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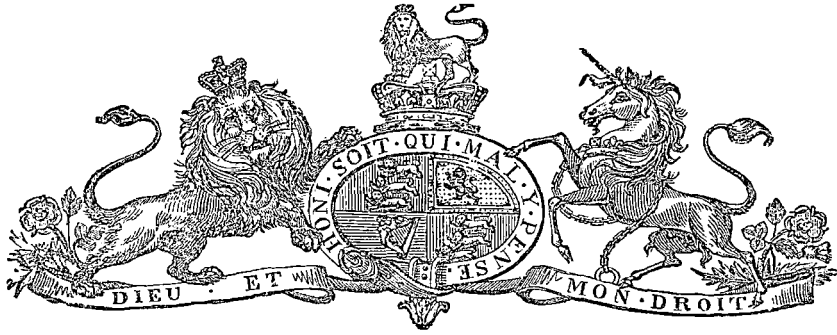
1864.

T A S M A N I A .

REPRODUCTIVE WORKS.

**WORKS OF A REPRODUCTIVE NATURE TO BE SUBMITTED
FOR THE CONSIDERATION OF PARLIAMENT.**

Laid upon the Table by Mr. Colonial Treasurer, and ordered by the House to be
printed, 12 July, 1864.



Survey Office, 4th July, 1864.

SIR,

I HAVE the honor of presenting you a paper giving, in a tabular form, the necessary details in relation to the advantages and cost of constructing certain important thoroughfares in the chief agricultural districts of Tasmania, which you have from time to time directed this Department to lay out, with the views of increasing the value of the general estate of the Colony, and of improving its trade,—effects which must be produced by extending our inland communication after the manner proposed.

The cost of these works is estimated at about £66,000; but, as there is generally a difference between estimates and contractors' prices, I should take leave to suggest to you the propriety of your asking Parliament for a vote of £80,000 for them, the more particularly as one or two of our Surveys are not yet finished. The above-named sum, if granted, would only be expended in case of such contingency as that referred to arising to produce embarrassment.

That other works not provided for in the Estimate will ere long be wanted, I believe; such, for example, as the improvement of existing roads through Devon, Buckingham, &c., whose present condition I believe to be most injurious to the Colony, by reason of their being trafficable only at extraordinary cost, and consequent loss to the producer.* Such roads as those along which the produce of Devon has now to be conveyed, I should think, are scarcely to be equalled in the world for the depth of mud on them. I would beg to suggest that the question of the propriety of improving them be submitted to Parliament; and if the sentiment of that body be favourable, that a grant of £20,000 be asked for either to widen them to a chain, that the traffic be not confined as at present to a narrow line of about 10 feet, or to log them.

These works, which we have devised together, I sincerely believe are destined, if completed, to produce beneficial and lasting effects on the fortunes of the Colony equally with the Districts they are intended for. Their *first* effects will be to clear away a most formidable obstacle to successful colonisation which the want of fair roads ever produces, proving, as that want invariably does, obstructive of progression, and repulsive of such immigration as we require to fill up the immense vacancies still existing amongst the best lands of the Colony, which I humbly apprehend it is the duty of all to try to bring about.† The *second* will be to extend agriculture by diminishing the cost of the inland transport of farm produce, to increase our exports, and to furnish new local markets for Hobart Town, Launceston, and other centres of trade and population.

I remain,
Sir,
Your very obedient Servant,

J. E. CALDER.

The Hon. the Colonial Treasurer.

* When I was lately through Devon, I found that the carriage of potatoes conveyed only a few miles to the Coast cost 20s. a ton, where they were sold for 40s. only.

† I have heard of several persons of other Colonies visiting our agricultural Districts with the intention of settling in them, but who have gone away from the Colony repelled by the horrible roads by which the very best of our lands are approached.

