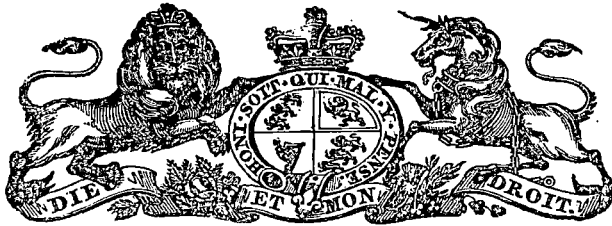


(No. 158.)



1861.

T A S M A N I A.

**ROADS OR TRACKS TO THE WASTE LANDS
OF THE COLONY.**

Laid upon the Table by Mr. Innes, and ordered by the House to be printed,
30 January, 1862.



REPORT of the SOUTHERN BOARD of WORKS.

THE Southern Board of Works have to report, for the information of the Government, the result of their operations during the year 1861, and have also to submit the appended Account of the Expenditure and Appropriation of that portion of the Parliamentary Grant entrusted to their charge.

At an early stage in the proceedings of the Board, the sum of £4000 * was set apart for the Southern Division of the Island. The principle which guided the Board in the distribution was based on the extent of the Crown property in the several Districts; and the experience of the last Twelve months has proved the correctness of the rule then adopted.

The Board are not in a position to speak with certainty as to the influence of the Grant on the progress of settlement; but as yet no large success has been derived from the works carried out under their authority. It may be too early to expect any very favourable results, as the works have only partially progressed; and, as may be seen by the account furnished, that though provision has been made for several lines of communication, not more than a third has been completed, and that scarcely can be considered practicable for transport purposes.

The Board feel it their duty to state that the business of opening communications to the Waste Lands on the South side of the Island is necessarily slow and tedious; and, owing to the grave responsibility placed in their hands, were more alive to the necessity of care and the exercise of economy in the administration of the funds. If convenience to the settlers already located was the only consideration, the task of making Roads would be relieved of many difficulties: but this was not the sole object in view. Regard had to be paid to the purpose for which the grant was made,—and this checked, in some degree, that freedom of operation which would have obtained under other circumstances. To open communication with the settled Districts, or with existing centres of population, would have been comparatively an easy work, and would have reduced the responsibility of the Board to a mere choice of locality based on the number of the residents. This consideration was, however, never lost sight of by the Board; and on all occasions the interests of the settlers received their earnest attention, and every effort was made to combine convenience with the primary object of the work.

* In addition to this, about £743, remaining unexpended from a previous Grant, was also appropriated to the Southern Roads.

In every instance, Reports and preliminary Surveys were made, in order that no improper or wasteful expenditure might occur; and the Board was well assured of the necessary conditions in each case being fulfilled before any sum was authorised for payment.

The caution required in dealing with a country so difficult to explore, accounts for the time that has elapsed,—though the work performed is by no means trifling. The amount of some of the contracts indicates, in the most practicable manner, the nature of the country. To any person unacquainted with the Huon, it may afford some idea of the quantity of work, when it is understood that three miles of bush Road, 15 feet wide, cost £888; and that the sole clearing of another of the same width will cost £80 per mile, which is nearly at the rate of £40 per acre.

During the year, the four following lines have been surveyed:—

1. Road extending from Franklin towards the Arve River; distance 6 miles 14 chains.
2. Road from Hospital Bay towards the Arve River; distance 9 miles 5 chains.
3. Road along the Valley of the Sandfly Rivulet to New Huon Track; distance 11 miles.
4. Road to Carlton Scrub; distance 5 miles 46 chains.

The total number of miles surveyed is 52, of which 12 miles are now completed; and it is anticipated that each line will be practicable before the winter sets in. The account furnished shows the amount set apart for each work, together with the total amount expended up to 31st December, 1861.

The Board having it in their power to assist the Huon Road Trustees, did not hesitate to advance the sum of £500 in aid of a work so important to the District, and which, at no distant period, will prove remunerative to the Government. They have also endeavoured to foster and promote explorations among the settlers by small grants, and have derived a considerable amount of information by such means. Every encouragement has been given to individuals to communicate the special wants of their Districts; and one or two Tracks have been opened by private parties at the instance of the Board.

