

(No. 110.)



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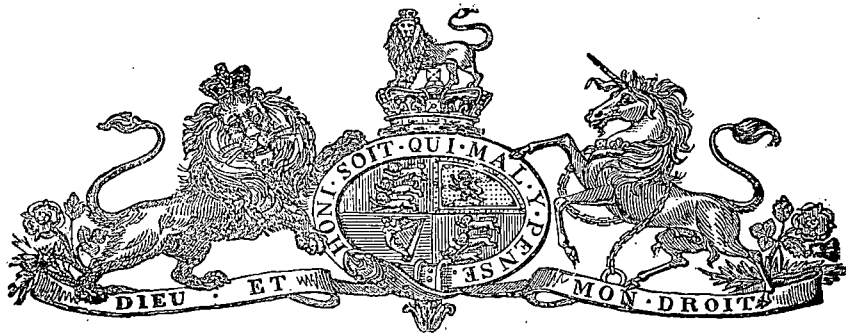
T A S M A N I A.

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

R A I L W A Y E X T E N S I O N :

REPORT FROM THE SELECT COMMITTEE, WITH MINUTES OF PROCEEDINGS, EVIDENCE, AND APPENDICES.

Presented by Mr. Brown, and ordered by the House to be printed, September 30,
1881.



SELECT COMMITTEE appointed on Thursday, 4th August, 1881, to enquire into and report upon the amount of probable Traffic which would be secured by the following Lines of Railway, calculated at the present rate of charges on the Launceston and Western Railway; namely,—From Deloraine to Formby; from the Corners to Fingal; from Bridgewater to Hamilton; and from Brighton Railway Station to Bothwell. Also, to report the present Cost of Conveyance of Produce and Passengers from the Districts through which such Lines of Railway would pass; with power to send for persons and papers. (Mr. Brown.)

And on Thursday, August 11, 1881:—1. From Macquarie Plains, viâ Hollow Tree and Bothwell, to Oatlands; 2. From Brighton Railway Station, viâ Green Ponds and Jericho, to Oatlands; 3. From Oatlands Railway Station to Oatlands; 4. From Campania, viâ Richmond, to Sorell; 5. From Railton to Sheffield. (Mr. Pillinger.)

MEMBERS OF THE COMMITTEE.

MR. ADYE DOUGLAS.
MR. LYNE.
MR. PILLINGER.
MR. BRADDON.

MR. DOOLEY.
MR. RIDDIGH.
MR. BROWN (*Mover*).

DAYS OF MEETING.

No. 1. Friday, 5th August, 1881.
No. 2. Tuesday, 9th August.
No. 3. Wednesday, 10th August.
No. 4. Friday, 12th August.
No. 5. Tuesday, 16th August.
No. 6. Thursday, 18th August.

No. 7. Friday, 19th August.
No. 8. Tuesday, 23rd August.
No. 9. Wednesday, 24th August.
No. 10. Thursday, 25th August.
No. 11. Friday, 26th August.
No. 12. Tuesday, 30th August.

No. 13. Wednesday, 31st August.
No. 14. Thursday, 1st September.
No. 15. Friday, 2nd September.
No. 16. Thursday, 29th September.
No. 17. Friday, 30th September.

WITNESSES EXAMINED.

1. James Grant, Esq.
2. C. H. Grant, Esq., C.E.
3. F. Groöm, Esq.
4. Mr. Samuel Page.
5. John King, Esq.
6. Mr. W. E. Shoobridge.
7. Mr. Thomas Frodsham.
8. Mr. G. C. Smith.

9. Mr. Stephen Grueber.
10. Mr. William Jones.
11. Mr. Fred. Milne.
12. Mr. Edmund Hodgson.
13. Robert Read, Esq.
14. Mr. George Smale.
15. Mr. P. Nichols.
16. Mr. Bone.

17. Cecil Parsons, Esq.
18. Mr. R. G. Fitzsimmons.
19. Mr. Ryton Oldham.
20. Mr. James Dooley, Jun.
21. R. W. Lord, Esq.
22. William Downie, Esq.
23. Audley Coote, Esq.
24. James Fincham, Esq., C.E.

MEETINGS OF COMMITTEE.

No. 1.

FRIDAY, AUGUST 5, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Braddon, Mr. Lyne.

1. The Hon. N. J. Brown was elected Chairman.
 2. Committee order that the under-mentioned witnesses be summoned:—Mr. C. H. Grant and Mr. James Grant, for Tuesday next, at 11 o'clock; Mr. Francis Groom and Mr. Samuel Page, for Wednesday next, at 11 o'clock; Mr. George Smith and Mr. Charles Foster, for Thursday next, at 11 o'clock.
 3. Committee adjourned to Tuesday, 9th August, at 11 o'clock.
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No. 2.

TUESDAY, AUGUST 9, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Braddon, Mr. Lyne, Mr. Adye Douglas.

1. Minutes of No. 1 meeting read and confirmed.
 2. James Grant, Esq., late of Tullochgorum, gave evidence.
 3. C. H. Grant, Esq., Manager Tasmanian Main Line Railway, gave evidence.
 4. Committee adjourned at 12:40 till to-morrow at 11 o'clock.
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No. 3.

WEDNESDAY, AUGUST 10, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Braddon, Mr. Lyne, Mr. Riddoch, Mr. Dooley, Mr. Adye Douglas.

1. Minutes of last meeting read and confirmed.
 2. Francis Groom, Esq., of Harefield, examined.
 3. Mr. Samuel Page, coach proprietor, examined.
 4. John King, Esq., Warden of Hamilton, examined.
 5. Committee adjourned until Friday, 12th August, at 11 o'clock.
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No. 4.

FRIDAY, AUGUST 12, 1881.

Present.—Mr. Adye Douglas (Chairman), Mr. Riddoch, Mr. Dooley, Mr. Lyne, Mr. Pillinger.

1. Minutes of No. 3 meeting read and confirmed.
 2. Mr. W. E. Shoobridge examined.
 3. Mr. Thomas Frodsham examined.
 4. Mr. G. C. Smith examined.
 5. Committee adjourned at 1 o'clock to Tuesday, 16th August, at 11 o'clock.
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No. 5.

TUESDAY, AUGUST 16, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Pillinger, Mr. Dooley, Mr. Lyne, Mr. Adye Douglas.

1. Minutes of No. 4 meeting read and confirmed.
 2. Mr. Stephen Grueber examined.
 3. Committee adjourned at 12:45 till Thursday, 18th August, at 11 o'clock.
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No. 6.

THURSDAY, AUGUST 18, 1881.

Present.—Mr. Adye Douglas (Chairman), Mr. Pillinger, Mr. Dooley, Mr. Lyne.

1. Minutes of No. 5 meeting read and confirmed.
 2. Mr. William Jones, of Oatlands, examined.
 3. Committee direct that copies of Mr. Shoobridge's evidence be forwarded to Messrs. Read, Jeffrey, Bisdee, Smale, Allison, and Gorringer, requesting them to favour the Committee with their observations thereon, informing those gentlemen that they will not be required to attend before the Committee at present.
 4. Committee adjourned at 1:10 until to-morrow, at 11 o'clock.
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No. 7.

FRIDAY, AUGUST 19, 1881.

Present.--Mr. Adye Douglas (Chairman), Mr. Pillinger, Mr. Dooley, Mr. Lyne.

1. Minutes of No. 6 meeting read and confirmed.
 2. Mr. Fred. Milne examined.
 3. Mr. Edmund Hodgson examined.
 4. Committee adjourned at 1 o'clock until Tuesday, 23rd August, at 11 o'clock.
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No. 8.

TUESDAY, AUGUST 23, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Dooley, Mr. Lyne, Mr. Braddon.

1. Minutes of No. 7 meeting read and agreed to.
 2. Mr. Robert Read examined.
 3. Mr. Smale examined.
 4. Mr. Nichols examined.
 5. Mr. Bone examined.
 6. Committee adjourned at 3.40 to 11 to-morrow.
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No. 9.

WEDNESDAY, AUGUST 24, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Pillinger, Mr. Dooley, Mr. Riddoch.

1. Minutes of No. 8 meeting read and confirmed.
 2. Two letters received and read from C. H. Grant, Esq., Manager.
 3. Cecil Parsons, Esq., examined.
 4. Committee adjourned at 1 o'clock till 11 to-morrow.
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No. 10.

THURSDAY, AUGUST 25, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Dooley, Mr. Pillinger, Mr. Lyne, Mr. Braddon, Mr. Riddoch, Mr. Adye Douglas.

1. Minutes of No. 9 meeting read and confirmed.
 2. Mr. R. G. Fitzsimmons examined.
 3. Mr. Ryton Oldham examined.
 4. Committee adjourned until to-morrow at 11 o'clock.
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No. 11.

FRIDAY, AUGUST 26, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Dooley, Mr. Pillinger, Mr. Lyne, Mr. Braddon, Mr. Adye Douglas, Mr. Riddoch.

1. Minutes of No. 10 meeting read and confirmed.
 2. Mr. Ryton Oldham further examined.
 3. Mr. J. Dooley, jun., examined.
 4. Committee adjourned until Tuesday, 30th August, at 11 o'clock.
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No. 12.

TUESDAY, AUGUST 30, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Pillinger, Mr. Dooley, Mr. Lyne, Mr. Braddon.

1. Minutes of No. 11 meeting read and confirmed.
 2. R. W. Lord, Esq., examined.
 3. Committee adjourned at 3.40.
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No. 13.

WEDNESDAY, AUGUST 31, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Lyne, Mr. Pillinger, Mr. Dooley, Mr. Braddon.

1. Minutes of No. 12 meeting read and confirmed.
 2. R. W. Lord, Esq., further examined.
 3. *Ordered*, That Mr. John Bisdee of Hutton Park, be summoned to attend before the Committee.
- Committee adjourned at 1 o'clock until to-morrow at 11.30.

No. 14.

THURSDAY, SEPTEMBER 1, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Lyne, Mr. Dooley, Mr. Adye Douglas.

1. Minutes of No. 13 meeting read and confirmed.
2. Mr. William Downie examined.
3. Committee adjourned until to-morrow at 11 o'clock.

No. 15.

FRIDAY, SEPTEMBER 2, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Adye Douglas, Mr. Dooley.

1. Minutes of No. 14 meeting read and confirmed.
2. Mr. William Downie examined.
3. Audley Coote, Esq., M.H.A., examined.
4. Committee adjourn until return of Engineer-in-Chief.

No. 16.

THURSDAY, SEPTEMBER 29, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Lyne, Mr. Dooley, Mr. Riddoch, Mr. Adye Douglas, Mr. Braddon.

1. Minutes of No. 15 meeting read and confirmed.
2. James Fincham, Esq., Engineer-in-Chief, examined.
3. Committee adjourned at 1 o'clock until to-morrow at 10.30.

No. 17.

FRIDAY, SEPTEMBER 30, 1881.

Present.—The Hon. N. J. Brown (Chairman), Mr. Adye Douglas, Mr. Dooley, Mr. Riddoch, Mr. Pillinger, Mr. Braddon.

1. Minutes of last meeting read and confirmed.
2. Committee deliberate on Draft Report, which was adopted, recommending Parliamentary Surveys of the under-mentioned lines:—

Corners Station, on Main Line Railway, to St. Mary's.
 New Norfolk Road Station to Hamilton.
 Brighton Station to Bothwell.
 Bridgewater, *viâ* Macquarie Plains and Bothwell, to Oatlands.
 Tea Tree Station to Richmond.
 Oatlands Station to Oatlands.
 From Mersey and Deloraine Tramway at Railton to Sheffield.

3. *Ordered*, That the Report be presented to the House at its sitting this evening.

R E P O R T.

Your Committee have the honor to submit the following Report, which has been unavoidably postponed in order to obtain the evidence of the Engineer-in-Chief, whose official duties detained him in the North of the Colony until several weeks after all the other witnesses had been examined.

Your Committee have examined thirteen witnesses, who possess extensive personal knowledge of the various parts of the country which would be served by the following Branch Lines of Railway; viz.—

- From the Corners Station, on Main Line Railway, to St. Mary's.
- From the New Norfolk Road Station to Hamilton.
- From the Brighton Station to Bothwell.

In compliance with a subsequent Order of your Honorable House, your Committee's inquiries were also extended to proposed Lines of Railway from—

- (1.) Bridgewater, *viâ* Macquarie Plains and Bothwell, to Oatlands.
- (2.) From Tea Tree Station to Richmond.
- (3.) From Oatlands Station to Oatlands.
- (4.) From Mersey and Deloraine Tramway at Railton to Sheffield.

C. H. Grant, Esq., Manager of the Main Line Railway; R. W. Lord, Esq., Manager of the Launceston and Western Railway; and James Fincham, Esq., Engineer-in-Chief, were also examined; and their evidence relates to the whole of the above-named Branch Lines, the probable traffic which they may be expected to secure, and other matters connected with the general question of Railway extension.

The evidence of all these witnesses having been carefully considered, your Committee are of opinion that the traffic which would be immediately secured, together with the prospective increasing traffic which may fairly be anticipated on the Lines, from—

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| (1.) Corners Station, on Main Line Railway, to St. Mary's | 45 miles; |
| (2.) New Norfolk Road Station to Hamilton | 35 miles; |
| (3.) Oatlands Station to Oatlands | 4½ miles; |
| (4.) Railton to Sheffield | 6 miles; |
| (5.) Tea Tree Station to Soreil | 14 miles; |

warrant the obtaining of accurate information as to the cost of their construction. Such information might be obtained by engineering surveys, costing, according to the evidence of the Engineer-in-Chief, about £30 per mile, but it appears from subsequent information obtained by telegram from the Engineer-in-Chief (Telegrams appended), that all the information at present required can be obtained at a cost of £15 per mile, or a total of £1750 for the several Lines mentioned; and your Committee recommend that this information shall be obtained.

A survey has already been effected by Mr. D. Climie of a Line from Brighton, *viâ* Green Ponds, to Oatlands; and your Committee would recommend that a survey be made from the most suitable point on Mr. Climie's survey near Green Ponds to Bothwell, a distance of about 15 miles, in order to ascertain the practicability and cost of an extension in that direction whenever it may be deemed advisable to construct a Branch Line from Brighton Station, through the Valley of Bagdad, to Green Ponds.

As illustrating the very great benefits conferred, and the impetus which can be given to production by Railway communication, your Committee submit for the consideration of your Honorable House the following comparative statement of the cost of carriage of produce by Rail and by Road as disclosed by the evidence:—

	BY ROAD.			BY RAIL.		
		Miles.	Per Ton. £ s. d.		Miles.	Per Ton. s. d.
For Wool, Bark, Hay, and other bulky goods .. {	Fingal to Corners	33	1 10 0	Corners to Launceston ..	33	5 5
	St. Mary's to Corners ..	45	2 10 0			
	Ouse to Hobart	54	2 15 0	Corners to Hobart	100	13 6
			to 3 0 0			

The Engineer-in-Chief's Reports of flying surveys of Lines from St. Mary's to Corners, from Bridgewater, *viâ* New Norfolk, to Hamilton, and Bothwell to Oatlands, Mr. D. Climie's Report and estimate of cost of a Line from Bridgewater, *viâ* Green Ponds, to Oatlands, together with the Evidence taken by your Committee, are appended.

NICHOLAS J. BROWN, *Chairman.*

Committee Room, 30 September, 1881.

EVIDENCE.

LINE FROM CORNERS TO ST. MARY'S.

No. 1.

JAMES GRANT, *Esq.*, *examined.*

1. You know the Fingal District very well, Mr. Grant, do you not? Yes, for over fifty years.
2. Can you give the Committee an idea of the quantity of agricultural produce and fat stock sent to market from that district? Some five years ago I made a calculation and found there were about 1800 head of fat cattle sent to market from that district.
3. Can you give the Committee any definite information as to grain or other agricultural produce? On my last visit a short time since, I learn on good authority there were 60,000 bushels of grain thrashed by public thrashing machines, 10,000 by private machines, and in other ways, and there was still grain to be thrashed. I am not aware of the quantity of dairy produce sent down.
4. Can you give the Committee any information as to the mineral resources? There are two very large seams of coal, one at Mount Nicholas and one at Fingal, which would be at once worked if there were means of transit.
5. Has the coal been tried? Yes, it has been used for many years in the district for domestic purposes, and is a very good domestic coal. I believe it has been tested for steam and gas purposes, and I believe it will not compete with Newcastle at the price. I believe it could be delivered in Launceston by rail at nearly one-half the price of Newcastle coal, which would render it as valuable for those purposes. (See No. 8.)
6. As to other minerals? Tin is being prospected for, and I believe from the indications there is a very large scope of stanniferous country.
7. Is any gold mining going on? Yes, they are still mining. I am now entering into arrangements to work my property both for alluvial and quartz reefs.
8. How do you come to the conclusion that coal could be delivered at Launceston at nearly half the price of Newcastle? I estimate the cost of Mount Nicholas at 16s., and Newcastle at about 30s.
9. What depth of seam is there? At Mount Nicholas about 13 feet, at Fingal about 10 to 12.
10. In estimating the output of coal at the pit's mouth at 1s. to 2s. 6d., do you include mining? I do.
11. Do you know what the output of coal is at Newcastle? I do not.
12. With regard to grain grown in the district, how much of the 60,000 bushels would be used in the district for food and seed? I could not answer the question without consideration.
13. Have you any idea of the number of acres cultivated last year? Something about 6258 acres; but that includes all that is in cultivation, including lands laid down in grass for that season.
14. What quantity of bacon or pork? About five years ago dairy produce was about 160 tons, including bacon and pork.
15. Have you any idea of the number of fat sheep? No.
16. Of wool? I do not know.
17. Besides the mines you have mentioned, is there not coal and tin in the Avoca District? Yes, there is tin prospecting going on at St. Paul's, which looks very promising. There is coal at St. Paul's too as well as tin.
18. Supposing a Railway were formed from Corners to St. Mary's, would these coal fields be in close proximity? Yes: Mount Nicholas within a mile, Fingal within two miles, and St. Paul's within twelve, which would have to be worked by a branch tramway.
19. Are the facilities for working those mines great? Very great; they could be worked without skilled labourers.
20. Is there any considerable quantity of land fit for cereal cultivation in Fingal District? Yes. I estimate from 25,000 to 30,000 acres, and within reasonable distance of the proposed line of railway, the furthest about 15 miles.
21. Any crown land? Only in patches.
22. Do you consider that farming operations would be extended if a railway were made? Yes, very greatly; and I believe a very large extent of land would be at once broken up in anticipation of the opening of the railway if once decided upon.
23. Do you believe a railway in that district would be of much advantage to the landholders generally? Yes, very great.
24. Besides the immediate District of Fingal, would it tend to open up any other district? Yes; the north-eastern part of George's Bay. There would be no difficulty in carrying a line from Fingal to George's Bay up the South Esk; it would also be an opening to the Swanport District.
25. Are there many coach passengers passing through the district to George's Bay? I believe there are a great number.
26. Are the people of the district of such a class as would give increased traffic if a railway were established? Yes, it would very much increase the passenger traffic from and to the district, and from and to George's Bay.
27. You say that 25,000 to 30,000 acres of private land might probably be broken up for agricultural farming; has any of that land been previously cultivated? No.
28. Would you call any of it first class land? Yes, a good portion of it.
29. Can you estimate, approximately, the quantity of crown land in the vicinity of proposed line? No; the Surveyor of the District could give that information best.
30. Has anything certain been ascertained as to the mineral resources? The presence of tin has been certainly ascertained, and about ten companies have started already.

31. Have the agricultural produce of the district and the population been increasing or decreasing? Increasing very much. I may mention that one very large property has been advertised to be cut up into small agricultural farms,—the Malahide estate.

32. What is the cost of conveying passengers by coach? From Corners to Fingal (33 miles) the charge is 10s.

33. What is the cost of conveyance of wool, bark, hay, and grain? I do not know. I think the cost of wool and bark is about 30s. a ton, from St. Mary's (45 miles), £2 10s. I think grain is about 3d. or 4d. a bushel; back loading is rather less.

Witness withdrew.

No. 2.

FRANCIS GROOM, *Esq., examined.*

34. Are you well acquainted with the Fingal District? Yes, I have resided in it for 38 years.

35. If a Railway were constructed from the Corners to St. Mary's, do you think it would have the effect of increasing the quantity of land that would be cultivated? Yes; by three or four times the quantity now in cultivation?

36. What quantity of land do you suppose to be available for cultivation beyond that that is now cultivated? From 25,000 to 30,000 acres, in the St. Paul's and South Esk vallies.

37. What is the character of the land? Pretty lightly timbered, a considerable portion of heavy alluvial soil, the remainder moderately light, of a loamy nature.

38. What is the present cost of carriage of hay, bark, wool, and grain from St. Mary's to the Corners? From £2 to £3 per ton.

39. Do you know anything of the mineral resources of the district? I know there are seams of coal in the district.

40. Do you know anything of the value of that coal for steam or domestic purposes? For steam I do not; but I know it is a good domestic coal.

