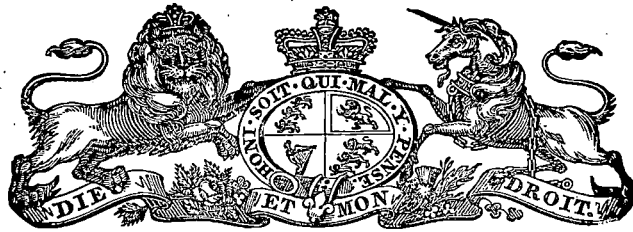


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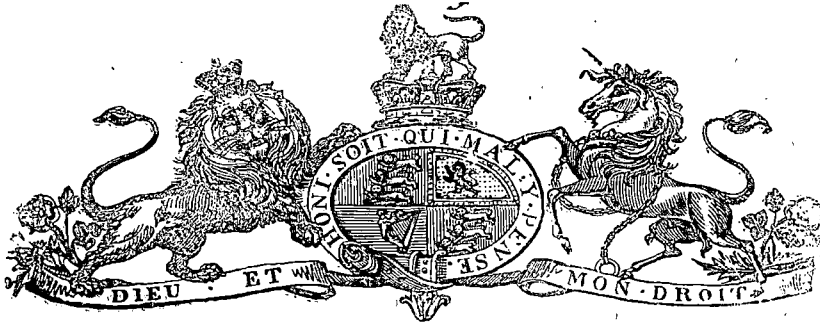
T A S M A N I A .

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

**PROPOSED ROAD FROM SWANSEA TO
CAMPBELL TOWN :**

PETITIONS IN ITS FAVOUR.

Laid upon the Table by the Minister of Lands, and ordered by the House to be printed, September 15, 1880.



Cambria, Swansea, Glamorgan, 24th June, 1878.

SIR,

I HAVE the honor to enclose you, for presentation to the Governor in Council, a Petition from Fifty-six inhabitants of Glamorgan, chiefly landed proprietors, praying that His Excellency will cause to be included in the Scheme of Public Works the sum of Four thousand Pounds, or such sum as may be deemed necessary, for the purpose of constructing a road between Swansea and the Main Line Railway at Campbell Town.

I have, &c.

JOHN MEREDITH.

To the Hon. the Colonial Secretary, Hobart Town.

*To His Excellency FREDERICK ALOYSIUS WELD, C. M. G., Governor and
Commander-in-Chief of Tasmania and its Dependencies.*

The Petition of the undersigned Inhabitants of Glamorgan.

RESPECTFULLY SHOWETH:

THAT in the year 1865 a Petition was presented from this district to the Governor in Council, requesting that the sum of Four thousand Pounds might be placed on the Scheme of Public Works then to be presented to Parliament, said moneys to be applied to the construction of a road between Swansea and Campbell Town.

That said Petition was favourably received, but was too late to be included in the list of Public Works. Said Petition was laid on the Table of the House of Assembly by the Colonial Treasurer, and ordered by the House to be printed, 19th September, 1865.

That now the Main Line Railway is in use between Hobart Town and Launceston your Petitioners are anxious to avail themselves thereof and to be connected therewith by the most direct route.

That a careful Preliminary Survey has been recently made of a proposed new line of road from a point on the present Main District Road, six miles north of Swansea, to the nearest Station of the Railway, namely, at Campbell Town, and it has been ascertained that an excellent road can be made throughout at a moderate cost.

That the rise of the said road will not exceed an average of one in thirty to the top of the dividing range, the ascent being always continuous, though occasionally at a lower gradient.

That thence the proposed line of road avoids all marshes, and continues on sound and almost level ground till it descends on an easy gradient to Windfall Plains, after crossing which the descent to Campbell Town, down the Green Hills, is made at about one in twenty-five.

That your Petitioners beg to add that if the Government should send an officer to inspect the proposed line, and pronounce on its practicability, two of the gentlemen who have made the Preliminary Survey are prepared to accompany him.