The Board, judging of the experience of the past, cannot predict with feelings of confidence any large demand for land during the present year, particularly at this side of the Colony. The inducements—at least for strangers—to settle, must be derived from the price of produce, which, at the present rates, almost precludes the possibility of profitably working land requiring a large outlay for clearing.

There has been, however, a larger number of applications for land during the last year than the one preceeding it, and this may have been partially induced by the operations of the Board.

There seems also to be a growing feeling amongst the men employed cutting timber in favor of purchasing lots for their own use; and the Board has, by its authoritative and personal influence, encouraged this desire, and endeavoured to promote the settlement of the class above alluded to. The advantages these men would derive are obvious, as the cost of the land does not exceed the license usually paid; and they would, in addition, enjoy that independence and comfort which the possession of a home imparts.

In the South division of the Colony, the progress of settlement will be always influenced by the value of the timber in each locality; and the profitable working of the land will depend on the utilization of the forests that cover the soil. This peculiarity explains, in some measure, the tardiness hitherto observed in the progress of settlement; but the Board feels confident that the money expended in opening Roads must exercise a beneficial

influence in stimulating the development of the industrial resources of the Colony, which are so often crippled by inadequate means of communication. Whatever the result may be, the Crown Lands required to be rendered accessible; and there will, on the completion of the Roads above described, be at least 10,000 acres of first-rate land available for purchase under the favorable terms of the 19th Section of *The Waste Lands Act*.

RETURN showing Amount expended on SOUTHERN ROADS by Board of Works.

HEAD OF EXPENDITURE.	Length of Road.		Amount Expended.			Amount in course of Expenditure.			GRANT.		
	Miles.	Chains.	£	s.	d.	£	s.	d.	£	s.	d.
Grant	—	—	—	—	—	—	—	—	4743	0	0
Road from Hospital Bay to the Arve River	9	5	98	0	0	462	0	0			
Ditto Franklin	6	14	684	10	6	828	0	0			
Sand-fly Rivulet Road.....	11	0	259	0	0						
Carlton Scrub Road	5	46	—	—	—	300	0	0			
Exploration of country between Lachlan Village and Victoria.....	—	—	20	0	0						
Jetty, Three-hut Point	—	—	20	0	0						
New Huon Road.....	—	—	285	19	9	214	0	3			
Advertising	—	—	22	1	9						
			1339	12	0	1804	0	3			
						1839	12	0			
									3143	12	3
<i>Balance</i>	—	—	—	—	—	—	—	—	£1599	7	9

FRED. M. INNES.

Launceston, 9th January, 1862.

SIR,

I HAVE the honor to transmit herewith, the Report of the Northern Sub-Board of Works, called for by the Honorable J. H. Wedge's Motion of 7th instant.

I have the honor to be,

Sir,

Your most obedient Servant,

RONALD C. GUNN.

The Honorable F. M. INNES, Esquire,

Colonial Treasurer, Hobart Town.

REPORT of the NORTHERN SUB-BOARD of WORKS.

THE accompanying Returns of all Works completed, in progress, or projected, with remarks attached, will give a general view of the proceedings of the Northern Sub-Board of Works.

The figures in *black* ink denote the cost of those works either completed or contracted for; whilst those in *red* ink are the estimated probable sums required to be expended, either to complete the works now in progress or those contemplated. These latter amounts are necessarily, to a certain extent, conjectural. Each work is numbered in the Tables for convenience of reference to the Notes and Maps, but they do not follow in the order relatively to their importance.

The two outline Maps attached will shew the positions of the various lines of Road in progress and projected, as also all Roads and Tracks already existing.

The course pursued by the Board has been, first, simply to clear the Tracks of all dead timber and growing trees under two feet in diameter to a width of 15 feet, and then to contract for such Bridges, Culverts, Side-cuttings, &c. as are required to make the Roads available for the passage of a bullock dray. The scrub, dead wood, &c. being first removed, enables Contractors more accurately to estimate the quantity of work that would be required. In four instances, viz., in the Kentish Track, and where the Roads passed through forest of an unusually dense character, a greater width has been adopted, and the underwood has been cut down to a width of about 15 feet on each side of the 15 feet Track—the intention being to burn the dry scrub during the summer, and thus let in more sun and air to keep the Road dry.