41. Have you used the coal yourself to any extent? Not from the Mount Nicholas seam; but I have used a good deal of coal we have got from "Harefield," my own place; I believe that is from the same seam. The coal I have used is about three miles in a straight line from Mount Nicholas.

42. Can you give the Committee any information as to the passenger and other traffic to George's Bay? The coaches load pretty well. There is only one coach; to George's Bay one day and return the next, and daily to and from St. Mary's. The passenger traffic is somewhat uncertain—sometimes you can hardly get a seat, at others there is plenty of room.

43. From your knowledge of the country could you mark on the map the country that would be drained by making the railway? Yes, I think so.

44. For what purpose is the 25,000 acres you have referred to as being likely to be opened up by the railway extension now used for? For sheep and cattle and dairy grazing.

45. What is the quantity of dairy produce of the district? It was something about 150 tons of cheese and butter, but it is not so much as that now; that is caused chiefly by the low prices.

46. What number of fat cattle are produced in the district? The number has lessened very much since the opening of the Tasmanian Main Line Railway, as large supplies now come from the westward. I think there are something like 1500 or 2000 that do not pass by the railway.

47. Does all the wool pass by the Main Line Railway? No; I think a good deal of it is carted to town.

48. Does any produce go from the district to George's Bay? Yes, from St. Mary's.

49. Is the coal at Mount Nicholas bituminous or anthracite? It is bituminous, but not equal to the Sydney coal.

50. What is the depth of the seam at Harefield? It has never been tested; it is known to be two or three feet, but it is covered with water, and how much thicker is not known.

51. Would the carriage of heavy goods in the vicinity of George's Bay, that is, south of Falmouth, be likely to go by rail? No, I think not.

52. Would the rail constructed as proposed up to St. Mary's draw passenger traffic from vicinity of Mangana, Mathinna, George's Bay, and the northern part of Glamorgan? Yes, and Ringarooma also.

53. You said just now that the production of fat stock was checked by competition from other districts by railway; if the Fingal District were placed on an equal footing with other districts would the production of fat stock increase to any great extent? I think it would.

54. Then you consider that the reason why production is checked is that other districts have facilities for getting stock to market that they had not some years ago? I do.

55. You say 25,000 acres of land would be available that are now pastoral: is a large proportion of that what you would call agricultural land? Yes, very large.

56. Would the construction of the line tend to promote any very large settlement on Crown lands? Yes, small settlers round about keep finding sections of good land where it was never suspected to be. I think you might safely reckon on any amount of coal in that district, and very easily obtained.

57. The District of St. Mary's lies to the east of Fingal, does it not? Yes.

58. Do you consider that portion of the district as being the richest in product both for coal and for agricultural purposes? Certainly for coal, and there is a large extent of very fine land up along the South Esk; in proof of that there is one farm of 2500 acres that gives a rental of £1500 to £2000 a year.

59. Is there not a settlement close to St. Mary's called German Town? Yes, composed of small landed proprietors holding about 50 or 100 acres each.

60. Supposing the terminus at St. Mary's to be near the Police Office, how far would that terminus be from German Town? About 3 miles.

61. Is settlement in that direction increasing? Yes, very much, and another settlement springing up near Harefield.

62. Do you consider that settlement in the direction of St. Mary's would or would not be considerably increased by having access by rail? Yes, I do.

63. Would the large landed proprietors be inclined to cut up their estates? I think they would.
64. Were you not Chairman of the Glamorgan Road Trust? Yes, and am now, of about 70 miles in all, and I was continually over that road.
65. Is it a tolerably level line of road from the Corners to St. Mary's? Yes, there is no very severe hill.
66. If the line was made near to the present main line of road would it not draw in a considerable amount of traffic from a great deal of country beside that immediately adjoining? Yes, I think it would.
67. Would the trade in coal around Fingal be likely to fill up the requirements of a railroad as back carriage? I feel pretty sure it would, the coal would be so easily got out and so cheaply.

No. 3.

MR. SAMUEL PAGE, *examined*.

68. You are proprietor of the coaches running on Fingal District, are you not? I am.
69. Will you give the Committee information with regard to the passenger traffic? Certainly.
70. What is the average number of passengers? I cannot state at this moment.
71. What are the charges? About 4d. a mile is the average rate. The charge from Corners to George's Bay is 24s.; Corners to St. Mary's, 14s.
72. Is the passenger traffic increasing or decreasing? The through traffic has decreased since about the Spring of 1878.
73. Has the traffic to St. Mary's increased or decreased since then? It is at all times very small. The traffic to Fingal has decreased; to Avoca it has increased slightly, owing to the stoppage of working for gold at Fingal, and the discovery of tin near Avoca.
74. How many coaches have you running to St. Mary's? Daily, to and from.
75. How many horses do you employ between the Corners and St. Mary's? Regularly working, about thirty, or thirty-five with extras, and two drivers.
76. What is the average cost? About £2000 a year, to maintain it as it is now.
77. Besides that is there not a mail service? Yes.
78. Have you got the mail service? Yes, including Mathinna and George's Bay: it is £570 a year.
79. In addition to your mail line is there not another mail line running into yours? Yes, the Mathinna and Swansea.
80. Are there any other licensed hired vehicles on that line besides yours? None that I know of, at any rate running regularly.
81. Speaking of the general traffic, do not most of your coach passengers come either from Launceston or Hobart? Yes.
82. Is there much intermediate traffic between the townships? Very little indeed.
83. How many licensed carriers are there on that road? Three that I know of, there may be more.
84. How many horses do they employ? About thirty I think, in a rough guess.
85. You have said that recently there has been an increase of passengers to Avoca through tin discoveries: do you know how many tin discoveries have been made within the last 5 or 6 months? I think five or six.
86. If these discoveries prove successful, are they near enough to increase the traffic? They would not very materially affect the receipts, I think. The traffic would naturally fall into this railway.
87. What is it, in your opinion, that attracts the traffic from Hobart and Launceston? The mining interests.
88. Have you always run the same number of coaches? Yes, since the discovery of tin at George's Bay, When the rush was we ran daily to George's Bay—that was for about 18 months; since then we only run on mail days, 3 times a week, and a small pair-horse conveyance on the off days from St. Mary's.
89. What is the cost of maintenance of line of coaches between St. Mary's and George's Bay? Approximately about £1000.
90. Are there many people using their own conveyances for themselves and friends? A few, between Fingal and Avoca, but not many.
- Witness withdrew.

No. 4.

GEORGE CAMPBELL SMITH, *Esq.*, *examined*.

91. I am District Surveyor of Fingal District, and have been so for about 8 or 9 years.
92. Are you well acquainted with the Crown land in that District? I am.
93. Is there much Crown land that you are aware of within 8 or 10 miles of the proposed line of railway? No, not much agricultural, either let or unlet. At St. Mary's a large number of small lots have been taken up. There are a good many scattered lots of good land, but no very large area.
94. Can you tell the Committee anything of the mineral character of that District, and what is your opinion of it? There is a large extent of tin-bearing country, but whether it will pay to work or not has yet to be proved: from Avoca up to Fingal on the Ben Lomond side is all more or less tin-bearing, beyond that gold.
95. Are you aware of the quantity of land that has been taken up under the Tin Mining Regulations? About four thousand acres of land have been taken up and surveyed for tin mining.
96. Over the greater portion of that are there indications of tin? Yes, in small quantities, but I cannot say if it is payable.
97. Do you think if the line was carried out from the Corners much agricultural land would be brought into cultivation? Yes, a large quantity on the South Esk, where a large proportion of the flat country is good land.

98. Do you consider the line from St. Mary's well adapted for a railway? Yes; I see no engineering difficulties whatever, no expensive bridges or cuttings, it is tolerable level all through, and from Fingal to St. Mary's it is quite level.

99. Are you surveyor for George's Bay District too? Yes.

100. Would the proposed line be of much advantage to that District? For passenger traffic, but I hardly think for settlement. (*Vide* Mr. Smith's Report, H. A. Paper 60, Session 1881.)

101. Are there any branch roads that would lead into the proposed line? No, not of any large population.

102. You are aware of the proposed cutting up of the Malahide estate: would not the proposed line be of great benefit to persons taking up those portions? Unquestionably.

103. Have you any idea of the quantity of land cultivated and uncultivated? I could not say without reference to the map.

104. Is the country between the Scamander River and St. Mary's auriferous? There is a patch of it nearly west of George's Bay.

105. Have you been at Seymour and around the country there—do you know if that is a gold-bearing country? Yes, probably extending up to St. Mary's.

106. Supposing coal was at any time worked in that block of country, would it add passenger traffic to the trade down the Break of Day River? Certainly; it would all go that way.

107. Would the population of Glamorgan likely add to the passenger traffic also? Yes.

108. You are aware that the road from St. Mary's to the Corners is an old road, and that other roads open into it. Yes?

No. 5.

STEPHEN GRUEBER, *Esq.*, Warden of Fingal, examined.

109. *By the Chairman.*—How long have you resided in Fingal District? About nine years.

110. Is your knowledge of the District limited to that time? It is.

111. Have you any knowledge of the extent of land available for cultivation in excess of that now cultivated? I should say about 25,000 acres, and from 15,000 to 20,000 acres of that land is first-class. I believe that a very large portion of that land would be brought under immediate cultivation if a railway were constructed from the Corners to St. Mary's: it is land that is very free from timber, and could be brought into a productive state at very small cost.

112. Do you know anything of the mineral resources of the District? I know that over all the area of from ten miles north to south, and four miles east to west tin has been found, whether payable or not remains to be proved.

113. Do you know anything of the quality of the Fingal coal? Nothing personally, only that the area over which coal extends is very considerable; that is, over St. Mary's District, generally known as Break o' Day Plains.

114. What is the present cost of carriage from St. Mary's to the Corners? About £3 for all bulky goods, it is more for light goods. There is a difference of about ten shillings between Fingal and St. Mary's.

115. *By Mr. Douglas.*—If a railway were made in that direction would you desire to stop short before you reach St. Mary's? No, it should most decidedly go to St. Mary's; the line from Fingal to St. Mary's would be the most inexpensive in construction, being a level and straight line, and would catch there, as the present coach does, all the George's Bay and Ringarooma traffic.

116. Is St. Mary's a very fine agricultural district? The upper portion is, it contains the best land for cultivation.

117. Are the landed proprietors on the line in favour of a railway? I do not know a single exception, and many of the largest proprietors are prepared to give the land required.

118. Has not one owner of a very large estate declared his intention of subdividing his property? Yes, and has had it surveyed for that purpose.

119. Do you consider that estate well adapted for such division? There are few estates in Tasmania, excepting perhaps "Lawrenny," that contain so much cultivated land.

120. Do you consider making a railway there would enhance the value of property and be generally advantageous to the landholders? I do, and that is not my own opinion only, but that of many others that I know of. One reason for that is that a large proportion of the District has been appropriated to dairy purposes, some of the largest owners of these dairies, for want of adequate labour, have given up the occupation and are at a loss to know what purpose to turn their land to, the transit expenses on grain being so high.

121. *By Mr. Dooley.*—What portion of the 25,000 acres is Crown land and what private? None Crown, all private.

122. What Crown land is there that would be brought under cultivation? A good deal in small areas. I could not say what amount.

123. *By Mr. Pillinger.*—How many carriers are there engaged on the road? Six or seven: the principal one is Mr. Foster, of Avoca, who has several waggons always on the road; they are always on the road backwards and forwards; they are four-horse waggons.

124. How many proclaimed towns would the line pass through? Avoca, Fingal, and Cullenswood.

125. Where would the terminus at St. Mary's be? On private land.

126. Are any attempts being made to prove your tin deposits? Yes, and many of them will be worked so soon as summer comes round.

127. Have you any other information from other landholders in the district which you could furnish to the Committee? I have, and read the following statements:—

From Mr. Mackenzie and his brother, who are large occupiers and owners of cultivated land, and annually forward to market a large amount of grain and fat stock—

(1.) For tonnage they pay from Fingal to Corners from £2 to £2 10s. a ton.

(2.) There would be a very considerable gain on stock, both as regards quantity and condition if they could meet the Hobart market regularly by rail.

(3.) The increased acreage of land which would be brought into cultivation within 12 months after the opening of a railway would be considerable.

(4.) The passenger traffic would be increased to a considerable extent.

(5.) Meat supply would be increased by the production of fat calves, lambs, and pigs.

(6.) Productiveness generally would be greatly increased.

Mr. Talbot, proprietor of Malahide estate, 20,000 acres, on which there is a large proportion of cultivatable land, states in writing—

(1.) The passenger traffic would be increased fourfold if a railway were made.

(2.) A large increase, as carcase meat would be sent besides other animals than sheep and cattle.

(3.) A very large extent of additional land would be cultivated immediately.

Mr. Stieglitz, a large stockholder, and a producer of a large amount of fat stock, and who also grows a good deal of grain and other produce, states—

(1.) That the gain on stock by being able to meet the Hobart market regularly by rail would be ten per cent., besides many other advantages arising in gain of time.

(2.) That the increased acreage that would be brought under cultivation immediately on the opening of the line would be 15 per cent. and probably much more.

(3.) That the passenger traffic would be increased threefold.

(4.) There would be an increased meat supply in calves, lambs, and pigs, besides a better quality in beef and mutton.

Mr. Thomas Ransom, owner of one of the largest estates in the district, a large holder of stock and producer of meat, and would be a large wheat producer if facilities of transit were available, states,—

(1.) Gain on forwarding stock by rail would be great, as stock would be forwarded in smaller lots, and only that of best quality sent.

(2.) The area of cultivation in his portion of the district would be double.

(3.) The passenger traffic would be greatly increased as far as regards local traffic; and still more so as offering increased facilities to visitors from the other Colonies to the chief sea-side resorts, Falmouth and George's Bay.

(4.) Also from the certainty of an increased mining population.

(5.) That there would be a vast increase of productiveness, not only in agricultural produce, but in lime, building stone, and timber for the supply of the Midland Districts, and coal for steam purposes, of which there is the largest known field in the Colonies outside Newcastle.

To this information, given by large landowners, I may add, that the gain to smaller occupiers would be even greater in proportion, as they are virtually without a market at present.

128. *By Mr. Dooley.*—Would not a change from dairy to agricultural farming necessitate more labour? Decidedly, but of a very different class; agricultural takes more labour during the year than dairying,—but dairying takes a great amount of labour of a peculiar kind (women and children) during the dairying season, which description of labour cannot now be obtained.

129. What employment has absorbed that class of labour? They have set up little places of their own—small dairies; principally German families.

130. *By Mr. Lyne.*—Have you plenty of agricultural labour in the district now? Not plenty, but a fair amount; there is so much done by machinery now, cutting, threshing, &c.

131. Would such an amount of labour be sufficient to carry out increased agriculture? Not the labour we have now certainly.

132. *By the Chairman.*—What number of fat cattle, sheep, and wool, are produced in the district? About 1000 fat cattle and 2000 sheep; about 1700 bales of wool were sent to the Corners last year.

No. 6.

AUDLEY COOTE, *Esq., M.H.A., examined.*

133. You sent the Chairman of this Committee a communication with regard to Fingal coal? I did.

134. To what particular coal seams does it refer? To Fingal, Mount Nicholas, and Mount Malcolm.

135. Have you visited those several spots yourself? Yes.

136. Are the seams of coal of any considerable extent? Yes: ranging from 8, 12, to 16 feet in thickness.

137. Is the coal easily workable? Very.

138. Have you any idea of what would be the cost of output per ton? Not less than 3s.; but, taking the cost of output at New South Wales, I do not think the miners would work at less than 4s. 6d., the price paid there.

139. Is there much difference in the quality of these three seams? In appearance very little, but in analysis the "Fingal" has been pronounced the best of the three.

140. Are they declared to be fit for steam or gas purposes? They have not been tested for steam to my knowledge, but knowing the class of coal I believe they are fit for steam and locomotive purposes; the analysis shows they are excellent gas coals, but are deficient in coke.

141. As to the extent of these coal fields, do they appear large? Yes, very.

142. Do you know the proposed line of railway from Corners to St. Mary's? Yes.

143. Would that line afford easy access from the mines? Yes, from all three.

144. At what price could the coal be delivered in Launceston? At 14s. 6d.; this would cover all charges, and I have been informed by the Main Line Railway Co. they would make a reduction of one farthing per ton per mile after 200 tons a week had been carried, that is, that they would carry the coal at 1d. per ton per mile for the first 200 tons a week, and ¾d. per ton for all over that quantity per week.

145. Is this coal suitable for smelting purposes? Yes, it is a first-class coal for smelting.

146. *By Mr. Dooley.*—What is the thickness of the several seams? Fingal, 12 feet; Mount Nicholas, 16 feet; Mount Malcolm, 8 feet.

147. Do you know of a second seam at Fingal at a lower level? Yes: I do not know anything of its thickness. The quality is very good, and contains more coke than the other coals.

148. What other mineral beside coal is likely to come in immediately to supply the line for traffic? Tin, and plenty of lime.

149. Any building stone? I do not know.

150. *By Mr. Douglas.*—Did you visit any of the tin sections when you were up there? Yes, several, I dare say half a dozen; and they were then only partly developed. Since then, I see by the newspapers, they have been proved to be of great value.

151. If those mines are developed, will access be afforded to them by the proposed line? Yes: they are all within short distance of the proposed railway.

152. Have you seen the line of country through which the line of railway from Bridgewater to Hamilton would go? Yes, as far as Fenton Forest; in my opinion it is favourable for railway construction. There are no engineering difficulties.

153. What is your opinion of the productive resources that such a line of country would tap? I was agreeably surprised with what I did see, and if there is a continuation of the class of land beyond, as I am led to believe there is, there would be a good prospect for the railway, if the lands were cut up into reasonably sized farms.

154. Do you know anything of Hamilton coal? No, but I have heard coal is found there.

BRIDGEWATER TO HAMILTON.

No. 7.

JOHN KING, *Esq., examined.*

155. You are Warden of Hamilton, are you not, Mr. King? I am, and have resided in the District about 39 years.

156. Can you give the Committee any information as to the quantity of land that would be cultivated if cheap means of transit were afforded between Bridgewater and Hamilton? Many thousands of acres beyond that now cultivated.

157. Do you know of any quantity of land in the District which has been cultivated in past years, but which is not now cultivated? Yes, thousands of acres formerly under cultivation which now form parts of sheep runs.

158. Of what quality? Very fair quality, most of it.

159. Do you know anything of the area and quality of the unalienated Crown lands which would be within reasonable distance of the proposed line of railway? On the western side of the Derwent there is a large extent of Crown land which would be rendered valuable by a railway through the Derwent valley.

160. Have you at any time had any opportunity of making yourself acquainted with the land referred to? Yes, with a portion of it, as far as the Gordon.

161. From your knowledge of that part of the country, what do you think is the prospect of a railway through the valley of the Derwent, leading eventually to opening up communication overland with the West Coast? From my knowledge of the country I am of opinion that communication with the Hamilton District is the only means of communicating with the West Coast between Hobart and Macquarie Harbour.

162. Do you know anything of the other resources of the Hamilton District besides its agricultural and pastoral resources? I know there is a bed of coal near Hamilton, which was worked some years ago; it was used for domestic purposes in Hamilton for many years before the gold digging times.

163. Has it ever been reported upon by any geologist or scientific authority? Yes, by Dr. Milligan, whose opinion may be found on the records of the Royal Society. He considered it so good that he recommended a tramway to be made to bring it to Hobart; that is about 30 or 35 years ago.

164. What is the thickness of the seam? I went down the shaft about 30 feet below the surface and measured the seam and found it 4 feet thick. It was accidentally discovered when digging a well.

165. Is the route through Hamilton one and the same as the Derwent Valley? Yes; that is the one I allude to.

166. Could you show on a one-inch lithographic plan from Survey Office the extent of country that would be drained in the construction of the proposed railway? Yes, I think I could. (County maps showing the whole of New Norfolk and Hamilton Districts to be sent to Mr. King.)

167. What is the height of Hamilton above the level of the sea? About 300 feet, I think.

168. Would any part of the route inspected by the Engineer-in-Chief rise above that height? No, not materially.

169. From your knowledge of the country do you think the line of route selected is the best? That is a question for a Railway Engineer, and the reason that the people of the district want an engineering survey.

170. Is it the best route to catch traffic? Yes.

171. Do you think a line would be practicable beyond Hamilton to Macquarie Harbour? Yes, I think so.

172. What is the height of the Gordon Bend you have spoken of? About 1500 feet above the level of the sea.

173. Would a line of road or rail to the West Coast have to rise much above that level? I think it might, but I could scarcely answer that question.

174. What is the cost of conveying passengers and goods from Hamilton to the Ouse? From the Ouse to New Norfolk is 10s. The distance is about 30 miles, or 54 miles Ouse to Hobart; the whole charge to Hobart being 15s. The cost of carriage of wool is about 35s. to £2 to New Norfolk, and £1 a ton by steamer to Hobart. That is about £3 per ton from the Ouse to Hobart.

