

(No. 120.)



1888.

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PARLIAMENT OF TASMANIA.

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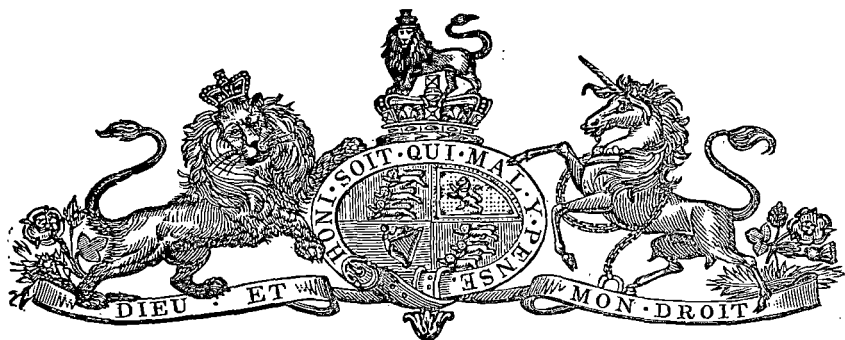
ROAD BETWEEN DYNAN'S FORD BRIDGE AND  
V. D. L. CO.'S CROSSING-PLACE :

CORRESPONDENCE *RE* VOTE FOR SURVEY.

*Return to an Order of the House. (Mr. Dooley.)*

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Laid on the Table by the Minister of Lands, August 15, 1888 ; and ordered by  
the House of Assembly to be printed, August 30, 1888.



*RETURN showing Expenditure on Vote for Road Survey between Dynan's Ford Bridge, River Mersey, and the Van Diemen's Land Company's Crossing-place, Forth Bridge. (46 Vict. No. 26—From Mersey Bridge, near Gad's Hill, to Waratah, £500.)*

<i>Date.</i>	<i>Name.</i>	<i>Particulars.</i>	<i>Amount.</i>
1882.			£ s. d.
April and May	Chalmers, H. J.	Surveying road	50 0 0
Ditto	Wages	Chainmen	35 2 0
June 11th, July 14th	Chalmers, H. J.	Surveying road	63 0 0
Ditto	Wages Abstract	Labourers	28 0 0
April and May	Chalmers, H. J.	Repayment cost of rations	29 11 7
July 20th	ditto	Freight, &c.	10 15 0
May and June	ditto	Surveying (6 days)	12 12 0
May 30th	R. R. Rex	Wire rope	7 19 0
April and May	Chalmers, H. J.	Balance survey	85 0 3
1883	Departmental charges	...	7 2 9
			£929 2 7

The amounts voted by Act 46 Victoria, No. 26, for Road Surveys were charged to Revenue, and the unexpended balances of these votes have consequently lapsed.

W. SMITH, *Chief Clerk Public Works.*  
3rd August, 1888.

*Circular Ponds, 9th April, 1883.*

SIR,

I STARTED on the 12th of March in search of a road from the Mersey Bridge to Mount Bischoff. After looking at the east side of Gad's Hill we found two routes where a road could be got: we marked the best. A good road can be obtained not exceeding one in twelve, and across the top of the hill it is all level ground. We then started at the Forth River, carrying two lines up; one does not exceed one in twelve. The 5 miles rise does not want much curving. By crossing the road several times there is no obstacle to stop a good road right through to Middlesex. This would pass through a large quantity of rich agricultural land, well watered, also a large quantity of wattle, and good splitting timber.

I am, Sir,

Yours truly,

HENRY ANDREWS.

*To the Chairman of the Meeting for the Road to Mount  
Bischoff that was held at Chudleigh.*

*Chudleigh, 10th April, 1883.*

GENTLEMEN,

SINCE receiving the appointment, I beg to submit the following for your perusal, and have to state that we have succeeded in finding a good grade for a road since we started out for that purpose. The line of country passed over contains a large area of first-class agricultural land, comprising many thousands of acres. The belt referred to has also one of the finest beds of timber that one could wish to see for splitting and sawing purposes: it is without doubt the finest forest of

timber that I know of in the colony at the present time. On reaching the table land we found that blocks had already been surveyed off, and I may here remark that I was informed that stock do well on it; the land here must become eventually very valuable; there is also abundance of wattles growing here. I met Mr. James Dooley and his assistant, and camped with them: they are busy making a flying survey for a road to connect this part of the country with Kentishbury, and are sanguine of success; but Deloraine *viâ* Chudleigh is undoubtedly the best for the good of the whole country at large. I then met Henry Andrews and Joseph Roberts, who told me they had found a good grade, and we resolved to join them and push the line through, as our time was getting short. In returning from Middlesex I obtained a good show of gold of a splendid sample in a small tributary of the Forth, and can confidently assert that it will ere long become a remunerative field for the prospector. On the table land west of the Forth, approaching Middlesex, the land is all open forest, but not of the best description, although minerals are known to exist, and the road will greatly facilitate in opening up. I may here state that there is a splendid forest of pine, growing 5 miles from the Middlesex Station Homestead west of south, of excellent quality, and will become very valuable when this road is opened.

