

(No. 103.)



1883.

T A S M A N I A.

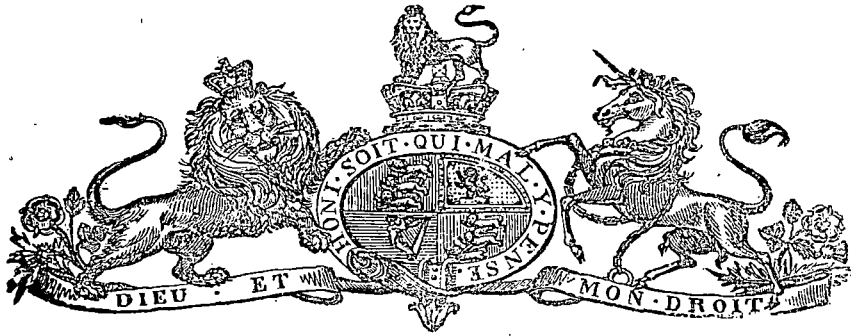
H O U S E O F A S S E M B L Y.

**BAGDAD AND BOTHWELL BRANCH LINE
OF RAILWAY :**

**PETITION TO THE GOVERNOR BY THE RATEPAYERS
OF THE MUNICIPALITY OF GREEN PONDS.**

Return to an Order of the House of Assembly. (Mr. Lette.)

Laid upon the Table by the Minister of Lands, August 28, 1883; and ordered by
the House to be printed, August 29, 1883.



To His Excellency SIR GEORGE CUMINE STRAHAN, R.A., K.C.M.G.,
Governor, in Council, of Tasmania, &c. &c.

The humble Petition of the undersigned Landholders and Ratepayers of the Municipality of Green Ponds,

PRAYETH :

THAT your Excellency will be pleased to place upon the Estimates at the next Session of Parliament a sum of money sufficient for the construction of a Branch Line of Railway through this Municipality by way of Bagdad and on to Bothwell.

That you will be pleased to take into consideration that the proposed Branch Line, in so far as this Municipality is concerned, is a thoroughly practicable one, it being the one originally intended by Parliament in the construction of a Main Line of Railway through the centres of population, as surveyed by Mr. Wylie, and afterwards by Mr. Climie, Mr. Zeal, and Mr. Green, whose reports were all favourable; and we, therefore, ought to have been enjoying, with other districts, the benefits conferred by a Railway.

That, in consequence of the deviation of the Main Line of Railway from this District, we labour under the great disadvantages of a depreciation of the value of property, increased taxation to support railways without a corresponding benefit, and also a depression in both agricultural and pastoral pursuits, because, being shut out from the means of cheap and easy communication, the cost of transit of produce is so great that we are unable to compete with other more favoured districts, or grow with a sufficient profit to encourage increased cultivation.

That you will be pleased to consider that, out of the about 83,515 acres of freehold property in this District, only about 3697 acres have this year been cultivated, an amount much smaller than in former years, mainly in consequence of the want of easier and cheaper means of transit.

That the amount of grain, &c. grown this year, with other ascertained carriage,—omitting passenger traffic and the large amount derivable from travelling of fat stock to market,—costs, at present rates and means of transit, £7224 15s. 7½d.,—an amount more than sufficient to pay for our estimated share in the cost of construction and annual working expenses of a Branch Line of Railway; while it is stated by competent judges that the amount of traffic of all sorts from this District would reach the sum of £10,000 per annum,—an amount giving considerable profit over the cost of yearly interest, &c.,—such traffic being estimated at the prices now charged by the Main Line Company.

