



SELECT COMMITTEE appointed on Wednesday, 23rd November, 1892, to consider the Glenora and Ouse Railway Bill (Private.)

MEMBERS OF THE COMMITTEE.

MR. PILLINGER.
MR. SIDEBOTTOM.
MR. MACKENZIE.
MR. BARRETT.

MR. LEATHAM.
MR. GIBLIN.
MR. FEATHERSTONE. (*Mover.*)

DAY OF MEETING.

Friday, 25th November, 1892.

REPORT.

YOUR Committee have the honor to report to your Honorable House that, having carefully considered and duly weighed the evidence taken before the Select Committee on the Derwent Valley Railway Extension, presented to your Honorable House on the 25th day of September, 1885, (H.A. Paper, No. 124), in connection with the Preamble, they resolved that the Preamble stand part of the Bill.

Your Committee then proceeded to consider the several clauses of the Bill, which were agreed to, with the addition of the words "Any agreement made under this Clause shall be subject to the approval of Parliament," to the end of Sections 15 and 16.

The following Resolution was also agreed to by your Committee:—"That, having regard to the Report of the Select Committee on the Derwent Valley Railway Extension (H.A. Paper, No. 124, 1885), the Promoter should not be bound to construct the Railway *via* Ellendale, but should have the option of the alternative route known as 'The Parliamentary Survey Route,' and that the route decided upon by the Promoter shall be subject to the approval of the Governor in Council."

Your Committee have the honor to submit the Bill, as amended, to the favourable consideration of your Honorable House.

CHAS. E. FEATHERSTONE, *Chairman.*

25th November, 1892.

MINUTES OF PROCEEDINGS.

FRIDAY, NOVEMBER 25, 1892.

Present—Mr. Leatham, Mr. Sidebottom, Mr. Pillinger, Mr. Mackenzie, Mr. Featherstone.

On the Motion of Mr. Pillinger, seconded by Mr. Sidebottom, Mr. Featherstone was voted to the Chair.

The Chairman tabled—Evidence taken before the Select Committee on the Derwent Valley Railway Extension, with the Report thereon (*Vide* Parliamentary Paper, H.A., No. 124, 1885); A Petition from Mr. Joseph Clarke for permission to bring in the Bill. (Appendix A.)

The Committee then entered upon the consideration of the Bill.

The Evidence contained in the above-mentioned Report having been considered, it was resolved that the Preamble stand part of the Bill.

Clauses 1 to 14 read and agreed to.

Clause 15 amended, on the Motion of Mr. Sidebottom, seconded by Mr. Pillinger, by adding the words "Any agreement made under this Clause shall be subject to approval of Parliament" to the end of the Clause, and agreed to.

Clause 16 amended, on the Motion of Mr. Sidebottom, seconded by Mr. Pillinger, by adding the words "Any agreement made under this Clause shall be subject to the approval of Parliament" to the end of the Clause, and agreed to.

Clauses 17 to 83 read and agreed to.

Motion made by Mr. Sidebottom, seconded by Mr. Pillinger, and agreed to—That having regard to the Report of the Select Committee on the Derwent Valley Railway, (H.A., No. 124, 1885), the Promoter be not bound to construct the Railway *viâ* Ellendale, but should have the option of the alternative route known in the said Parliamentary Report as "The Parliamentary Survey Route," and that the route decided upon by the Promoter should be subject to the approval of the Governor in Council.

The Chairman tabled the Draft Report, which was read and agreed to.

Resolved, That the Chairman be instructed to present the Report to the House at its next sitting.

The Committee adjourned *sine die*.

APPENDIX A.

To the Honorable the Speaker and Members of the House of Assembly of Tasmania, in Parliament assembled.

The humble Petition of Joseph Clarke, of Melbourne, in the Colony of Victoria, Esquire,

SHOWETH:

1. THAT your Petitioner intends to apply for a Private Act of Parliament, the general objects whereof are set out in paragraph 3 of this Petition.

2. That your Honorable House having resolved that its Standing Orders, numbered 407, 409, 410, and 411 should be suspended to enable your Petitioner to apply for leave to bring in such Bill, your Petitioner is enabled so to do without first having complied with the provisions of the said Standing Orders.

3. That the general objects of the Bill are:—

To enable your Petitioner to construct a Railway from the Terminus of the Derwent Valley Line of Railway at Glenora, in Tasmania, to the Ouse *viâ* Ellendale, and also such extensions and branches of and to such Railway as may be authorised by the Parliament of Tasmania.

To construct, maintain, and repair the said Railways, together with all proper crossings, bridges, culverts, junctions, sidings, stations, buildings, and other works and conveniences connected therewith, or convenient for the purposes thereof.

To work the said Railway by steam-power, or in any other manner.

To purchase or lease any land for the purpose of the said Railway and the works and appurtenances thereof, and to exercise all the powers, authorities, and privileges given to promoters of undertakings by the Lands Clauses Act, 21 Victoria, No. 11.

To construct and work the said Railway over public roads and streets.

To demand and take tolls and charges for passengers and goods carried on the said Railway.

To provide for the due working and management of the said Railway, and to make by-laws and rules for the regulation of the said Railway and the traffic or business thereof, and to provide for the infliction of penalties upon persons infringing the provisions of the said Bill, by-laws, or rules.

To borrow money for the purposes of the said undertaking upon security of the said Railway or otherwise.

To sell or lease the said Railway and the lands and works connected therewith, or any of them, or any part thereof, as shall be deemed expedient.

The said Bill will also contain all clauses usual in Bills of such a nature for enabling your Petitioner to carry out the objects of the undertaking.

Your Petitioner, therefore, humbly prays for leave to introduce the said Bill.

And your Petitioner will ever pray, &c.

JOSEPH CLARKE,

By his Attorney, CHAS. H. ELLISTON.

Dated this thirteenth day of October, 1892.

APPENDIX B.

SELECT COMMITTEE appointed, on Thursday, 10th September, to enquire into and report upon the best Route to be adopted for the Extension of the Derwent Valley Railway from Glenora to the Ouse: with power to send for Persons and Papers.