ESTIMATE of the Cost and Advantages of making

Name of Road.	Length in Miles, &c.	Remarks descriptive of Construction.	Estimate of Cost.		
			£	s.	d.
1. LAUNCESTON AND RINGAROOMA.	About 39½ m.	To be cleared of scrub and timber one chain wide; road to be formed along this clearing 15 feet wide, with drains and culverts, and to be coated with 6 inches of rubble 10 feet wide along centre all through. Estimated cost of whole work £10,036 + £1003 13s. (10 per cent. allowance.)	11,040	1	0
2. BRIDPORT AND SCOTT'S NEW COUNTRY.	13½ miles.	First 9½ miles (from Bridport to Scott's New Country) to be cleared one chain wide; road to be formed along this clearing 15 feet wide, with drains and culverts, and gravelled 10 feet wide in centre all through; a few marshy places to be logged. Estimated cost £1704. The next 4 miles and 20 chains (through Scott's New Country, as far as settled) to be cleared one chain wide, and a corduroy road of 12 feet to be laid along this clearing; drains and necessary culverts to be provided; all at an estimated cost of £1291. The total cost of the road should therefore be £1704 + £1291 + £299 5s. (10 per cent. allowance.)	3294	5	0
3. SCOTT'S NEW COUNTRY to join Ringarooma Line.	About 5 miles.	To be cleared and formed like the second portion of the last line. (Note.—This line is in course of survey, and the Report and Estimates of the Surveyor have not yet been received. But as the tract of country is pretty similar to the second part of the last line, I have used the estimates of that portion for this, altering them only to suit the difference of distance.)	1600	0	0
4. BRIDPORT AND SCOTT'S NEW COUNTRY ROAD, to be continued to the Ringarooma.	Perhaps 14 miles.	To be cleared and formed in the same manner as Road 1. (Note.—This Road is in course of survey, and the Report and Estimates of the Surveyor have not yet been received. The tract of country it passes over, viz.,—the "Billy-cock Tier," being of a difficult nature, I have taken the estimated cost of the construction of the worst part of No. 1 line as the basis of the calculation of the cost of this one, namely, £200 a mile, with 20 per cent. allowance additional, that is £2300 + £560.	3360	0	0
5. GREEN'S CREEK (PORT SORELL) AND WEST TAMAR ROAD.	—	To be cleared 15 feet wide, &c. (Note.—The Surveyor reports that the work to be done on this road to make it travelling is inconsiderable; and he gives estimates of those parts requiring clearing and forming as follows:—£120 14s. + £85 + £80 2s. which, with 20 per cent. allowance added, will reach £342 19s.	342	19	0
6. ULVERSTONE, running south-erly.	Say 20 miles.	Laying down a single Line of Tramroad (including a main of about 9 miles and two branches of about 11 more in all), the probable cost being £400 a mile, with £1000 added for fencing and compensation. £3000 + £1000.	9000	0	0
7. DIRECT HUON ROAD FROM HOBART TOWN TO LESLIE, i.e., where it crosses the North West Bay River.	10 miles and 35 chains.	Widening existing road to 15 feet. Metalling it a width of 10 feet throughout with closely packed rubble 6 inches thick, coated with 6 inches of finely broken stone.	8101	16	0
8. NORTH WEST BAY AND SANDFLY BASIN ROAD.	About 16 miles.	Laying down a single line of Tramroad from North West Bay to the Sandfly Basin, 8 miles, and 2 branches of 4 miles each, with Jetty at Shipping-place,—say about £700 a mile.	11,200	0	0
9. SOUTHPORT AND PORT ESPERANCE TRAMROADS, AND TRAMROAD FROM DOVER TO WALPOLE.	23 miles.	Laying down three single lines of Tramroads of respectively 10, 10, and 3 miles, according to very elaborate Surveys effected by Messrs. Tully, Hall, and Innes in 1862. Estimated to cost about £594 a mile. (I adopt these figures from Mr. Tully's printed Report, but I think there is either a printer's or a clerical error in them, as the distances are about 20 miles in all, or 8½ + 8½ + 3.)	13,662	0	0
10.	6 miles.	Of wooden Tramway, Cam River, estimated by the Promoters at £200 per mile; half to be contributed by the Government (£600.)	1200	0	0
11.	—	Road from Cambridge to the Bluff, Sorell Causeway.	2000	0	0
12.	—	Bridges over the Leven and Forth.	2650	0	0

certain New Roads, and of improving existing ones.

