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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.

D I S T R I C T S U R V E Y O R S ' R E P O R T S.

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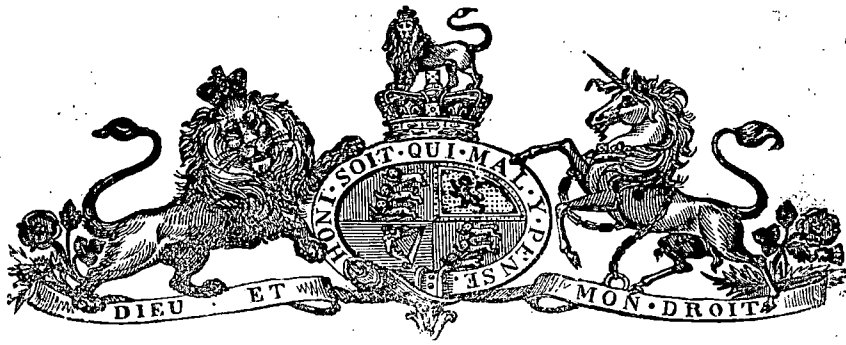


Table Cape, 7th July, 1874.

SIR,

IN reply to your Circular of June 15, respecting Crown Lands in the County of Wellington, I beg to submit the following Report.

Very little is known about the nature, extent, and quality of the Crown Lands in this District, with the exception of the portions in the vicinity of the present settlements.

The larger portion of the Crown Lands in the vicinity of the sea-coast are poor and sandy. Here and there, in the vicinity of rivers, belts of first-class land are to be found.

Commencing from the Montague River, we have one of the richest patches of land in the whole Colony; the greater portion of this, however, is now taken up, and there is not more than one hundred acres of good land left to the Crown.

The next patch of good land is at Muddy Creek, and apparently extends some distance in a southerly direction. At present, however, very little is known of this part of the country.

At the Duck River most of the good land is too far back to induce settlement at present.

At the south of Rocky Cape there is some first-class land, about 800 acres in all. There is, I believe, a further extent of good land in this vicinity, but I have never seen it myself.

The new line of road to Circular Head passes through about 1500 acres of good land in the vicinity of the Sisters Creek and Quartz Creek.

Some of the best land in the country is to be found between the Rivers Flowerdale and Inglis. I should estimate its extent at 1200 acres, although there may be more which I have never seen. I should imagine that this land would be readily taken up if a road were cut through it.

There are no other large areas of good land in the vicinity of the present settlements that are known to me.

Of the lands in the back country I can only speak from hearsay. I am informed that there is a large extent of good land south of the Circular Head south boundary, about 3000 acres in extent. Emmett's track to the Hellyer passes through this country.

From my own observation I should say that the greater part of the country at the back of this district is a great myrtle forest, with here and there patches of open country covered with coarse grass and button grass. Some of this forest is of good quality, but most of it is inferior. If, however, the mineral discoveries of this part of the Island should turn out well, these lands will become a very valuable portion of the Crown estate. There must be thousands of acres of land upon the Campbell Ranges fit for agriculture if any local demand should spring up.

In the vicinity of Mount Bischoff there are large tracts of good land, covered with myrtle forests. The soil appears good, and produces good grass and vegetables. The extent is unknown; there must be upwards of 10,000 acres.

On the west side of the Van Diemen's Land Company's Surrey Hills Block there are large extents of grass land the property of the Crown. I am informed that there are nearly 1200 acres of open land and pepper-tree forest. On the north side of the Surrey Hills Block there is some first-rate land, with small patches of good grassy country.

In conclusion, I would beg to state that my time since I came into the district has been taken up so much in remote situations, that I have had no chance of making myself acquainted with some portions of the country in the immediate vicinity of the settlements.

I do not know of any roads which I could advise the Government to cut. More information will be available as soon as the exploration now being conducted between here and Mount Bischoff is concluded.

I have, &c.,

CHAS. P. SPRENT.

The Hon. the Minister of Lands and Works, Hobart Town.

Franklin, Huon, 6th July, 1874.