The only Crown Land now available for selection and sale on the Northern side of the Island is usually covered by dense impervious forests and scrubs, which render it almost impossible for parties desirous of purchasing to inspect the land they wish to select. Much of it is of the richest quality,—but, from its inaccessibility, the necessity has arisen of opening up Tracks through the forests and scrubs; and the general results which have already followed are quite equal to expectation. The quantity of land selected along these various lines of Road, and in their neighborhood, is the best evidence of the advantages derived from them. Some of these Tracks, it is true, pass almost entirely through lands already alienated, but their extremities usually touch the unlocated Crown Lands; and, as settlement progressively takes place, the various lines can be prolonged.

A reference to the Returns will shew that the amounts that would be required to complete the various works projected far exceeds the sum at present at the disposal of the Board. It is almost impossible to say, with accuracy, which of these could be deferred with the least loss or inconvenience. The Board therefore feel that, unless a further Grant of money—at least sufficient to complete the works enumerated—be given, a great falling off in the Revenue to be derived from the Waste Lands may be anticipated.

RONALD C. GUNN, *Chairman.*

Launceston, 8th January, 1862.

COUNTY OF DEVON.

(That portion between the Rivers Mersey and Leven to which the £5,000 voted by Parliament in 1859 was restricted.)

No.	Works completed, in progress, or projected.	Amounts expended or already contracted for.			Estimated Amounts required to complete Works in progress or projected.		
		£	s.	d.	£	s.	d.
1	Kentish Track from the River Mersey, westwards, 18 miles; cleared only.....	470	0	0			
	Ditto continuation to Forth Bridge at Hamilton, about 10 miles.....		—		425	0	0
	Ditto, Bridges and Culverts required to make the Road available.....		—		500	0	0
2	Kimberley's Ford, Mersey, improved.....	96	0	0			
3	Road, Tarleton to Kentish Track, western line, 8 miles; 4½ miles cleared.....	96	0	0			
	Ditto, Bridges and Culverts required, and prolongation of line southwards.....		—		900	0	0
4	Road, Tarleton to Sheffield, Kentish Plains, eastern line by Badger Gorge.....		—		1200	0	0
5	Road, Forth Bridge southwards by Clayton's Rivulet, about 8 miles.....	250	0	0			
	Ditto, Bridges, Culverts, and fencing required....		—		150	0	0
6	Road, Ulverstone (Leven), southwards, about 10 miles; cleared only.....	345	0	0			
	Ditto, Bridges, Culverts, &c. required.....		—		250	0	0
7	Road, Allison, (Leven) southwards, about 10 miles...		—		500	0	0
8	Bridge over River Leven.....		—		1200	0	0
9	Surveys.....	957	13	2	100	0	0
10	Models for Mersey Bridge, (Kentish Track,) inspection of works, advertising, &c.....	159	16	5	200	0	0
11	Devon Road Trust for Mersey Bridge, Latrobe and Tarleton.....	183	0	0			

NOTES.

1 & 2. *Kentish Track and Kimberley's Ford.*—The Kentish Track is as yet only cleared for 18 miles west from the River Mersey. It is scrubbed to a width of 30 feet, but with a clear Roadway of only 15 feet. It passes through the thriving settlement at Kentish Plains, and opens up all the country in that quarter. This will be the best Road for driving stock—a want hitherto much felt, and will afford great facility to persons desirous of visiting the large extent of good lands for selection in this District.

It is proposed to continue this Road for an additional 10 miles by Alma (on the Forth) until it joins the Road from the Forth Bridge to the Leven. The ranges of hills running invariably in a North and South direction, with deep valleys between, rendered it almost impossible to make a good available Road by the more direct route, as originally surveyed, to the Upper Ford on the Leven, except at very great expense. The Road thus proposed to be opened along the west bank of the Forth to Alma would, in addition to forming the outlet to the Kentish Track, at the same time give access to all the lands along the Valley of the Forth, and to an extensive Track of good Crown Land lying between the Forth and Wilmot, which is estimated by Mr. Surveyor Dooley to be at least 10,000 acres. For another tract of land lying west of the Wilmot this Road would also be the outlet.

It was the intention to have built a Bridge over the River Mersey on this line. Plans were prepared, and a suitable site selected; but the lowest tender for the Bridge being £2920, that sum was deemed too large, as compared with the probable advantages to be derived from its expenditure. Kimberley's Ford was accordingly improved instead, by giving easy access to it on either side, at a cost of £96. This Ford will be available whenever the river is not flooded, and be sufficient for present requirements. Small Bridges and Culverts along the Kentish Road will be required.