175. You say cultivation has decreased: does that arise from cost of carriage? Yes; and the lowness in price of grain.

176. Would cultivation be much increased if the railway were opened? Yes, I am sure of it. I can give one instance of a man who grew about 40 tons of remarkably fine potatoes; he sold some of them, but what he is to do with the others I do not know, as he cannot get them to market. There are other cases similar to his.

177. Would the railway be much advantage for the conveyance of stock? Yes, decidedly.

178. Is the country round Hamilton well adapted for the production of cereals, do you think? Yes, certainly; and there is a large area available for cultivation.

179. *By Mr. Dooley.*—Supposing the route to the coast practicable, would you recommend the construction of a railway to there? A cheap railway, running at the rate of 10 or 12 miles an hour, would be cheaper than making a common road?

180. Commercially, how would you expect to be recouped the outlay? By the traffic to the West Coast, and by opening up the country, based on the probable traffic, and the hopes of developing the resources of that part of the country.

181. *By Mr. Lyne.*—Are you aware of coal near Hamilton, and what is the nature of it? There is a seam of coal near Hamilton which in former days was used for domestic purposes. There are no slate bands in it, and it does not coke, but leaves ash. I have not much knowledge of coal.

182. In the event of the Government not being able to purchase the Main Line of Railway, would a line passing through Hamilton serve for a Main Line to Launceston? I have not thought much about the subject. I do not think a line to Oatlands would be remunerative for some years.

183. Suppose the Main Line of Railway Company refuse to sell the line, could the Government utilise a line by Hamilton? Yes, if constructed it could be utilised, but this is a question for an engineer.

184. *By Mr. Pillinger.*—Are there any agricultural settlements near Hamilton? Yes; I don't know how many.

185. What do they grow? Wheat, oats, potatoes, and other agricultural produce, a little of each. They are not particularly prosperous owing to difficulty of transport.

186. Are there not some large estates in Hamilton District? There are some very large ones. I think the construction of a railway would induce some of the owners to cut up their estates for agricultural or pastoral purposes.

187. *By Mr. Brown.*—With regard to these large estates, will the line surveyed by the Chief Engineer be more favourable to them or to present and prospective occupiers of Crown land? To the small settlers, as it would cross the Derwent, and would benefit forty or fifty small settlers, and would also induce further settlement in the same quarter.

188. *By Mr. Pillinger.*—After crossing the Ouse, and into Crown lands, what description of land would be developed by the railway? It is not supposed to go as far as the Ouse, but to stop near Hamilton. Agricultural and pastoral land would be utilised by a line by the Ouse.

189. How far would it run before it reached known mineral country? A considerable distance. I cannot say without reference to a map, probably 50 or 60 miles.

190. Has the country been fully prospected? No, not at all. Hamilton is, I believe, about 300 feet above the sea. I estimate the height at the Gordon Bend, about 1500 feet above the sea. I tried an aneroid barometer there many years ago. Crossing through the Denison Ranges the height increases, and then there is a fall towards Macquarie Harbour. I estimate the extreme height of the railway from Hamilton to the West Coast would be less than 2000 feet.

191. *By Mr. Douglas.*—What is the population of New Norfolk and Hamilton Districts? Four or five thousand.

192. Is there much agricultural land, say within a few miles of Hamilton? Thousands of acres fit for cultivation, but not cultivated. Hamilton is 23 miles from New Norfolk, and about 46 miles from Hobart.

193. Can the railway be extended beyond Hamilton northerly? Yes; a line to the Ouse from Hamilton would cost less than a macadamised road. The distance is eight or nine miles; there are no steep gradients till about five miles beyond the Ouse. The country about the Ouse is fine agricultural and pastoral country. About 13,000 acres of land about the Ouse would be made available for cultivation by the line; all private property. This line would command the traffic of the Marlborough Country 40 or 50 miles.

194. What is the elevation of the country about the Ouse? About the same as Hamilton. There is much land in cultivation above the Ouse. It is a good grain country. Beyond the Ouse there are numbers of small settlers. Splendid hops grow there on Triffett's property, and a few of the smaller occupiers also grow hops.

195. Does your experience of railways lead you to believe that great proprietors would cut up their estates? I believe it has had that effect elsewhere.

196. Could the Hamilton line be connected with Bothwell, and then on to Oatlands? It could.

No. 8.

MR. WILLIAM EBENEZER SHOOBRIDGE, *examined.*

197. Where do you reside, Mr. Shoobridge? At Bushy Park, in the neighbourhood of Glenora.

198. Are you well acquainted with the country from Bridgewater to Hamilton? I am.

199. Do you know the proposed route of railway? I do.

200. Are there any particular points on that railway where you think any improvement could be made on the plan laid down by the Surveyor? I do not, unless by taking the alternative route near Mr. Riddoch's house at New Norfolk.

201. Do you know the character of the country from New Norfolk upwards as to its agricultural and pastoral nature? There is a branch line leading from Glenorchy to New Norfolk on which there is a large extent of agricultural land being taken up, especially on the New Norfolk side; the next part is the Lachlan, where there are old settlements and good land, but it is rather mountainous and heavily timbered. The next place is the Dry Creek, which extends for six or seven miles; settlements up the Creek hill side, land admirably adapted for potatoes and small fruit. A great quantity of raspberries come from there. Up on the hills, at an elevation of 1400 or 1500 feet, is very extensive table land—very rich agricultural land—called Mount Lloyd Flat. It is splendid land, and of very extensive area. North of the Plenty there is another extent of country, known as the Native Tier, which is evidently an extensive table land, between the Gordon, the Huon, and the Derwent Rivers. Till within the last few years it was totally unexplored; but four or five years ago we discovered some good land on the flat, and since then 3000 or 4000 acres have been taken up. As far as it has been explored a great quantity has been taken up. The land that has been explored is about 1300 or 1400 feet above sea level. On that land there are immense beds of timber,—a great deal of very fine myrtle. Those who have seen it say there are not finer beds

of timber in Tasmania. The myrtle forest is on the Native Tier, between the Plenty and the Styx: as far as I have been able to learn, it is decidedly the best opening for a track to the West Coast. So little was known of this country five years ago that we offered a reward to anyone that would show us 200 acres of good land. To the north of Russell's Falls River there is another settlement, known as Monto's Marsh and Ellendale. There are extensive tracts of good land extending right from the Florentine down to Mount Wellington, broken more or less by stony ridges. By far the largest portion of the flat land that is likely to be taken up lies on the extensive plain north and south of the Plenty. On the east bank of the Derwent, just above New Norfolk, is the Settlement known as Back River, and in that locality there is excellent land up the creek admirably adapted for hops and fruit, and there is a limited amount of good agricultural land on the hills. Following up the course of the Derwent, round Macquarie Plains there are extensive areas of rich agricultural land, and from there to Hamilton it is very fine pastoral country. About Hamilton and the Ouse there are very extensive plains of rich land, principally agricultural and pastoral. Up the valley of the Ouse there has been a great deal of land in cultivation, which was profitably cultivated when produce was high, but the low rates of recent years have completely thrown it out of cultivation. Large supplies of fat stock for the Hobart market come from there now. Coal was being worked in Hamilton 17 years ago, 4ft. 6in. seam, 35 feet deep, some of the finest domestic coal I have ever seen. The principal products of the Derwent Valley at present, besides the grain grown at Macquarie Plains, are hops and apples. In the last few years there has been very great increase in the orchards, and several hundred acres have been planted. The fruit from the Derwent Valley is found to be of such excellent quality that it brings a higher price than any other in the Colony. The orchards are capable of almost any extension. Hops, of course, are the chief product of the district, the climate and soil being particularly adapted to their growth. The finer description of seeds, such as chicory, &c. are particularly well adapted for growth in the district.

202. Is there much corn in cultivation? There has been, but not so much now, in consequence of the cost in transit. The difference in cost of transit by railway would be about one-fifth, and heavy produce in proportion. There are thousands of acres thrown out of cultivation from cost in transit.

203. But would not the general reduction in prices cause that? Well, I dare say it would, but I think at even the present prices, with facility by rail extended, agricultural pursuits would be resumed. I base that on the fact that along the banks of the Derwent available to the steamer nearly the whole of the country is in cultivation.

204. Would railway extension lead to much crown land being taken up and cultivated? Most certainly it would.

205. The rail goes up the western side of the Derwent: what effect would that have on the eastern side? The railway would afford facilities to the best part of the District on the east side, and a traffic bridge near Russell's Falls would meet the traffic of the agricultural portion on the other side.

206. Is there any quantity of good land beyond Hamilton that would be benefited by the railway? Yes; very rich country,—extensive open plains that you could plough for miles in any direction. I would like to point out the unrivalled water power in the Derwent Valley for irrigation or manufactures.

207. If the railway to Hamilton were extended into that country, either east or north would it join any other line? I cannot say, not being acquainted with it.

208. *By Mr. Dooley.*—Would it be desirable to press the line beyond Hamilton? I cannot say.

209. *By Mr. Riddoch.*—Oblige by stating the general traffic on the line now? There are three coaches each way daily between New Norfolk and Bridgewater, and also the steamer; a daily coach to the Ouse from New Norfolk, *via* Hamilton, and a daily coach from New Norfolk to Glenora. The fares from New Norfolk to Hamilton are 5s.; from New Norfolk to Bridgewater, 2s.; that would be about the same as first-class travelling on the main line, without the facility of return tickets. The fares from Glenora to New Norfolk are 3s.

210. Are there many vehicles in the district for hire? Yes, a great number, and availed of to a great extent; many people also use private vehicles very much. The Salmon Ponds and trout fishing are a great attraction to New Norfolk. On a pleasure trip day you will see 10 or 12 vehicles running up with passengers.

211. *By Mr. Lyne.*—Do you know what the production of fruit is at the present time in Derwent Valley? I should say from 80,000 to 100,000 bushels.

212. Is Derwent Valley subject to summer frosts? To a slight extent, but it is almost an unknown thing for our fruit to be cut.

No. 9.

THOMAS FRODSHAM, *Esq.*, *District Surveyor.*

213. I am District Surveyor for the District from the Lachlan upwards, and have been so for about nine years.

214. Are you well acquainted with the Crown lands in that locality? I am, and have reported on the same in a Paper laid before Parliament.

215. Do you know the proposed line of railway? I do not, but I know all the country marked on the map now shown me.

216. Do you think that line is favourable for a railway? I believe it is.

217. Do you know the height of Hamilton above the level of the sea? I have taken the altitude by aneroid barometer, and will furnish it to the Committee.

218. Will you afford the Committee any information that you can on the subject? The land in the vicinity of Mount Lloyd is very fine land; it is heavily timbered; and I believe there is fine land beyond that again; and at the Native Tier I know of 3000 or 4000 acres of good land, and there may be more. This is referred to in my Report (annexed).

219. *By Mr. Dooley.*—Did you observe anything in Mr. Shoobridge's evidence that you do not concur in? No.

220. How far do you think the railway should be extended? If extended beyond Hamilton it would bring in a very large extent of valuable Crown land in the Lake District; but I believe the difficulties in forming such a line would be very great, as the country beyond the Ouse is very hilly. At the Native Tier (not the one referred to by Mr. Shoobridge) up in the direction of Victoria Valley there are a number of small selectors. I could not now recommend an immediate extension beyond Hamilton.

221. *By Mr. Riddoch.*—Is settlement going forward up Native Creek, Ellendale, and Dry Creek? Yes considerably, during the last few years. I have had at least 8 or 9 applications for land in that locality.

222. Would the Marlborough Country be benefited by a line to Hamilton? Yes, it would.

223. Do you know the nature of the country in Port Davey and Macquarie Harbour? I know a considerable part of the country beyond the Styx; it is comparatively worthless land.

224. Is it a mineral country? Yes, after you get away from the Gordon Bend. The line from Hamilton to the Gordon Bend has been opened for about 40 miles; the road is good, if some fallen trees were removed. Along this line to the Gordon Bend there is an extent of country called the Florentine Valley, where there is a considerable extent of fine land. In my opinion, where the road terminates is about 50 or 60 miles from Macquarie Harbour.

225. Do you know anything of that remaining 60 miles? Yes; I reported on it in my Reports of 1877-1878.

226. Is the first indication of minerals presented in the Gordon Bend? Yes, as far as my knowledge goes.

No. 10.

F. MILNE, Esq., examined.

227. *By the Chairman.*—Your name? Frederick Milne, a resident of Macquarie Plains.

228. *By Mr. Pillinger.*—Were you the exponent of the views of a deputation that waited on the Colonial Treasurer lately with reference to a railway from Oatlands to Railway Station, *via* Bothwell, Hollow Tree, Hamilton District, Macquarie Plains, to a spot on the Derwent where the proposed line from Hamilton to Hobart crosses from Kinvarra to Arundel, thence by the proposed Hamilton line to Hobart? I was: that line would go to the southward and eastward of Hamilton township, about 2 miles.

229. What advantage would that line have over the one surveyed by Mr. Fincham from Hamilton to Hobart? The line going upwards to Hamilton after passing the Derwent at Kinvarra crossing is of little benefit to the general public, inasmuch as there is not a large population, or a large country to be served, but by taking it on the eastern side to the township of Hamilton the most populous and best agricultural district would be opened; by going up the line from Kinvarra to Bothwell instead of the route through Hamilton £100,000 or thereabouts would be saved in the cost of construction.

230. From Kinvarra to Hamilton would the line you suggest open up a finer country and more populous than the proposed route on the western bank? Undoubtedly, and having a station there and a bridge at Russell's Falls ample accommodation would be afforded to the population on the western bank.

231. *By the Chairman.*—Are you well acquainted with the line from the neighbourhood of Bothwell to Hamilton; is that a populous part of the country? No, it is not.

232. Is it an agricultural district? Yes, the land is capable of employing a large agricultural population, but it has now gone out of cultivation from want of transit.

233. Is there much communication between those two points? I am not in a position to say.

234. Are there many public conveyances? No, the roads are too bad.

235. Are there any townships between Hamilton and Bothwell? There is a small one, but hardly to be called a township, at Hollow Tree.

236. Are you aware of the distance between Bothwell and Hamilton? A direct road of over 20 miles.

237. Have you any idea of what would be the distance by the proposed railway? I am not in a position now to say. The proposed line would almost take the same road.

238. Is Bothwell much higher above the sea than Hamilton? I think not.

239. Would the proposed line *via* Hamilton and New Norfolk be shorter than that *via* Green Ponds? The Green Ponds route would be the shorter.

240. Supposing the line from Bothwell *via* Melton Mowbray to Brighton Junction to Hobart is 45 miles, what would be the advantage for the Bothwell people to go *via* Hamilton? They would have to travel 20 miles more.

241. Have the Bothwell people requested in any way to be thrown into the Oatlands line? The people of Bothwell have held meetings in favour of that route, and presented petitions to Parliament in its favour; further, a petition, which was presented to the House of Assembly last Session from the united districts, was shown by me to the Hon. N. J. Brown, after the adoption of a petition from Hamilton, and he expressed to me his willingness to sign the petition.

242. What is the character of the Crown lands, or what information can you give regarding the traffic? The Crown lands to the westward beyond Glenora are of very inferior character; there may be, as in all countries, patches of good country. The traffic requirements of this portion of the District on the western bank could be supplied by a bridge below Hamilton. A station in the vicinity of Hamilton would open up the country between there and Bothwell to a great extent, and supply the requirements of the Ouse and probably give an instigation to cultivation in that vicinity. The cost of traffic carriage from Macquarie Plains to Hobart would be reduced by about 23s. a ton if railway transit was obtainable upon the same terms as the Main Line.

243. Is not the Lawrenny property considered to be the best in the Hamilton District? It is considered to be a very fine property.

244. Is it capable of improvement in an agricultural point of view? Yes, of very large producing powers: the whole of the country from Hamilton to the Ouse is capable of very large agricultural development if the owners would only throw it open.

245. Would that district be equally well served by the Bothwell line as by the line to Hamilton? The country between the Clyde and the Ouse would have an advantage of 3 miles by the proposed Hamilton line in preference to the Bothwell line, but the population to the eastward of Hamilton would have better service by the Bothwell line.

246. Would as large a country be advantaged by the Bothwell as by the Hamilton route? Quite.

247. Then the advantages would be about equalised? I do not think so, inasmuch as there is a much larger population on the eastern bank, and the land is better; there is also coal in the Macquarie District, in the country through which the line would pass; it could doubtless be raised if there were means of transit. It is a fair description of coal; I cannot say if it is equal to or better than the Jerusalem coal, as I have never seen it tested, but I believe highly satisfactory results have been given by analysis made some years ago, I believe by a Commission appointed for that purpose; but I am not sure of that as I speak from mere hearsay.

248. *By Mr. Dooley.*—Is Glenora a township? It was, but it is now part of Mr. Shoobridge's property.

249. Are there many inhabitants at Hamilton? It is a place of considerable local importance,—I should say a population of about 1000.

250. What do you estimate the difference between your proposed route and the other? About 8 or 9 miles.

251. Suppose farmers raising produce at Bothwell had to send it to Hobart, what route would they prefer going? By the shortest.

252. But by railway? Assuming it is decided to construct a line only to Hamilton, a station in the vicinity of Webberley's would afford facilities for the surrounding district between Hamilton and Bothwell, and would be preferable to a station at Hamilton by the western bank of the river, inasmuch as the country passed through, after leaving Glenora, with the exception of Bushy Park, is not of a very productive character, consequently not capable of large agricultural extension, and the Crown lands to the westward as a rule are of poor quality and heavily timbered.

No. 11.

ROBERT CARR READ, *Esq., examined.*

253. Are you well acquainted with the line of country through which the proposed railway would pass? I am, I have known the country for over 30 years, and am well acquainted with the whole of it on the western side of the Derwent as far the Denison Plains, and on the eastern side to Lake St. Clair.

254. Would the construction of a railway lead to an extension of cultivation in the districts of New Norfolk and Hamilton? I believe it would, certainly, some thousands of acres.

255. Have you had any experience in cultivating this land, and what is your opinion as to the quality of it? Yes, I have for the last 25 years. Some of the land in the Derwent Valley is equal to any in the Colony, and has many advantages, owing to the available water supply and the comparatively mild climate: in proof of that, hops and all descriptions of fruit grow luxuriantly, and it seems to be the only district in the Colony where hops grow to any extent, and the fineness of the fruit may be equalled in Tasmania but it cannot be surpassed: there are some thousands of pounds worth of hops grown now even with a limited extent of cultivation.

256. Can you give any specific information as to the crops grown in the district? I have myself grown, on twelve acres of orchard and with trees planted 30 feet apart, 5000 bushels of apples, and off six acres I was told a neighbour grew over 2000 bushels of apples. The average crop of hops would be three-quarters of a ton to the acre of a good season.

257. Does the cultivation of hops involve the employment of much labour? It does, and circulates a great amount of money in the district.

258. Amongst the land available for cultivation is there land suitable for an extension of hop and fruit-growing industries? Yes, there is plenty, especially for fruit-growing, almost unlimited.

259. Do you know anything of the mineral resources of the districts of New Norfolk and Hamilton? There is plenty of iron; coal you may find in blocks in several parts of the river, and indications all up the Derwent. Lignite is in great quantities about Ivanhoe, and coal has been opened at Macquarie Plains, and also near Hamilton. Coal is also known to exist near Lake St. Clair. Limestone is also found a very few miles back from the Derwent, and black marble limestone is in great abundance in the Florentine Valley. Some 31 years ago, when I was exploring the bush, I followed out the River Styx and near Mount Styx, and at the head of the Styx there is a large extent of quartz reefs or quartz boulders and lots of crystallised quartz, also slate. It at that time called forth a remark from me to the men "This is a strange country, I should not wonder if there are plenty of minerals here." Since that time I have told a good many people, to try and get them to explore that part of the country; but none seem to have gone, until last summer, as far as that spot, when Mr. Thomas Moore came back that way from Lake St. Clair. He had no means of sinking with him, except shallow holes in the creek, but the only two creeks he tried in he got very fair prospects of gold and also found any quantity of granite showing the presence of minerals.

260. From your knowledge of the country on the western side of the Derwent, do you think that a line of railway through the valley of the Derwent would lead to opening up communication overland with Macquarie Harbour and the West Coast? I am not prepared to answer the question, as I have not sufficient knowledge of the country beyond the Gordon Bend. The discovery of minerals would probably lead to an extension westwards. In the event of a line being made to Hamilton, it would be a simple matter to carry on to the Ouse, owing to the flat nature of the country. About the Ouse there is a great deal of rich land. I think the stock that would travel from the New Country would help to feed the railway.

261. *By Mr. Dooley.*—What portion of fine land in the Derwent Valley did you refer to just now, and what is its extent? About 10,000 acres on the smaller streams running into the Derwent; and, judging by what I have seen, there is some fine land on the Florentine Valley, north of Hamilton.

262. In how many hands is that 10,000 acres? Probably ten or a dozen. There is other land that is not even occupied at the back of the Native Tier. The holders of the 10,000 acres employ a large number of hands. The 10,000 acres I refer to does not take in any of the land away from the Derwent.