SIR,

I HAVE the honor to acknowledge your Circular of the 15th ultimo, requesting a Report on the extent and quality of the good land within my survey district, &c.

My district being an extensive one as to area, and the land for the most part covered with very dense scrub, much of it still remains unexplored, and my report must consequently be to a considerable extent of a vague and imperfect character.

Commencing at its northern extremity, there is a considerable quantity of good agricultural land, and also marketable timber, upon the ranges at back of Franklin Township, having a northern slope towards the "She Oak Hills," Upper Huon. There is little or no flat land, and it is chiefly at a high elevation (1000 to 1500 feet above sea level). The available quantity I estimate (from exploration) at some 4000 or 5000 acres.

There is a large area of land suitable for cultivation in the valley of the Arve River (also ascertained by exploration), but it is impossible to give even an approximation of the area, and it is, besides, too far back to be likely to attract attention at present.

Hospital Bay again may be quoted as the natural outlet for a very considerable area of country, drained by the Kermandie and Scott's Rivers with their tributary branches, a great deal of which is available for agricultural purposes, and which is gradually being selected and improved, owing chiefly to the impetus given to settlement by the system of "tramways," (constructed by private enterprise), which originated and have been most successfully carried out in this part of the Huon District.

I know nothing personally of that large area of country (lying back from the Huon) between Honeywood and Port Esperance, but it has been reported by others that here also there is a good deal of land, which at some future day will become available for extension of settlement.

There is a small patch (possibly about 1000 acres) between Desolation Bay, Police Point, and Port Esperance of good land, but, with the above exception, there is nothing worth mentioning along the coast.

Between Port Esperance and Southport there are, I dare say, seven or eight thousand acres of land, which, so far as the soil is concerned, are of a quality some very good, and much more fully equal to what is considered suitable for cultivation in other localities,—but since the construction by Government of a road into this land, and the consequent "slaughter" of the timber in the rush of splitters that followed, the ground has become so covered with logs and heads of trees that many years must elapse before intending settlers will be found to select it for the purpose of clearing for cultivation.

With reference to the expediency or otherwise of opening up the Crown Lands of this district by means of roads into them, I must candidly state that, in my opinion, the efforts hitherto made by the Government in this direction have proved entire failures, the "results," either in sale of land or advancement of permanent settlement, having in no single instance proved at all commensurate with the expenditure incurred, and I cannot therefore conscientiously recommend any repetition of the experiment; in fact, I have long ago arrived at the conclusions: First—That settlement in the Huon District cannot be forced, but should be allowed to proceed steadily and gradually; and Secondly—That more good is effected, as regards permanent occupation of the land, by private enterprise, displayed either in erection of saw-mills, construction of tramways, or even in making common bush roads, than by costly experiments at the expense of the public revenue.

The reasons of this success of private, and failure of public, roads in inducing settlement I believe to be, that in the former case the timber is more economically worked, and with less damage to the land as regards its after value for cultivation; and that although a much smaller number of men find employment, it is for a much longer time, and that consequently they permanently locate themselves in the vicinity of their work and occupy a portion of their time in clearing and cultivating their small selections.

I find that in the vicinity of the Honeywood Tramways (previously referred to) some 25 selections have been made within the past 7 or 8 years, all of which have been more or less improved, and are in actual *bonâ fide* occupation, and that nearly if not quite all these selectors are married men with families, who earn the chief part of their living by working the timber and preparing it for the market.

The roads made by the Government have in most cases been far too costly, and in advance of the requirements of the localities they were intended to benefit.

To illustrate,

Two and a half miles of road at Port Cygnet (leading into the bush) cost the Government near £4000.

Two and a half miles at Franklin (also leading into the bush) cost (with three or four miles cleared but since grown over) about a similar sum.

It being in contemplation to construct by Government a tramway to Southport, tenders were invited—resulting in tenders the lowest of which was, I believe, some £700 or £800 per mile. (They cost the private proprietor from £150 to £300 per mile.)

