

(No. 111.)



1881.

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T A S M A N I A.

LEGISLATIVE COUNCIL.

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**ROAD, LOWER JUNCTION TO BLUE TIER:**

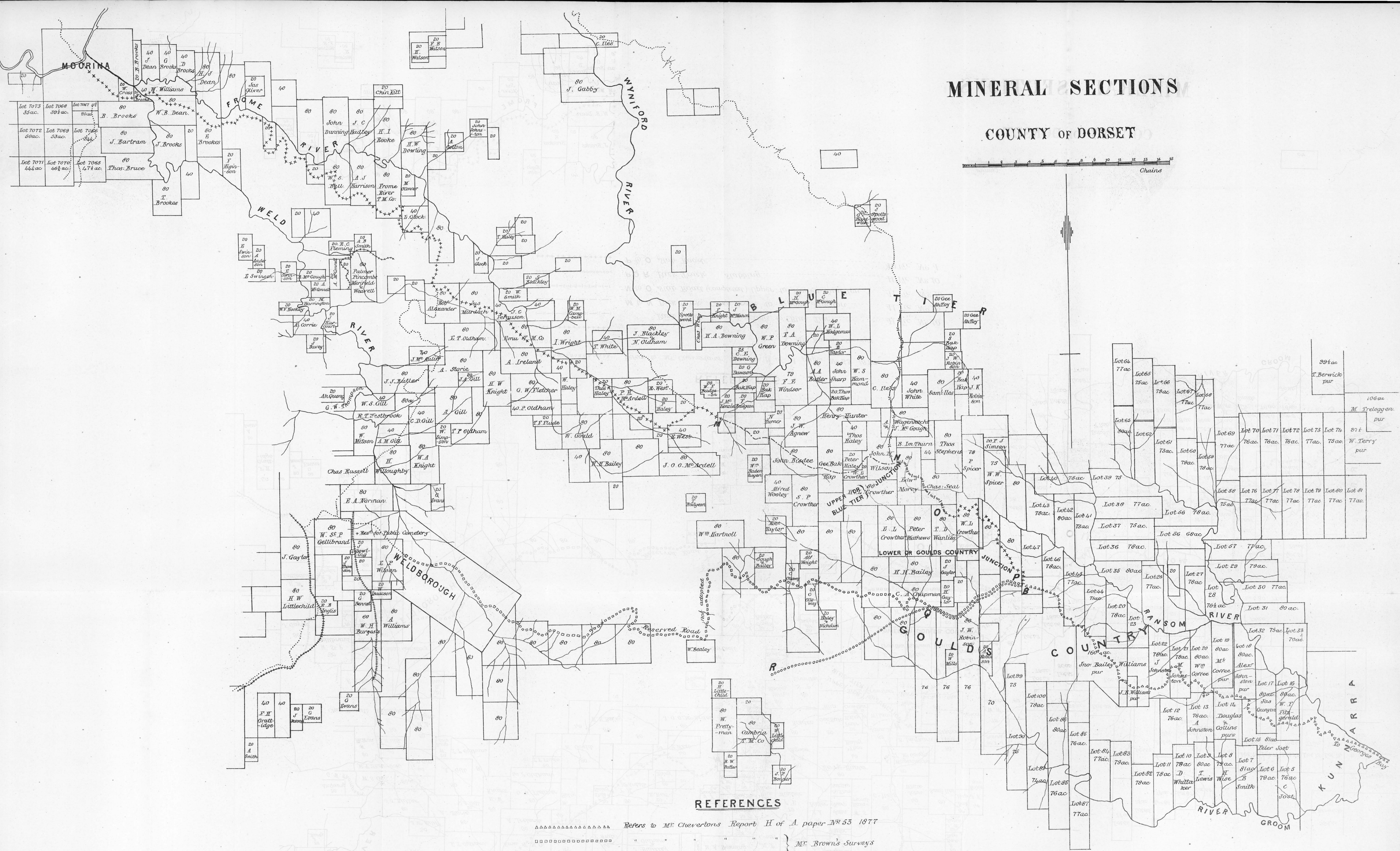
**CORRESPONDENCE AND PAPERS.**

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Laid upon the Table by Mr. Moore, and ordered by the Council to be printed,  
November 3, 1881.