263. Which side of the river would you take the proposed line on? That is a question for an engineer.

264. Which side would have the most advantages? Taking everything into consideration I think the west bank, because there is more agricultural crown land available at the back of the Tiers; but, under any circumstances, I imagine there must be bridges to make the line accessible to both sides.

265. Do you know Kinvarra, and that the proposed railway crosses there twice? I know Kinvarra, and have heard of the proposed crossings.

266. After the first crossing of the line, as surveyed by the Engineer-in-Chief, at Kinvarra, if the line was to go to Bothwell, would you consider it better to go direct from the crossing at Kinvarra through the Hollow Tree to Bothwell, or along the route marked by the Engineer-in-Chief up the Derwent Valley *via* Hamilton and the Clyde Valley? I should prefer the line *via* Hamilton, as marked by the Engineer-in-Chief, for these reasons,—that the line marked by the Engineer-in-Chief goes through a flatter and a richer country, taking it altogether; and I imagine there would be less engineering difficulties to contend with. I believe there would be more traffic down the Derwent; and it is hard to say what additional traffic might be caused from the westward if the line were constructed: at the same time I feel a survey should be made to determine the best route, keeping as near as possible to the Valley of the Derwent. If any branch railway will pay this will.

267. Would much agricultural Crown land be opened along the route? There is a good deal all up the Styx and other places which could be cultivated. From the back of the Tier, about eight or ten miles back from the

Derwent, there is a great deal of myrtle forest country, which is generally pretty good country; it appeared to me to be good orchard country. At the back of the Tiers there is plenty of good splitting and sawing timbers, and for manufactories there is any amount of water supply for large machinery.

268. *By Mr. Lyne.*—Would a railway to Hamilton be a step in the right direction towards establishing a road to Macquarie Harbour? To a certain extent it would; but the country is very hilly to the west.

269. If the quantity of land up the Derwent Valley was increased for agricultural purposes would it thereby be the means of reducing the quantity of wool and fat stock now produced? No, on the contrary; for where agriculture is carried on with success you require stock too for feeding off your root crops and for working your land, and you bring so many more mouths on an agricultural property to consume the produce and dutiable goods.

270. When you spoke of the land of superior quality, being of about 10,000 acres, being in the hands of a few people did you mean to convey the impression that the cultivated land was in the hands of but some 10 or 12 cultivators? I think about 15 or 20, taking in the smaller blocks, but some of these are employers of labour up to 30 or 40 men, and families of 100 people. This only takes in the Valley of the Derwent.

No. 12.

MR. GEORGE SMALE *examined.*

271. What is your occupation? I am Inspector of Roads for Hamilton District under the Public Works Department, and was employed by the Hamilton Road Trust as Inspector of Roads.

272. Have you much knowledge of the settled and unsettled portions of the two Districts? Yes, a fair knowledge of both.

273. Name to the Committee the several places where settlement is progressing between Bridgewater and Hamilton? 1st. German Town (Collins' Bonnet), about three miles from the New Norfolk Main Road, on the western bank of the Derwent. There is a large tract of land there, and some 30 small settlers taking up land under the Crown, and still more good rich chocolate soil available for purchase. 2nd. A settlement near New Norfolk, known as Brushy Bottom, where hops and fruit are grown to a large extent. 3rd. Dry Creek, on the west bank, where there are about 15 or 20 settlers. 4th. Branching from the Dry Creek Settlement Road there is a road to Mount Lloyd Flats, where there is a large quantity of Crown land fit for agricultural purposes, of which about 15 sections have been taken up. On the Plenty River there is a settlement, and between the Plenty and the Styx there is the Native Tier Settlement. I have gone back about 10 miles from the Derwent marking out a road, passing through land of good quality, with a bed of very valuable timber, some of the finest timber I have seen in the Colony. There are already about 20 settlers there. The land is still getting better as far as I have gone, as it runs to the westward. Then there is the Styx Settlement on the River Styx. A few lots have been selected there. The next place of importance is Monto's Marsh, or Ellendale, where a large area of Crown land has been taken up by some 50 or 60 settlers. There is a public school there, and settlements are being made every day.

274. What is grown there? Hops, grain, fruit; in fact the country will grow anything you like to put in there, and there is still land further back fit for cultivation.

275. Will you look on the map, showing the line marked by the Engineer-in-Chief between Bridgewater and Hamilton, and inform the Committee if such a line constructed on the line shown on plan would afford accommodation for the traffic from the various settlements you have named? Such a line would be the means of tapping all the places I have mentioned.

276. Would it at the same time afford accommodation for traffic from Macquarie Plains? It would.

277. Is there much land cultivated at Macquarie Plains? Yes, a large settlement of small farmers.

278. Would a line going away from the first crossing at Kinvarra towards Bothwell afford equal facilities to settlers on both sides of the river? Decidedly not; it would be taking the line away from Fenton Forest, Uxbridge Settlement, Monto's Marsh, and Ellendale, and the Ouse Settlement.

279. Is there any settlement going on north of the Ouse? Yes; land is being taken up in small lots of from 50 to 320 acres nearly every day. Some lots have been taken between the Ouse and Victoria Valley; also in the vicinity of Victoria Valley, and at another place named Lane's Tier, where there are about 20 settlers.

280. What is the general quality of the land in those places you have mentioned? All good land.

281. It has been stated to the Committee that the country surveyed by the Engineer-in-Chief after leaving Glenora, with the exception of Bushy Park, is not of a very productive character, and consequently not capable of large extension, and the Crown lands to the westward are, as a rule, of poor quality and heavily timbered: from your knowledge of the country do you consider that statement correct or incorrect? Certainly incorrect; some part of it is heavily timbered, but it is very valuable timber, and the land is fairly good, some parts of it.

282. Have you any knowledge of the country between the Derwent Valley and the Gordon? Yes; when the road was being cut through to the Gordon Bend I had many opportunities of seeing it, through having to inspect the works for the Government. Between the Gordon and the Derwent there is a large tract of rich land known as Florentine Valley—about 4000 or 5000 acres, perhaps more, parts of it heavily timbered; that is about 33 miles away from the nearest point of the proposed line of rail,—not so far as the Ouse settlers now are from water communication at New Norfolk. I believe that if the Railway was brought up to Hamilton nearly all that land would be taken up by settlers. There is a road now, known as Lawson's Road, to the Gordon, on which you can take a team with a ton or 30 cwt. to within 7 miles of the Gordon Bend, through the Florentine Valley: this road was made good by slabs where the wet country was, and is now in fair order with the exception of a few trees that may have fallen across the track.

283. *By Mr. Dooley.*—When you come to Kinvarra, the alternate route from thence *viâ* Hollow Tree to Bothwell, do you deem it practicable? I do not; Mr. Fincham pronounced it impracticable, in my company.

284. It has been stated to the Committee that a line leaving the Derwent Valley at Kinvarra and passing through the Hollow Tree to Bothwell would pass through the most populous and best agricultural district that could be opened: is that correct or not? Such a line would not open up any good Crown land, and would leave a far more valuable country out to the westward and the north, and which must eventually be the route for railway or road, *viâ* the Florentine, to Macquarie Harbour.

285. From your knowledge of the country do you think there is any great difficulty in getting through from the Derwent Valley to the West Coast? It is a difficult country, but I believe it can be done.

C. J. PARSONS, *Esq.*, examined.

286. Are you well acquainted with the Hamilton District? I am, and have known it well for 30 years.
287. Are you the owner of property in Hamilton and Bothwell Districts? Landowner in Hamilton, a tenant in Bothwell.
288. Supposing a line of railway were constructed from Bridgewater to Hamilton, is the country through which it will pass of such a character that any great increase in the area of land cultivated might be expected to follow? Yes, we might certainly expect a large increase.
289. Can you give a rough estimate of the quantity of land, in addition to that already cultivated, which would be available for cultivation if cheaper means of transit was afforded? I think, from 8000 to 10,000 acres additional; and a great deal of that is extremely rich land, as good as any in the Island. This answer applies to purchased land only. I have not sufficient knowledge of the unsettled Crown lands to give an opinion, still I know there is a large area of Crown land on the western side of Hamilton District suitable for cultivation.
290. Looking at the line marked by the Engineer-in-Chief as the result of his flying survey to the district, do you consider that the line best adapted for securing the traffic of the Derwent Valley, including Macquarie Plains and Crown lands on the western side of the Derwent? Yes, I do; but I think that when Engineers come to examine the country more minutely they will find that improvements can be made on it, especially beyond Macquarie Plains. I think a cheaper line could be got by keeping on the eastern side of the Derwent after passing Macquarie Plains.
291. Would the cheaper line you speak of on the eastern side of the river from Kinvarra be likely to add much to the value of any Crown lands in the Hamilton District? Yes, I think it would, as it would come almost as near the Crown lands as the proposed line.
292. What would the difference be to settlers, say at Monto's Marsh? They would have to take their produce five miles further to a station.
293. *By Mr. Dooley.*—From Kinvarra crossing to Hamilton which line would serve the greater number of proprietors? There are a greater number of smaller proprietors on the western side, but I think the largest interests are on the eastern side.
294. Do you think the proprietors would give the land free? I think so; I would myself if it went through mine, and have heard others say the same.
295. Can you speak positively as to the route from Kinvarra crossing to Hamilton being a reasonably practicable one? I can only give an unprofessional opinion, but I think a practicable route could be found that way.
296. *By Mr. Riddoch.*—Do you know the country between Hamilton and Bothwell? I do.
297. What sort of country is it? It is all a first class sheep country, and a great deal of good agricultural land.
298. If the line of rail, as surveyed by the Engineer-in-Chief, went to Hamilton on the west side of the Derwent would the route be practicable from Hamilton to Bothwell? I think a more practicable, an easier, and a cheaper line could be found, that is supposing that the line goes by the eastern side; but from Hamilton to Bothwell the line reported upon by the Engineer-in-Chief is a reasonably practicable one.
299. If the line from Kinvarra crossing that you speak of were adopted, would Bothwell be reached as easily as by the other line on the west side of the Derwent? I think there would be a saving of 9 miles in distance, and we would escape the heaviest works on Mr. Fincham's line.
300. Do you think a line in that direction would serve the interests of the Bothwell people? Yes; but no doubt Bothwell could be reached from Hobart by a shorter line.
301. Would the shorter line you speak of pass through as good a country as the Hamilton route? Yes, I think through equally as good country, perhaps better; it would pass through Green Ponds and Black Brush or Bagdad. There would be a large passenger traffic through the country south of Oatlands, and from Green Ponds and Bothwell.
302. Which of the routes would be of the greatest service to Macquarie Plains? Certainly, the route on the eastern bank of the Derwent.
303. You know that Macquarie Plains is a populous rich district, and a large amount of cultivation carried on now? Yes.
304. *By Mr. Pillinger.*—Do you know the country between Green Ponds and Bothwell? Yes, pretty well.
305. Could a practicable line be found between Green Ponds and Bothwell through that country? Yes, I think it could.
306. What would be the probable distance? From Melton Mowbray to Bothwell would be 15 miles, I think; that is, the railway would be two miles longer than the road.
307. Supposing the line were carried on the eastern side of the Derwent from Kinvarra crossing, how far would it be to Bothwell from where the Bothwell line would junction the line to Hamilton? I think about 19 miles.
308. What would be the difference of distance from New Norfolk to Hamilton of a line on the eastern and western banks of the Derwent? I think about equal.

MR. WILLIAM DOWNIE, *examined.*

309. I am a landholder in the districts of New Norfolk and Hamilton.
310. How long have you known those two districts? 43 years.
311. What is the general character of the land along the Derwent Valley? Good; but the land on the eastern side is superior to that on the western.
312. Do you know of any quantity of land having been cultivated in the Hamilton district that is not cultivated now? Yes, a good deal.
313. What crops have you known to be grown on that land? Oats, wheat, and barley; 32 bushels of wheat to the acre, and about 40 bushels of oats.

314. If a railway were constructed from Bridgewater to Hamilton would more land be brought into cultivation? Yes, if there were a market for it; at present there is no market for it at all.

315. Is there any quantity of fruit grown in the district? Yes, a good deal, including New Norfolk, and hops also; there is a good market for both these products.

316. Is much of the land of which you have spoken adapted for the growth of fruit and hops? Yes, a large extent of it.

317. Do you know anything of land on the western side that has recently been taken up from the crown? No, I do not.

318. How many years is it since you were practically acquainted with the western side of the Derwent? About 30 years.

319. Do you know a considerable increase has taken place in the population and settlement? No, I have only heard so.

320. Referring to the map showing the proposed route of railway from Bridgewater to Hamilton, do you consider that route the one which would afford facilities of transit to the larger portion of the producers residing in the Derwent Valley, including both east and west side of the Derwent? No, I would not.

321. What alteration should there be to effect that object? It ought to come up to Gretna Green and Macquarie Plains, through Broad Bottom, to Hamilton Plains.

322. What is the height of Broad Bottom above Hamilton? Hamilton is lower.

323. From your knowledge of the country, do you think it would be possible to get a line of railway on anything like an easy gradient into Hamilton by the route you have spoken of? Yes.

324. *By Mr. Douglas.*—You have spoken of the acreage of the Hamilton and New Norfolk districts: are you aware that according to the Government Statistics the acreage of wheat in the Hamilton district is only 746 acres; of barley 77 acres; and of oats 314 acres: and in New Norfolk district, wheat 884; barley 379; oats 486;—are you aware that is the total of those products? I was not aware there was even so much; to the best of my opinion there is not a quarter as much cultivated as there was.

325. About 23 tons of hops appears to be cultivated in the Hamilton district, and about 300 tons in New Norfolk: if there was a railway to New Norfolk would not the river steamer be likely to take a considerable amount of the goods traffic in competition to the railway? I do not think the steamer would get much if there was a railway. I think the railway would be much cheaper.

326. What is the present charge by steamer for agricultural produce? I think 4*d.* a bushel for grain, and rather more than £1 a ton for hops and wool.

327. If a line of railway were constructed, which, in your opinion, would be the best place to cross the Derwent? At Cawthorne's, and thence up to Gretna Green.

328. Is that the only crossing place that you are aware of? I cannot say; I never paid much attention to it.

329. To what do you attribute the falling off in the produce of grain? I cannot say, but I suppose sheep pay better.

330. What was the price of grain at the time there was a larger acreage under cultivation? Wheat about 3*s.* 9*d.* to 4*s.* I have sold thousands of bushels at that price. Barley from 5*s.* to 8*s.* Oats 5*s.* to 6*s.*

331. Would it be best to carry the line on the western or eastern side of the Derwent from New Norfolk to Cawthorne's? The western side, in my opinion, is more productive than the eastern side as far as Fenton Forest, but the railway should pass the Derwent at Cawthorne's, because the people from Fenton Forest and above Fenton Forest would have only a short distance to go to join the rail at Cawthorne's.

332. Do you know the line of country from Hamilton to Bothwell? Yes; and it is all a good sheep country, and cultivation too.

333. Is the country between Bothwell and Hamilton generally held by large landed proprietors? Yes; the road runs for nine miles through one estate, and beautiful ground.

334. Which would be the exit from Bothwell, by the Valley of the Derwent or by Green Ponds? By Green Ponds. The produce of the properties I have spoken of would naturally go to Green Ponds.

335. In your opinion is there anything that would justify taking a railway from New Norfolk by Hamilton to Bothwell? Nothing whatever. The Main line ought to have gone that way, and would have passed through a good sheep country all the way, coming out at Lemon Springs or Oatlands.

336. What would be the distance from Oatlands to Bridgewater by Bothwell and Hamilton? About 76 miles by road; it would be farther by rail.

337. *By Mr. Lyne.*—Would a line constructed along the Derwent Valley conduce to the growth of cereals although the price is low in the market? I do not think it would.

338. Is more grain grown in Derwent Valley than is consumed by the inhabitants for stock and seed? No, especially of wheat.

339. Has the high price of manual labor anything to do with the price of grain in Derwent Valley? A little, but it is the low prices chiefly.

340. Why do you suppose the rail if constructed from New Norfolk to Bridgewater would carry heavy goods whether up or down cheaper than they could be carried by water? I do not know, but it is so at the present time to and from Bridgewater.

341. If the railway were constructed to New Norfolk, would the steamer carry goods on like terms from New Norfolk to Bridgewater? I cannot answer that question.

342. What is the distance from Brighton Station to Bothwell? About 27 or 28 miles.

343. Considering these two lines, which in your opinion would do most service to the greater number of inhabitants? Certainly the one by Green Ponds.

344. Could the 27 miles in your opinion be constructed as cheaply as the 76 miles? Yes, I think it could; I believe it is a very level country.

345. Would such a line unduly compete with the Main Line? It would add to it, I think.

346. Looking at the map of the districts of New Norfolk and Hamilton, have all the lots marked there as selected been taken up since you knew that part of the country? Yes, it is all new, excepting one small farm.

OATLANDS STATION TO OATLANDS, AND BOTHWELL TO OATLANDS.

No. 15.

MR. WILLIAM JONES; *examined*:

347. *By Mr. Pillinger.*—Your name? William Jones.
348. Are you acquainted with the District of Oatlands? Yes, I am a native of it.
349. You know the country between Oatlands Station and Oatlands? I do.
350. Do you think there are any engineering difficulties in the way of constructing a line of railway on that route? I do not; for it appears a very level country over the whole distance of about 4½ miles.
351. Is there much traffic between Oatlands and Oatlands Station? Yes, a considerable amount; public vehicles run to meet each train.
352. Can you give the Committee any idea of the probable amount of traffic on the line? Speaking from the experience of my own traffic I have about 1500 tons a year; that, however, would be materially increased by numerous other business firms residing in the district, and by consignments to numerous settlers.
353. Are you acquainted with the character of the country to the N.W. of Oatlands Station—beyond Oatlands? Yes; a large area of the land in that direction is suitable for agriculture, and would be greatly benefited by the facilities of railway communication; the remainder of the land is good grazing ground.
354. How far is Oatlands from what is known as the Lake Country? About 12 miles as the crow flies.
355. Are you acquainted with that country? I am.
356. Is it capable of development? Very much so; the hills as a rule are rough and rocky, but grass-bearing, producing a great quantity of grass, and between the hills there are large areas in marsh land, which as a rule are lightly timbered and black soil, very rich.
357. What purposes would the country be adapted to eventually? For root crops and oats; I have seen vegetables of all kinds growing near Lake Sorell, in a colder climate than Lake Sorell, and I have also seen a paddock of Cape barley growing there; but I must also say no attention has been given to improving that country except as to draining, of which a considerable portion has been done of late years.
358. Would it be a country well adapted for artificial grasses and dairy purposes? It would; I do not know of any dairy there now, except on a very small scale; the country is devoted to grazing sheep.
359. What is the intervening country used for? For farming purposes and small dairies generally; it is capable of further development in my opinion.
360. Can you give any information with regard to Wylie's proposed line from Oatlands to Hobart? I can; it would have passed through the township of Oatlands, through Jericho, Spring Hill, Melton Mowbray, and Green Ponds,—generally close to the main line of road, and junctioned the present line of railway about Brighton.
361. Would that have embraced the greater part of the population of that part of the country? It would, passing through the centres of population.
362. Would it also have embraced the greater part of the agricultural settlement of the country? Yes, passing through the very cream of it.
363. For this country, is that part thickly inhabited? Yes, all along the Main Road thickly inhabited, with the usual number of settlers on either side.
364. Is there much land on that line that is adapted for cultivation, and would be brought under cultivation if the line were constructed? Yes; there is a very large extent, a great deal of country of very rich soil, and facilities of transit and of communication would induce people to use it more for agriculture than they do at the present time.
365. Would the making of the suggested line afford facilities for the future development of the adjacent country? Yes, notably to the west, where the best agricultural land is to be found, and which would therefore be the best route for a Railway to take; the proposed line would command the whole of the traffic to the west.
366. Does Oatlands and its immediate vicinity comprise the greater part of the population of the District of Oatlands? It does.
367. How does the present traffic from Oatlands to Hobart now go? The greater part of the traffic for about 12 miles south of Oatlands goes by Main Line, the rest beyond there goes by the Main Road.
368. Do you know there is a line of road from Tunbridge to the Lake Country? I do.
369. Is the land in the neighbourhood of Lake Sorell and Lake Crescent in the hands of the Government or private land. Generally of private people, but more south there is a considerable quantity of Crown land.
370. Is the Government land capable of much improvement? Yes, there are large areas capable of great improvement; there is a large area in the vicinity of the Table Mountain which, if cleared, would be very good.
371. Do you consider that the Railway as now made has operated prejudicially to the Oatlands district generally? The District to the east and south east of the Oatlands Station has greatly benefited, and that portion of the District to the west has also somewhat benefited, but the Township in consequence of having been cut off from the District by the Main Line of Railway has been prejudicially affected, notwithstanding which the Township is rapidly improving.
372. Do you consider that the branch line would meet the general requirements of the district? It would be a step in the right direction, and would be a decided benefit. The branch line to the present railway station would afford equal facilities to the public north of Oatlands, as the proposed line from Oatlands by Wylie's route to Hobart, with the exception that Wylie's would be 8½ miles shorter, but Wylie's line would afford much more benefit to people on the south and west?
373. Is not the Jericho Station used by people down to the westward as far as Jericho? Yes.
374. Are you acquainted with the line of country between Oatlands and Bothwell on the line surveyed by Mr. Fincham? I am; the whole country from Oatlands to the Jordan is very good. The distance from Oatlands to Bothwell is 24 miles: out of this distance 12 miles from Oatlands to the Jordan is very good country, from the Jordan a distance of 5 miles is hilly country adapted only for grazing purposes, with a good climate, and from thence to Bothwell, a distance of 7 miles, the country is good and suitable for agriculture.
375. What facilities would that line afford for the traffic of the District? On the western side greater facilities than Wylie's route, and also afford greater facilities for extending railways to the west; but as it is not so direct a route as Wylie's it would not be so beneficial to the residents of the District of Oatlands as that line would be.