I do not wish to be understood as discouraging the expenditure of money by the Government upon public roads, my remarks being merely intended to indicate that such expenditure,—which I hold to be absolutely essential in the case of so sparsely populated a district as the Huon,—may be applied to greater advantage in a general way by the improvement of main or even secondary existing lines of communication, than by making what may be termed “special cases” in particular localities with the view of direct “reproductiveness.”

Although not in favour of the alienation by “gift” of large areas of land to encourage road-making by private speculation, I am of opinion that special legislation is desirable for the encouragement and protection of such enterprises; and that individuals or companies erecting saw-mills, constructing tramways, or making at their own cost ordinary bush roads, should be looked upon as promoting the settlement of the district, the sale of the Crown Lands, and the consumption of an increased quantity of dutiable goods, and as such entitled to special privileges other than those enjoyed by the general public.

I have, &c.,

GEORGE INNES, *District Surveyor.*

The Hon. the Minister of Lands and Works.

River Forth, 15th August, 1874.

SIR,

I HAVE the honor to report, in reply to your Circular of the 11th instant, in reference to the unalienated Crown Land in my district. Dividing it into two classes, good and inferior, and taking in a district twenty miles south from the coast line, which is as far as my personal knowledge extends, I estimate the good land between the Blythe and Leven Rivers at 7000 acres; from the Leven to the Forth and Wilmot Rivers at 20,000 acres. Between the Wilmot and Forth Rivers there is a tract of land of a good description, probably from 5000 to 6000 acres; and from the Forth to the Rubicon, although there are no tracts of good land forming large blocks, the quantity of land suitable for selection may be estimated at from 4000 to 5000 acres, making a total of about 37,000 acres suitable for occupation.

I have, &c.,

RICHD. HALL.

The Surveyor-General, Lands and Works Office, Hobart Town.

Myrtle Bank, 17th August, 1874.

SIR,

I HAVE the honor in reply to your Circular of the 11th instant, requesting me to furnish you a report of the quantity and quality of unalienated Crown Land within my district, to state that difficulties present themselves in estimating the amount of unalienated land therein, as portions of the River Brid, forming one of the boundaries, are unsurveyed, and many purchased lots have reverted to the Crown, of the precise area of which I have no information.

The following approximate estimate is as near as I can form one of the extent and quality of the Crown Lands of my district; viz.—

598,000 acres of unalienated Crown Lands, composed as follows:—

56,000 acres of first-class agricultural land. About 33,000 acres of this lie in the Mount Horror and Ringarooma Country; about 12,000 acres in the vicinity of Springfield; and about 11,000 acres in the vicinity of St. Patrick's River.

39,000 acres of second-class agricultural land, of which about 23,000 acres border on the Mount Horror and Ringarooma Country; about 2000 acres in the vicinity of Springfield; upwards of 3000 acres in the neighbourhood of St. Patrick's River; and about 10,000 acres stretching from the upper portion of that river to the North Esk River, which I have placed in this class until better known.

226,000 acres of pastoral land (generally poor), the principal portion of which extends along the North Coast.

And about 277,000 acres of inferior land.

I have, &c.,

JOHN R. HURST, *District Surveyor.*

H. J. HULL, *Esq., Deputy Commissioner of Crown Lands, Hobart Town.*

Stone Buildings, 19th August, 1874.

SIR,

I HAVE the honor to acknowledge the receipt of your communication of the 11th instant.

The following is the amount of unalienated Crown Land in my district:—

Parish of Uxbridge—About 12,000 acres. The greater part consists of poor land, hilly, and heavily timbered. Small blocks, varying in size from 20 to 80 acres, can be obtained suitable for agriculture.

Parish of New Norfolk—About 6000 acres. Very hilly and heavily timbered; principally poor land; small patches suitable for cultivation.

Parish of Arundel and Wallace—About 10,000 acres. The greater part very poor land, steep and stony. Small patches can also be obtained in this block suitable for agriculture.

Parish of Pelham—About 4000 acres. Chiefly poor sandy soil, covered in places with heath; hilly, and heavily timbered with stringy bark and peppermint.

Part of Parish of Ponsonby—5000 acres. Consists principally of poor, sandy soil, heavily timbered.