3. *Road, Tarleton to Kentish Track.*—This Road is designed to give access to about 12,000 acres of really good Crown Land—of which about 2,500 acres have already been taken up or applied for, and about 3,000 more are surveyed and available for selection.

This Road will be the only outlet for settlers west of Kentish Plains and the River Don; and a prolongation Southerly will open up a large area of good land otherwise quite inaccessible.

4. *Road Tarleton to Sheffield.*—Mr. Dooley states that the opening of this Road would cause about 20,000 acres of Crown Land to be taken up by the time the Road would be completed, exclusive of the large area already taken. Of these 20,000 acres, he believes none would be sold if this Road be not proceeded with. The important settlement of Kentish Plains would flourish and extend rapidly if a passable Road was once formed, otherwise it is feared that much of the land already taken will be abandoned. If the amount estimated to be required to make this Road cannot be appropriated, it is then proposed to improve the existing Road at a cost of about £400.

5. *Road, Forth Bridge, Southwards by Clayton's Rivulet.*—This Road is cleared for about ten miles, passing principally through land selected under the Land Regulations of 1851. Its future continuation for six or eight miles would be through good available Crown Land, heavily timbered.

6. *Road, Utverston (Leven), Southwards.*—Mr. Surveyor Dooley observes that this Road passes principally through private property taken under the Land Regulations of 1851, with but few or inadequate Road reserves for the several lots, and entirely excluding from access 5,000 acres of good Crown Land, all of which has been recently taken up under the Waste Lands Act. The extension of this Road, about two and a half miles further Southward, would touch upon the available Crown Land, where good land is known to exist to the extent probably of 20,000 acres.

This Road is cleared for ten miles from the sea, the Track being fifteen feet wide, but scrubbed on either side to an additional width of fifteen feet. This scrub will be burned during the summer, thus giving an open Roadway of about fifty feet.

7. *Road, Allison (Leven), Southwards.*—This Road, if cleared for about 10 miles, would open up (Mr. Dooley states) 5000 acres of good available Crown Land; and a further extension for 4 or 5 miles would open up what is called "Gunn's New Country," where a large area of good Crown Land, well adapted for settlement, now remains completely locked up.

8. *Bridge over River Leven.*—Various circumstances in connection with the determination of the most suitable site for this Bridge has delayed the progress of this work.

COUNTY DEVON.

(That portion East of the Mersey and West of the Leven not included in £5000 Grant.)

No.	Works completed, in progress, or projected.	Amounts expended or already contracted for.			Estimated Amounts required to complete Works in progress or projected.		
		£	s.	d.	£	s.	d.
1	Road from River Leven to Emu Bay, to form the Main Coast Road				800	0	0
2	Bridge over River Blythe				500	0	0
3	Bridge over River Emu	1100	0	0			
4	Road, Heybridge (Blythe), southwards about 10 miles				360	0	0
5	Road, Wivenhoe (Emu Bay), southwards about 7 miles				250	0	0
6	Road from Kimberley's Ford, Mersey, by the Whitefoord Hills to Elizabeth Town				150	0	0
7	Surveys	55	0	0	100	0	0
8	Inspection of Roads and Bridges, Advertising, &c.	10	0	0	200	0	0

NOTES.

1, 2, and 3. *Road, Leven to Emu Bay, and Bridges over the Rivers Blythe and Emu.*—These would form part of a Main Coast Line of Road, giving permanent access to that part of the Colony lying west of the River Leven. The present Track follows the sinuosities of the coast and beach, and is hardly passable for a horse. The rivers are most dangerous to cross, except near low water, and are quite impracticable during ordinary floods. In the Blythe many lives have been lost. The only other means of reaching this north-western quarter are by the steamer *Titania* every week or fortnight, or by small sailing vessels. As during easterly weather, they are unable to land either passengers or goods at any point along this coast east of Circular Head, persons are not unfrequently carried past their destined ports at great loss and inconvenience; it has therefore been thought desirable that persons should be enabled to convey their families or supplies by land to the westward, instead of being solely dependent upon the uncertain and unsatisfactory means at present existing by sea.

A tender for erecting a Bridge over the River Blythe for £442 was accepted some time ago, but the Contractor withdrew before signing the usual bond. Fresh Tenders have been called for.