376. Would it pass through a populous neighbourhood? No, not through any townships, but through nearly all private property.

377. Would it pass through any agricultural settlements? Yes, several; the Lower Marshes, Pleasant Place, Rose Hill, Anstey Barton.

378. What would be the object of constructing such a line? To give greater facilities for transit, and it would bring a greater area under cultivation, and it would be a great convenience to those having stations west of the line, and connecting more closely several centres of population.

379. Would it be a line affording engineering facilities,—a dear or cheap line? From Oatlands to the Jordan would not be expensive, but from the Jordan for a distance of four miles appears to be difficult, and after that easy again. When you get to Bothwell the line would run to Macquarie Plains through a level country. I don't know the country beyond. I think such a line would be more beneficial to the country though a more direct line would be more beneficial to the inhabitants of Oatlands.

380. What service would the line from Bothwell to Oatlands be to the people of Bothwell? If the line was not extended beyond Bothwell, none, unless to offer facilities for visiting one another.

381. If extended to Hobart would it be used in preference to the branch line from Oatlands to Hobart? People would go by the cheaper and shorter route.

382. *By Mr. Dooley.*—Is the drainage affected in the Lake Country on private property? Yes; there are some instances of drainage on Crown land.

383. *By Mr. Lyne.*—In what way is the traffic from Oatlands conveyed to the Railway? To Antill Ponds Station or Oatlands Station by waggons, carts, and public vehicles.

384. Supposing a line was brought into Oatlands from the north west, would it not be a great feeder to the Main Line? If you mean by the North West Ter, Fincham's Line, it would add to and take from it.

385. Is the traffic you have mentioned to Jericho Station for heavy goods or passengers? It is now principally goods, passengers go to Oatlands.

386. As a man of business do you think any member of Parliament would be justified in advocating a line from Oatlands, through Bothwell, to Hobart? I think there are very many arguments that could be advanced in its favour.

387. *By Mr. Riddoch.*—If the two lines were both open now, which would you recommend for adoption? Most certainly the line *viâ* Bothwell and Macquarie Plains.

388. So far as Bothwell is concerned, would not a branch on Wylie's line be more serviceable for that district? So far as Bothwell itself is concerned it would.

BRIGHTON STATION TO BOTHWELL.

No. 16.

MR. EDMUND HODGSON, *examined.*

389. *By the Chairman.*—Your name? Edmund Hodgson, a resident of Hobart.

390. You gave evidence in 1873 before a Committee to enquire into the Main Line Railway? I did.

391. You furnished the Committee then appointed with certain statistical facts? I did.

392. Have you prepared any statistical facts for the present enquiry? Yes.

393. Will you produce them? I will.

394. Can you give us any evidence as to the advantages of constructing a line of railway from Oatlands to Hobart *viâ* the Main Line and Brighton Junction? I think about 9000 persons would be advantaged by that line of rail. The agricultural acreage advantages of Bothwell, Brighton, and Green Ponds would be about 143,000 acres. I have not any account of the pastoral portion. 159,000 bushels of wheat, oats, and barley, averaging about 20 bushels to the acre, were produced there last year. There were 9860 head of cattle, and sheep 243,000. I have made these calculations as having reference to the districts of Bothwell, Green Ponds, and Brighton. From information that I have received from a Melbourne engineer, the line could be constructed for £4000 a mile, of 3 feet 6 gauge, including rolling stock and stations; gradients not exceeding 1 in 40, curve not less than eight chains; speed of 15 miles. The distance from Bridgewater to Bothwell is estimated at 30 miles. A continuance of that line from Hutton Park to Oatlands is the easiest part of the line, that is upon Wylie's survey. It is about 20 miles.

No. 17.

SIR,

In reply to the request that I would favour the Committee with my observations on this subject,—

I am in favour of a branch line from Bridgewater, through New Norfolk and Hamilton to Bothwell, and there terminate.

I am aware that a proposition has been made to reach Bothwell by a route *viâ* Green Ponds. Although a large agricultural district would be passed through I believe this route will be found to be impracticable from the heavy works that would be required to get over the "Den" Hill.

For the same reason I believe a continuation of the line from Bothwell to Oatlands would be impracticable, from the difficult and expensive works that would be required between the Rivers Clyde and Jordan; and that if the township of Oatlands is to be connected by rail it must be by a branch line from the present station on the Main Line.

My observations will therefore be confined to the portion between Hamilton and Bothwell.

The traffic (both passenger and goods) at present passes through Green Ponds,—two coaches employed for passengers and several carriers for the goods. The cost of carriage varies from 50s. to £3 per ton, according to the part of the district taken from.

The area of the Bothwell district is, I believe, about 297,000 acres. A very limited quantity of this is at present cultivated, not much more than 2000 acres, but with the facilities afforded by railway communication a very large quantity could be brought under cultivation. The rivers Shannon and Clyde passing through the district afford also the means of dairy farming, which could be carried on to a large extent with greater facilities of carriage.

It is difficult to estimate the traffic return for wool, so much passes through Bothwell grown in the Hamilton district.

The question of route I have not gone into, as that can only be decided after an engineering survey.

I have already stated that in my opinion the line should terminate at Bothwell. The country would be too difficult to extend it to the Lake Districts, and if an extension westward is contemplated I do not think it could be done from Bothwell.

I have the honor to be,
Sir,

Yours obediently,

JOHN BISDEE.

The Chairman Railway Extension Committee.

No. 18.

THOMAS GORRINGE, *Esq., examined.*

395. I am Warden of Green Ponds, and was Chairman of the Green Ponds Railway Association.

396. Are you aware that there has been any survey for a railway between Brighton and Green Ponds? Yes, Mr. Daniel Climie made a survey, following as nearly as possible the line surveyed by Mr. Wylie; the only important deviation from Wylie's line was at Pontville.

397. Was that an expensive estimate (Climie's)? Four thousand Pounds per mile. An offer was made by Overend & Robb, of Melbourne, through Mr. Climie, to construct it at that rate.

398. What is the distance from Brighton Station to Melton Mowbray? Eighteen miles. Melton to Bothwell is about 12 miles.

399. Do you consider that would be the best way to provide Bothwell District with railway communication? Undoubtedly it is the best outlet to all the best part of the Southern part of the colony—the very heart of it.

400. What country would such a line tap? The whole of Bagdad Valley, Green Ponds, Hunting Grounds, Black Marsh, Bothwell, Shannon, Great Lake, Lake Arthur, Lake Sorell—a large area of country, comprising both agricultural and pastoral land.

401. *By Mr. Douglas*—When you use the term “construct” a line, what do you mean by that? When I use the word “construct” I mean to include plant or rolling stock, but I am not sure that was included.

402. What gauge has the proposed line? 3 feet 6.

403. What is the nature of the gradients generally? I think the steepest is 1 in 42.

404. Does that occur often on the line? To a considerable extent.

405. As to the curves, are they sharp or easy? As far as I know there is no difficulty as to the curves, and I state that on the authority of Mr. Zeal.

406. From Melton to Bothwell—do you know that line of country? The line surveyed by Mr. Climie extended some 8 miles beyond Green Ponds towards Bothwell, and as far as Blackmarsh.

407. Do you know the number of persons who would be benefited by the proposed line? I cannot say.

408. Do you know the quantity of wheat and agricultural produce of Green Ponds district? No.

409. Did you not, as chairman of the Railway association, supply yourselves with calculations as to population and resources? No: the reason being that we understood the contract with the Main Line Railway Co. compelled them to go through the centres of population, so we did not think it necessary to do more than show that the line was practicable.

410. How many conveyances are there daily from Brighton Station to Green Ponds and Bothwell? Two; and one from New Norfolk Road Station.

411. How many passengers are there travelling by those coaches? Two coaches have only been on since the 1st of this month. Previous to the 1st there were only two.

412. Do you know anything of the line from Melton to Oatlands? Only partially.

413. Supposing a line were made from Brighton Station to Bothwell, involving, according to your account, an expenditure of £120,000, what return might be expected on the capital expended? I am afraid I cannot answer that question further than to say that it is thickly populated, exceedingly well adapted for cultivation as well as for grass, well grassed, and would be a feeder for a large scope of excellent country.

414. Then your calculation is based upon two principles,—that the population will largely increase, and agriculture will be considerably extended? Yes, as it is the outlet of the richest part of the country.

415. *By Mr. Dooley*.—Have you any written report of the result of Mr. Green's examination? It was, I believe, forwarded to the Premier.

416. Any from Mr. Zeal? Yes: he forwarded it to the Government, and Overend & Robb's tender.

417. Do you know the country between Bothwell and Oatlands? Yes: it is very hilly and uneven.

TEA TREE TO RICHMOND.

No. 19.

MR. PHILIP NICKOLS, *examined*.

418. How long have you resided in the Richmond District? About 25 years. I have attended this Committee to give evidence regarding a branch line from Tea Tree Station on the Main Line to Richmond and Sorell.

419. How is the traffic from Richmond and its vicinity now conveyed to market? Nearly all by waggons; that is from within 2 to 2½ miles north of Richmond: the traffic north of two miles from Richmond would go *via* Campania.

420. Is there any through traffic *via* Richmond and Sorell? Very little for passengers, and no produce.

421. How is produce conveyed from Sorell? By water; and passengers by vehicles across the Causeway.

422. What advantage would a line of railway, *via* Richmond to Sorell, confer upon the district of Richmond? Enable the growers of produce to get their produce to market at a very much reduced rate; also passenger traffic could be done at the same reduced rate.

423. Would the construction of such a line of railway induce any great extent of cultivation in the district? Yes; and we also have a coal mine in the district that could be worked; we also have lime-stone that could be worked; and these two items would form part of the traffic of such a railway.

424. What difference would such line of railway make to the growers of produce three miles north of Richmond, seeing that they now have access to the station at Campania? It would make a slight difference in favour of the line *via* Tea Tree, because of the shorter distance.

425. Does your opinion apply only to the country 2½ miles beyond Richmond? Yes, I think if we had the line as far as Richmond that Richmond would then become a market for fat stock coming from Sorell.

426. If the line were extended to Sorell, would the people there and about use the railway? I can hardly answer that question.

427. Do you know of any agricultural settlement eastward of Richmond that would be likely to furnish traffic even for Richmond? I think only the people on Orielson Estate.

428. In a commercial point of view do you think it would be advisable to construct a railway from Tea Tree to Richmond? Yes.

429. Has the Engineer-in-Chief reported on that line? Yes.

430. Would you recommend any extension beyond Richmond under existing circumstances? No, as I am not in a position to speak with regard to Sorell. The route to Richmond is well known to me, it is an easy one.

431. Would the proprietors of land give the land free if a railway were constructed through that land? I cannot say for others, but members of my own family would.

432. What is the distance between Richmond and Tea Tree? About 5½ miles.

433. Would the line have to pass over hilly ground? No, it is nearly level.

434. What was the estimated cost of the line? I believe £2500 a mile, including rolling stock.

435. How far is it from Campania to Richmond? About 5½ miles.

436. Would it not be better to make a line from Campania to Richmond than from Tea Tree to Richmond? No, because of the additional distance, and because the other line would be more convenient to the settlers to the south of Richmond.

437. Would a line to Richmond add to the value of the Main Line? I think it would.

438. What is the cost of a ton of goods by Railway from Campania to Richmond? About 8s. 6d.

439. And what by carrier? 12s. to 14s., depending on the stuff.

440. What is the cost of driving stock from Richmond to Hobart, *via* Grass Tree Hill? I do not know.

441. What would be the cost by main line if a branch were constructed by Tea Tree? I do not know.

442. Then how do you make it appear it would be advantageous for the conveyance of fat stock from Richmond to Hobart? Just as much as anything else, by diminished rates.

No. 20.

MR. WILLIAM BONE, *examined*.

443. Have you resided long in Richmond district? Fifteen years.

444. In your opinion would a line of railway from Tea Tree to Richmond be advantageous to the district apart from the town of Richmond? Yes, it would, both for conveying produce to Hobart market, and passengers also, quicker and at cheaper rates.

445. What extent of land is now under cultivation in Richmond district? I cannot say the number of acres.

446. What proportion of the produce of the district is now conveyed to Campania Station? I should say about one-third, that is north of Richmond. I suppose that two-thirds of that would be conveyed by rail from Richmond to Tea Tree. The greater portion of produce of the district is grown at Coal River, Cambridge, Kangaroo Point Road, and Tea Tree. The Coal River traffic, three miles north of Richmond, goes to Campania; Kangaroo Point Road and Cambridge traffic, three miles south of Richmond, would go to Tea Tree line. It now comes *via* Kangaroo Point, and partly to Richmond Mill; Tea Tree traffic goes a part to the Lower Tea Tree siding, and the rest to Richmond Mill.

447. Would the construction of the proposed line make any difference in the amount of land cultivated? I think it would. I could not give any definite estimate.

448. Are you of opinion that the Railway from Richmond to Tea Tree would be a commercial success? Yes.

449. Would you advise any extension beyond Richmond at present? No, I do not think it would pay.

450. Would the traffic you mention as going to Richmond Mill form any part of the railway traffic over the amount of grain grown in the district, or would it be fair to deduct it from the quantity of grain grown in the district? Yes, it must be deducted.

451. When you speak of the line being re-productive, what do you mean? That it would pay the interest and working expenses.

MR. RICHARD GERALD FITZSIMMONS, *examined*.

452. Are you well acquainted with the districts of Richmond and Sorell? I have known Richmond for about 10, and Sorell districts for about 20 years.

453. Can you give the Committee any information as to the probable traffic which would be secured by a line of railway from the Main Line, *viâ* Richmond, to Sorell? I consider such a line should start from the Tea Tree Station.

454. Has there been any survey made of the line? Yes, by a Government engineer, who has reported upon it. The distance is 5½ miles from Tea Tree siding to Richmond.

455. What extent of country would be tapped by that line? About one-third of the agricultural portion of the Richmond Municipality.

456. Would the produce of that one-third of the agricultural portion of the district be carried by the line *viâ* Tea Tree to Hobart in preference to going to Campania or by Kangaroo Point? I think so, because it would be more easily, cheaply, and conveniently conveyed. Kangaroo Point is about 14 miles from Richmond; the distance from Richmond to Hobart, *viâ* Tea Tree, is about 25½ or 26 miles. I consider that produce could be more cheaply conveyed on the longer distance by rail than by the shorter distance by road.

457. In what way is the produce in Sorell District conveyed to market? By water invariably, because they have no other cheaper mode.

458. Do you consider that land carriage could compete successfully with water carriage from Sorell? I think it would; for instance, hay—the charge per vessel now is 12s. per ton from Sorell, and I believe that the charge from Jerusalem, a longer distance, is about one-half that price. Sorell itself is about the fifth agricultural district in the island, Richmond coming next. Stock would also be conveyed by rail, as it cannot well be conveyed by water.

459. Have you any knowledge of the quantity of fat stock produced in the district? I can only speak generally, but I know that a very large quantity is produced, especially of pigs.

460. *By Mr. Dooley*.—What is the distance from Richmond to Sorell? Nine miles.

461. Do you think the country from Tea Tree to Richmond favourable to the construction of a line? Very; Mr. Creswell has reported thereon that such a line would cost £2500 a mile making and equipping.

462. Do you think the route from Richmond to Sorell equally favourable? Nearly so.

463. Is there a good agricultural country east and south-east of Sorell? Yes, very good.

464. Is there any Crown land any good? Yes, some up by Bream Creek and Carlton Scrub; I do not know what quantity.

465. *By Mr. Lyne*.—What is the distance between Richmond and Campania? About 5½ or 6 miles, which would make it 33 miles from Hobart *viâ* Campania to Richmond.

466. Did I understand you to say that the conveyance of heavy goods, such as grain, by rail from Sorell to Hobart, would be cheaper than by water? I think so; but even if not so cheap people would prefer land carriage, because produce will not be insured which is conveyed by small craft.

467. *By Mr. Pillinger*.—What proportion of the population of Richmond District would be likely to avail themselves of the proposed line? About one-third.

468. What proportion of Sorell District? I think nine-tenths.

469. Would that apply to agricultural produce? Yes, I think so.

470. What is the price of grain by water to Hobart? I do not know.

471. *By Mr. Douglas*.—The answers you have generally given assume that the rail would be continued to the neighbourhood of Sorell township? Yes.

472. How far from Sorell township? About a quarter of a mile.

473. Would it be the natural course of the country to go to Campania or *viâ* Richmond to Tea Tree? *Viâ* Richmond to Tea Tree.

474. All your answers are given on the supposition that everything goes to Hobart: what would be the effect suppose you were going North? People going North would prefer going by Campania.

475. What would be the difference of distance travelling North if the point was Campania or Tea Tree? About six or seven miles.

476. Is there much communication between Jerusalem and Richmond? No, not since the railway.

477. During the last 10 years has the population of Richmond and Sorell increased or decreased? I cannot be certain on that point.

478. How many people would be advantaged by this line of rail from Sorell to Campania *viâ* the Tea Tree? About 3200.

RAILTON TO SHEFFIELD.

MR. RYTON OLDHAM, *examined*.

479. What is your profession? I am Engineer and Manager of the Mersey and Deloraine Tramway.

480. Do you know the country between Latrobe and the neighbourhood of Kentishbury? Yes, I know it well; I have resided in the district during the last 11 years.

481. You are aware that the object of this enquiry is with regard to the establishment of a branch railway from Railton to Sheffield? I am.

482. You have conducted the trade from Railton to Latrobe during that period? Yes.

483. Have you any idea of the amount of trade done? In 1879 the returns for conveying produce of all kinds from Railton to Latrobe would be about £500; that does not include passenger traffic, for we never dealt in that.

484. What are the charges from Railton to Latrobe? Oats 4*d.* a bag of four bushels, Barley 5*d.* per bag of 3½ bushels, Wheat 6*d.* per bag of 3½ bushels, Peas 6*d.* per bag, Linseed 6*d.*, Potatoes 4*s.* per ton, Sawn Timber 1*s.* per hundred feet, Palings 1*s.* per hundred, Staves 2*s.* per hundred, Skins 1*d.*, and Hides 6*d.*

485. From what quarter is that traffic derived? From Newbed, Sunnyside, and Kentish.

486. Describe the country that would be served by a railway from Railton to Sheffield. I estimate the land roughly at 20,000 acres—15,000 acres of this is under cultivation; a new track is being cut at present to Mount Claude through all good land, which I estimate at 6000 acres (Crown land); from there south there would be Oliver's New Country, comprising, I have been informed, 20,000 acres, all Crown land, some say more; the commencement of Oliver's New Country is about 12 miles from Sheffield.

487. I think you stated that the only outlet for Oliver's New Country is *via* Mount Claude and Sheffield? It is the only known outlet. In addition to the acreage I have mentioned there is the 6000 acres of the Tramway Company's land that would be benefited by the line; there is 6000 acres in the Minnow country that would partly benefit by it, of which about 3000 acres are taken up: about half of that would benefit by the Sheffield line.

488. Have you included in your estimate the piece of country recently taken up south of Wylie's and adjoining the Company's land? No.

489. What is your estimate of the quantity of land taken up there? About 2000 acres.

490. Can you give us any estimate of the amount of Crown land near the Minnow country that would come to the line? About 5000 acres.

491. Are all these blocks of land that you have given the area of fit for agricultural purposes? Yes, all.

492. Are there many persons clearing on the lands lately taken up on the Minnow? Yes, there are.

493. Are there many in the Promised Land? Yes, many are clearing, &c.

494. Have you taken into your estimate the land between Railton to Sheffield to the S.E., that is, Newbed and Sunnyside? That traffic is already included in the £500 I have already spoken of. I did not include the acreage in the Kentishbury 20,000 acres block. There are 5000 acres at Sunnyside and Newbed.

495. As an engineer, and well acquainted with commercial matters, do you think that the proposed line would be reproductive? Yes, I consider it would be a paying line; that line could be constructed (the earthworks and permanent way, without stations and rolling stock,) for £2000 a mile, for there is not a bridge on the whole route.