Parish of Sutherland—About 5000 acres. Small patches suitable for cultivation; the greater part poor land, heavily timbered.

I have, &c.,

THOMAS FRODSHAM, JUN.

The Honorable the Minister of Lands and Works.

Stone Buildings, 18th August, 1874.

SIR,

I HAVE the honor to acknowledge the receipt of your communication of the 17th June instant.

The good land in my district is so scattered and in such small blocks that it would be impossible to give the exact area.

The only part of the district which I have not yet visited is about eight miles S.W. of Fenton Forest, between River Styx and Russel's Falls, in which locality I am informed there is a block of good land.

As soon as I have completed my present work I will visit the spot, and will then furnish a report as to the area and value of the land referred to.

I have, &c.,

THOMAS FRODSHAM, JUN.

The Honorable the Minister of Lands and Works.

The Huon Road, 12th August, 1874.

SIR,

IN reply to your Circular letter of the 11th instant, I beg to say that in answer to a former circular I furnished all the information I could on the matter. Referring to a Report I furnished Mr. Calder some few years since as to the quantities, &c., that Report, with very slight modification, is applicable at the present time, settlement having progressed but slowly in this district.

In that Report I find I estimated there were throughout the district of unalienated Crown Land—

25 thousand acres worth	£1 per acre.
25 ditto.....	15s. ditto.
25 ditto.....	10s. ditto.
25 ditto.....	5s. ditto.
50 ditto.....	1s. ditto.

Total 150 thousand acres.

I have, &c.,

JAMES COMBES, *District Surveyor, County Buckingham.*

The Hon. Minister of Lands and Works.

Race-course, near Lake Crescent, 4th July, 1874.

SIR,

I HAVE the honor to acknowledge the receipt of your Circular of the 16th June, which only reached me on the 30th, owing to the difficulty of Postal communication where I am.

Nearly all the Crown Land in my district is at such a great elevation that it is only fit for pastoral purposes; the extent of it is large, the quantities in the different parts being about as follows:—

	<i>Leased.</i>	<i>Quiet Enjoyment.</i>	<i>Vacant.</i>	<i>TOTAL.</i>
	ACRES.	ACRES.	ACRES.	ACRES.
County of Cumberland	77,000	19,000	60,000	156,000
County of Westmoreland	21,000	19,000	130,000	170,000
County of Lincoln	25,000	..	25,000	50,000
	123,000	38,000	215,000	376,000

There are also about 50,000 acres of Crown Land in the County of Somerset, in which I have been doing work, but they are for the most part on the sides of the Western Tier, and of little value; there are some marshes on top of the tier, and north of Lake Sorell, but I have not as yet seen them.

The Crown Land in the Cumberland portion of my district consists of rocky tiers, timbered, and in most places grassy, intersected by grassy marshes requiring draining.

That in the eastern part of Westmoreland is of little value, consisting of rugged mountains. There are some grassy places, but even the rented land takes in some of the useless tiers.

The land between Arthur's Lakes and the Great Lake consists of rough tiers and wet marshes requiring draining.

To the westward of the Great Lake there are extensive open grassy plains, the climate is very severe, and draining is much needed.

The part of Lincoln in my district is rocky tiers with marshes and some open plains, but I have not seen sufficiently of it to speak confidently.

When the table land of the Lake Country is reached there is little difficulty in finding access to any of the Crown Lands, but the roads leading to that part are all bad.

There are four roads leading to the Lakes. One from Tunbridge called the Great Lake Road has had a large sum expended upon it, but the rise up the Western Tier is so steep that no great improvement can be made in it without alteration, which would be very expensive.

The road from Oatlands to the Great Lake Road, at Interlaken, is in very bad condition, and although it is not much used at the present time as a means of access to the Lakes, it would be in great request if any of the settlers about Oatlands take up some of the Lake lands. The road up the eastern side of the River Clyde from Bothwell to Lake Sorell would give fair access to that part,

if the hill at the Quoin were not so steep: it is about a mile in length, and it would be advisable to reduce the gradient. This road passes through several lots of Crown Land, and leads to other lands not occupied now.