I would urgently recommend that a bridge be built at the present crossing of the River Forth, as it is almost a risk of life to ford through it at this season of the year; the late rains have caused it to rise considerably. We have had a very rough trip owing very much to the rain, but have accomplished the object in view—to obtain a good grade for a road right through. With more time most likely a better line could be got; three weeks was rather short with such weather.

I have the honor to be,  
Gentlemen,  
Yours truly,

JOHN MUMFORD.

P.S.—This road could also be utilised for a more direct line of road to the Pieman River Goldfields, and the West Coast Tin Mines. I could get on horseback to the Pieman (if the road was cleared) from Deloraine in two days.

J. M.

*To the Chairman and Committee of Bischoff  
and Deloraine Roadway.*

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CHUDLEIGH ROAD DISTRICT.

*Deloraine, 17th April, 1883.*

SIR,

At the request of John Hart, Esq., Warden of Deloraine Municipality, I have the honor to enclose a report of two parties, who were employed by a committee chosen at a public meeting held at Chudleigh for the purpose of ascertaining that a practicable road could be obtained from Gad's Hill bridge so as to open that large tract of land west and south west of the Mersey River, and also to reach Mount Bischoff and the Pieman.

The District Surveyor stating that it would greatly facilitate the work for him if two parties were sent to mark the best route, this was acceded to, and a subscription for paying those persons was at once opened.

Knowing the great interest you take in developing the resources of every district, we enclose the report furnished to us, and would suggest that if there should be any applications for blocks of land that you will not allow any selections until the road is surveyed, and you have official statement of the value of the land in the localities referred to.

I have the honor to be,  
Sir,  
Your most obedient Servant,

*The Hon. NICHOLAS J. BROWN, Esq.,  
Minister of Lands and Works.*

JAMES LOVEJOY,  
*Chairman of Chudleigh Road District.*

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*Public Works Office, Hobart, 13th July, 1883.*

SIR,

I REGRET that your communication, dated 17th April last, on the subject of road from Gad's Hill to Bischoff, was, through an oversight, only seen by me a few days ago.

Instructions were given to the Engineer-in-Chief some time since to have this survey arranged for; and I am glad to learn that through the assistance offered by those interested, as referred to in your letter, this work has been greatly facilitated.

Your request that "I will not allow any selections until the road is surveyed and official statement furnished of the value of the land in the localities referred to," has been noted, and will be attended to.

I have the honor to be,  
Sir,

Your obedient Servant,

NICHOLAS J. BROWN,  
*Minister of Lands and Works.*

JAS. LOVEJOY, *Chairman Chudleigh Road Trust.*

*Deloraine, 16th July, 1883.*

SIR,

I HAVE the honor to inform you that I have been compelled to relinquish the road work for the present, the weather was so continuously wet and cold, with every appearance of continuing so for some time to come. The whole of the surrounding country is covered with snow, which so retards my progress and prevents my avoiding wet and swampy localities, that I have thought it best for the present to leave it.

I have cut through to Mr. Field's station on Middlesex Plains without meeting with any serious difficulty in the grades, and anticipate that there is now under 20 miles left to be finished. I will plot the first section to the Forth River at once and forward you the plans.

Will you approve of the step I have taken in order that I may be assured that I have done as you wished?

I have the honor to be,  
Sir,

Your obedient Servant,

HENRY J. CHALMERS.

J. FINCHAM, *Esq., Engineer-in-Chief.*

*Public Works Office, Hobart, 9th August, 1883.*

SIR,

I AM in receipt of yours dated 16th ult., intimating your relinquishing road work for the present owing to the continued unfavourable state of the weather.

Your action in so doing is proper; but as payment has been made to you, I should wish work sent in plotted as far as possible and without delay.

I am, &c.