MEMBERS OF THE COMMITTEE.

MR. BURGESS.
MR. BRADDON.
MR. DOOLEY.
MR. LAMB.

MR. SIDEBOTTOM.
MR. NORTON-SMITH.
MR. PILLINGER. (*Mover.*)

DAYS OF MEETING.

Friday, 11th September. Tuesday, 15th September. Wednesday, 16th September. Tuesday, 22nd September.
Friday, 25th September.

WITNESSES EXAMINED.

Mr. James Fincham, Engineer-in-Chief. Mr. Thomas Frodsham. Mr. Fred. Milne. Mr. J. C. Bethune. Mr. W. Langdon. Mr. J. T. Read. Mr. L. M. Shoobridge. Mr. James Clark, jun. Mr. John Carlisle. Mr. Arthur Ransley. Mr. Charles Hanlon.

EXPENSES OF WITNESSES.

Mr. A. Ransley, £2 5s. 6d. Mr. C. Hanlon, £2 5s. 6d. Mr. J. Carlisle, £2 5s. 6d. Mr. J. Clark, jun., £2 5s. 6d.

MINUTES OF MEETINGS.

FRIDAY, SEPTEMBER 11, 1885.

The Committee met at 12:30 P.M.

Present—Mr. Burgess, Mr. Braddon, Mr. Norton-Smith, Mr. Sidebottom, Mr. Pillinger (*Mover.*)

Mr. Pillinger was voted to the Chair:

Mr. Burgess laid a plan of the proposed line of railway on the Table.

Mr. Pillinger laid on the Table a petition from 249 inhabitants of the Ouse, Macquarie Plains, Hollow Tree, Hamilton, Bothwell, and others interested, praying for the adoption of such measures as may best determine the route of the proposed extension of the Derwent Valley Line.

Ordered, That the following witnesses be summoned to attend before the Committee to give Evidence:—Mr. J. Fincham, Engineer-in-Chief, on Tuesday, 15th inst., at 11 A.M.; Mr. John Reid, on Tuesday, at 2:30 P.M.; Messrs. F. Milne, J. W. Downie, jun., John Bethune, W. Langdon, W. Bethune, and G. Smale, on dates to be hereafter determined.

The Committee adjourned till Tuesday, the 15th inst., at 11 A.M.

TUESDAY, SEPTEMBER 15, 1885.

The Committee met at 11:30 A.M.

Present—Mr. Pillinger (in the Chair), Messrs. Dooley, Burgess, and Braddon.

The Minutes of the last meeting were read and confirmed.

Mr. Fincham was called in and examined. He also tabled a map showing the alternative routes.

Mr. Fincham withdrew.

Ordered, That Mr. Thomas Frodsham be summoned to give evidence at 2:30 P.M.

The Committee re-assembled at 2:30 P.M.

Mr. Thomas Frodsham was called in and examined.

Mr. Frodsham withdrew.

The Committee adjourned until 11 A.M. on Wednesday, the 16th September.

WEDNESDAY, SEPTEMBER 16, 1885.

The Committee met at 11:30 A.M.

Present—Mr. Pillinger (in the Chair), Messrs. Burgess, Lamb, and Braddon.

The Minutes of the last meeting were read and confirmed.

A letter was read from Mr. Sprent forwarding chart showing the land taken up between Glenora and the Ouse.

Messrs. F. Milne and J. C. Bethune were examined.

The Committee adjourned at 1:5 P.M. till 2:30.

The Committee re-assembled at 2:30 P.M.

Present—Mr. Pillinger (in the Chair), Messrs. Lamb, Dooley, and Braddon.

Mr. William Langdon, of Montacute, was called in and examined.

Mr. Langdon withdrew.

Mr. John Tunie Reid was called in and examined.

Mr. Reid withdrew.

Ordered, That Messrs. L. M. Shoobridge, A. Ransley, J. Clark, jun., and C. Hanlon be summoned to give evidence on Friday, the 18th inst.

The Committee adjourned until 11 A.M. on Friday, the 18th September.

TUESDAY, SEPTEMBER 22, 1885.

The Committee met at 11 A.M.

Present—Mr. Pillinger (Chairman), Messrs. Dooley and Burgess.

The Minutes of the last meeting were read and confirmed.

Mr. Louis Manton Shoobridge was called in and examined.

Mr. Shoobridge withdrew.

Messrs. James Clark, jun., John Carlisle, Arthur Ransley, and Charles Hanlon, of Ellendale, were called and examined.

Mr. F. Milne forwarded a statement, which was received and read; but as the Committee considered that it was merely a repetition of what was already in evidence, they decided that it was unnecessary to print it as part of the evidence.

The Committee adjourned until 11 A.M. on Friday, 25th September.

FRIDAY, SEPTEMBER 25, 1885.

The Committee met at 11 A.M.

Present—Mr. Pillinger (Chairman), Messrs. Burgess, Dooley, and Sidebottom.

The Minutes of the last meeting were read and confirmed.

The Committee drew up, considered, and agreed to Draft Report.

The Committee adjourned *sine die*.

R E P O R T.

YOUR Committee have the honor to report to your Honorable House that they have had under their consideration three proposed routes for the extension of the Derwent Valley Railway, which have been examined by the Engineer-in-Chief, and reported upon by him to your Committee.

They have also examined eleven witnesses having an extensive knowledge of the country to be served by the construction of the proposed Railway, on the three routes; viz.—

(1.) From Arundel Station, on the east bank of the Derwent, passing through Macquarie Plains, Allanvale, Hollow Tree, and Hamilton.

(2.) From Glenora, on the west bank of the Derwent, and passing through Fentonbury and Ellendale.

(3.) From Glenora Station, following the banks of the Derwent, passing close to Hamilton, and known as the "Parliamentary Survey."

The evidence shows that the adoption of No. 1, or the eastern route, would open up an extensive and valuable country, principally in the hands of private individuals, but the increased length of the line—13 miles—as compared with the Parliamentary Survey, together with the increased cost of construction and working expenses, precludes your Committee from recommending the adoption of this route.