That your Petitioners therefore earnestly pray that your Excellency will cause to be included in the Scheme of Public Works the sum of Four thousand Pounds, or such sum as shall be deemed necessary, for the purpose of constructing a road as aforesaid between Swansea and the Main Line Railway at Campbell Town.

And your Petitioners will ever pray.

Francis Cotton, landholder.
John Meredith, landholder.

George F. Story, M.D., landholder.
H. B. Yeates, Swansea.

[And 52 Signatures.]

FORWARDED to the Hon. the Minister of Lands and Works. The receipt of the Petition has been acknowledged.

WM. MOORE.
25th June, '78.

REFERRED to Ministers.

FRED. A. WELD.
July 1, '78.

2nd July, 1878.

SIR,

I AM directed by the Honorable the Minister of Lands and Works to inform you that a Petition from Fifty-six inhabitants of Glamorgan, chiefly landed proprietors, praying that His Excellency will cause to be included in the Scheme of Public Works a sum of Four thousand Pounds, for the purpose of constructing a road between Swansea and the Main Line Railway at Campbell Town, has been referred by His Excellency the Governor to Ministers, and will receive the early consideration of the Cabinet.

I have, &c.

GEORGE F. LOVETT, *Ministerial Clerk.*JOHN MEREDITH, *Esq., Cambria, Swansea.*

To His Excellency the Governor in Council, &c.

The Petition of the undersigned Inhabitants of Glamorgan and Campbell Town.

RESPECTFULLY SHOWETH:

That in the year 1865 a Petition was presented from the first-named District to the Governor in Council, requesting that the sum of Four thousand Pounds might be placed on the Scheme of Public Works then to be presented to Parliament, such sum to be applied to the construction of a road between Swansea and Campbell Town.

That the said Petition was favourably received, but was too late to be included in the list of Works. Was laid on the Table of the House of Assembly by the Colonial Treasurer, and ordered by the House to be printed, 19th September, 1865.

That now the Main Line Railway is in use the inhabitants of Glamorgan are anxious to avail themselves thereof, and to be connected therewith by the most direct route.

That a careful Preliminary Survey has been made of a proposed new line of road from a point on the present Main District Road, six miles north of Swansea, to the nearest Station of the Main Line Railway, namely, at Campbell Town, and it has been ascertained that an excellent road can be made throughout at a moderate cost.

That the rise of the said road will not exceed an average of one in thirty to the top of the dividing range, the ascent being always continuous, though occasionally at a lower gradient.

That thence the proposed line of road avoids all marshes, and continues on sound and almost level ground, till it descends on an easy gradient to Windfall Plains, after crossing which the descent to Campbell Town down the Green Hills may be made at about one in twenty-five.

That your Petitioners therefore earnestly pray that your Excellency will cause to be included in the Scheme of Public Works the sum of Four thousand Pounds, or such sum as shall be deemed necessary, for the purpose of constructing a road as aforesaid between Swansea and the Main Line Railway at Campbell Town.

And your Petitioners will ever pray, &c.

Frederick A. Padfield.
Chas. Perkins.Geo. H. G. Fletcher.
A. S. Raiker.

[And 126 Signatures.]

FOR Ministers.

FRED. A. WELD.
Aug. 1, 1878.

FORWARDED to the Honorable the Minister of Lands and Works.

B. TRAVERS SOLLY.
2. 8. '78.

5th August, 1878.

GENTLEMEN,

I HAVE the honor to acknowledge the receipt of a Petition signed by one hundred and thirty of the inhabitants of Glamorgan and Campbell Town, addressed to His Excellency the Governor, and referred to Ministers to be dealt with, on the subject of including in any future Scheme of Public Works which the Government may recommend to Parliament a sum of Four thousand Pounds to defray the cost of constructing a road between Swansea and the Main Line of Railway at Campbell Town Station.

In reply I have to inform you that the matter shall receive the consideration of the Government.

I have, &c.