The road most used to the Lakes is that up the eastern side of the Shannon River, between it and the Clyde. For the first 12 miles from Bothwell it is a very fair road, it then ascends the tier to the Steps, where it joins the Great Lake Road; from the foot of the tier to the Steps the road is very rough and stony for about 7 miles; if this part were improved I believe it would assist in the disposal of the Lake lands. This road is entirely in the Bothwell Road District, and it therefore does not get any share of the money derived from the lands to which it is the best means of access.

I have not been in the Marlborough County for some years, but if nothing has been done to the road there since that time it must require improving.

In concluding this Report I will call your attention to the report I furnished you with some months since, in which I have referred more particularly to the drainage of the Lake Country.

I trust that you will excuse this Report not being as full as it might be, as I have not had opportunity as yet of becoming sufficiently acquainted with the whole district to enable me to give a more detailed description.

I enclose a list of some of the lots put up at the last land sale, with a short report upon them, which may be of use to you.

I have, &c.,

GORDON BURGESS, *District Surveyor.*

The Hon. the Minister of Lands and Works.

Some of the Land put up on the 31st March and not sold.

<i>No. of Lot.</i>	<i>Area.</i>	<i>Value per Acre.</i>	<i>Remarks.</i>	
148	4860	7s. 6d. Sold for 12s. H. J. H.	COUNTY OF CUMBERLAND. These lots consist of rock tier land, timbered and grassy, intersected by small marshes requiring draining. The fences on these lots have been destroyed by fire. This lot is similar to the above. There is a large amount of well-grassed marsh in this lot, which requires draining; also good shelter. A large portion of marsh land; well grassed; requires draining; good shelter.	
Pt. 244 } 146 } 62 }	2000	7s. 6d. Sold for 12s. H. J. H.		
Pt. 147 } 51 } 243 } 147 }	2250	7s. 6d. Sold for 12s. H. J. H.		
190 } 191 } 94 } 95 }	2660	7s. 6d. Sold for £1. H. J. H.		
169	3580	15s. Sold for £1. H. J. H.		
123 } 251 } 252 }	4106	15s.		
149	900	5s.		COUNTY OF SOMERSET. The land between the purchased land and the tier is mostly slaty ground, thickly timbered with peppermint, and scrubby; very little grass. The greater part of this lot is on the side of the Western Tier, which is nearly all rock and useless. At the foot of the tier there are about 700 acres worth 10s. per acre.
124 } 173 }	3600	2s. 6d. Sold for 10s. H. J. H.		
114 } 131 } 29 }	2250	15s. Sold for £1. H. J. H.		
128 } 71 } 67 }	3750	8s. Sold for 12s. 6d. H. J. H.		COUNTY OF WESTMORELAND. Consists of good grassy marshes in the northern part, and extremely rough hills in the south. I think it would sell better, the northern half at 12s. 6d. and the rest at 5s.
166 } 134 } 106 }	3000 } 1530 }	..		
70 } 87 }	900 } 1800 }	10s. 10s.	I have not been upon these lands, but the price (£1 per acre) seems to me excessive in so bad a climate. Partly marsh, requires draining, and partly rough tier. This is a very rough lot, principally rocky tier, almost useless. There is a little dry grassy land along the lake, and a marsh runs up from Todd's Creek. I have not visited this part for many years, but from what I remember it consists of very stony hills and very wet marshes.	
118 } 72 } 266 }	2120	5s.		
193 } 91 }	3120	10s.		
181 } 30 }	2650	10s.		
182 } 183 }				

GORDON BURGESS, *District Surveyor.*

River Forth, 11th July, 1874.

SIR,

I HAVE the honor to report to the Honorable the Minister of Lands and Works, in reply to his Circular of the 15th June last, relative to the land in the vicinity of Penguin Creek. As near as I can estimate the quantity I consider there are 6000 (six thousand) acres suitable for cultivation between the Penguin and the Blythe.