The evidence taken in reference to No. 2, or western route, is to the effect that an extensive area of valuable Crown land is available in the locality through which this route passes. Your Committee have been so impressed with the evidence of practical farmers as to the great value of the Crown estate on the Russell's Falls River, and between Ellendale and the Florentine, that they would recommend that an examination of the country be made by the Government Surveyor, so that reliable information may be supplied as to the extent of this country available for agricultural selection. The adoption of this route would, however, leave the Hamilton terminus 3 miles from the town, would increase the length of the line 3 miles, and would also increase the working expenses by hauling up the traffic 700 feet.

Your Committee are of opinion that the country on the eastern and western routes would be best served by the construction of branch lines as feeders to the main line, and would therefore recommend the adoption of the No. 3; or Parliamentary Survey route, for the extension of the Derwent Valley Railway to the Ouse, as better meeting the requirements of a main line, that may be extended to the west, in the important particulars of shortness of distance and economy in working expenses.

ALFRED PILLINGER, *Chairman.*

Committee Room, 25th September, 1885.

E V I D E N C E.

TUESDAY, 15TH SEPTEMBER, 1885.

MR. JAMES FINCHAM *called and examined.*

1. *By the Chairman.*—You are the Government Engineer-in-Chief? Yes.
2. Have you been deputed by the Government to examine the eastern and western banks of the Derwent for a proposed route for the extension of the Derwent Valley Railway? Yes, I have been deputed to examine the eastern and western routes.
3. Have you reported on them to the Government? No, I have not communicated with the Government in any way on them.
4. Will you give to the Committee the result of your examination, first taking the eastern route? Mr. Fincham here tabled a more complete map of the alternative routes, and made the following statement:—The section of the ground between Arundel station and the main road at Lowe's lane being well known to me from levels taken for the proposed route connecting the two points, I commenced my examination, in company with Messrs. Milne and Downie, at Lowe's lane. Having some years ago failed to get up the Ellendale rivulet approximately on the line from Geard's bridge on the main road—which

was, I found, one of the routes proposed by the advocates of the eastern extension—I determined to try and head the Ellendale Gully; by making up a rise I got at once from Lowe's lane. The line that I should propose after leaving Lowe's lane would head the Belmont Rivulet for some distance, pass near Fontainebleau to the east of Allenvale House, thence to the Bluff and what is known as Cawthorn's Marsh, thence through the saddle at Bloomfield, and from there by a leading gully to the summit on the road leading from Hamilton to the Big Marsh at the point known as Dunnage's selection, and about one to one and a half miles, as the crow flies, south of Espie's Craig. The rise between Lowe's lane and this summit is about 1400 ft., with approximately a gradual rise all the way. From this summit the line may be said to have one continuous descent to Hamilton, passing through Allwright's property at the Hollow Tree, at the crossing of the Bothwell and Hamilton roads, and thence down the Dew rivulet to Hamilton and the junction of the original Parliamentary line near the township. The fall from the summit referred to near Espie's Craig to Hamilton is about 1200 ft., all on a stiff grade, down the Dew rivulet. The line I have been speaking of is generally the one that commended itself to the promoters of the eastern route, who appear to have taken considerable trouble in exploring for the best pass through the range, extending from Webberley's Hill across to Espie's Craig. After the completion of this route I examined another line through what is known as Sibley's Saddle, but the height at this place was about the same as at the summit on the first line, with very much less distance in which to fall. I also tried a third route in what is known as Flagstaff Hill; but after testing the summit height I was obliged to give it up without further examination, this summit height being practically the same as at Sibley's Saddle and Dunnage's. I then examined the western bank, in company with Messrs. Shoobridge, D. Bethune, and J. Helmer, Inspector of Roads for this District, who has intimate knowledge of the same. We started from Dunrobin bridge on Thursday morning last, and followed up the Derwent for about two miles to the township of Dornoch, looking for a favourable opening through the range extending from near Dunrobin bridge to Hamilton, and there found what we sought. We then followed the bank of the Derwent to near the road bridge over the Jones' River; thence by an easy rise through open undulating country for about two miles to a point close to Jones' River, which we then followed to near the junction of that river with Sassafra's Creek. From thence through Ellendale, after trying one or two routes, I settled upon the most probable line as going through a wet marsh to the saddle near J. Hanlon's north-east corner. The rise to this point was about 700 feet from Jones' River. On testing the fall from this summit to the road near the school reserve at Fentonbury, I found there was no difficulty in getting down to the flats along Russell's Falls River near the crossing of the Monto's Marsh and Ellendale road. From this point the line would be more or less level all the way to the Glenora Station on the line now being constructed, passing close to the new road at Fenton Forest at a considerable height above the Russell's Falls River. To compare now the two lines—the eastern and western—with the central or Parliamentary line, it may be briefly stated that the eastern route will have a level practically twice as high as that of the western route. A diagram of a section of the eastern route would practically be represented by a pyramid, there being one continuous grade rising to a summit near Espie's Craig, and one continuous fall to the Parliamentary line near Hamilton. The western route would have one continuous rise for between four and five miles to the junction between Sassafra's Creek and Jones' River; thence still rising, but by a somewhat easier grade, to the summit near Hanlan's, thence by a stiff grade to the Russell's Falls River near the road bridge, and then, as I have stated, on a more or less level grade to the Glenora Station. No grade has been proposed on either route steeper than one in forty. After carefully going into the matter, I estimate the western line to be three miles longer than the direct Parliamentary line, whilst the eastern route would be at least thirteen miles longer. My estimate of the extra length on the western route has been checked by reference to actual chainage through the country by the Inspector of Roads, who did so for purposes connected with his branch. I have also checked the eastern route by actual chainage as far as Bloomfield, and this chainage shows that I have rather under-estimated, if anything, the distance up to that point. I have therefore no doubt that my estimate can be relied on as sufficiently fair and correct.

