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SESSION IV.

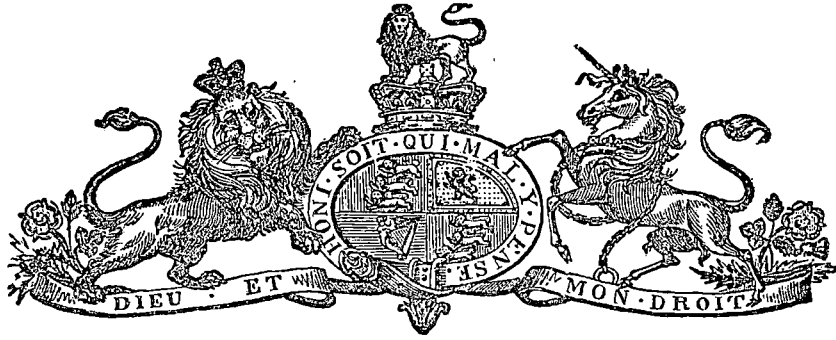
T A S M A N I A.

H O U S E O F A S S E M B L Y.

GOSHEN AND THOMAS'S PLAINS.

REPORTS OF MESSRS. HUMAN AND CHEVERTON ON THE ROAD THROUGH
GOULD'S COUNTRY TO THE BLUE TIER AND THOMAS'S PLAINS.

Laid upon the Table by the Minister of Lands and Works, and ordered by the
House to be printed, November 27, 1877.



SIR,

Lands and Works Office, 5th August, 1876.

IN accordance with instructions I proceeded to George's Bay to examine works now in progress, and proposed extension of roads leading to the mineral sections, &c.

The road from George's Bay to the Bridge over George's River, a distance of about 10 miles, is mostly through a barren poor country until reaching Goshen, where some cultivation commences. Along this line very little has been done in forming road. An expenditure of about £500 would make this a passable route.

A new bridge is required over the George's River, as the present one will not stand long, it being far too low, and waterway blocked up with pigstye abutments, the one on the south side having sunk considerably. The new bridge should have two abutments, and a 70 feet opening, to allow for water and timber passing through same. The cost of this structure will be about £600, including approaches; and it can be built above the old one, which will not interfere with the traffic during construction.

From the Bridge through Gould's Country on to the Junction along line coloured red, from A to B, a distance of about 7 miles, is mostly through land fit for cultivation, and where several selectors have built homesteads and cleared land. This road, for nearly 4 miles from George's River Bridge, was roughly cleared out and some forming and bridging done in 1869, but, from the traffic to the tin mines, is now impassable. The remaining 3 miles have been cleared out 30 feet wide, and formed 12 feet, during the last 6 months, by Alfred Hall and party, under authority of the Government. This road from the large amount of traffic is now nearly impassable. I would recommend an outlay being incurred on these 7 miles, as it will benefit the most of the selectors, inasmuch as it would allow them to cart their tin, &c. from the junction marked B on lithograph to the Bay,—a distance of 17 miles,—and considerably reduce the distance for packing, together with the chance of inducing settlement in Gould's Country for agricultural pursuits.

The works I would recommend are to put in all necessary culverts; chain, slab, and rubble all soft portions; the cost of which, if done effectually, would cost some £2000; or the worst portions may be done for one-half the amount.

I brought Alfred Hall and party back at once to commence putting the most dangerous parts on this portion in order, considering that it was most beneficial to all concerned.

From the Junction on to Weldborough or Thomas's Plains, along the S.W. route, marked brown on lithograph, about one mile of this has been cleared out and cuttings formed 9 feet wide. This reaches Chapman's Claim, and will answer all along this route for the present. After walking through this route to Thomas's Plains or Weldborough, I could not recommend any further outlay thereon at present, as the line marked blue is certainly the most advisable to open, as it will benefit nearly all the selectors, and is on the sunny side of the hill.

I would advise its being cleared out 15 feet wide, and cut 6 feet on sidelings to the Junction, in all about 11 miles, 3 of which have been cleared, and about 1 mile of side-cutting done. If this work is done it will answer for packing out to the Junction in Gould's Country, 17 miles from George's Bay, or for taking the route to Ringarooma River.

I find they are cutting pack tracks from Gill's Claims on the Sante-fe Creek and Sandbury's on the main creek to the bridge over the Ringarooma River. This bridge, I understand, has been built by some private parties, and is, in my opinion, some 7 or 8 feet too low, with too small an opening. It will certainly have no chance if a flood takes place. At this point, I understand Mr. Hurst, the surveyor, has completed his survey of road from Ringarooma Bay to connect Mr. Brown's leading from line marked blue crossing the "Weld" near the junction of the Frome River; but as they are cutting private pack tracks, there is no immediate necessity for opening this portion of Mr. Brown's route.

There is no doubt that the natural outlet to those blocks where the water flows in the direction of the Ringarooma River will be in that direction, although many will take the George's Bay route if interested in this direction.

I am, Sir,

Your obedient Servant,

To the Director of Public Works.

W. H. CHEVERTON, *Overseer of Works.*

[For Mr. Human's Report, see House of Assembly Journals, 1876, vol. 31, Paper No. 90.]