4. *Road, Heybridge (Blythe), Southwards for about 10 miles.*—This proposed line may be said to run the whole way through Crown Land, inasmuch as the large portion already taken up has been so taken since the Road was projected. Mr. Dooley says that this Road would open up 15,000 acres of good Crown Land, besides a large quantity of unknown quality.

5. *Road, Wivenhoe (Emu Bay), Southwards about 7 miles.*—This, like all the other projected lines which run in a southerly direction on the table land between two rivers, would open up much good Crown Land. Mr. Surveyor Lette observes that three lots, amounting to 150 acres, have been sold along this line; and 1500 acres in 16 lots have been marked off—all good land; leaving still available for sale at least 4 to 5000 acres of the best quality.

The want of access to all this part of the coast has most materially retarded its settlement. (*Vide* remarks under Nos. 1, 2, & 3.)

6. *Road, Elizabeth Town to Kimberley's Ford, through the Whitefoord Hills.*—This is necessary as the eastern terminus of the Kentish Track, without which travellers would have to make a detour of several miles along a much worse line of Road.

COUNTY WESTMORELAND.

No.	Works completed, in progress, or projected.	Amounts expended or already contracted for.	Estimated Amounts required to complete Works in progress or projected.		
			£	s.	d.
1	Road from Deloraine by arms of the Creek to South of Quamby's Bluff.	—	250	0	0

NOTES.

1. *Road from Deloraine to South of Quamby's Bluff.*—Mr. Surveyor Gwynne strongly recommends a Road to be opened to about 2000 acres of good Crown Land lying south of Quamby's Bluff, now quite inaccessible, and which he thinks would rapidly sell if this were done. Mr. Gwynne writes—"There is a large quantity of good land south of Quamby's Bluff, but it must remain unoccupied unless the Government will assist in making a Road to it; and if such assistance is not given, many of those who have taken land on its east and west sides will be obliged to give it up."

COUNTY WELLINGTON.

No.	Works completed, in progress, or projected.	Amounts expended or already contracted for.			Estimated Amounts required to complete Works in progress or projected.		
		£	s.	d.	£	s.	d.
1	Bridge over River Cam	540	0	0			
2	Bridge over River Inglis	—			900	0	0
3	Road from Somerset (River Cam), southwards 7 miles; cleared only	213	18	0			
	Ditto, Bridges and Culverts required	—			50	0	0
4	Road southwards between Camp and Stinking Creeks, 5½ miles; cleared only	123	12	6			
	Ditto Bridges and Culverts required	—			50	0	0
5	Road Wynyard, southward about 10 miles; cleared only	150	0	0			
	Ditto, Bridges and Culverts required	—			100	0	0
6	Track to Wilkinson's Plain	80	0	0	40	0	0
7	Bridge over Detention River, Rocky Cape	—			—		
8	Bridge over Crayfish River	—			—		
9	Road from Table Cape to Black River, near Circular Head	—			—		
10	Surveys	147	12	5	100	0	0
11	Plans of Bridges, Inspection of Roads and Bridges, Advertising, &c.	41	8	8	200	0	0
12	Exploration of Country lying west of the Surrey Hills	—			250	0	0

NOTES.

1 & 2. *Bridges over the Rivers Cam and Inglis.*—These, like those over the Blythe and Emu, are essential to give access to the western portion of the North Coast. These rivers cannot be crossed by travellers, except at and near low water, and not at all during ordinary floods; hence serious risk of life arises from persons attempting to cross at unfavourable hours, and very many lives have been lost.

After the erection of these Bridges, and the formation of an available coast Road between the Leven and Emu Bay, persons desirous of visiting and inspecting the Crown Lands for sale in the County of Wellington will be enabled to do so at a great saving of time and expense.

3. *Road, Somerset (Cam), Southwards about 7 miles.*—This Road is cleared and available for traffic for 7 miles from the Shipping-place at Somerset. A Bridge over Distillery Creek, along this line, has been erected at a cost of £47. Mr. Lette says that 2265 acres of land, in 13 lots, have been sold as a result of opening this Road, and leaving at least the same quantity to dispose of.

South of the termination of this Road it is probable much more good land exists.

4. *Road Southwards between Camp and Stinking Creeks.*—This Road has been cleared for about 5½ miles. 1263 acres, in 18 lots, have been marked off for sale along this line, and Mr. Surveyor Lette says will sell so soon as offered.