5. *By the Chairman.*—Can you give us any information as to the cost of construction of either line? I think the cost of the two alternative lines per mile for works alone would probably average about the same. This average, for a first-class line—as I take it the Derwent Valley Line extension is intended to be—would be from £6000 to £6500 per mile, with equipments, land charges, and all expenses. The Eastern route would, therefore, be some £65,000 or £70,000 above first cost alone. The extra working expenses due to the increased distance for the line, one-half of which is of heavy grades, would, if capitalised, represent probably an equal amount, but as a credit against this you must reckon any probable additional traffic that might be picked up on a more circuitous route.

6. Can you tell us why the Parliamentary survey has been abandoned? I am not aware that it has been abandoned.

7. What is your opinion on the subject? I regard this Derwent Valley Line as part of one of the main trunks of the Colony. My own opinion now is—and always has been—that the most direct and most level line obtainable should be selected for this purpose. There is no question but that the Parliamentary line secures this end. It is quite true that between Glenora and Hamilton the country does not look promising for traffic, but this is more than compensated for by what you can obtain out of the two ends of this section. The station at Hamilton, which would be fed by traffic from the several roads converging there, would be close to the township instead of being two and a half or three miles away, as would be the case if the western route were adopted. The Glenora station, if only a decent road were completed to the settlements of Fentonbury and Ellendale, would absorb all that traffic within a reasonable distance. My own idea is that the Fentonbury and Ellendale District and Crown lands to the south could effectually be served by light feeder lines, and thus avoid the unnecessary divergence of the main trunk line for the purpose of serving these Districts. At the same time, I think that the western route, although longer than the direct Parliamentary line by some three miles, will not cost so very much more, the works along the river on the direct line being heavy in places. If you adopt the western line all your future traffic from the Ouse and districts beyond is taken three miles out of its natural course, and at the same time is hauled up some 600 or 700 feet greater altitude than would otherwise be necessary.

8. Would that make the working expenses heavier? Yes, certainly.

9. What is the nature of the country passed through by the alternative lines? The country passed through on the eastern route is what is generally known as sheep country, and the same applies to the two ends of the western route, the central portion, however, being occupied by a great number of small selectors, who are cultivating considerable quantities of hops and other produce. Many of those selectors spoke to me of the large quantity of good land that was known to exist at the back of the district.

10. Can you state anything about tapping the traffic towards Bothwell, or of future extension in that direction? I believe that some three-fifths of the line, from Arundel to the Hollow Tree, on the eastern route, would serve for a line through from Arundel to Bothwell. The construction of a branch line to Bothwell, from the Derwent Valley line at Arundel, is, in my opinion, the only justification for the line being taken through these eastern districts.

MR. THOMAS FRODSHAM *called in and examined.*

11. *By the Chairman.*—Your name? Thomas Frodsham.

12. Your occupation? District Surveyor in the District of Cumberland.

13. Can you give us any information as to the description of land on the western bank of the river? The land on the western bank is in the hands of private people, and very poor land indeed; but beyond Russell's Falls River there is a large area of excellent Crown land—about 10,000 acres—all heavily timbered, and a great deal of it suitable for splitting. The country is well watered, there being numerous creeks. There might be double that quantity of land, but it would be some five or six miles from the proposed *blue line* as shown upon the maps. After crossing the River Derwent there is a small settlement called Fentonbury, under agricultural occupation. There were about 1000 acres under cultivation, and 2000 acres in the district adapted for agriculture, and there is a large extent of Crown land of much value near by.

14. Immediately in the vicinity of Fentonbury? Yes; you have to cross Russell's Falls River, as the bulk of good land is there.

15. *By Mr. Burgess.*—How much Crown land is there available for settlement west of Ellendale? Not much more than 1000 acres, as there is a range of mountains in the way. It was hard to say what extent of good land there was.

16. Can you give us any information as to Crown land on the other side of the river? There is very little of any worth. All the Crown land has been taken up on the eastern bank, and it is all very inferior land. About Macquarie Plains the land is very good, but beyond that it is very inferior indeed. There is one settlement called Holly Tree, where the land is very good, and there were two roads extending from the Bothwell road.

17. How many small settlers are there on each side of the river respectively, and each side the route, who would be benefited by the proposed line?—What is the population through which this line would pass? It is a very difficult thing to say; but I think there are about one hundred selectors and two schools in the neighbourhood of Fentonbury; and there is also a school at Ellendale, which is very well filled. There is a very small population after passing Macquarie Plains; and for four or five miles from the present terminus the land is in the hands of private people. Starting from Mr. Williams' property there are a number of small settlers, and there are some on Mr. Downing's land; but after getting away from Macquarie Plains proper the population is very small. I do not know a great deal about the country, but I think beyond there you come into Mr. Clark's property, where there are no settlers at all, excepting one small settlement of twenty or thirty people on the summit of Hamilton Tier.

18. *By Mr. Dooley.*—Are you acquainted with the country near the Ouse? Yes.

19. What is the population of that district?—are there many settlers? No; there are only two properties there—Mr. Brown's and Mr. Clarke's.

20. *By the Chairman.*—Only two properties from Glenora to the Ouse, following the Parliamentary survey? Yes, with the exception of one small property.

21. *By Mr. Braddon.*—What is there beyond that point of 1000 acres you spoke of to induce the Government to run a line of railway in that direction? I cannot say what there is beyond; I only speak of that I have been through.

22. What is the character of the country? It is very heavily timbered with the gum-tree, myrtle, and sassafras.

23. What is the undergrowth? Ferns, heather, &c.—Is it salty? Yes.

24. Does the myrtle predominate there? Well, it is about equal with the other timber in the vicinity.

25. What is the elevation above the level of the sea? I should think between 800 and 1000 feet above the sea level, but I cannot say exactly. I am taking Russell's Falls River as a criterion.

26. The elevation, then, is not too great to stand in the way of cultivation? No; oats and green crops do very well.

27. Is it a friable soil? It is very patchy and variable.

28. It is a general characteristic of myrtle country to have friable soil? Yes; my experience of myrtle country is that it grows very well.

29. But not cereals? No.

30. *By Mr. Dooley.*—Have you been round from the proposed terminus of the Ouse? Yes.

31. Are there many people round that way? Yes, there is a large population when you get six or seven miles out towards Lane's Tier.