COUNTY OF DORSET



Refers to MR Chevertons Report H of A paper N<sup>o</sup> 53 1877

□ □ □ □ □ □ □ □ □ □ □ □ □ □ " " " " } *Mr. Brown's Surveys*

Pack Track Upper Junction to Blue Tier.....

*M to N Pack Track Camp Creek to Upper Junction.....*

**POR** *Puck Track Slabbing*.....

+++++ P to O Slab Road -----





*REPORTS of Messrs. HUMAN and CHEVERTON on the Road through Gould's Country to the Blue Tier and Thomas's Plains.*

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*Lands and Works Office, 5th August, 1876.*

SIR,

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

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

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

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

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

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

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

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

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

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

I am, Sir,

Your obedient Servant,

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

*To the Director of Public Works.*

*MR. Engineer HUMAN'S Report on the Tin Mining Districts of Gould's Country and Thomas's Plains as to Roads, &c.*

*Hobart Town, 19th September, 1876.*

#### GEORGE'S BAY TRAMWAY.

SIR,

IN compliance with your verbal instructions of yesterday, I have the honor to state that I shall be happy to examine the country through which it is proposed to construct a Tramway from George's Bay, by a line traversing Gould's Country, Blue Tier, and penetrating to the great mining centre of Thomas's Plains, about 25 miles in length, with the object of ascertaining by inspection if such route is in the first place practicable, and, secondly, what would be the approximate cost per mile of its construction, and to report thereon.

From information I have received of the country, judging also from your opinion, an instrumental survey of the route would be quite impracticable, regarding the time in which you wish the examination to be made.

The route must be traced, and the difficulties of gradients, crossing of gullies and ravines ascertained, in order to form a judgment of practicability and cost.

I think this cannot be done in less time than a fortnight. I estimate that the sum of £40, exclusive of travelling and all necessary expenses, will be only a fair remuneration. Awaiting your approval and further instructions,

I have the honor to be,

Sir,

Your obedient Servant,

JOSIAH HUMAN.

*To the Hon. C. O'REILLY, Minister of Lands and Works.*

*Lands and Works Office, 20th September, 1876.*

SIR,

REFERRING to your letter of yesterday, I have the honor to instruct you to examine the country between George's Bay and Weldborough Town Reserve at Thomas's Plains, *via* Gould's Country and the Blue Tier, with the view of ascertaining by inspection whether it would be practicable to construct a Steam Tramway through that country as an outlet to George's Bay shipping-place.

The distance I apprehend will be about 25 miles, but the sinuosities of a line for Tramway purposes will, in all probability, still further lengthen the distance.

The Government relies upon immediate action being taken by you to furnish a report to the best of your judgment as to the probable cost per mile of the construction of the line referred to;

but should the period (viz. 14 days) stated by you as the time you believe would be sufficient prove inadequate, through bad weather or other causes, you will not consider yourself limited.

Plans are forwarded herewith of that part of the country you are about to traverse, and the District Surveyor has been instructed to afford you every reasonable assistance.

I have the honor to be,

Sir,

Your obedient Servant,

C. O'REILLY, *Minister of Lands and Works.*

JOSIAH HUMAN, *Esq., C.E., Davey-street,  
Hobart.*

P.S.—An estimate of the probable cost of a Horse Tramway might also be furnished in case the severity of the grade in that country necessitates the abandonment of steam.

*George's Bay, 5th October, 1876.*

SIR,

I HAVE the honor to submit, according to your instructions, the following Report and Estimates on the above subject.