To open this by road for settlement would require about 12 miles of the track known as the "Pine Road" repairing, with two or three branch tracks, making the distance about 18 miles in all. While on the subject of road communication in this locality, I trust the Honorable Minister will not consider it out of place if I draw his attention to Mount Bischoff. It seems pretty evident that greater facilities must be had to bring the tin and other minerals from that locality, and as the feeling seems gaining ground that a tramway or some such road must be constructed for that purpose through private property most of the way, I am of opinion that by passing through the country east of the River Blythe, that a road to Bischoff could be found which would pass over crown land for more than two-thirds of the distance, and by doing so would open up all the crown land along its course, and the mineral country about Hampshire Hills and House Top Mountain. There is a block of fine land between the Forth and the Wilmot Rivers, but its extent, although large, has never been clearly ascertained, neither do I think it has ever been decided what course a road should take to open it up.

I have, &c.,

RICHD. HALL.

The Hon. the Minister of Lands and Works.

The Huon Road, 27th July, 1874.

SIR,

In reply to your Circular of the 15th ult., I beg to say there is a considerable extent of good hill-side cultivable land, and much more improvable land of a secondary quality in nearly all parts of my district, and which I have frequently reported upon.

That the making of good roads into such lands would facilitate their settlement there can be no question.

There are, however, *two* particular localities to which I would more particularly recommend to your notice:—

1st. The road leading from the *Berridale Inn*, Glenorchy, to the head of the Sorell Rivulet. This should be made at once, or I fear that the numerous small settlers who have taken up land in that locality will abandon their lots, as well as others who purpose taking up land there on the strength of the road being about to be made.

There is a very large quantity of crown land which would be opened up by the above road, as well as accommodation afforded to existing settlers.

2nd. The Sandfly Road, commencing at the New Huon Road and extending towards the Township of Woodstock on the Huon River. This road should be *thoroughly made*. It was some years ago traced out, and the timber, &c. cleared off the line, but from not being either slabbed or *metalled*, and from the loose nature of the soil, it was soon made almost impassable by the timber-carts, and at the present moment it is in the worst possible state, and only one or two of the strongest teams can pull through it at all. It wants to be slabbed and metalled throughout. There are some thousands of acres in this Sandfly Basin which would be opened up by the above road, and I have no doubt but would obtain a ready settlement.

I have, &c.,

JAMES COMBES, *Govt. District Surveyor.*

The Hon. the Minister of Lands and Works.

Launceston, 12th August, 1874.

SIR,

I HAVE the honor to acknowledge the receipt of your Circular of the 13th, requesting an immediate report of the quantity and quality of unalienated crown land in my District.

In vicinity of Mount Arthur, County of Dorset, and extending along Hall's Track towards Bridport, a very large area of good land is to be found, variously estimated at from thirty to forty thousand acres. In a recent report I estimated this at twenty thousand acres, but from enquiries recently instituted and information gathered from several persons likely to know, I think I have

under-estimated the crown land fit for agricultural purposes in this portion of my District. This would comprise the country lying between Hall's Track and Scottsdale, and surrounding Mount Arthur on the north east and west.

In various other portions of the District along the banks of the Piper, and the second and third rivers, both tributaries of the main Piper, small areas of good land are to be met with, but these are gradually being selected.

The next important area is that lying between the George Town Road and Piper's River, through which the Government cut a road some three years since; this has been surveyed, but up to the present time none of it has been sold. It is very good land, heavily timbered and well watered, and about twelve hundred acres.

In estimating the total area of good agricultural land at twenty-five thousand (25,000) acres, I feel certain that I am rather under than over-estimating the quantity.

I have, &c.,

JOHN BROWN.

The Hon. the Minister of Lands and Works.

Myrtle Bank, 25th June, 1874.

SIR,

I HAVE the honor, in reply to your Circular of the 15th instant, to state that there is good land in so many isolated patches, some of which are of very limited extent in my Survey District, that a report embracing all would be an exceedingly lengthy one; I therefore purpose in this report to speak of the more important areas, hoping that the adoption of that course will meet the views you have in calling for the information.