That the Municipal Council have gathered statistics,—admittedly reliable,—which show that a large development of agricultural pursuits would surely ensure if a Branch Line were constructed, by opening up new lands, and also by the recultivation of thousands of acres of rich land; while other industries, such as hop and orchard cultivation, would be stimulated. Stone, also, for flagging, and freestone for building purposes, abounds in almost unlimited supply, and of the finest quality, as can be shown in the fine building known as *Ellis's Hotel*, which has stood the test of 40 years' exposure, the stone being now as good as the day it was built, and capable of taking a fine polish. Forests of blue-gum, stringy-bark, and peppermint, for sleepers and building purposes, abounds, and of the best quality, as can be instanced in the bridge across the Jordan at Brighton, the timber for which was brought from Constitution Hill in preference to that much nearer in the Brighton District. Firewood in unlimited supply abounds, and coal has been found near the township and other places contiguous to the proposed Branch Line.

Also, that we, as owners of the land through which the proposed Branch Line of Railway will run (excepting such land as is used for orchards or gardens, or damaged by severance) are willing to forego any claim to compensation for such land as will be necessary for the construction of such Branch Line of Railway.

Also, that you will be pleased to consider that by any other route the townships of Brighton and Green Ponds will be again left out.

And your Petitioners will ever pray.

[Here follow 115 signatures.]

Signed as for a Railway, but not promising to give the land through which it may run.

Edmund Johnson.
J. S. Donnelly.

STATISTICS gathered by the Municipal Council of Green Ponds.

Whole area of land occupied	83,515 acres.
Under cultivation this year	3697 acres.
Amount of grain of all sorts produced	59,455 bushels.
Hay	1076 tons.
Potatoes.....	273 tons.
Mangolds	173 tons.
Fruit	500 bushels.
Fat stock only—Sheep	7680
Cattle	336
Pigs	231
Wool	577 bales.
Rabbit skins	230 bales.
Bark	700 tons.

Amount producible if Railway accommodation were provided.

Grain	154,835 bushels.
Hay	3000 tons.
Potatoes.....	2003 tons.
Mangolds	348 tons.
Fruit	13,882 bushels.
Fat stock—Sheep	13,800
Cattle	571
Pigs.....	630
Wool	604 bales.
Bark	850 tons.
Rabbit skins	230 bales.
Posts and rails	11,000
Firewood	3000 tons.
Butter.....	8 tons.
Carriage of goods for stores, &c.....	1460 tons.

Extra amount producible if Railway accommodation were provided.

Grain	95,380 bushels.
Hay	1924 tons.
Potatoes.....	1730 tons.
Mangolds.....	175 tons.
Fruit	13,382 bushels.
Fat stock only—Sheep	6120
Cattle	235
Pigs	399
Wool.....	27 bales.
Bark	150 tons.
Posts and rails	11,000
Firewood	3000 tons.
Butter	8 tons.
Carriage for stores, &c.	800 tons.

Cost of transit of Grain, &c. grown this year, by present rates and means of transit.

	£	s.	d.
59,455 bushels of grain, at 4½d.	1114	15	7½
2882 tons, at 20s.	2882	0	0
Wool bales and rabbit skins	3228	0	0
	<u>£7224</u>	<u>15</u>	<u>7½</u>

Without estimating passenger traffic, fat stock, &c.

Cost of transit of amount producible by Railway.

	£	s.	d.
154,835 bushels, at 2½d.....	1612	17	3
11,005 tons goods, wool, &c.....	4402	0	0
Firewood	750	0	0
Timber, posts and rails, 5s. per 100.....	2700	0	0
Say 3000 bushels fruit	37	10	0
	<u>£9502</u>	<u>7</u>	<u>3</u>

Without carriage of fat stock, passenger traffic.

ESTIMATE made by Municipal Railway Committee of present Traffic on a Branch Line of Railway.

	£	s.	d.
Passenger traffic.....	700	0	0
60,000 bushels grain	700	0	0
3000 tons hay, &c., at 6s.	900	0	0
700 tons bark	211	0	0
577 bales wool	72	0	0
Cattle—40 trucks	30	0	0
7680 sheep—153 trucks.....	120	0	0
230 bales rabbit skins.....	30	0	0
3000 bushels fruit	37	10	0
Timber, posts and rails	1500	0	0
800 tons goods.....	300	0	0
Parcels.....	200	0	0
Mails.....	200	0	0
	<u>£5000</u>	<u>10</u>	<u>0</u>