496. What weight of rail do you estimate? Forty pounds.

497. Steel or iron? Iron.

498. Is it a good timber country all through? Yes, the greater portion of it.

499. Would the timber contribute largely to the traffic? I think it would double it.

500. What is the timber generally obtained all through? Stringy bark, gum, sassafras, and myrtle.

501. Have you any idea whether the Mount Claude mine would be likely to contribute largely to the rail? Yes, very largely.

502. In the event of such a line being constructed, would the amount of land now cultivated be increased largely? Yes, I think so certainly, as there is a large quantity not taken up through the want of roads.

503. Would potatoes be grown in the Kentish country? Yes, very largely, if they had means of getting them away.

504. Are they an item that affords great traffic? Yes.

505. Do you think dairy produce would increase? Yes.

506. *By Mr. Douglas.*—What is the distance of the proposed line? About six miles.

507. What is the height of Sheffield, where you would put your proposed station, over Railton? I have never taken the levels from Railton to Sheffield, but I consider that, being allowed four chain curves and a grade of one in forty, there would be no engineering difficulty in making the line.

508. Is not the country very flat from Railton to within 2½ miles of Sheffield? No, it is a gradual rise.

509. To your knowledge has the proposed line ever been surveyed? I believe Mr. Dooley's son surveyed it.

510. Do you know the country *via* Kimberley's Ford, *via* the Dasher up to Sheffield? Yes, well.

511. What would be the distance supposing a line to be made in that direction? About 11 or 12 miles.

512. Would there be any engineering difficulties in making that line? No, I see none.

513. Have you been to the western side of Mount Claude? Yes. The recent discoveries are on the S. W. side.

514. Did you go along the Dasher to Mount Claude, or by the Promised Land? By the Dasher.

515. When you were including the good land to the southward of Mount Claude, known as Oliver's Country, did that include the land to the southward of the Van Diemen's Land Company's track? A large proportion of the land that I described as being Oliver's New Country would lie to the north of the Van Diemen's Land Company's track.

516. Would it be necessary to go up Gad's Hill in order to reach that country? I am not able to speak as to the accessibility of that country beyond Chudleigh.

No. 23.

MR. RYTON OLDHAM, *further examined.*

517. You stated yesterday that you had received about £500 in 1879 from the farmers of Sheffield for conveying their produce from Railton to Latrobe: what is the distance of the line? Eight miles, and that portion is worked by horse power.

518. Did the greater portion of the produce of that year, 1879, go by the train to Latrobe? Yes, but there was always the Don tramway and road traffic to contend with.

519. What do you mean by the Don traffic? The tramway traffic.

520. How near does the Don Tramway approach to the Kentish country? About seven miles.
521. Would not the traffic from Sheffield to the Don Tramway be confined to the portion of country north of Sheffield? Not necessarily so; much would depend whether the buyer came from Latrobe, and for the last two years it has been more in favour of the Don, there being more commission agents and no buyers at Latrobe.
522. Would not therefore the Don tramway, if continued southward, be of great benefit to the landholders to the north of Sheffield? Not if you continued your branch line from Railton to Sheffield; in that case it would be a disadvantage. I think there is greater scope for a market at Latrobe than at the Don.
523. But irrespective of the market would not the extension of the line southward be of great benefit to the farmers north of Sheffield? Certainly.
524. Then how do you reconcile your statement that for two years past the trade has gone to the Don and not to Latrobe? Because the Don Company have paid better prices to farmers than the Commission agents at Latrobe?
525. Then is it not to the advantage of those settlers that both lines should be kept open? Certainly.
526. Then how is it that you state in the previous portion of your evidence that it would be disadvantageous if the Don tramway were extended southward towards Sheffield? I did not mean it in that way, because it is evident it would be advantageous if there was competition between two lines.
527. The Don tramway is private property, is it not? Yes.
528. If the Deloraine and Mersey line was extended to Formby, would there be any difficulty in connecting the Don tramway with the Mersey and Deloraine train at Formby? No difficulty.
529. Would the line of country from the southern end of the Don tramway, and extending southwards towards Sheffield, be a difficult line of country for a railroad? It is much the same description of country as from Railton to Sheffield.
530. Do you know the country immediately round Sheffield township? I do.
531. Is there not a great deal of comparatively poor land surrounding the township of Sheffield? I am not aware of it.
532. What is the population of Sheffield? I do not know.
533. How many churches are there? I think two.
534. Are there a dozen houses in Sheffield? Oh, yes!
535. Are there 50? I think there are.
536. Is there a public school under the Board of Education? There is, and I have seen 70 children there; it is the only school at Sheffield or in the immediate neighbourhood, as far as I am aware.
537. *By Mr Dooley.*—In connection with the idea of a tramroad serving the Nook country, is the Don tramroad accessible from the Nook? I do not know sufficient of the country to answer.
538. Do you know anything of the difference of level between the Nook country and the point where the Don tramway now terminates? Yes; the difference is very considerable, the Nook being considerably lower than Barrington country.
539. Have you ever been up the Nook country from Tarleton? Not within the last five years.
540. Have you been up to Barrington across the Don bridge? Yes.
541. When you cross the Don bridge going to Barrington do you ascend or descend? It is all a continuous rise to the termination of the Don Tramway at Barrington.
542. When you travelled from the junction of the Barrington and Nook road southwards through Nook did you observe that rise as great as on the other side? For a mile it is partly flat and then it rises very rapidly, 1 in about 8 or 10.
543. Was there a road cut then? Yes.
544. Supposing the railway were constructed from Railton to Sheffield, is the ground favorable beyond Sheffield for an extension south west towards Mount Claude? It is a very easy country and the land is all good throughout.
545. In the event of the mine then succeeding, do you think it would be an urgent matter to have this line there? Yes.

No. 24.

MR. JAMES DOOLEY, *examined*.

546. What is your profession and where do you reside? I am a Surveyor and reside at Kentishbury where I have resided for the last two years.
547. What do you know of the proposed branch line from Railton to Sheffield? I produce a plan prepared by myself showing the line of country through which the line would pass.
548. Are the gradients shown? No, no levels have been taken.
549. Did you make this plan under instructions from the Survey Department? Yes, and the instructions were for a ground plan only.
550. Does it go through much crown land? A little crown land, but principally through private property.
551. Have you any idea of what amount of land would use the railway if it were made? About 27,000 acres, nearly all purchased land.
552. How much crown land is there in that 27,000 acres? Very little, it is nearly all taken up.
553. South of that block and above the Promised Land how many acres of crown land are there up as far as Mount Claude, approximately? About 2000 acres good land.
554. Do you know Oliver's New Country? Yes, and have been in it. Seven or eight miles south of Mount Claude, past the V.D.L. Company's track. It is good open country, carrying good white grass.
555. How much good land is there north between the V.D.L. Company's land and Mount Claude? About 15,000 acres.

556. How much south of the road? All good land; in round numbers I should say another 15,000 or 20,000 acres.

557. Do you consider the grade a practical one, according to the eye, from Railton to Sheffield? I do.

558. Any expensive works on the road? None.

559. Do you know Dick Lowe's Bridge? I do.

560. Would there be any expensive work at that point. No, there would not be any expensive works.

561. *By the Chairman.*—Are you an engineering surveyor? No, I am not.

562. Then any opinion you express on the point would be that of an unprofessional man. Yes.

563. The block of land that you estimated at 27,000 acres, is all that easily accessible to Sheffield where the proposed terminus is? Yes.

564. Do you know the country from Sheffield, *via* Promised Land, to Mount Claude? Yes.

565. Seeing that one line would accommodate the traffic as well as the other, why should the bulk of traffic necessarily go to Latrobe by Railton? The Don Company is a private company, and in sending your grain to Latrobe you have more buyers. You could also send direct from Railton to Launceston.

566. *By Mr. Douglas.*—Do not the settlers generally sell their produce before removing it? No, they often cart it to the stores and leave it until prices go up.

567. Is not that when they are indebted to the storekeeper before delivery? Yes, very often.

568. But the buyers in Latrobe as a rule are merely commission agents, are they not? Yes.

569. What is the principal produce of the Kentish country? Oats, wheat, and peas.

570. Is there then much wheat? Yes; but on account of the rust of late years there has not been so much put in. But the chief product is oats; there is nearly double as much oats grown as wheat; it is one of the finest places in the Island for growing oats; they grow up to 100 bushels to the acre.

571. Have you collected the statistics of that district as to quantities or population? No.

572. Is it level enough for rail or tramway? Yes, and I do not see any difficulty in the way.

573. What is the quality of the land? From Sheffield up to within five miles of Mount Claude it is all first-class land.

574. From thence to Mount Claude? Second-class land.

575. Do you know anything of the probable traffic that might be expected on that line? Yes; there would be a great traffic, especially if these mines are developed.

576. Is there good timber country up that way? Yes, very good.

577. Would potatoes be grown in that country if the railroad was made? Yes, to a large extent.

578. At present are any potatoes grown for sale? Yes, in the Kentish country, but not to any considerable extent, owing to the distance to cart.

579. Do you know the Nook country and the Barrington country, on the other side of the river, and what the difference of height is between the two? They are about equal. Country between steep and broken from junction of Nook and Barrington southwards.

580. Is the present terminus of the Don Tramway easily accessible from the Nook? Yes, by road.

581. Would the traffic of the 27,000 acres you have spoken of be as likely to be carried by the Don Tramway as by the line from Sheffield to Railton? No.

582. How do you account for the greater part of the produce of that district going to the Don of late years? Because of the low prices and the farmers not being able to pay for the trollying, most of the grain this year went to the Don.

583. Would the continuation of the Don southwards be of as much advantage to the settlers north of Sheffield as if Railton line was made? The continuation of the Don tramway line southward towards Sheffield would be of more advantage to the settlers in Barrington and the Nook than the proposed branch from Railton to Sheffield.

584. What is the difference in the line, as run by you, from Railton to Sheffield? Six miles.

585. Is it not a very level country from Railton to the Little Badger Tier? Yes.

586. How many miles is it? From $2\frac{1}{2}$ to 3 miles.

587. Then the distance from there to Dick Lowe's Bridge? Something over three-quarters of a mile.

588. Is there not a considerable rise between those two points? I do not know.

589. Is there a considerable rise from D. to C. on your plan? Yes.

590. What is the distance between them? About half a mile; and C. is the highest point. I cannot say the difference in height between them.

591. Do you know the difference in height between Sheffield and Railton? I do not.

BRANCH LINES GENERALLY.

No. 25.

C. H. GRANT, *Esq.*, *Manager Tasmanian Main Line Railway, examined.*

592. Will you give us any information you can as to the cost of carriage by railway from Hobart to Corners, and Corners to George's Bay, of wool, hay, bark, coal, &c.? I will supply the information.

593. What is the amount of traffic of all kinds—passengers, goods, and stock—during the last year? I will supply that also; I could not give it off-hand.

594. Have you had an opportunity of seeing the coal of the District? Yes, I saw it some years since. The Fingal coal seemed adapted for steam purposes, but the Mount Nicholas coal was at that time very little worked, and the sample I saw much too impure for use in generating steam.

595. Have you any reason to think that the opening of this line would result favourably in the coal supply? I think the Fingal District contains an inexhaustible supply of coal, which could be obtained at a very cheap rate: both sides of the valley have very large coal seams.

596. If that coal were suitable for steam purposes, would there be a large demand for it? All the coal required in Launceston and the Midland and Southern Districts of the Island would be taken from there.

597. Do you know of any other coal in the Island as well, or better adapted? I have had no opportunity of testing Fingal coal, so cannot speak positively as to its merits. I can only say it would be supplied so cheaply if of satisfactory quality that it would supersede all other coal in Launceston and in the Midland and Southern Districts—assuming it to be a good coal.

598. Do you know of any other coal in the Northern part of the Island equal to or better than the Fingal? I am of opinion that the Fingal coal is better than what I have seen of the Mersey coal, but I have no positive information on the point.

599. Have you founded an opinion on any accurate data as to the increased traffic likely to arise if this Railway were established? The chief increase would be caused by the coal: if that turned out well it alone would be sufficient to make the line pay.

600. Have you considered what would be the probable increase of passenger traffic? It would certainly be doubled in three years; and I have no doubt a very large increase in the goods traffic would also take place, especially in the article of bark.

601. Have you any knowledge of coal mining, and of the cost of out-putting coal? Yes, I have a knowledge of coal mining. The general coal cost of output is about 3s. or 4s. a ton; in Tasmania the cost of mining coal has hitherto been about 10s. per ton.

602. Do you consider the country of a character favourable for a railway? Most favourable, both as to constructing and working.

603. Have you been over that country lately? Not within the last few years, but on my visit then I took a careful survey of it.

604. On what data is the rule founded which you have mentioned as to traffic doubling itself in three years when Railway communication is established? It is founded on an average of results generally experienced: in new countries it advances in a higher ratio, and in Fingal district would probably double itself in two years.

605. Will you answer the same question with regard to the other branch lines from Brighton Railway Station to Bothwell, and from New Norfolk Road Station to Hamilton? I do not think the progress would be quite so rapid, as it does not open up a coal country, but the other two lines would probably double themselves in three years; with the Hamilton line increased coaching facilities have already greatly increased the traffic on that line. At one time Mr. Allwright hardly filled one coach a day, and now he fills three easily, the coaches meeting the train at New Norfolk Road Station: the increase is solely, in my opinion, due to increased facilities.

606. In the event of the construction of the branch lines already mentioned, would the Tasmanian Main Line Railway be prepared to enter into a contract to convey passengers and traffic by train mileage, or at certain rates? The Main Line Railway Company would be willing to concur in the branch lines having running powers over their line, or would carry the traffic at reasonable rates, or would concur in the application of the Regulations of the English Board of Trade which enforce working facilities between railways. This could be done in special Acts providing for the construction of these branch lines, to which the Tasmanian Main Line Railway Company would not offer any objection.

The witness withdrew.

*Tasmanian Main Line Railway Company, Limited,
General Manager's Office, Hobart, 22nd August, 1881.*

SIR,

I HAVE the honor to forward you herewith a table which has been prepared, in accordance with your instructions, to show the value of the gross traffic on the Tasmanian Main Line Railway at the several stations of New Norfolk Road, Brighton, Jericho, Otlands, and Corners, during the year 1880.

I have given in detail the inwards and outwards traffic of passengers, parcels, goods and minerals, and live stock; the addition of which is, of course, the gross traffic under those particular headings.

You will notice that the Jericho passenger traffic has remained nearly stationary, which is due to the very bad condition of the roads leading to that siding virtually preventing any traffic thereon.

The small increase in the value of the Corners traffic is accounted for by the consideration that the year 1878 was the period during which the tin mines at George's Bay and in the Gould's Country were so greatly developed, which caused a very exceptional traffic both of passengers and inwards goods. The outwards goods traffic was also increased by a large quantity of bark, obtained near the station, and sent away under the stimulus of high prices. During the present year the revival of the mining interest of the Fingal district has very greatly increased the traffic from the Corners Station, which, on the preparation of the year's accounts, will, I believe, show a large excess over that of any previous year.

The traffic at the New Norfolk Road Station is earned in active opposition to the steamer *Monarch*, which, for goods, is better able to do the trade of that district, New Norfolk itself being ten miles from the Railway Station.

The business at the Brighton Station has lately been injured by the competition of rival coaches, one of which is driven into Hobart. When these coaches cease to run the increase of traffic will be of a normal character.

I have, &c.

C. H. GRANT.

*The Hon. NICHOLAS J. BROWN, M.H.A.,
The House of Assembly.*

TASMANIAN MAIN LINE RAILWAY COMPANY (LIMITED).

Railway Office, Hobart, 20th August, 1881.

STATEMENT showing the Gross Traffic (Outwards and Inwards) at the under-mentioned Stations for the Three years ending 31st December, 1878, 1879, and 1880.

STATIONS.	PASSENGERS.						PARCELS.						GOODS AND MINERALS.						LIVE STOCK.					
	1878.		1879.		1880.		1878.		1879.		1880.		1878.		1879.		1880.		1878.		1879.		1880.	
	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	tons.	£	tons.	£	tons.	£	head.	£	head.	£	head.	£
New Norfolk Road.																								
Outwards ..	1847	368	8053	905	9416	907	68	4	405	22	715	26	99	31	170	51	368	113	18	1	415	8	121	3
Inwards	1990	360	7033	767	8321	816	129	8	1326	46	1847	64	84	31	167	60	364	127	93	8	249	21	163	11
Gross Traffic	3837	728	15,086	1672	17,737	1723	197	12	1731	68	2562	90	183	62	337	111	732	240	111	9	664	29	284	14
Brighton.																								
Outwards ..	2696	521	5943	809	6455	814	168	8	391	20	543	22	292	75	706	157	936	193	24	3	1397	27	489	10
Inwards ...	4768	585	8488	808	6258	709	352	16	1785	63	1727	64	196	70	410	156	268	119	321	25	44	3	247	11
Gross Traffic	7464	1106	14,431	1617	12,713	1523	520	24	2176	83	2270	86	488	145	1116	313	1204	312	345	28	1441	30	736	21
Jericho.																								
Outwards ..	317	74	365	97	314	92	21	1	26	2	25	2	202	116	223	91	310	147	40	1	—	—	215	9
Inwards ...	309	68	278	62	321	73	58	3	62	3	102	6	52	31	42	34	41	27	12	1	17	2	16	1
Gross Traffic	626	142	643	159	635	165	79	4	88	5	127	8	254	147	265	125	351	174	52	2	17	2	231	10
Oatlands.																								
Outwards ..	3450	1058	3798	1073	3460	994	820	41	827	45	819	45	846	435	957	496	1328	676	1076	51	1544	70	2984	122
Inwards ...	3234	885	3061	861	3102	853	1689	98	2200	104	1998	103	879	839	1154	1009	885	812	70	8	16	5	73	5
Gross Traffic	6684	1943	6859	1934	6562	1847	2509	139	3027	149	2817	148	1725	1274	2111	1505	2213	1488	1146	59	1560	75	3057	127
Corners (Fingal Road).																								
Outwards ..	3580	1158	2711	974	2864	944	681	41	721	40	813	45	1126	611	953	550	1015	774	1732	270	2088	240	1421	250
Inwards ...	2269	861	2121	779	2052	641	2215	123	2452	135	2691	155	641	538	587	533	536	520	7	—	235	5	22	1
Gross Traffic	5849	2019	4832	1753	4916	1585	2896	164	3173	175	3504	200	1767	1149	1540	1086	1551	1294	1739	270	2323	245	1443	251

R. J. ELLIS, Accountant.

C. H. GRANT, General Manager.

Tasmanian Main Line Railway Company, Limited,
General Manager's Office, Hobart, 23rd August, 1881.

SIR,

IN forwarding yesterday the statistics of traffic for certain stations on this line, I omitted to send the statement you desired of the description of freight consigned from the Corners Station during the year 1880, which I now enclose. The quantity of bark conveyed from this station last year was but a fractional part of that taken in the years 1878 and 1879; whereas the item of wool was very considerably increased, and the grain traffic also showed a slight augmentation.

It is obvious that the construction of a railway, or tramway, to St. Mary's would vastly increase the production of all the articles shown in my table.

You also require information as to the Main Line Railway Company's charges for certain products from the Corners Station to Hobart and Launceston; in reply to which, I have to state that to Hobart the charges are: for bark, long, ground, or chopped, grain of all kinds, agricultural roots, coal and other minerals, lime and building stone, (being our special class rate), 13s. 6d. per ton; and to Launceston, 5s. 5d. per ton. Beer, milk, fat, and tallow and other miscellaneous class goods, are charged 25s. 6d. per ton to Hobart; and 9s. 9d. per ton to Launceston. The other charges are, for first class goods to Hobart, 32s. 6d. per ton; second class, 41s. per ton; third class, 49s. per ton; and fourth class, 52s. per ton: and to Launceston, first class goods, 11s. 6d. per ton; second class, 14s. 6d. per ton; third class, 17s. 6d. per ton; and fourth class, 20s. 6d. per ton.

I have, &c.

C. H. GRANT.

The Hon. N. J. BROWN, M.H.A.,
The House of Assembly.

TASMANIAN MAIN LINE RAILWAY COMPANY (LIMITED).

STATEMENT showing the Description and Tonnage of Goods Traffic from Corners Station, Year 1880.

DESCRIPTION OF GOODS.	TONS.
Wheat	237
Oats, Barley, and Rye	40
Flour	3
Hay and Chaff	4
Potatoes	11
Fruit	5
Butter and Cheese	90
Wool	394
Skins	20
Bark	161
General Merchandise	49
Coal	1
<i>Total Tons</i>	<i>1015</i>

Hobart, 10th August, 1881.

*Tasmanian Main Line Railway Company, Limited,
General Manager's Office, Hobart, 26th August, 1881.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 25th instant, and in accordance with your request forward the statistics of traffic at the Campania Station for the three past years.

These were not sent in the table referring to other stations, because the Campania Station was not on my notes as one of those of which the Committee desired information as to its traffic.

I have, &c.