In the vicinity of Scottsdale there are some few patches of good land of very small extent, but from Springfield on the River Brid a strip of continuous good land exists, extending from that river to the 23rd mile-mark on "Burgess' Road," when poor country presents itself and continues to the "Billy-cock Tier." The good land is supposed to extend to the south as far as Mount Scott, near the St. Patrick's River.

From the Township of Maurice (on the Ringarooma River) good land with occasional patches of inferior extends southerly to the top of the high ridge of hills running westerly from Mount Victoria; some of the steep hill sides are of very rich soil. Again from Maurice good chocolate-coloured soil, and slightly undulating country, extends easterly to the Dorset River.

Southerly of Mount Cameron and backed up by the Ringarooma River is a large extent of good land stretching away from Branhholm in a north-east direction, the same as reported on by Mr. Tully in his exploration of February, 1858.

From near the summit of Mount Horror on the south side to Branhholm and extending from that line both east and west is a portion of very good country in which were marked off in 1861 some 30 lots in three separate blocks, now vacant, the Ministry of that time having withdrawn them from sale.—[See enclosed tracing marked A., in which good land is coloured pink.*] Burgess' Road traverses two out of three of these blocks, and in view of the rich discovery of Stream Tin lower down the Boobyalla River, I think it most desirable that these blocks and adjoining lands should be opened up by Burgess' Road being made passable for drays. This would also facilitate the transit of Tin Ore to the shipping-place, and assist the development of that deposit. About 12 miles of this road is through open country. There are some seven or eight small creeks, but no large rivers to cross. Much of the line of road is hard and dry, but other portions are of a peaty nature,—the latter would require logging and draining.

Directing your attention to the accompanying tracing marked B.,* I have to report the existence of a large extent of good country, indicated thereon by colour, in the neighbourhood of the St. Patrick's River. Many intending selectors have accompanied me to the land at various times; and while in every instance the parties expressed themselves well pleased with the soil, yet the want of a road outbalanced all points in its favour and turned them from their purpose. At one time ten persons had arranged with me, each to take a selection under "The Waste Lands Act, No. 5," by which the locality would have been entitled to a sum being expended by the Government in making a road. Six individuals made their several selections and had their surveys effected towards that view, when, consequent upon the gold discovery at Waterhouse, the Government withdrew the remainder of the land from sale, so the remaining four intending selectors were shut out, and the six who had taken action were thrown overboard. In the present dearth of selectors it would be premature in

* Deposited in the Lands and Works Office.

me to say that if a good road were made to this land it would be speedily taken up and settled upon, but I am bound to say that I think such would be the result; and, under this belief, I feel justified in suggesting it as a necessary and desirable piece of work. Of one thing I am satisfied by long experience, *i.e.*, that until roads open up country of this kind settlers will not occupy it. Private property lies there wholly unutilised from want of a road, and this has a bad effect on the minds of intending purchasers.

I respectfully submit that the subject of roads has been much overlooked. As a principle, roads should be laid out first and the lands afterwards; but we find that in many places the lands have been laid out and roads not at all: instance the Township of Fraser on the Distillery Creek, without a road touching it; the Township of St. Maur, at the confluence of the St. Patrick's and North Esk Rivers, with no possibility of getting to it without trespassing on private property; and the land on and near the Mussleburgh Creek shut out by private purchases without road reservation, where Mr. John Price inadvertently made a selection, and now aware of the fact of there being no right of road to it, rather than throw up his land and lose all he has expended, chooses rather to run the risk of trespass actions whenever he goes to or from the land by the only route he can travel to it, an expectation (from the tone and bearing of his neighbours towards him) he is sure to realise so soon as he produces a few loads of grain for the market. I am informed much good land exists in this locality, but as I have only seen small portions of it I cannot vouch for its extent.

I beg leave to mention that I have just got up from a bed of sickness, to which I have been confined for the last three weeks, and I hope this fact will be considered by you a sufficient apology for the brevity and scantiness of this report.

I have, &c.,

JOHN R. HURST, *District Surveyor.*

The Hon. the Minister of Lands and Works.