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R O A D [B E T W E E N L E V E N , P E N G U I N , A N D
M O U N T B I S C H O F F :

M R . S U R V E Y O R H A L L ' S R E P O R T .

Laid upon the Table by the Minister of Lands, August 25, 1882; and ordered
by the House to be printed.



River Forth, 28th April, 1881.

SIR,

I HAVE the honor to report the result of my examination of the country between the Leven, Penguin, and Mount Bischoff, undertaken at the request of the Mount Bischoff Tin Mining Company with a view of ascertaining the practicability of getting a road between those points. Commencing at the Penguin, and following a course similar to that sketched on the plan, and shown by a pink line, I find there are about three miles of road already constructed, and contracts are being carried out for another 4 miles,—making a total of 7 miles. For about 6 miles further it passes through very heavy forest land, much of which is suitable for agricultural purposes, and then emerges into barren country of granitic formation, over which it passes, with little variation, until near the boundary of the Van Diemen's Land Company's Block at Surrey Hills, where it goes through about 3 miles of heavy myrtle forest, and then reaches the open undulating land belonging to the Company, which continues pretty well to Mount Bischoff. On this route there are no difficulties in the way of making a first-class road,—in fact the steepest gradient upon it will probably be at the very commencement, on the portion already constructed. The distance by this route will be about 47 miles, or, as near as may be, the same length as it is from Emu Bay by Company's Tramway. To the Leven by this route (that is, following the coast road,) the distance would be about 54 miles.

I have examined another route—shown by blue line on plan—diverging from the Penguin one about 14 miles back, and going direct to Ulverstone. This takes a course through a break in the Dial Range, and I find a good cart road can be got there, which would bring the road direct from Mount Bischoff to Ulverstone in about 49 miles; only there would be some additional expense in the matter of construction, which I estimate at £2000, viz., £1000 for a bridge over the Leven, and £1000 for extra expense in side-cutting and blasting rocks on about 2 miles. It seems the question of a shipping-place will have considerable influence in determining what particular route should be adopted, because if it is intended to terminate at the Penguin the line shown on plan by blue need not be taken into consideration at all; but, on the other hand, if the Leven is chosen as the terminal point, I would recommend that about 4 miles of the blue line route be laid out and surveyed, and an estimate of its cost ascertained, and if not much in excess of the most costly portion of the Penguin line I would suggest its adoption, as it would bring the outlet 7 miles nearer Launceston in a very little over the distance it would take to reach the Penguin. There would be about 45 miles of new road to make by this route, and a bridge over the Leven extra, or about 4 or 5 miles more than there would be to the Penguin; but Ulverstone would be reached by direct line in 5 or 6 miles less than by going round by the Penguin, and this distance would, of course, be saved to the public for ever. The first 12 or 13 miles after leaving the coast would be the most expensive to construct, because at the end of that distance the granite country would be reached, and most of that, I believe, would make a good lasting road with little more expense than clearing and forming. Material would be abundant for road-making most of the way. I consider the whole line is favourable for road-making, and would not be more expensive than the same distance taken from the coast inland in any other part of Tasmania. The pink line from the Penguin would open up a few thousand acres of agricultural land, but the blue line, from Ulverstone, would pass through but little. There is no doubt but what both lines will traverse valuable mineral country.

I have, &c.

RICHD. HALL.

The Hon. the Minister of Lands and Works.

River Forth, 10th September, 1881.

SIR,

I BEG to offer you the following notes on the route from Leven to Bischoff,—they may be of some assistance in writing your report. Left the North Motton Road 4 miles and 50 chains from Leven Wharf. Descends to the Leven River at a gradient of about 1 in 20 a distance of 1 mile and 5 chains. Crosses Leven at 8 miles and 12 chains from Ulverstone Wharf. From the Leven to top of Dial Range, 192 chains, gradient about 1 in 15. Joins the Pine Road 10 miles back from

Penguin. Crosses Hanging-rock Creek at $19\frac{1}{2}$ miles, where good land ends. Crosses Laurel Creek at 20 miles and 66 chains; the Penguin Prospecting Association have commenced mining operations on this creek. Crosses River Blyth at 25 miles and 9 chains. Enters V. D. L. Company's land at $31\frac{3}{4}$ miles; 34 miles, open grassy plains; $35\frac{3}{4}$ miles, crosses Way River; 39 miles and 13 chains, V. D. L. Company's tramway; 42 miles and 20 chains, crosses Hellyer River; $47\frac{3}{4}$ miles, leaves V. D. L. Company's land and enters Crown land. 50 miles, to Waratah River. Therefore by this route it is 50 miles from Ulverstone and 44 from the Penguin.

After my experience on this route I now believe it could be shortened $1\frac{1}{2}$ miles before it joins the Pine Road, and then again about 2 miles by crossing the Hellyer River lower down instead of following the Company's tramway. The route would then stand thus,—47 miles from Ulverstone to Waratah, and 41 from Penguin to Waratah (Bischoff).

I have, &c.

RICHD. HALL.

JAMES FINCHAM, *Esq.*, *C.E.*,
Engineer-in-Chief, Hobart.