32. Then, to reach that population, this line would have to deviate and extend six or eight miles further? Yes.

33. How many more settlers would be benefited by going that distance out of the way? It all depends upon the direction you take. If you go by Lane's Tier, beyond the Ouse, there are between twenty and forty, and there is also a large extent of Crown land beyond Mr. Gellibrand's estate. I cannot say what area it is.

34. What class of land do you think it is? Basaltic soil, and principally timbered with the gum-tree.

35. Is there any myrtle? I cannot speak definitely. I am speaking from what I have heard. Mr. Gellibrand says there is a large extent of Crown land in the neighbourhood I mention.

WEDNESDAY, SEPTEMBER 16, 1885.

MR. FREDK. MILNE, *called in and examined.*

36. *By the Chairman.*—Where do you reside? At Askrigg, Macquarie Plains.

37. Are you acquainted with the country which the eastern route passes through? I went over it with Mr. Fincham, and also went through it carefully before he came with several others.

38. What is the description of the country on the eastern side? Generally agricultural land. The only facility for getting to the present line is by going to Arundel Station. The land generally is good agricultural land. The greater portion of the land round Macquarie Plains is let for 10s. to 12s. per acre for up land, a pound per acre for bottom land, and up to £16 to £17 per acre for hop land. There is a large extent of country equally as good as that now cultivated which would be broken up if railway facilities were given. There is a considerable amount of timber on the land, and if the line were taken along the eastern route it would facilitate settlement in the direction of Espie's Craig on Crown land, which would be productive of trade in split timber and hop-poles, and in what is generally got from Crown land in an unalienated and rough state.

39. Can you give a rough estimate as to how many thousands of acres would be available for agricultural purposes if this line were made? In miles it would be 8 or 10 miles long. We find that production now dies out about 15 miles away from water carriage, and taking railway carriage instead of water, it would be about 15 miles beyond the railway. The productive capabilities of the land round Montacute is excellent, 35 bushels of wheat per acre being obtained, and the land has been let at 4 bushels per acre.

40. *By Mr. Lamb.*—Is the wheat a good milling sample? Yes, it is, and several thousands of acres will be let to small proprietors if the line is made.

41. Was this land ever under cultivation? Yes, a very large portion of it was, but it has gone out of cultivation for want of facilities to get to market.

42. What is the amount of land there? About 50,000 acres of good land, I estimate. Persons prefer to take up private land on rental rather than go on Crown lands and clear it.

43. Does it require much to clear it? No, it is very easily cleared, that is the private land.

44. *By the Treasurer.*—If the Engineer-in-Chief says that the eastern line passes through ordinary sheep country, would that be correct? That depends on what the Engineer-in-Chief calls sheep country; I should say it was not only ordinary sheep country, but also capable of being used for agricultural purposes as well. Of course there would be patches in it of inferior land, but the greater part would be capable of being brought under cultivation.

45. *By the Chairman.*—Are you acquainted with the western bank? I have been over some of it, but my knowledge is only general. In speaking on the western route we have taken the Assessment Roll as our guide. There are 75 different allotments shown on the plan, but there are only 47 families living on them, the annual assessment being only £518, or an average of £11 5s. for each selector.

46. *By Mr. Lamb.*—If the same amount had been spent on the western side that has been expended on the eastern side, would it bring the value up to the same? No, to do so would want the fortune of a Rothschild, or go insolvent.

47. *By the Treasurer.*—What is about the population that would be served by the eastern deviation? The population actually residing there now is very small, except about Macquarie Plains, Hollow Tree, and Hamilton; but the country is of such a nature that it would be readily settled on if railway facilities were given.

MR. JOHN CHARLES BETHUNE, *called in and examined.*

48. *By the Chairman.*—Where do you reside? At Dunrobin.
49. Do you understand the chart produced? Yes.
50. Are you acquainted with the eastern bank? Slightly, from riding over it; I knew the western bank better.
51. *By the Treasurer.*—What is your opinion of the country? The eastern bank is very superior land; that on the western bank is patchy. There are small patches of good land in gullies and river bottoms, but I do not know of any large blocks of good agricultural land there. The eastern bank is also more level and not so mountainous as the western.
52. *By the Chairman.*—Would the land on the eastern bank be valuable for agricultural purposes? Yes.
53. Is it what you would call altogether sheep country? No, not altogether; I think there is a good amount of agricultural country.
54. Do you know anything about the land towards the Russell's Falls River? No, I have no personal knowledge of it.
55. *By the Treasurer.*—Is not the population on the eastern side very sparse at present? Yes.
56. What is it on the western side? There are about 50 families there within the Hamilton Municipality, including Monto's Marsh, Fontonbury, and Ellendale.
57. If Mr. Frodsham said yesterday that there were about 100 families there, would that be correct? Not unless our rolls are incorrect.
58. *By the Chairman.*—Would the land past Ellendale be brought into cultivation? Very little of it. Some of it is so valueless that we have fenced it out, it not being worth fencing in.
59. *By Mr. Lamb.*—Would the people on the eastern bank be served by the Parliamentary line, without going to Arundel station? They would have to go either to Hamilton or Arundel.