5. *Road, Wynyard (Table Cape), Southwards.*—This Track was originally opened to give access to the locality at the junction of the Rivers Inglis and Calder, where gold had been found by Mr. Lette in 1859. It has been thought desirable to amend and widen this Track to 15 feet. Mr. Lette says six 50 acres, two 60 acres, and two 100 acres lots have been sold along this Road, and nine 50 acre lots are for sale by auction, leaving 3 to 4000 acres of good land still available for selection.

6. *Track to Wilkinson's Plains.*—It is proposed to make this Track only 6 feet wide for the present, being a continuation of No. 4. 1280 acres have been applied for to be put up to sale by auction; and it is believed that several thousand acres will be sold so soon as access is given to this locality. This Road will, it is hoped, ultimately be the means of opening up several tracts of good Crown Land extending to and including Sheffield Plains, and connect them with the coast.

7 & 8. It is most desirable that Bridges over the Detention and Crayfish Rivers should be erected, for the same reasons as have already been urged in reference to those over the more eastern rivers. Many persons are now taking land on the Detention, and it is of importance that every encouragement should be given to the settlement of this part of the Colony.

9. In connexion with Nos. 7 and 8, a strong necessity exists for an available Track being opened up from Table Cape to Circular Head as a continuation of the main coast Road. The old Van Diemen's Land Company's Track, following the coast line, has always been almost impracticable, even for a horseman. Just now, all communication with Circular Head may be said to be cut off, except by sea.

*Vide Copy of
Customs' Re-
turns attached.*

The growing importance of the County Wellington may be inferred from the fact that, from 1857 to the present time, the value of exports from Circular Head, Table Cape, and Emu Bay, by the Customs' Returns, has exceeded £140,000; and the estimated Customs' value of salt provisions imported during the same period has been £2542. Facility for driving stock along the coast will obviate, in a great measure, the necessity of importing salt provisions from Melbourne, as at present.

Until this line of Road is defined, the sites for the Bridges 7 and 8 cannot be fixed.

12. The Country lying west of the Surrey Hills, and extending thence towards the north, is almost unknown. J. H. Wedge, Esq., so early as 1828 passed over part of this tract, and it has remained unvisited ever since. From that gentleman's Report, there is reason to believe that a careful exploration would open up much good land, and tend to settle that part of the Colony. Mr. Wedge describes some country seen by him as forming the most beautiful park-like scenery, and covered with luxuriant grass.

Port of Launceston, 24th December, 1861.

A RETURN of the Quantities and Values of Goods Imported and Exported at Circular Head (including Emu Bay and Table Cape) from 1857 to 1861, inclusive.

<i>Names of Articles.</i>	<i>Quantity.</i>	<i>Value.</i>
IMPORTS.		
Beef and other Salt Provisions.....	527 casks	£ 2,542
EXPORTS.		
Butter and Cheese.....	13 tons	1,345
Fruit.....	110 bushels	40
Grain—Barley.....	1,848 ditto	583
Oats.....	69,640 ditto	15,578
Wheat.....	66,000 ditto	21,500
Hay.....	23 tons	112
Live Stock—Cattle.....	11	348
Horses.....	96	5,045
Sheep.....	2	10
Timber—Shingles.....	34,000	115
Palings.....	1,881,485	10,159
Posts and Rails.....	263,400	4,100
Sawn.....	802,500	5,030
Piles, Slabs, &c.....	—	675
Seeds, Plants, and Trees.....	1,633 bushels, 15 packages	466
Vegetables—Onions.....	101 tons	855
Potatoes.....	18,800	74,300
Wool.....	3,950 lbs.	186
		£140,447

COUNTY DORSET.