By a fixed aneroid at George's Bay, carefully registered at regular intervals of three hours by the Postmaster of that place, and a second one in hand whilst tracing the two routes to Thomas's Plains, I have, by correcting atmospheric disturbance during that time, obtained levels throughout the traversed routes, which are proved to be within a margin of 10 feet.

The mileage from the Bay to Trowbridge's public-house is taken from the Government chart, and beyond from the chainage of Mr. Surveyor Brown, marked by numbered stakes along both routes.

I have carefully reduced the gradients, and find that to ascend and descend the Blue Tier by the Little Plain, or by the alternative route over the Blue Tier, to Thomas's Plains, will necessitate a gradient of 1 in 16 for a continuous length of three miles on the Little Plain route on descending to Thomas's Plains; and an ascent of 1 in 16 for three miles in length before reaching the summit of the Blue Tier by the other route, with sharp curves in both cases.

Referring to your instructions "to examine the country between George's Bay and Thomas's Plains,—viz., Gould's Country and the Blue Tier,—with the view of ascertaining by inspection whether it would be practicable to construct a Steam Tramway through that country as an outlet to George's Bay shipping place," it would be practicable to construct such a road; but, considering the expense and uncertainty of working a line of Tramway of such severe gradients and curves, and looking to the results to be obtained therefrom, I am of opinion that it is inadvisable to carry out such a work, and which would be in excess of the requirements of the country at the present time, and probably for many years to come.

I propose that the sum of £1160 be spent upon the existing road from George's Bay to George's River, 9 miles, (one mile already slabbed, but very roughly, by local bodies) in forming and gripping, for which the soil is well suited, and with necessary culverts and small bridges.

A new bridge is now required over George's River at 4 feet higher level than the present one, which is very insecure, and will most likely be swept away by the first flood, stopping all traffic.

From thence to Trowbridge's public-house,  $3\frac{1}{2}$  miles, a slabbed road 10 feet wide, a portion of which is already well carried out by Mr. Hall, and which I recommend to be continued from Trowbridge's to the northern side of the summit of the Blue Tier, a further length of  $8\frac{1}{2}$  miles.

At this point I propose to terminate the slabbed cart road, where the greater portion of Tin is now obtained, and provide a 6 feet slabbed pack-track down the northern side of the Blue Tier to Thomas's Plains, a further length of 5 miles 25 chains, with a branch of 1 mile in length in a north-east direction on the summit of the Tier, tapping the numerous and increasing tin sections in that locality.

On the route by Little Plain another length of  $2\frac{3}{4}$  miles of similar track will reach all the tin sections at present worked in that direction.

Thus a fair cart road, of greater durability than a wooden tramway, will be provided about 21 miles from George's Bay. The quantity of tin now obtained per week does not exceed 40 tons, but

assuming 50 tons, a two-horse car will bring down to the Bay  $1\frac{1}{2}$  tons, and make three trips per week,—equal to  $4\frac{1}{2}$  tons per week,—so that eleven two-horse cars will convey away all the tin now obtained on this line, including Thomas's Plains, and allowing a good margin for an increased quantity. It should be observed that pack-horses will be always required for each tin section to reach the main road, whether it be a tramway or not.

I feel confident that the interests and wants of the miners will be reasonably met by the proposal I have the honor now to make; and further, that other interests apart from tin mining will be benefited, and the public generally accommodated by such an expenditure of public money.

I enclose estimate of cost.

I have the honor to be,  
Sir,

Your obedient Servant,

JOSIAH HUMAN.

*The Hon. C. O'REILLY, Minister of Lands and Works.*

THE present Landing Jetty at George's Bay is a weak and inconvenient structure. It requires an addition in width of 20 feet, which will give 10 to 12 feet depth of water, such addition to be 100 feet in length, accommodating three vessels at one time.

The cost will be £350.