MR. WILLIAM LANGDON, *of Montacute, called in and examined.*

60. *By the Chairman.*—Your name? William Langdon.
61. Will you look at the plan of the proposed line and say whether you are acquainted with the country through which it is proposed to pass? Yes, I am acquainted with the country.
62. What description of land is it? By far the greater portion of it is land adapted for the growth of anything. There is a portion of land just before reaching the summit which is not much good, but on the other side of that there are patches of good country.
63. Is there any crown land available? Yes, between six and seven thousand acres, somewhere near Espie's Craig.
64. Can you form any rough estimate of the extent of land that would be available for agricultural occupation on the east bank? Between thirty and forty thousand acres, which I believe is an underestimate. I can speak as far as the Bothwell country is concerned—quite 25,000 acres.
65. That is, outside the land you have already spoken of? Yes, and it is all fit for agriculture.
66. Can you tell us anything about the population in that part of the district? About Macquarie Plains there is a considerable population. I cannot speak numerically. About Hollow Tree there are also a number of farms,—that is, near the Hamilton township, and all the country is capable of supporting settlers. I am sure the large landholders would be glad to cut up their land for that purpose, for it would pay them much better. I, for one, do not cultivate extensively, because we have no railway communication. I am paying £1 per acre for 100 acres in rent, and I only cultivate that amount. Of course, if there were railway facilities I should cultivate from 3000 to 4000 acres.
67. *By Mr. Lamb.*—What sort of land is it, and what would it grow? It is good chocolate soil, capable of producing between 30 and 40 bushels to the acre.
68. Does it want much clearing? No; There is much of it good land and not requiring much clearing. On my side of Bothwell there are between 20,000 and 30,000 acres. I will give you the respective estates on the east and west side of the river, and show their comparative value, as taken from the Assessment Rolls. On the west bank the Hon. J. Brown owns 17,000 acres, assessed at £925; Bethune, 22,000, assessed at £1200, and 47 settlers on Crown land, 3827 acres, assessed at £518, or £11 Os. 5d. per man. On the east bank Mr. Downie owns 4675 acres, assessed at £520; Mr. Walker, 1883 acres, assessed at £283; Askrigg, 1400 acres, valued at £477, of which amount 600 acres are let to tenants; Mr. Abel, 525 acres, assessed at £163, and Mr. Barker, 1250 acres, assessed at £567: the total number of acres being 9713, and the value £2010, on the east side, and the total on the west side 42,827 acres, and value £2643. On the west bank the land is assessed at 1s. per acre, and on the east side at 4s. per acre.
69. Can you tell us much about the west bank of the River Derwent? Yes; I went some years ago across the Derwent somewhere about the proposed crossing and went as far as Russell's Falls River, and I certainly saw no good land, only in patches—not 40 acres in a block; I would not accept a deal of it as a gift.
70. Then the river seems to divide the good land from the bad? Yes; it does so most distinctly. Between Hamilton and Bothwell and also Hollow Tree there are about 20 miles of country without any communication of any description, not even a road. There has never been a shilling of Government money spent in that country since it was a country.

71. It has been the general opinion of Members of Parliament and also the public, that if railway communication was established the large landholders would not throw their land open for settlement; what is your opinion? My opinion is that they would open the land for settlement. It is my own feeling to do so. Tenants would pay much better than running sheep upon it.

72. If railway communication was established you believe they would throw their land open for agricultural purposes? Yes, decidedly I do.

73. *By Mr. Dooley.*—Would the extension of the railway to the Ouse cause them to throw open their land? I believe some people in that district would do so, but not all, because further extension still would be required to give them that opportunity; either from Arundel to Bothwell, or from Hollow Tree to Bothwell, a branch line would be necessary.

74. The immediate construction of the line along the river would not have a favourable effect on the interests of the people in that direction? On that side of the river the country is worthless, and people on the other side would oppose it strongly.

75. *By Mr. Lamb.*—What is the distance from Arundel Station to your property? About ten miles.

76. Would it benefit your property? Yes, it would, for we have a very bad road indeed.

77. *By Mr. Dooley.*—Then in what direction do you think a railway would most generally benefit the country at large? Either from Arundel Station to Bothwell, or from Hamilton Station to Bothwell. There is no get-away from Bothwell in the Green Ponds direction. There is a proposed line from Brighton to Apsley that would, in a measure, serve the purpose, but I question whether the line will ever be extended in that direction, and all my property and about me would be excluded. It would not serve that country at all.

78. Then, a line along the river would be injurious to the best settlements in that part of the country? Yes, the opinion is we should be paying for a line that would not pay for itself. We should certainly be taxed to pay for it, and it would not be a reproductive line.

79. Is there any other possible course to take? Well, I believe there is a survey being made by Mr. Mault, within two or three miles from Hamilton, where a tunnel will be required; but I cannot say what the extent of the tunnel will be.

MR. JOHN TUNIE REID, *called in and examined:*

80. *By the Chairman.*—Your name? John Tunie Reid.

81. Where do you reside? In Hobart at present.

82. Will you look at the chart upon the table, and say if you can give us any information about the country through which the line is proposed to pass? I knew the country between Hamilton and Macquarie Plains, and I have also been through the Broadmarsh country, and between Hamilton and Macquarie Plains: it is all very good country and adapted for agriculture.

83. Is the character of the soil good? Oh, yes, very good indeed.

84. Are you acquainted with the country through which the proposed deviation of the line runs, and what is the character of the country on the western bank? It is very rough, hilly, and scrub country.

85. Is there much land available for agricultural occupation? No, only here and there in the gullies and on the sides of the hills,—without very heavy clearing. I consider it a very poor piece of country in that district.

86. Are you acquainted with Russell's Fall's River? No, I cannot give any information concerning that part of the country, but on the north side of Russell's Fall's River it is a large valley, and the country generally mountainous.

87. Give us your opinion on the question of whether the line would be the most productive, on the eastern or the western bank of the river? My opinion is that the line should be taken the shortest way to Hamilton. I should think the eastern bank would be the best, along the main road. I think it is quite practicable to take the line through Macquarie Plains, in the direction of the main road to Hamilton, by the Waverley Hill—by Glenora a tunnel would be necessary.

88. Then you think the Parliamentary survey, by the river, would be the best? Well, it is very poor country.

89. Would it serve the people on the other side of the river? Well, no, not without bridges.

90. *By Mr. Lamb.*—Is any of the land between the proposed line and the Ouse capable of improvement? It is very poor, and not fit for agricultural purposes.

91. *By Mr. Braddon.*—Then, supposing the line follows the course projected by the Government, all the traffic would drain down to it? Well, it would give reasonable railway facilities, if bridges were thrown across the river.

92. *By Mr. Dooley.*—Would it be of any immediate utility if the line were to pass between Hamilton and Macquarie Plains? Well, it is all stocked, and very fine soil.

93. *By Mr. Lamb.*—What proportion is adapted for agriculture between Macquarie Plains and Hamilton? Fully half of it.

TUESDAY, SEPTEMBER 22, 1885.