NICHOLAS J. BROWN,
*Minister of Lands and Works.*Messrs. FREDK. A. PADFIELD, G. H. G. FLETCHER,
CHAS. PERKINS, and others, *Campbell Town.*

Cambria, Swansea, Glamorgan, 17th July, 1880.

SIR,

I HAVE the honor to forward you for presentation to His Excellency the Administrator of the Government in Council a Petition from 74 landowners and leaseholders, inhabitants of Glamorgan, praying "that His Excellency will cause to be included in the Scheme of Public Works the sum of Four thousand Pounds for the purpose of making a road between Glamorgan and the Main Line Railway at Campbell Town."

It was considered desirable that the Petition should be presented as soon as possible, considering the short time that will intervene before assembling of Parliament, and therefore only two days could be devoted to obtaining signatures. Doubtless many more would have signed if the opportunity had been afforded them, but there was no time to go north of Glen Gala.

Will you be pleased to present the Petition at the next meeting of the Executive Council.

I have, &c.

To the Honorable the Minister of Lands and Works, Hobart Town.

JOHN MEREDITH.

To His Excellency SIR FRANCIS SMITH, Knight, Administrator of the Government of Tasmania and its Dependencies, in Council assembled.

The Petition of the undersigned Landholders and Ratepayers, Inhabitants of Glamorgan.

RESPECTFULLY SHOWETH :

THAT at the present there exists no practicable direct road from the District of Glamorgan to the Main Line Railway.

That in the year 1865 a Petition was presented from this district to the Governor in Council requesting that the sum of Four thousand Pounds might be placed on the Scheme of Public Works then to be presented to Parliament, said money to be applied to the construction of a road between Swansea and Campbell Town.

That said Petition was favourably received, but was too late to be included in the list of Public Works. Said Petition was laid upon the Table of the House of Assembly by the Colonial Treasurer, and ordered by the House to be printed, 19th September, 1865. (*Vide* Paper No. 103, Journals of House of Assembly, Vol. 12.)

That in May, 1878, a Petition, signed by 56 inhabitants of Glamorgan, chiefly landed proprietors, was presented to the Governor in Council, "praying that His Excellency will cause to be included in the Scheme of Public Works a sum of Four thousand Pounds for the purpose of constructing a road between Swansea and Campbell Town."

That in July, 1878, a Petition embodying a similar prayer was presented to the Governor from 130 inhabitants of the District of Campbell Town.

That your Petitioners are anxious to avail themselves of the Main Line Railway, and to be connected therewith by the most direct route.

That a vote for the survey of the line of road has passed both Houses of Parliament, and that the survey is now nearly completed by a duly qualified surveyor, under instructions from the Lands and Works Department.

That the surveyor reports the line of road to be an excellent one, of easy gradients, chiefly of gravel formation, no marshes, no bridge required, and that a good road can be made from Swansea to Campbell Town within the amount stated by your Petitioners.

That of the proposed road about seven miles form a portion of the main road of the district now in use between Swansea and Glen Gala, and that about six miles at the Campbell Town end is also a good road, drained and gravelled, thus leaving not exceeding twenty-seven miles of road to be completed.

That extensive belts of timber abound on each side of the road indicated, which from their position are quite valueless; and although within a few miles of the three bridges now being erected over the Meredith, Wye, and Cygnet Rivers, all the timber for them had to be brought from Hobart Town, thus greatly increasing the cost of these works, as also of the jetty.

That your Excellency's Petitioners are of opinion that if a good road be made from Swansea to Campbell Town it will bring into the market a large tract of crown land which at present is scarcely approachable, and that the expenditure of a sufficient sum of money for that purpose would be a reproductive work.

That as a proof of the necessity of the work your Petitioners would draw attention to the fact that a large quantity of crown land at Kearney's Bogs and at the head of the Macquarie River, which has been surveyed some years since, has not yet been sold in consequence of the non-existence of a practicable road. If it were possible to convey wool and other produce from, and supplies to, these lands with facility they would soon acquire a considerable value, being so admirably adapted for the purposes of getting up wool in a clean and first-rate condition, and for dairying.