JAMES FINCHAM, *Engineer-in-Chief.*

H. J. CHALMERS, *Esq., Deloraine.*

*Deloraine, 5th October, 1883.*

SIR,

I HAVE the honor to forward you plans of the first portion of the road from the Mersey Bridge, at Gad's Hill, to Waratah.

From the Mersey the road rises gradually for a distance of a little over two miles and a half (2m. 54c. 63l.) to station 91. On the edge of the slope, from the table land of Gad's Hill to the Mersey River, the grade of this portion is very nearly 1' in 10'. From station 91 on the plan to 100, the grade is about 1' in 240'. This is country known now as "Oliver's New Country," and is mostly plains, with small bunches of tea-tree belts. From station 100 (marked on the plan) to 213 is the western slopes of Gad's Hill to the Forth River, which falls on an average of 1' in 14'. This hill is the only difficulty in the way on this route. From the Forth River to Middlesex, a distance of five miles, there is a gentle rise; and from five miles to the Brown Mountain it is nearly level. After leaving the Brown Mountain to Waratah, it is also more or less level. I estimate the distance at about 45 miles from the Mersey Bridge, and about 70 miles from Deloraine to Waratah. There are no costly works to be met with in construction beyond bridging the Forth River.

The land on the eastern slope of Gad's Hill is good agricultural land, heavily timbered, as is also the slopes leading to the Forth River on the west side, but of much greater extent. Oliver's New Country is open plain country, and the land around Middlesex is also open grass land.

I am sorry you sent me such small sheets for plotting; it is almost impossible to put so much information on one sheet and make the plan look well. I am in hopes of pushing the other portion of this road through to Waratah in much less time than the first section.

I have the honor to be,

Sir,

Your obedient Servant,

HENRY J. CHALMERS, *District Surveyor.*

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

*Public Works Office, Hobart, 30th October, 1883.*

SIR,

WITH reference to yours dated 5th instant, as to road from the Mersey Bridge at Gad's Hill to Waratah, I beg to inform you that it is not considered desirable to continue survey on present line, the grade up Gad's Hill from the Mersey Bridge (2m. 54c. at 1 in 9.9) being too steep for anything but a pack track, and certainly not advisable for the first-class road contemplated hereafter.

The work, moreover, has been so costly that the balance of funds will be quite inadequate for its completion now.

Be good enough to send in diary.

I am, &c.

JAMES FINCHAM, *Engineer-in-Chief.*

H. J. CHALMERS, *Esq., Deloraine.*

TELEGRAM.

*Deloraine, 22nd October.*

WOULD like to see you and the Minister personally before you decide finally upon Gad's Hill Road. Will you sanction my railway expenses Deloraine to Hobart and back? Send me reply early.

H. CHALMERS.

JAS. FINCHAM, *Esq.*

#### MEMO. OF INSTRUCTIONS, ROAD SURVEYS.

*Scale.*—For plan, 8 inches = 1 mile (10 chains = 1 inch.) For section, vertical, 80 feet = 1 inch. For section, horizontal, 8 inches = 1 mile (10 chains = inch).

*Plotting.*—To be on separate sheets of imperial drawing paper, each sheet to contain  $3\frac{1}{2}$  miles of plan at the top, with its corresponding  $3\frac{1}{2}$  miles of section below; cut lines to be accurately drawn, so that either plan or section can be correctly joined in a continuous manner at any time.

*Plans.*—To have a "north point" marked on each sheet, centre of road and bearing of same, and  $\frac{1}{4}$ -mileage being also marked. To show position of fences, streams, rivers, or roads (public or private) for a distance of 5 chains on either side of line, and any special object within  $\frac{1}{4}$  mile of line. Forest, marsh, or open country, or open bush land, to be indicated by writing or otherwise on plans.

*Sections.*—To show profile of ground and positions of all streams, rivers, or roads crossed, and to contain notes descriptive of ground over which road would be made,—as "rocky," "gravelly," "clayey," &c. Datum may be "stepped." Sideling ground to be noted, with approximate angle of slope.

*Marking.*—To be done in a permanent manner. Trees along the line to be rung in sufficient numbers to make the line easily to be traced hereafter. "Stations" to be numbered on trees or stakes as far as practicable, and when they may not be available, then the principal stations shall be indicated by a mound of earth or stones.

It is specially requested that the surveyors do the marking in such a way as shall render it possible to trace the line without difficulty a few years hence.

*Bench Marks.*—To be left at convenient places.

*Field Books.*—To be the property of the Government, and to be sent in on completion of surveys.

J. FINCHAM.