<i>Nature of Estimate.</i>	<i>Authority.</i>	<i>Advantages that the Colony will derive from the Construction of these Public Works.</i>
Furnished by Surveyor.	Mr. G. Babbington, Town Surveyor of Launceston.	This Road, conjunctively with Road 4, will give access to about 20,000 acres of first class Crown Lands, and to about 30,000 acres of medium quality, which may be valued at 20s. per acre altogether; and these are now almost literally unoccupied for want of Roads. Of these areas I think we may fairly calculate on the sale of 2000 or 3000 acres per year, which will repay the outlay that it is designed to expend on them, over and over. It seems to me that this expenditure will prove a certain means of settling and retaining in the Colony many families, by whose labours the agricultural and general trade of the north, and therefore of the Colony, must be largely benefited. Of the lands in the basin of the Ringarooma, Scott's New Country, and elsewhere in Dorset, all who have visited them describe them as being admirably suited for settlement. Messieurs Tully, Allport, Gould, Scott, Hall, unite in this opinion. Mr. Babbington, Town Surveyor of Launceston, the latest writer on these fine lands, (which he has recently traversed), thus speaks of them:—"I cannot conclude without bearing my humble testimony to the great extent and richness of the soil of the country this Road is destined to open up. Having, in my professional capacity, travelled extensively in New Zealand, New South Wales, and Victoria, I can safely say I have never met with land so promising to the farmer as that of Scott's New Country and Ringarooma. It evidently only requires a good outlet to be as flourishing and prosperous a District as there is in the Island." (<i>Report</i> , 23 June, 1864.)
Furnished by Surveyor.	Mr. G. Babbington.	
Approximate.	—	These Roads would do more toward improving the agricultural and general trade of the North and of the Colony than toward promoting further settlement; nevertheless, they will make about 8000 acres* of good Crown Land suitable for occupation that are now uninhabitable, or nearly so, for want of travelling thoroughfares.
Approximate.	—	The advantages to be expected from this Road, which is to be considered with Line 1, are described above.
Furnished by Surveyor.	Mr. R. Hall.	This line passes through six or eight thousand acres of good Crown Land, surrounded by much that is inferior.
Approximate.	—	These lines are designed as the means of approach to a tract selected as an agricultural area under the 56th and following Clauses of "The Waste Lands Act, 1863." It is impossible to say what amount of good Crown Land may <i>not</i> be opened up in this part of Devon by Tramroads, which I recommend for this quarter as there is generally no stone hereabouts for making ordinary Roads with. But this extent of good land is very considerable, and when opened must have a most beneficial effect on the agricultural and general prosperity of Devon. The soil of the "area" is generally of the best description; namely, a bright chocolate loam of great thickness, mixed, however, with large patches of cold clayey myrtle land. The line, if extended a very few miles southerly, will beneficially affect from 50,000 to 100,000 acres of good and medium soils, capable of supporting a very large population.
Furnished by Surveyor.	Mr. Bastow.	This road will do more to improve the timber, agricultural, and general trade of the Colony than to extend land occupation, though I believe it will not be without good effects even in this way. Moreover, I respectfully submit, that it is high time we commenced extending the Main Line of Road southerly†, which was virtually done in the north, by connecting it with Deloraine, about 20 years ago, (and which, I humbly think, might be carried all through Devon with great advantage to the Colony.) The effect of the construction of so much of the direct Huon Road as lies between this City and Leslie, (where it crosses N. W. Bay River), would be to benefit largely the general trade of Hobart Town. I see no reason to doubt that the cost of the work (about £8000) being repaid us, and more, by the sale of contiguous lands effected during the next ten years; and whenever we finish this road to Franklin it cannot fail having a beneficial influence on large areas of land, (10,000 or 12,000 acres); whereon the District Surveyor reports very favourably. A branch road should be made from this line to Port Cygnet, whenever it is decided to continue it to Franklin. It must, ultimately, reach Southport.
Approximate.	—	This Tramroad is designed to connect about 15,000 acres of useful lands (chosen as an "Agricultural Area" under the 56th and following Clauses of <i>The Waste Lands Act</i> , 1863), with the capacious harbour of North West Bay. This tract is situated about the head of the Sandfly River, and is covered with a forest, which one of the oldest and best judges of timber in the Colony‡ has pronounced to be of very extraordinary excellence and commercial value; and the District Surveyor rates its worth at a quarter of a million of money. It is about eight miles from the shipping place, and that it might be turned to the best advantage to the community, it has been thought advisable to approach it by means of a Tramroad. Of the area above described about 10,000 acres are of rich soil, and capable, I believe, of supporting 150 families. The Revenue likely to be derived from the land, and the lease of the lines, will pay a fair interest for the money expended on them, and the principal also in ten years, besides repairs, while their beneficial influence on the timber and agricultural trade of Tasmania will never be called into question by any one capable of forming a rational opinion. The country the lines will pass through is a difficult one.
Furnished by Surveyor.	Mr. Tully.	These roads will pass through a large extent of good Crown Lands, abounding with untouched forests of very superior timber, lying within a couple of miles of the shores of one of the finest ports on the South Coast,—namely, Port Esperance. Much of the country they traverse is most excellent, as I can avouch. Mr. Tully estimates the quantity of good forest land hereabouts at 16,000 acres which will be made saleable by these lines, thereby providing ample funds for the extinction of the liabilities that their formation will create. But the chief benefit the Colony will derive from them, I believe, will show itself in the good effects they will produce on the Timber trade of the South, the very reputation of which, I understand, is suffering from difficulties connected with the conveyance of the manufactured wood to the shipping places which necessitates the production of a light and inferior article that may be transported without excessive difficulty to the shore. The tract between Port Esperance and Southport is well suited for an Agricultural Area.

* Mr. Scott says 8000 or 10,000 in his Telegram of 4th February, 1864.

† With me this is no new idea, as will be learned from the following extracts from my Report of 2nd December, 1856:—"There will, I hope, be no impropriety in suggesting that the time has arrived for ceasing to consider Hobart Town as one of the terminal points of the Main Line of Road, or in saying, (looking at the wealth the Colony derives from the Southern Districts), that it should be extended through them." * * * * "Extensive tracts are yet to be explored and occupied that lie far beyond the great river that drains so much of our southern lands, abounding in forests of trees unequalled in magnitude, and perhaps in value, in the world, whose ultimate good effects on the fortunes of the Colony need not be dwelt on. The value of such countries cannot be exaggerated, and I would, therefore, seriously, but most respectfully, urge on the Government the propriety of devoting every energy to turning them to account."

‡ Mr. C. Degraives.