MR. LOUIS MANTON SHOBRIDGE, *called and examined.*94. *By the Chairman.*—Where do you reside? At Fenton Forest.

95. Are you acquainted with the country on the western route between Glenora and the Ouse? Yes.

96. Will you give a description of the country on the Parliamentary surveyed route? The frontage on the Derwent generally is patches of good feeding ground, suitable for sheep, and a good extent of it might be cultivated. Of course it has a frontage on the Derwent for a supply of water. There are not many streams coming in between the Russell's Falls and Jones's Rivers.

97. Can you describe the western route? The first few miles is not first-class land, although there is a good bit even of that which might be cultivated. At present there are several patches of hop land near the river from near Glenora Station, and this might be extended. As we get on to Fentonbury we get into the vicinity of Crown land. At this point, where the line would cross the Russell Falls River, I have travelled 15 miles up that river, and it is a valley that is eminently suited for running a tramway or branch railway from the main line. The Parliamentary surveyed line will not be so well suited for running a branch from as is the western route, from which there would be no difficulty at all in getting a tramway up. The land is heavily timbered, but the land is good. There is a large number of tributaries running into the Derwent about half a mile apart, and wherever they occur there is a good belt of very rich soil.

98. *By the Chairman.*—What is the estimated extent of the land? I should think I would be within the mark in saying it contained 15,000 acres, and the farther we went the better the land became.

99. How much did you see yourself? About 10,000 acres.

100. *By the Treasurer.*—That is as far as you went yourself? Yes, we would have gone farther, but wet weather set in.

101. Can you tell us anything about the settlement at Fentonbury? I have known it for about 10 years; then there were only a few huts. I cannot say what number of settlers there are now; but there are two schools in the vicinity, and the land is being cleared very fast. The settlers, however, find that it is useless for them to clear the land, as they cannot get their produce away. One man there now has tons of potatoes in the ground which he cannot get to market. Hamilton is their chief market, as the road to Arundel is impassable.

102. Cannot you give the approximate number of settlers? No; but I believe a return is being made up.

103. *By the Chairman.*—Is there any more land available for settlement near Fentonbury or Ellendale? Yes, but I cannot estimate the quantity. From Ellendale to Florentine is 14 or 15 miles, where there would be no difficulty in running a branch road or tramway, and from there to the Great Bend or Gordon is the most direct route *en route* to Macquarie Harbour.104. *By Mr. Dooley.*—What sort of land is the 15 miles between Ellendale and Florentine? First-rate land. It is heavily timbered, and the timber is excellent for splitting and sawing.105. *By the Chairman.*—Are you acquainted with the eastern bank? Somewhat; I have travelled the road from Gretna to Hamilton.

106. Can you form an opinion of the country? I believe a good deal of it is open country, hilly, but very well suited for pastoral purposes, being the reverse of the western bank, where all the good land is heavily timbered. The Crown land is to the west of the western line, which skirts the boundaries of the really good agricultural land; the large land proprietors are on the eastern side of the line. The export from Macquarie Plains is generally hay and corn; from Glenora, fruit and hops; from Ellendale, sawn and split timber, potatoes, hops, and fruit; from Hamilton, wool, stock, and bark; from Ouse, wool, stock, corn, and hay. One advantage of the western line is that it opens up the timber country. The whole of the Derwent Valley is eminently suited for growing fruit; there is a considerable trade now done in fruit, and it will increase when this line is opened up. The fruit requires cases, and, by the Codlin Moth Act, if we are declared a clean district we will be prevented from getting cases from Hobart. We must then obtain new cases for ourselves, and the western line will open up the timber country enabling that to be done. Saw-mills and splitting employ a large number of men, and, as far as I could see, there is very little good timber on the eastern line. There is no doubt the western line will open up a large extent of Crown land for selection. One reason why it is suited for selection is that there are so very many small streams of water there, giving a good supply of water. On the eastern side we did not find one large stream or tributary to the Derwent till we got to the Clyde, none of them being large enough for motive power without artificial storage, but Jones's and Russell's Falls rivers give every selector there power to construct a race and have his water-wheel. At present the land on the western side is no good for sheep, and never will be occupied by sheep. Sheepowners have looked at it and said it was no good, there being no grass; it is forest country. When the land is being taken up under existing conditions it means the wholesale destruction of the timber, for there are no means of getting the timber to market. If there was a market for the timber it would enable the selectors to almost pay for their land by the sale of timber.

107. Might not the land on the eastern bank be made available for agricultural purposes? Some of the land is suited for agriculture and could be so used.

108. Is a large extent of it agricultural land? Yes; it is mostly suited for hay, wheat, and corn generally.

109. Would not the effect of moving the Parliamentary surveyed route to the western route still further take the line from the eastern bank? I think not, because of the Derwent.

110. Could not bridges cross the Derwent and bring them into communication with the Parliamentary line? I think it is not practicable, owing to the banks being so precipitous, and the blind creeks make it

very difficult to cross. There would be a difficulty on the eastern bank in cutting up the land for small selections, in consequence of the difficulty in getting a water supply.

111. *By the Treasurer.*—As a matter of fact, owing to the land on the eastern bank being taken up, settlement is proceeding rapidly on the western side? Yes, rapidly.

112. And extending to the west of Fentonbury and Ellendale? Yes. There are now two public schools there. One at Fentonbury, with about 50 scholars; and one at Ellendale, with over 70.

113. *By Mr. Dooley.*—In reference to the valleys and streams, do you attribute the suitability for growing fruit due to the climate or to the soil? Both. The soil is well suited both for fruit and hops. About 80 acres of hops are now planted out in the Ellendale and Fentonbury Districts.

114. Is the climate also suited for them? Yes.

115. What is the nature of the soil? Deep black sand in the bottoms, all being made soil, and alluvial deposits from the heavy forest country, with musk, pear-tree, and small scrub.

116. Does the frost affect it? Yes, a little, but not much. In the valleys the frosts are not much felt, and the western side is more sheltered from the wind than the eastern bank.