That so long as the mail was carried on horseback it was brought *direct* from Campbell Town to Swansea, and it has only within the last few years been carried in a conveyance from Avoca to Swansea.

That if the road from Swansea to Campbell Town be made the mails could be conveyed in six hours between Swansea and Campbell Town, whereas now it leaves Swansea at 4 and 5 A.M., and arrives from 6 to 9 P.M.

That nine-tenths of the stock brought into and taken out of the district at present travel along the existing road to Campbell Town.

That the formation of this road would greatly enhance the value of all property adjacent thereto, and in this district generally.

That the inhabitants of this district, though contributing to the construction and maintenance of the Main Line Railway, are not in any way benefited by it, but in several respects seriously injured since its completion, inasmuch as they are unable to compete with graziers at even double the distance from Hobart Town who can avail themselves of the railways to carry fat stock and dairy produce to market. From Deloraine fat stock can be conveyed in twenty-four hours to Hobart Town, and from this district they have to be driven a journey of seven or eight days. The result is that fattening stock for market is unprofitable and all but abandoned in Glamorgan.

That previous Ministries have recognised the necessity of a direct road from Glamorgan to the Main Line Railway. It was included in two separate Schemes of Public Works, and a vote for the same passed the House of Assembly.

Your Petitioners therefore earnestly pray that your Excellency will cause to be included in the Scheme of Public Works the sum of Four thousand Pounds for the purpose of making a road between Glamorgan and the Main Line Railway at Campbell Town.

And your Excellency's Petitioners will ever pray.

John Meredith, freeholder.
Francis Cotton, freeholder.

Edward O. Cotton, leaseholder.
George F. Story, M.D., freeholder.

[And 70 Signatures.]

For Ministers.

F. S.
2. 8 '80.

FORWARDED to the Engineer-in-Chief.

C. O'REILLY.
5. 8. '80.

Lands and Works Office, 28th July, 1880.

SIR,

I HAVE the honor to acknowledge the receipt of your letter covering a Petition signed by Seventy-four landholders and leaseholders, inhabitants of Glamorgan, praying "that His Excellency will cause to be included in the Scheme of Public Works the sum of Four thousand Pounds for the purpose of making a road between Glamorgan and the Main Line Railway at Campbell Town."

In reply I have to inform you that the Petition referred to will be presented to His Excellency the Administrator of the Government, at the next meeting of the Executive.

I have, &c.

JOHN MEREDITH, Esq., Cambria,
Swansea, Glamorgan.

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

EXTRACT from a Report made by Mr. Surveyor THOMAS WEDGE on old Road from Campbell Town to Swansea, dated February 26th, 1862.

THE Main Line of Road from Campbell Town to Waterloo Point (Swansea) now claims a prominent position in this report, and I may say equally, if not more so, than that from Richmond to Spring Bay. The present line is capable of being made in every respect fit for any vehicles to pass over, and with but slight alterations; no bridges of any consequence being required, as the fords across the Meredith and Wye Rivers are seldom impassable for many hours; small culverts in some situations, in places removing stones, and metalling in others, with drainage, being the principal improvements required. The advantage to this valuable part of the Country is very manifest from the fact of its being from 20 to 25 miles shorter to Campbell Town than by way of Avoca, the road by which travellers from Swansea by gig are at present obliged to take. Persons wishing to proceed either to Hobart Town or Launceston would join the coaches at Campbell Town, and this fact, coupled with the more important one of the increase in value of the Crown lands in the vicinity of Kearney's Bogs and elsewhere suitable for dairy purposes, renders it of paramount importance. I should say about £2000, or from that to £3000, judiciously expended, would make this line of road fit to travel over winter and summer.

