substantial character effected, credit should be given for the amount of rent already paid as part of the purchase money, the price of the remainder reduced to 10s. per acre, with extended time for payment, say ten years.

Class 3.—Where improvements of a less extensive character have been made, and lands held for pastoral purposes only, the application of the Credit Clause of the “Waste Lands Act” would meet the case.

Class 4. Where lands have been held for speculative purposes only, the timber removed, and no substantial improvements made, payment should be demanded as the amounts fall due. In default, the land to be resumed.

Lands improved, as in Classes 1 and 2, must, through the medium of the General Revenue, have long since returned to the Crown a sum far exceeding their Pre-emptive Right value, and, on this ground, may fairly be given up.

It is not by the payment of £1 per acre that the Revenue will hereafter be sustained, but by finding employment for a settled population, either as cultivators or manufacturers; and to facilitate so desirable an object every assistance ought to be given.

I remain,

Sir,

Yours very truly,

WILLIAM LODEK. CROWTHER.

1. Yes.
2. Yes.
3. No. And those who have, principally to the small settlers.
4. Pasture generally.
5. Not sufficient available Lands to make the expense warrantable.
6. Yes.
7. Not to a serious extent, on account of the small quantity taken. Extreme depression in business rendering extended Credit necessary.
8. Not in this District. Our District is so divided in opinion on this matter that it is difficult to judge, but I favour a transit by Railway, although it involves serious consideration.
9. No.
10. The desire exists, no doubt; but want of money, and very limited quantity of Land for selection worth having, renders this question in our District of little importance.

G. T. GLEADOW.

N.B.—These Answers simply apply to this District. At the same time, I would observe that any deviation from a Contract leads to much trouble often; and in this case a decided injustice would be done to those who have faithfully carried out their Contracts by not strictly adhering to them.

G. T. G.