MR. JAMES CLARK, JUN., *called and examined.*

117. *By the Chairman.*—Where do you reside? At Ellendale.

118. Are you a selector. My father purchased 1300 acres from the Government.

119. Are you working on your father's land? No, my father gave his sons 100 acres each.

120. You are working on your 100 acres? Yes.

121. How much have you under cultivation? About 50 acres.

122. What do you grow? Four acres of hops, yielding 12cwt. to 14cwt. per acre, oats, wheat, turnips for fattening sheep, and potatoes.

123. How many settlers are there in that district? About 60 are working on land at Fentonbury and Ellendale. There may be more.

124. Are you acquainted with the crown lands in the neighbourhood? Yes.

125. Is there much land there available for selection? Yes, a deal of land; I should think 40,000 acres and upwards could be selected.

126. Where would that be? Up Russell's Falls River, and between that river and Jones's River.

127. Have you been over the land? Yes, I have travelled it a deal lately, showing it to people who are taking it up.

128. What is it like? It is good soil, some being black, some chocolate, and some black sand.

129. Is it heavily timbered? Some of it is very heavily timbered, and some not so heavy. There is any quantity of timber that might be used for splitting purposes.

130. Is it a mountainous country? No.

131. Where else does it extend? It comes up between Jones's River and the Broad River, where there is a large scope of Crown land equally good.

132. What sort of land is it round the Russell's Falls River? Good land, especially on the north side, where there is a much larger scope. There are two flats there which are very good land.

133. Have you been on that land? Yes.

134. Is it good for cultivation? Yes, it could not be better. Up towards the Florentine there is also a fine scope of good land.

135. How far is Florentine from Ellendale? About 14 or 15 miles.

136. Is it over a mountain range? No, it is pretty flat.

137. *By Mr. Dooley.*—Have you been to Florentine? Yes; from the Broad River, going west.

138. *By Mr. Burgess.*—Is settlement still going on in the Ellendale and Fentonbury districts? Yes, it is; I have shown land there lately to people who are taking it up.

MR. JOHN CARLYLE, *called and examined.*

139. *By the Chairman.*—Where do you reside? At Ellendale.

140. Are you a selector? Yes, a selector from the crown.

141. How much land did you select? 50 acres.

142. How long have you been on it? 14 years.

143. How many acres have you under cultivation? 25.

144. What do you grow? Potatoes, wheat, oats, and all kinds of vegetables.

145. Are you acquainted with the land in the neighbourhood? Yes.

146. How many families are there? In my neighbourhood about 20 families.

147. Do you know the crown land there? Yes; I have split and sown on it most of my time.

148. What sort of land is it? Good land, and it reaches from Ellendale to Florentine Valley. About 20 miles of it would be taken up if it were tapped by railway. I have been through to Florentine.

149. What is the description of the land? Heavily scrubbed land.

150. How much is there in Florentine Valley? About 6000 acres that I know of personally.

151. *By Mr. Dooley.*—Is it good land all through? No, not right through, but more than half of it is good.

152. Could you get a road to it? Yes, there is now a road known as Dawson's road. If that valley had been opened up years ago the place would have been rushed. There is not such a place in the Island for splitting timber.

MR. ARTHUR RANSLEY *called and examined.*

153. *By the Chairman.*—Where do you reside? I am a selector at Ellendale.

154. Did you select land from the Government? Yes, 150 acres.

155. How long have you had it? About 11 years.

156. How much have you under cultivation? About 30 acres.

157. What do you grow? Hops, apples, potatoes, wheat, and vegetables.

158. Why have you not cleared more of the land? The roads are very bad for getting produce to market. For that reason I have let some of the cleared land fall out of cultivation.

159. Are you acquainted with the Crown lands in the neighbourhood? Yes.

160. In what locality? Russell's Falls, Jones', Styx, and Sassafras Rivers.

161. What is the character of the land up Russell's Falls River? Black soil, there being about 10,000 or 12,000 acres.

162. Have you been there yourself? Yes.

163. Is it good land? Yes, very good.

164. Is it as good as it is at Ellendale? Yes, better.

165. Is there any Crown lands at the Styx? Yes, a great deal; I should say 20,000 acres or more.

166. What sort of country is it? Black loam and chocolate soil, very heavily timbered.

167. Is the timber good? Yes, for sawing and splitting.

168. Is there good land in the Sassafras neighbourhood? Yes, fine land. Some gentlemen have recently taken up land there.

169. Is settlement increasing at Ellendale? Yes.

170. What is the number of settlers there? About 70 or 80 families, including Ellendale and Fentonbury.

171. How many children attend the schools? About 70 at Ellendale, and 50 could go to Fentonbury.

MR. CHARLES HANLON *called and examined.*

172. *By the Chairman.*—Where do you reside? At Ellendale. I am a selector from the Crown.

173. How much land have you? 125 acres.

174. How long have you been there? Seventeen or eighteen years.

175. How much land have you under cultivation? Over fifty acres.

176. What do you grow? Hops, wheat, potatoes, turnips, and mangolds.

177. Do you get good crops? Yes. I have a good crop to-day in the barn, but cannot get it away to market.

178. Is the settlement increasing? Yes.

179. Are you acquainted with the Crown land in the vicinity? Yes.

180. In what direction? Towards the Florentine.

181. How many miles have you travelled towards the Florentine? Eight or nine miles.

182. What sort of soil is it? Mixed; generally vegetable soil, with clayey bottom, and heavily timbered.

183. What sort of timber? The Huon is nothing to it. It is good for both sawing and splitting.

184. What sort of scrub is there? Dogwood, blackwood, and sassafras generally.

185. What sort of heavy timber? Stringy-bark and cabbage gum.

186. *By Mr. Braddon.*—Is the country level? Not all level; there are hills and gullies with streams running through them.

187. How far from the road have you to go before getting on good land? In fact there is no road; potatoes are rotting in the ground owing to there being no road. You go a good distance from the track before reaching good land.

188. *By Mr. Dooley.*—When the railway is made to Glenora, will you not be able to use it? Yes, by coming a good distance—I will have to go ten miles; but the railway to Glenora will never open up the Crown land.