I have no doubt if these main lines of road are improved by the Government expending grants of money upon them, either in the way of loan or otherwise, it would be a reproductive measure, and also enable local bodies, trustees, or municipalities to turn their attention to the improvement of cross roads and the coast line, by expending such sums as could be raised in the shape of road rates, &c., and by these means induce the small settler to make selection suitable for agricultural purposes when they otherwise would not think of doing so, from the great difficulty experienced in conveying their produce to the main lines, and also, after accomplishing that object,

to the nearest point on the Great Northern Road or the nearest shipping port. Branch roads made good by these means would, there can be little doubt, open up considerable tracts of valuable land in various parts of the district, and induce many to settle in the neighbourhood of the East Coast, the climate of which is well known to be favourable to the growth of every description of agricultural produce, and singularly adapted to the growth of mangold wurtzel, to the production of which considerable attention is now being paid in many situations, and I may also remark one of the most healthy and enjoyable of climates to be desired in the Colony.

I believe I have mentioned all the principal roads through this District, and to swell the report further by enumerating the minor or branch roads, although each in their way being of considerable consequence to the various settlers, would be of little or no benefit to your Committee.

Yours, &c.,

The Chairman of Committee.

THOMAS WEDGE, *District Surveyor.*

RETURN showing area of Land sold; from the year 1865 to 1880, within three miles of the Road from Swansea to Campbell Town by way of Kearney's Bogs.

Total area sold by the Crown..... 16,164 acres.

H. J. HULL, *Deputy Commissioner of Crown Lands,*

29th July, 1880.

Sir,

I do myself the honor of reporting upon the new line of road from Swansea to Campbell Town *via* Kearney's Bogs, the survey of which I have lately completed.

The new line commences at a point on the road from Swansea to Glen Gala distant from the former place about 6 miles, and passes close to Mr. Stieglitz's house at the Plains, following an old road over level, gravelly, and very lightly-timbered country to Brenman's Valley Creek, where a small bridge will be required, 12 feet span and 6 feet in height, with filling to approach on west side; thence by an easy ascent through good country to the old road from Campbell Town to Bicheno *via* Glen Gala; from the main road to this point the distance is $4\frac{1}{2}$ miles. From here the line follows the above old road for a distance of $2\frac{1}{4}$ miles. The road has been cleared and formed, and requires very little repairs to make it a good road. The line then bears away to the northward through gravelly, lightly timbered, undulating country to the present road through the bogs, a distance of four miles; hence the line follows the present road for a distance of $3\frac{1}{2}$ miles, and along here the road merely requires gravelling and waterways constructed to carry off the water. At this point the line leaves the present road, and running to the south of same passes through almost level country for a distance of six miles, where the greatest expense will be draining, as the soil is chiefly composed of iron-stone gravel; very little clearing required. There are no grades on the new line which will be steeper than 1 in 20, and along that part of the old road which has been adopted the grades are but very little steeper, with the exception of two short pinches two and three chains long respectively, which can easily be cut away. From this point to the 28m. 50ch. the line follows the present road, which requires repairing only and draining, (the Campbell Town Road Trust are now effecting repairs on this part of the road); and one small bridge will be required of 12 feet span and 3 feet in height near the "stone hut," or a stone causeway 2 feet high and 2 chains in length would do as well. At 28m. 50ch. the line leaves the present road and descends the Green Hills with easy grades through sound ground and with little clearing to the gate at foot of hill. The greatest expense on this part of the road would be the sideling forming, which in some places would be as much as four feet in depth for a 15-foot road, through loose basalt and gravel. The present road down the Green Hills is almost impracticable, on account of the steepness and slippery nature of the soil.

The distance from Swansea to Campbell Town by this line will be 41 miles, of which about 12 miles requires no outlay beyond some slight repairs, leaving 28 miles of new road to make, which I estimate will not cost more than £3200. The fact of there being no lack of materials the whole length of the road, and the nature of the country, will account for the cheapness of the line. The road-line is marked and pegged throughout, the trees being marked with shield-shaped marks large enough to be seen some distance.

I have the honor to be,
Sir,

Your obedient Servant,

ALFRED A. HULL, *District Road Inspector.*

The Engineer-in-Chief, Lands and Works.