C. H. GRANT.

*The Hon. N. J. BROWN, M.H.A.,
The House of Assembly.*

TASMANIAN MAIN LINE RAILWAY COMPANY, (LIMITED.)

Accountant's Office, Hobart, 26th August, 1881.

STATEMENT showing the Gross Traffic (Outwards and Inwards) at the Campania Station, for the Three years ending 31st December, 1878, 1879, and 1880.

NAME OF STATION.	PASSENGERS.						PARCELS.						GOODS AND MINERALS.						LIVE STOCK.					
	1878.		1879.		1880.		1878.		1879.		1880.		1878.		1879.		1880.		1878.		1879.		1880.	
	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	Tons	£	Tons	£	Tons	£	Head	£	Head	£	Head	£
<i>Campania—</i>																								
Outwards	3324	689	3429	674	3141	608	280	12	284	14	293	13	600	246	794	262	1694	488	4939	113	3860	80	3558	92
Inwards	2568	541	2364	499	2242	443	534	27	1055	36	789	32	387	170	651	240	413	155	615	24	132	8	237	9
Gross Traffic ..	5892	1230	5793	1173	5383	1051	814	39	1339	50	1082	45	987	416	1445	502	2107	643	5554	137	3992	88	3795	101

C. H. GRANT, *General Manager.*

R. J. ELLIS, *Accountant.*

No. 26.

R. W. LORD, *Esq., Manager Launceston and Western Railway, examined.*

607. What is your experience as to the result of railway communication as far as the development of traffic goes? Entirely dependent upon local circumstances,—population and prevailing pursuits of the people. In an agricultural district it depends upon the markets and seasons.

608. Have you ever known an instance of a railway having been constructed which did not lead to a marked increase in traffic? No, in every instance I have had any experience in there has been a progressive revenue.

609. Have you any knowledge of the Fingal district and its resources? Not personally. I have heard of its probable coal field, and also of the tin discoveries, which, if correctly represented, would furnish a very large traffic. Mineral traffic is as a rule very profitable, as it is very inexpensively handled.

610. Do you know anything of the quality of that coal? I have seen a sample which our Locomotive-Superintendent tested and found to be a very good steam coal.

611. Do you think it possible that coal could be delivered in Launceston at a cost of 16s. a ton? Yes, I think it could; that would allow about the same price as they get at Newcastle, 7s. per ton. Supposing the distance from the mines to Launceston to be 80 miles, I consider a freight of 9s. would be ample.

612. What is the price of Newcastle coal in Launceston? About 38s. a ton retail; in cargoes, 23s. to 21s.
613. If the coal could be placed in Launceston at that price would it successfully compete with Newcastle coal? Most certainly.
614. Have you any knowledge, from statistics, of the agricultural and pastoral resources of Fingal District? Not sufficient to give any information.
615. What has your experience been with regard to the carriage of live stock on the Launceston and Western Railway? Our cattle traffic has been very light; but a long journey cattle traffic is, invariably, a very profitable one.
616. Are there any particular circumstances connected with the Launceston and Western Railway which do not permit of it being taken as a fair criterion of railway traffics in live stock returns elsewhere? Yes; the competition of the shorter route by the main road seriously affects the live stock traffic on the Launceston and Western Railway.
617. Does that cause operate on the general goods traffic? Wherever the direct road touches the line it does. On the other hand, the route taken for the line develops a large business much more profitable than anything that would be obtained by following the road. As an illustration of the qualification of rates by local situation, I may illustrate the Westbury traffic on the Launceston and Western Railway, the distance to which place by rail is 35 miles, and by road only 20; the consequence is the rates have to be very considerably modified to secure the traffic, and this unfavourably, of course, affects the total receipts of the line.
618. With regard to the passenger traffic on the Launceston and Western Railway, what proportion of the journey are short distance journeys? The average journey on the whole is 17 miles. The largest proportion, viz., 24 per cent. of the whole, is under 5 miles. (Mr. Lord hands in statement showing travelling proportions, appended.)
619. From your knowledge of Fingal District would you expect a more remunerative result in proportion to the cost of the line of railway from the Corners to St. Mary's? I should anticipate a longer distance for each journey in proportion to the total number travelling. Of course if the line secured the whole traffic, without road competition, it would be much more favourably situated than the Launceston and Western Railway.
620. What is the usual price for conveying coal per ton per mile in this colony? We charge 2d. a ton on the Launceston and Western Railway for a short distance. For a distance of not less than 80 miles 1½d. would be a fair rate.
621. *By Mr. Pillinger.*—What has been the result as to increase of agricultural operations on the Launceston and Western Railway? As I previously stated, the traffic has varied in accordance with the seasons and the high or low prices ruling in the markets. As an illustration: the gross tonnage of 1875, the largest ever received, was 25,837 tons; in 1879 it fell to 16,363; in 1880 it again rose to 20,762. The acreage under crop in each of these years exactly followed these figures.
622. Does the line not pass through one of the richest agricultural districts of the Colony? Yes, I believe the richest.
623. Then to what would you attribute the falling off in acreage under cultivation? To the low prices and the cessation of shipments to Victoria.
624. Do you think a sufficient time has elapsed to permit of an opinion being formed as to the ultimate results of railway communication on the Launceston and Western Railway district? Yes; from a close study of the variation of the traffic for the last 10½ years I am satisfied that the revenue (goods traffic) has reached its maximum, unless some extension enables a new traffic to be developed.
625. As the agricultural tonnage falls off does it furnish an additional return in any other way? No.
626. *By Mr. Dooley.*—In reference to the traffic from Westbury to Launceston, did you refer to passengers as well as goods? Both.
627. To what extent have the Westbury rates been modified owing to the circuitous route of the railway? The Westbury rate has been reduced about 22 per cent. in comparison with the highest rate in operation.
628. *By Mr. Lyne.*—Does that apply to intermediate stations between Westbury and other stations? No; intermediate traffic from Westbury full rates are in force.
629. *By Mr. Dooley.*—Would you anticipate a large business from the northern side on a line from Corners to Avoca? I am not sufficiently acquainted with the country to reply.
630. *By Chairman.*—Have you any knowledge of the resources of the country through which a line of railway from Bridgewater to Hamilton would pass, or of the probable traffic that might be secured by such a line? No personal knowledge of the country. What information I have been able to gather has been from the statistics; from that information I have necessarily arrived at very crude or general results.
631. Referring to Paper No. 94, H.A. Journals, 1880, what do you think of the estimate there given of the probable traffic on the line from Bridgewater to Hamilton? I think, looking at the total population of the districts as compared with the population of the Launceston and Western Railway district, the number of journeys set down is in excess of the probable travelling population. The total number of journeys shown in the estimate is 45,699 during the year, at an average of 4s. 7d., making a total of £8576 4s. A similar travelling upon the Launceston and Western at the average fare would only result in a receipt of £4569 10s. In regard to the schedule of goods traffic, I find that the average distance of different classes of goods taken at 30, 35, and 40 miles. The highest average of distance that has ever been attained on the Launceston and Western is 30 miles, and the highest average rate 6s. 8d. per ton. The total tonnage shown on the estimate is 12,230 tons, which, if taken at the Launceston and Western average rate of 6s. 8d., would give £4076 10s.; adding to this the mail and live stock estimates, it would appear to be very reasonable to make a gross total of £9954 as against £14,523 14s. shown in the estimate.
632. In giving these figures, have you taken into consideration the facts that the whole of the traffic of the districts would be secured by railway without competition by road, and that the shortest passenger journeys, viz. from Bridgewater to New Norfolk, would be double the distance which you have stated 24 per cent. of the passenger journeys on the Launceston and Western Railway are? I have simply taken the number of passenger journeys and tons of goods, as shown in the estimate, and worked them out at the average rates obtaining on the Launceston and Western, without regard to any specially favourable circumstances that may apply.
633. In your opinion would the construction of such branch lines as form the subject of enquiry by this Committee add to the value of the Main Line Railway if the Colony should desire to become the purchaser of it? No doubt the construction of branch lines would add to the intrinsic value of the Main Line Railway, and not having regard to the contract would increase its value in a compulsory purchase; but taking into account that it has been established that any excess of receipts over working expenses shall be deducted from time to time from the subsidy payable to the Main Line, any additional business thus given to that line by the construction of branch railways would proportionately reduce the yearly liability of the Colony in the matter of the subsidy.

634. Referring to Question 606 and Mr. C. H. Grant's reply thereto, what kind of arrangement could be made with the Main Line Company for carrying traffic on these branch lines? I think a price per train mile might be asked from the Main Line Company to supply locomotive power, and carriages and wagons. If the Main Line Company were not disposed or, possibly, from paucity of stock unable to undertake such additional business, it would be a very simple matter to enter into an arrangement for the exchange of traffic between the branches and the Main Line from the basis of a mileage division of receipts, a mileage rate being allowed to the rolling stock of either undertaking when running upon the line of the other. I am not aware that there are any regulations of the Board of Trade in existence that would apply with advantage to any arrangement of this kind.

635. Could the arrangement you speak of be carried out without any risk of confusion in accounts and disputes between the officers of the respective lines? The carrying out of this arrangement would be as simple as the adjustment of the accounts of the Post Office with the other Colonies, or the Telegraph Department with the Cable Company.

636. *By Mr. Dooley.*—Referring to the estimate of traffic in Paper 94, Session 1880, you brought out fresh results based on the tonnage and estimated passenger traffic? Yes.

637. Have you any means of checking that estimated tonnage and passenger traffic? No. It seems to me that the tonnage is rather high.

638. Have you ever been along from Bridgewater to New Norfolk, and is it a good road for traffic? Yes.

639. Would it compete with the line in like manner as the road from Westbury to Launceston? No, not to the same disadvantage, inasmuch as the distance by road is the same as the rail.

640. Are you aware there is a steamer plying on the New Norfolk line? I am.

641. Would it compete with the line if constructed? Undoubtedly it would compete with the line as far as New Norfolk; as a rule, water carriage is more economical than land transit.

642. As trade increased in New Norfolk would not competition increase also? With the water facilities of the river I should think it possible.

643. *By Chairman.*—Taking the estimate revised on the basis of the Launceston and Western traffic of the probable traffic from Bridgewater to Hamilton, viz., £9954, and the estimate of the Engineer-in-Chief of the cost of providing such a line of railway, viz., £185,000, together with the present rate of interest for money, and the evidence before the Committee as to the Crown lands that would be rendered more accessible for settlement, would you consider that the undertaking offers a fair prospect of being reproductive to any extent?

No. 27.

R. W. LORD, *Esq.*, further examined.

Answer to 643. Having carefully considered the prospects of the probable receipts of a branch line made from Bridgewater to Hamilton, based upon the estimate shown in Paper No. 94, H.A. Journals, 1880, I make the probable receipts amount to £9954, taken at the rates existing upon the Launceston and Western Railway, and have made an estimate of the probable working expenses of this branch for two trains a day each way, which I make amount to £9990. This would therefore leave no amount available for interest. Taking the experience of the Launceston and Western Districts I find that the working expenses upon the Launceston and Western Line represent the amount received from travelling population of about 450 persons to each mile of railway. The population in the Launceston and Western Districts shows 564 persons to each mile of railway.

644. What is the difference in the working expenses of a broad gauge line, like the Launceston and Western Railway, and a narrow 3 feet 6 inch gauge? Taking the experience of the two gauges, as shown by the Launceston and Western and Main Line, the Launceston and Western is worked at about £20 per mile of railway open per annum less than the Main Line, or in train mileage a little over 1d. per train mile.

645. Do you think that considering the mode in which the two lines were originally constructed they afford a fair basis of comparison as to the relative cost of working the two systems? Taking the expenses of a corresponding gauge in Queensland, the Main Line compares very favourably. The working expenses of the narrow gauge line in Queensland per train mile is 4s. 1d., and the Main Line is 3s. 5d.

646. In making a calculation of traffic returns, do I understand that you have made no allowance for the line from Bridgewater to Hamilton being more favourably situated than the Launceston and Western for securing the whole of the traffic of the district through which it would pass? No, I have not made any allowance of that kind. I have simply taken the Parliamentary Paper and worked out the figures at our rates. In the estimate of Parliamentary Paper (No. 94) I find the whole yield of the districts which would be traversed by the proposed line is taken. It is not usual to assume that the whole yield of a district will pass over the railway. In the Launceston and Western Districts the traffic does not amount to quite two-thirds of the yield.

647. Can you furnish the Committee with similar calculation regarding the proposed line from the Corners to St. Mary's? If furnished with a Return similar to Paper 94, I can do so readily.

648. *By Mr. Douglas.*—In estimating the expense of a line, would not the expenses of working diminish in proportion to the length of the line? Certain heads of expense do so, such as traffic charges and locomotive and carriage and wagon working; the permanent way charges remain the same for each mile.

649. Then if the Western line was extended to Formby, 38 miles, the expense would be proportionately less than working the line 45 miles to Deloraine? Under those heads it would.

650. Do you know the line of country from Corners to St. Mary's? I do not.

651. In your opinion would the running of railways in the several districts tend to an increase in the production of agricultural produce? If the circumstances are the same as the Launceston and Western District it would not; but if a mineral traffic could be developed the traffic would rapidly increase.

652. Is the export of flour and grain carried on to any extent in Launceston? It is now very inconsiderable.

653. With respect to short junction lines, is there any basis of calculation as to the profit of their working? Short lines are, as a rule, in England and elsewhere, found to be most unprofitable.

654. Do you consider the greater portion of goods and passengers from Oatlands now find their way to the Oatlands Railway Station? I should think so. From our experience before the opening of the Main Line we found traffic from a long distance down the main road, as far as Campbell Town, make its way to Perth; and on the Evan-dale side we went back to Deddington, and I have no doubt we do the same now towards Latrobe.

655. Assuming Oatlands junction line to be 5 miles, what would be the working expenses of that line having a station at Oatlands—three trains a day? I should say £2000 a year. I think £4000 would provide the rolling stock.

656. *By Mr. Dooley.*—You have said that the estimate of Paper 94 comprises the whole yield of the districts proposed to be traversed; but you also say your own experience on the Launceston and Western District shows that only two-thirds of the yield was conveyed on the line: if this was taken of the basis of the calculation, how would it qualify your estimate of £9954? It would reduce it about £1380.

LAUNCESTON AND WESTERN RAILWAY.
COMPARATIVE TABLE of Distances travelled by Passengers, 1879 and 1880.

Station where booked.	Mileage travelled, in detail.																Total No. Passengers.			
	1 to 5.		6 to 10.		11 to 15.		16 to 20.		21 to 25.		26 to 30.		31 to 35.		36 to 40.		41 to 45.		1879	1880
	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880				
Launceston.....	4675	5006	1144	1275	5745	5203	6244	6528	2843	2711	1990	1704	2523*	2474†	..	..	3639	3761	28,803	28,662
Launceston, T.M.L. Railway	2082	2182	67	86	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2149	2268
St. Leonards	7099	7041	144	155	408	372	14	13	42	34	41	25	84	89	12	7	80	106	7924	7842
Evandale.....	1452	1336	1537	1540	5897	5483	238	179	329	373	35	38	390†	518†	..	..	..	..	9878	9467
Perth	2620	2981	426	343	3230	3560	50	58	70	64	12	10	199	299	..	..	..	..	6607	7315
Longford.....	2313	2632	2729	2710	824	737	10008	10517	56	51	647	905	..	..	..	..	..	..	16,577	17,552
Hagley	1065	985	453	335	582	646	73	47	170	96	18	10	1261	1250	..	..	..	..	3622	3378
Westbury	252	365	3262	3149	690	643	685	496	371	242	21	30	4296*	3691*	..	..	..	..	9577	8616
Exton	805	774	792	648	146	99	103	124	105	94	10	5	33	37	14	5	723	703	2731	2489
Deloraine	530	534	1978	1700	281	243	501	563	710	748	891	867	650†	680†	22	24	6111	6217	11,674	11,581
Season Tickets	579	691	323	426	423	527	712	516	..	47	..	..	257	144	..	20	602	511	2896	2882
Excursion Tickets ..	..	..	..	..	..	..	32	..	..	..	..	..	118	..	..	..	70	50	220	50
Excess Fares (divided equally over mileage)	67	96	67	90	67	90	67	90	66	90	66	90	66	90	66	90	66	90	598	816
Totals, 1879	23,539		12,922		18,293		18,727		4762		3731		9877		114		11,291		103,256	
Totals, 1880	24,623		12,457		17,608		19,131		4550		3684		9281		146		11,438		102,918	
Per cent. to Total, 1879.....	23		12½		18		18		4½		3½		9½		..		11		100	
Per cent. to Total, 1880.....	24		12		17		19		4½		3½		9		..		11		100	

NOTE.—The “average rate per passenger” in 1879..... 1s. 11¼d. In 1880..... 1s. 11½d. Increase..... 16d.
The “average rate per passenger per mile” in 1879 ... 1¾d. In 1880..... 1¾d. Increase..... 3d.
although “average distance” travelled was less, and No. of 1st Class passengers were less.

PARTIAL EXPLANATION OF THIS.

The No. of passengers travelled distances marked *, 1879..... 6819 } 654 more in 1879 for an average 4 fares of £1 1s. 3d.
" " " same distance, 1880..... 6165 }
" " " distances marked †, 1879..... 1040 } 158 less in 1879 for an average 4 fares of £1 7s. 11d.
" " " same distance, 1880..... 1198 }

Thus there were 654 less passengers in 1880 travelling the comparatively unremunerative 31 to 35 mile distance; and 158 more, travelling the more remunerative distance of same extent.

A combination of 812

J. W. ISRAEL.

August 29, 1881.

BRANCH LINES IN GENERAL.

No. 28.

JAMES FINCHAM, Esq., Engineer-in-Chief, examined.

657. Did you make a flying survey from the Corners to St. Mary’s in July last? I did.

658. *By the Chairman.*—What conclusion did you arrive at regarding probable traffic in event of the construction of such a railway? I did not make any; my instructions did not include that.

659. Speaking generally, from the character of the country which such railway would serve, as far as you know it, is it your opinion that such a railway would secure much traffic? I believe that the traffic per mile would soon equal that of the Main Line Railway.

660. Do you know anything of the mineral resources of the district? I have seen the coal at Mount Nicholas and Fingal; from what I have seen I think the quality is about equal to the Jerusalem coal now supplied in Hobart.

661. What do you suppose would be the cost of conveying that coal to Launceston? I have not gone into that.

662. *By Mr. Douglas.*—Have you formed an estimate of the cost of completing the line, with stations, stock, and

everything complete, from the Corners to St. Mary's? I have given it in my report as not likely to exceed £4000 per mile for everything.

663. What is the mileage? 45 miles.

664. Have you reported favourably as regards gradients? Yes; the line is very favourable from an engineering point of view.

665. If the mineral resources of that district should develop, do you think the Government would be justified in making that line, taking into consideration the mineral resources of the country districts? Not without some special local contribution. I am not prepared to say in what way, but I am in favour of such a principle.

666. Would you apply that principle to all the proposed lines of railway? I would.

667. *By Mr. Lyne.*—Is there any great engineering difficulty on the line? No, none; the line is remarkably easy as a whole, the section from Avoca to Fingal being the most difficult.

668. *By Mr. Dooley.*—Would you apply the principle of local liability to existing as well as to proposed lines? No.

669. Since your examination of that line, has any new feature arisen that would enhance the prospect of traffic on that line? Not that I am aware of.

670. *By the Chairman.*—You have said that you consider the traffic on the proposed line would soon equal that on the Main Line per mile: what is the present traffic per mile on the Main Line? I cannot speak positively without returns, but I think it is about £1000 a week on the whole line. I was speaking generally in saying that I believed the traffic would soon equal per mile that on the Main Line. I mean the traffic between Campbell Town or Ross and Launceston, not the through traffic.

671. What would be the cost of an engineering survey of the line from Corners to St. Mary's? Not exceeding £30 per mile, and this would include staking out the line, plans, and sections, working drawings for bridges and stations, and complete schedules of quantities,—in fact, everything necessary for letting the whole work by contract.

672. *By the Chairman.*—Did you also make a flying survey of the line from Bridgewater to Hamilton? I did.

673. Looking at your report I find a considerable difference in your estimate of the cost as compared with the Fingal line: what is the cause? The works are of a much heavier character over many miles.

674. Comparing the two districts, is there any considerable difference, in your opinion, of the traffic that would be secured and developed by the construction of the two lines? I think it probable there would be rather more traffic to be obtained and developed along this Derwent Valley Railway. I entertain this opinion from my general knowledge of the districts.

675. Did you examine any alternative route between the Derwent Valley and Oatlands? Between New Norfolk and Hamilton I examined the route *via* the Allandale Rivulet, but gave it up in favour of the line adopted, on account of the long steep gradient and the probability of an expensive tunnel.

676. Does the line you have recommended keep along the level of the river Derwent? Yes, generally, as far as Hamilton.

677. Would that line secure the traffic of Macquarie Plains District? Yes, no doubt, as the station for Macquarie Plains traffic would be only two or three miles from the main road at Gretna Green.