<i>No.</i>	<i>Works completed, in progress, or projected.</i>	<i>Amounts expended or already contracted for.</i>			<i>Estimated Amounts required to complete Works in progress or projected.</i>		
		£	s.	d.	£	s.	d.
1	Hobler's Bridge, North Esk.....	500	0	0			
2	Road, Launceston to Ringarooma, about 17½ miles; cleared.....	700	0	0	400	0	0
	Ditto Bridges, Culverts, and Side cuttings.....	—			1000	0	0
3	Road, Launceston to Piper's River, about 9½ miles.....	—			250	0	0
4	Road, Piper's River to Bridport, about 24 miles.....	354	0	0	500	0	0
5	Road, Bridport to Scott's New Country, 9 miles.....	45	0	0	20	0	0
6	Road through Scott's New Country, to connect it with Ringarooma Road, 10 miles.....	240	0	0	40	0	0
7	Road diverging north of Scott's New Country, connecting Ringarooma and Bridport Roads, 11 miles.....	—			220	0	0
8	Road from Ringarooma Road to Upper Ringarooma River, about 6 miles.....	—			120	0	0
9	Bridge over Ringarooma River.....	—			200	0	0
10	Surveys.....	884	1	6	100	0	0
11	Plan of Bridge, Inspection of Roads & Bridges, Advertising, &c.....	52	13	6	150	0	0

NOTES.

1. *Hobler's Bridge over North Esk River.*—The Patterson's Plains Road Trust contribute a moiety of the cost of this Bridge, which forms an important connecting link between Launceston and all the country lying east towards Ringarooma and Cape Portland. This Bridge is rapidly approaching completion.

2. *Road from Launceston to Ringarooma.*—This is intended, so as to become a main thoroughfare from Launceston through the north-eastern part of the Island, giving access to considerable areas of good

land both north and south of the Track. It is now available for the passage of a dray for about 24 miles from Launceston; and thence it is now being cleared, 15 feet wide, for a further distance of 18 miles. A Bridge over Patersonia Rivulet, on this line, has been erected at a cost of £45.

It is desirable to open up this Track to its final terminus near the mouth of the Ringarooma River, thus giving a direct route to Launceston from the whole of the north-eastern portion of the Colony for the driving of stock, &c., instead of the present circuitous and dangerous one round by the North Coast.

From the very broken nature of the country, a good deal of Side-cutting, and several Culverts and small Bridges will be necessary to make this Road useful or available.

17 Selections of 1670 acres, and 15 lots of about 1000 acres have been sold along this line, and many thousands of acres of good Crown Land, in addition, are still available for selection.

7, 8, and 9 must be viewed in connexion with this Road.

3 & 4. *Road, Launceston, to Piper's River, and thence to Bridport.*—There is now a cart Track between Launceston and Piper's River, which is used by splitters, &c.; but it requires about £250 to be expended upon it to improve it in certain places, and remove various obstructions which have accumulated during many years. Beyond Piper's River, and thence to Bridport, a Track is now being cleared. Bridport will be the Shipping-port for all that part of the country.

Thirty-five selections, amounting to 3,620 acres, have already been made along this line, and an area of at least 3000 acres of good land remains available.

5 & 6. *Bridport to Scott's New Country, and through Scott's New Country to connect it with Ringarooma Road, No. 2.*—These are being cleared. The latter will enable persons to visit Scott's New Country from Launceston with facility, as also to drive stock, take supplies, &c., the distance being reduced from about 65 to 35 miles. Bridport will be the Shipping-place from Scott's New Country, distant 9 miles. Mr. Surveyor Scott observes, that without these Roads many of the selected lots would be abandoned, and no more land would be taken.

In Scott's New Country 9200 acres, in 60 lots, have already been taken, and at least 2000 acres of good quality remain for selection.

7. A Road is projected which would give direct access to Bridport to those parties who have taken land on the upper part of the Ringarooma River. This line, about 11 miles long, would form a junction with the Road from Scott's New Country to Bridport. (*See Map.*) It passes principally over poor land, but well adapted for a Road.

8. *Road from Ringarooma Road (2) to Upper Ringarooma River.*—This would be a connecting line with No. 2 Road, and thence by it to Launceston, or by No. 7 to Bridport. It is expected that much of this locality will be devoted to the feeding and fattening of stock, for which, when laid down under grass, it will be well adapted. 4700 acres have been taken under the Land Regulations of 1851; 2600 acres under "The Waste Lands Act;" and leaving, according to Mr. James Scott, upwards of 20,000 acres of excellent land still to dispose of.

9. *Bridge over Ringarooma River.*—Mr. Scott states that a Bridge erected over this river, at about 6 miles from the sea, would confer a great benefit upon all the country in the vicinity of Cape Portland, as also that lying to the South of it for 15 or 20 miles. It would be useful for the passage of stock, &c. to and from Launceston, and would materially enhance the value of all the Crown Land in that quarter, which is now comparatively inaccessible.