J. H.

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*ESTIMATE of Cost of Road, &c. from George's Bay through Gould's Country to Thomas's Plains.*

	£	s.	d.
Road from George's Bay to George's River, less 1 mile just imperfectly made by local subscription, leaving 8 miles at £120 .....	960	0	0
Culverts, &c. ....	200	0	0
Required for new landing jetty at Bay .....	350	0	0
New Bridge over George's River .....	450	0	0
From George's River to Trowbridge's public-house, $3\frac{1}{2}$ miles at £450 per mile .....	1575	0	0
From Trowbridge's to the northern edge of summit Blue Tier, allowing 5 chains excess in each mile of Mr. Brown's chainage = $8\frac{1}{2}$ miles at £450—slabbed road 10 feet wide .....	3825	0	0

*Horse Pack Track.*

From end of slabbed road to Thomas's Plains, slabbed pack track 6 feet wide, 5 miles length plus 5 chains per mile over Mr. Brown's chainage = 5 miles 25 chains, at £240 per mile .....	1275	0	0
From junction of roads at $3\frac{1}{2}$ miles from Trowbridge's <i>en route</i> to Little Plain so far as tin is yet found, $2\frac{3}{4}$ miles of 6 feet slabbed track (portion formed) at £240 per mile .....	660	0	0
Branch slabbed track 6 feet wide, north-east direction from cart road along summit of Blue Tier, at £240 .....	240	0	0
Contingencies .....	600	0	0
	<u>£10,135</u>	<u>0</u>	<u>0</u>

Deduct expended by Mr. Hall.

J. HUMAN.

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*George's Bay, 1 A.M., 5th October, 1876.*

SIR,

SINCE posting the despatches to-night I have copied the heights of various points along the roads from George's Bay through Gould's Country to Thomas's Plains, taken by me on the present survey, in order that they may be marked on the Office Chart, if it be thought well to do so.

I have, &c.

(Signed) JOSIAH HUMAN.

*The Hon. the Minister of Lands and Works.*

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*The Heights above Sea Level, as taken by J. HUMAN, October, 1876, at various Points between George's Bay and Thomas's Plains.*

Power's Rivulet (top of old bridge).....	<i>Feet.</i> 294
George's River (top of rail-post).....	368
Fitzgerald's (surface of road) .....	625
Trowbridge's public-house (floor of house).....	752

*Little Plain Route.*

3½ Miles from Trowbridge's, at junction of the two routes .....	1536
5½ Miles ditto.....	1673
5¾ Miles ditto.....	1767
7¼ Miles ditto.....	2030
8 Miles Little Plain SUMMIT.....	2332
Crossing of Thomas's River, at 11 miles.....	1324
Manning's Store, Thomas's Plains .....	1233

*Return from Manning's Store over Blue Tier (chainage from Trowbridge's).*

Crossing of Thomas's River, 12½ miles .....	1196
At 10 miles.....	1737
At 9¼ miles.....	1872
At 8 miles .....	2486
At 7 miles, Blue Tier SUMMIT.....	2553
At 6½ miles.....	2553
At 3½ miles, near junction of routes .....	1536

J. HUMAN, C.E.

NOTE.—Add 15 feet to all the above levels, difference between *Telegraph Hotel* at George's Bay and sea levels.

*Lands and Works Office, 18th January, 1876.*

MY DEAR SIR,

ON your arrival in George's Bay you will at once proceed to examine the present track leading from Johnson's, Gould's New Country, to Thomas's Plains. As soon as you have decided on the best road, say for one mile beyond Johnson's, or should you from examination prefer the road *via* Simpson's (a matter I leave to your own judgment), place yourself in communication with Hall, and let him, under your advice and instruction, organise a gang of, say, six men including himself, and follow you up in clearing the road.

After you have improved the survey of the present track as you may think desirable for a temporary purpose, then proceed with a survey of the best line of road you can find for permanent purposes.

You may procure from Johnson or any storekeeper the tools necessary for Hall's men, forwarding account for payment to this office.

You will be good enough to push on and proceed with this work energetically, and if more men can be had and employed to advantage you can increase their number.

Yours very truly,

WM. MOORE.

J. W. BROWN, Esq., District Surveyor, Launceston.