678. Would it not be possible to get the station nearer to the main road? Yes, by a deviation.

679. What is the nature of the country between Hamilton and Oatlands? Very rough and broken most of the way, and barely practicable in many places.

680. Would there be much traffic between Hamilton and Oatlands? Very little, I should say.

681. Would the traffic from Bothwell be better secured by this line from Hamilton, or by a line from Brighton Station *via* Green Ponds? Far better *via* Green Ponds, if the line is practicable.

682. Do you know anything of a survey made by Mr. Climie of a line from Brighton to Green Ponds? I do not.

683. Would there be any difference in the cost of an engineering survey of the Derwent Valley line and the Fingal line? Yes; the former would cost £30 per mile, the other from £20 to £25. Any of the lines that have been suggested could be surveyed for a sum not exceeding £30 per mile.

684. *By Mr. Douglas.*—I see you have followed the right bank of the Derwent generally: did you also examine the other side of the river? Yes.

685. Is that country easy, or difficult? It is very broken, much more costly than the route along the river's bank.

686. Is not that portion of the country better land and more thickly populated than the other side of the river? No, certainly not.

687. I think you cross the Derwent three times on the right side, the other way only once? Only once by Allandale Rivulet, *via* Hollow Tree to Bothwell, but to keep nearer the river there would be as many crossings.

688. Would the three bridges mentioned in your report be expensive bridges? No, they would be substantial timber bridges.

689. What would be the average length and approaches of those bridges? A little over 200 feet, speaking from memory; the cost would be about £4 to £5 per running foot.

690. What would be the expense of the route on the other side as compared with the one you have just spoken of? It would certainly be as costly, and I am not prepared to say it is even practicable.

691. On the proposed line would you have a Station at Kinvarra? Yes, near Cawthorne's Point.

692. Would that tolerably well serve the neighbouring country? Yes.

693. In taking your line near to New Norfolk did you examine the country near to New Norfolk with a view of taking the station to New Norfolk? I examined the ground near New Norfolk with the view of taking the line into the township, but abandoned it on account of the gradients.

694. Did you examine the country from New Norfolk Bridge up to Gretna Green on the left bank of the River Derwent? Yes, both sides of the river.

695. How does the left bank compare with the right? I consider it not so favourable as the line adopted, and it would cause more injury to private property, and render necessary a more costly crossing of the Derwent on this section.

696. Is not that portion more thickly populated and of better agricultural nature than that on the other side? I should say not: they are about equal.

697. *By Mr. Pillinger.*—Have you any knowledge of the line between Bridgewater and Green Ponds? No, I have not.

698. Are you prepared to say that a line from Kinvarra, on the east bank, to Hamilton is not practicable? Certainly not. I would remind the Committee that the whole line was examined in about a fortnight: the same information cannot be obtained from a flying survey as from a complete engineering survey.

699. *By Mr. Pillinger.*—You know the line from Oatlands to the present Oatlands station? Yes.

700. Would that be an expensive line to construct? No: the cheapest yet suggested.

701. What would it cost, on a rough estimate? About £3000 a mile.

702. *By the Chairman.*—Do you know if a survey has been made of branch line from Tea Tree to Richmond? Yes; a survey has been made.

703. What was the estimated cost? No estimate was made.

704. Do you know the country sufficiently well for a rough estimate? About £3500 per mile.

705. Would that be the best way of getting into Richmond from the Main Line? I think it would.

706. Does your estimate of the Richmond line and Oatlands line include the cost of land? All expenses, with exception of rolling-stock.

707. *By Mr. Dooley.*—What is your opinion as to the traffic on the Tea Tree line? I can give no opinion.

708. From your knowledge of the country could you recommend the construction of the line? No, I should not, except on the principle of local liability which I have mentioned.

709. Would you recommend the construction of the line from Oatlands to Oatlands station on the same terms? Yes.

710. How far would the station from New Norfolk be from the town? Practically in it.

711. With reference to bridges across the Derwent, what would be the probable life of the substantial wooden bridges you speak of? As the Bridgewater bridge has stood well for over 35 years, you can safely assume a life of, at least, 20 years for these bridges.

712. What would be the estimated cost per foot of brick or stone piers with timber tops? From three to four times as much as timber bridges.

713. Could you recommend construction of line from Brighton station *via* Green Ponds to Bothwell? I am not prepared to say, without examination.

714. Could you recommend an engineering survey of that line continuing the existing survey from Green Ponds to Bothwell? I think it should be included in any general scheme of surveys for railways.

715. *By the Chairman.*—Do you know the country between Railton and Kentishbury and neighbourhood? Yes.

716. In the event of the Mersey and Deloraine line being constructed, do you think a branch line from Railton to Sheffield would secure sufficient traffic to warrant its construction as a feeder to the Mersey and Deloraine line? Sufficiently so; although the traffic of this fine district (Kentishbury) would, to a large extent, go *via* the tramway to the Don.

717. Do you think that the traffic to the east of Sheffield would go by the tramway to the Don if that line were opened for them? All the traffic in and about the eastward would, of course, go to Railton.

718. And south and south west up to Mount Claude, which course would that traffic take? More probably to the Don than to Railton, that is, in event of the Don tramroad being extended.

719. If the short line were extended south west towards Mount Claude, which would be the better route for draining the country? I cannot say. No doubt a great deal of the traffic from south east of Sheffield would go to Railton.

720. In the event of the reported minerals being developed at Mount Claude, in which direction do you think that traffic would go? I cannot say.

721. Is the suggested line from Railton to Sheffield of such a character that you would recommend an engineering survey of it? Yes, as part of a general scheme of railway surveys, not otherwise.

722. Would you recommend a further extension of the survey in order to test the country? Not until the country is better known at the back.

723. Do you not think that in view of the extension of agricultural selections and mineral discoveries it would be necessary to prospect for a road between Sheffield and Mount Claude? Not until the mineral resources of the district are better known.

724. Are you aware that from Mount Claude to Gad's Hill there has recently been a discovery of some good land? I have heard of it, but the outlet for that land would probably be by Chudleigh to Deloraine.

725. *By Mr. Douglas.*—Do you know the valley of the Dasher? I do not.

726. Are you aware that the Dasher empties itself into the Mersey not very far from Kimberley's Ford? Yes.

727. Do you know the country from Sheffield through Barrington to the Don? I do.

728. Do you consider that the traffic from the westward and south-westward would go to the Don? Yes; more especially the westward traffic.

729. Have you been over this country recently? Yes, about nine months ago.

730. Has the cultivation in many instances gone from agricultural to pastoral? I did not observe it.

731. Are you aware of what rise there is between Railton and Sheffield? Between 700 and 800 feet.

732. Within how many miles of Railton would the ascent take place? About one mile from Railton, as nearly as I can remember.

733. Do you think it would be desirable to connect the Barrington country with the proposed railway? No, not while the District is served by the present Don tramway.

734. Do you know the Nook country? I do.

735. Would the traffic from there go west to the Don tramroad? No; in my opinion, either to Formby or Latrobe. I think so because of the natural difficulty in the way of traffic between the Nook Settlement and the Don tramway.

THE Committee on Railway Extension will feel obliged if Mr. M'Farlane will favour them with replies to the following questions:—

F. A. PACKER, *Clerk of Committee.*

House of Assembly, 26 Aug., 1881.

1. In the event of a railway being constructed from Railton to Sheffield, which line would command the most traffic? The route surveyed by Mr. Dooley, from Railton to Sheffield, is in all respects the best, as it would command all the traffic. There are two other routes available, one (No. 2) from Kimberley's Ford up the Dasher, the other (No. 3) from Light Hill through Sunnyside.

2. Which would serve the greater number of people? Sunnyside is but a short distance from Railton, therefore it is not necessary on their account.

3. Which would serve the greater area of land? No. 2 would appear to serve the greater area of land. As it would be fully twelve miles from Sheffield, it would be but of little more service to South Kentish than No. 1.

4. Which would be the cheaper route? No. 1 would certainly be the cheaper route, as it is not over six miles. There are no difficulties in the way of steep grades or sharp curves.

5. Which the cheaper to maintain? No. 1, surveyed by Mr. Dooley.

6. Which the best for the Colony? No. 1.

7. Which would show the best grades? I believe that No. 3, Sunnyside, would show the best grades; but I don't think the heaviest on No. 1 would be heavier than from St. Leonards to Evandale Junction, and certainly not so heavy as several on the Gippsland line in Victoria.

To the same questions Mr. Manley replied:—

1. The railway from Railton to Sheffield would command the greater amount of traffic, and being a public work, would naturally tend to develop the country more than if constructed by private enterprise.

2. The line from Railton to Sheffield.

3. The line from Railton, as it would serve the Sunnyside, New Bed, and Beula Settlements, which would never send produce by the Don line.

4. The Railton line is through much better timbered country, and I believe the grades are better.

5. That would depend upon the principle and mode of construction.

6. The Railton line being under the control of the Government, would naturally be constructed with a view of developing the Crown Lands, and confer a more general benefit.

7. There is a large extent of good agricultural land south west of Kentishbury, some 12 or 15 square miles, independent of the mineral deposits of silver, lead, and tin which have been proved to exist, as also the open land at Oliver's New Country; the land west towards Mt. Bischoff is a mineral country, with patches of good land, the distance from Mt. Claud about 34 miles, and there is no doubt eventually permanent means of communication will be established.

RICH. MANLEY.
8th Sept., 1881.

To the same questions Mr. Hope replied:—

1. I believe the line to Railton would have the most traffic, for it would open up a market with Launceston and Hobart. There would be more competition with merchants at Latrobe than the Don. A tramway from Sheffield would always be a private affair.

2. I think there would not be much difference, for the *termini* would be near to each other.

3. I believe the Railton line would serve the greatest area of land, for it would be an outlet for all land taken up between Kentish and the Minnow.

4. I think the Railton line.

5. I could not say. The country that the line would pass through would be lighter timbered than the one to the Don.

6. The one to Railton, without a doubt on my mind.

7. I could not say, not being a surveyor; but from my knowledge of the country the Railton line would pass through level country with the exception of two miles.

To the same questions Mr. Henry replied:—

1. Unless I knew (which I do not) what two lines of railway are referred to, I cannot answer this or any of the subsequent questions.

JOHN HENRY.

Don, 30th August, 1881.

TELEGRAM.

House of Assembly, 30th September, 1881.

COMMITTEE desire to know whether sufficient information as to cost can be obtained by surveys costing fifteen pounds per mile.

NICHOLAS J. BROWN.

J. FINCHAM, *Esq.*

TELEGRAM.

Franklin, 30th September, 1881.

SUGGESTED cost of surveys would give sufficiently near estimates, but work would have to be done over again when lines were constructed, and would then cost nearly the amount stated by me before the Committee.

J. FINCHAM.

The Hon. N. J. BROWN, *House of Assembly.*

RAILWAY FROM CORNERS TO ST. MARY'S.

MR. FINCHAM'S Report: *H. A. Paper No. 76, Sess. 1881.**Lands and Works Office, Hobart, 25th June, 1881.*

MEMORANDUM.

THE Engineer-in-Chief will be good enough to proceed without delay and examine the country between the Railway Station at the Corners and St. Mary's (*via* Avoca and Fingal), with a view to ascertaining by means of a flying survey the practicability of the construction of a line of Railway on a 3 feet 6 inch gauge; also furnishing an approximate estimate of the cost per mile, with a description of the country as to gradients and route, and such other information as he may consider desirable that the Government should be placed in possession of.

JAMES FINCHAM, *Esg., C.E.,*
*Engineer-in-Chief, Hobart.*C. O'REILLY, *Minister of Lands and Works.**Lands and Works Office, Hobart, 19th July, 1881.*

SIR,

As instructed by your letter of the 25th ultimo, I have now the honor to submit a Report upon the suggested line of Railway between the Corners Station of the Main Line Railway and St. Mary's.

The length would be about 45 miles, and the works generally of a light character.

The approximate cost for works, viz.—clearing, fencing, ditching, excavation and forming, culverts, floodways; bridges over Stony Creek, St. Paul's River, and Break-o'-Day River; road deviations, permanent way (with 40lb. steel rails, ballast, 9ft. x 1ft. 6in., and 9in. x 5in. sleepers); station yards and buildings at Corners, Llewellyn, Avoca, Fingal, and St. Mary's; accommodation works, as sheep-creeps, level-crossings, &c.; crossings of main or public roads, with gatekeepers' cottages, line of telegraphs, signals, preliminary and contract surveys, engineering, inspection, and clerical and drafting work, will not exceed an average of £3300 per mile. Further cost will be incurred in the purchase and conveyance of land and in the equipment of the Railway.

As to the land, the total quantity required for line, stations, ballast-pits, &c. may be taken at 400 acres, some of which, I understand, would be given free by the proprietors: but allowing for this, the probable cost of conveyance, compensation to lessees and tenants, negotiations for and purchase of other land, and legal expenses, may be taken roughly at from £8000 to £10,000.

There are so many questions that affect the cost of equipment that I am unable at present to offer any decided opinion; but I have no doubt but that works, land, and stock can be provided for at a rate not exceeding £4000 per mile.

General Description.

The Railway would pass chiefly through sheep country more or less cleared, intersects but an insignificant quantity of cultivated land, and would divide the town allotments at Fingal in a favourable manner. The gradients, on the whole, are very easy, and the steeper portions will be in short lengths.

I have preferred the south-eastern side of the South Esk River throughout, as bringing the Railway nearer to centres of population, necessitating fewer crossings of large creeks, and avoiding expensive bridges crossing and re-crossing the above-named river.

Route.

The Railway would commence by a junction with the Main Line Railway, at a short distance to northward of the Corners Station; and, after crossing the Launceston Road, would pass along a high level and gravelly ridge until the main (Fingal) road was reached at the top of the Red Hill, near western boundary of Douglas Park, descending then to the lower lands adjoining the old Launceston Road, and by a nearly level line past Mr. Badkin's house, and along the high stony ground above main road until Llewellyn (Stony Creek) is reached in a cutting some 10 or 12 feet deep, opposite the "Llewellyn Hotel"; and a short steep grade to the bridge over creek, a few chains above road bridge, will then limit considerably the cost of crossing the gully here.

From Llewellyn the line would be close to the main road until near the boundary of East Selma estate (Mr. C. Parker), when a divergence would be made to avoid broken ground and cultivated land, and to keep a level line at foot of the hills, which can be continued on very easy country all the way to the shepherd's hut at "Rockford," about one mile from Avoca. The St. Paul's River would be crossed at this place, which is an excellent site for the bridge.

From the St. Paul's River at Rockford the line would pass through easy undulating bush land past back of Gilligan's, and then keep the high level still through the rough broken ground on Ormley, crossing to north side of main road not far from Mr. Page's coach stable, and thence along road till Fingal is reached.

On this section the principal difficulties are the broken ground on Ormley, the Vinegar Hill on Tullochgorum, and the provision for the enormous quantities of flood-water that are occasionally discharged after long-continued rain from the eastward.

At Fingal, after an examination of three alternative routes I decided that it would be best to take the line along margin of the flooded ground between the main street (Talbot-street) and the South Esk River.

From Fingal to St. Mary's, country is of more favourable character than on last section, and line continues north of road through Malahide Estate, crosses Break-o'-Day River at Killymoon just above road bridge, and thence along northern side of road to Township of St. Mary's; the Break-o'-Day Bridge and some rough ground near being the only parts that call for any remarks.

Plenty of good gravel ballast will be obtained along course of line, as well as blue gum and peppermint timber; the latter especially will be valuable for fence posts and sleepers.

The Mount Nicholas coal seam is some 4 miles from St. Mary's, and has been opened at a level of 550 feet above the road. The Fingal seam near back of township is opened at about the same level above Fingal, and coal could be delivered on the Railway without difficulty from both mines.

In conclusion, I desire to acknowledge the assistance given me by Mr. James Grant, whose valuable local knowledge materially lessened my work of examination.

I have the honor to be,

Sir,

Your obedient Servant,

JAMES FINCHAM, *Engineer-in-Chief.*

The Hon. the Minister of Lands and Works.

*To THOMAS GORRINGE, Esq., Chairman of the Deputation of the
Railway Association, Green Ponds.*

SIR,

IN accordance with your request I carefully examined the district between Bridgewater and York Plains, following the route recommended by the late Mr. Wylie for the Main Line of Railway. From such examination, and by ascertaining the elevation at different points, I was quite satisfied there would be no tunnelling, heavy, or expensive works required to construct a Railway by such route, with comparatively easy gradients and curves; I therefore proceeded to take levels throughout between the two places named, and of the section made from such levels I will forward you a tracing with this report.

The section commences at the centre of the Main Road, a short distance from the east end of the Causeway at Bridgewater, and from thence passes at the lower end of Wood's Cattle Yards, and, after crossing the old Cobb's Hill road, turns in a westerly direction, when it runs in nearly a straight line for the Horse Shoe Gully, which it crosses to the west of the bridge, and passing at the back of the Crooked Billet continues in nearly the same line, crossing the Broadmarsh road and the Main Road about three miles from Bridgewater; the line then crosses the River Jordan to the east of the Brighton School-house, and for some distance follows the course of the Bagdad Brook, and crosses the Main Road between the church and the blacksmith's shop, when it follows the contour of the hill on the west side of the road in a northerly direction, keeping at the back of Messrs. Lord and Hayes' farm houses, until opposite Mr. Palmer's, of Upper Bagdad, where it turns to the west for about half a mile, when it again runs in nearly the same northerly course, passing to the west of Mr. Stone's house to within about half a mile of Mr. Foster's, of Wattle Hill, when it winds round to the east and crosses the ridge of Constitution Hill, at the point proposed to be crossed by Mr. Wylie. The course, after crossing the range, is in a westerly direction, round Forster's Basin into the Big Valley, which it follows, passing about three quarters of a mile to the west of Green Ponds,

and runs in nearly a straight line to Picton Old Station, and, after crossing the Main Road, continues in nearly the same straight course, crossing Quoin Rivulet about half a mile east of Woodlands, when it turns along the side of the high ground, and runs nearly parallel with the Main Road for about a mile and a half to the north of Melton Mowbray, when it crosses and follows the course of the Main Road over the summit of Lovely Banks Hill, when it winds round to the west and runs along and follows the contour of the White Hill, passing to the west of Lovely Banks, crossing the highest point of the road leading to Hutton Park from the Main Road; the course from this place is in a north-east direction to Spring Hill, which is crossed at the point intended by Mr. Wylie, as shown on his plan. After crossing the ridge of the hill the line turns round to the west, and, passing to the east of Mr. Savage's house, runs nearly straight, passing to the east of the Post Office at Jericho, continuing the same course over the River Jordan on to the Main Road, which it crosses about half a mile to the north of Mr. Page's stables, and then runs parallel with the road up the valley to where it enters Fourteen Tree Plains, when it turns to the west, along the flat, in nearly a straight course to Lemon Springs, passing down Anstey Barton Valley to the pass in the Dulverton Rivulet, and follows the course of the stream for about half a mile to Mr. Scott's house; from this point the line takes nearly a straight course to the west end of Lake Dulverton, passing near Mr. Robert Jones' house, and to the east of the English Church, and after crossing the Main Road passes to the east of Mr. Weeding's house, and runs in nearly a straight line for the valley in the range opposite Mr. Fisher's house, which it follows to the lagoon, when it turns round to the west side of York Rivulet, and passing near the west side of the Rushy Lagoon, when the course is along the base of Mr. Lord's Big Hill on to near to Mr. Jillett's house, where it joins the line staked out by the contractors. The total length from Bridgewater to this point being 52 miles and 16 chains.

With respect to the gradients you will see by the section that the steepest on the whole route is one in forty-two twenty-five (1 in 42·25); and as regards curves, without a plan of the line I cannot speak positively to the radius of the different curves, but certainly not more than from three to four miles of the line will require to be in curves of so short a radius as from five to ten chains; with this exception, the whole of the distance would be either straight or in curves varying from 10 to 80 chains radius.

Estimate.—My estimate for the entire completion of a good substantial Railway, capable of bearing trains of ordinary weight to run over it at an average speed of 30 miles an hour, is under £5000 per mile: this sum, of course, includes rolling stock, stations, and everything necessary for working the traffic. There being no tunnels or other heavy expensive works on any part of the route between Bridgewater and York Plains,—in fact a considerable portion of the 52 miles would be a surface line,—I am therefore confident my estimate, although only an approximate one, is amply sufficient to carry out the work in a proper and substantial manner, according to the terms of the Contract.

When the line is marked out with stakes, in the way proposed by Government, and a plan and section made to correspond with such marks on the ground, any competent engineer would be able, in a few days, to test the accuracy of both gradients and curves, and prove the practicability of the whole of Mr. Wylie's route from Bridgewater to York Plains.

I have, &c.

(Signed) DAN^L. CLIMIE.

Hobart Town, December 9, 1873.

CORRIGENDA.

Page 21, question 588, *after* word "Don" read "Tramway." Question 592, *for* "Hobart to Corners and Corners to George's Bay," read "Corners to Hobart and Corners to Launceston."