

(No. 3.)



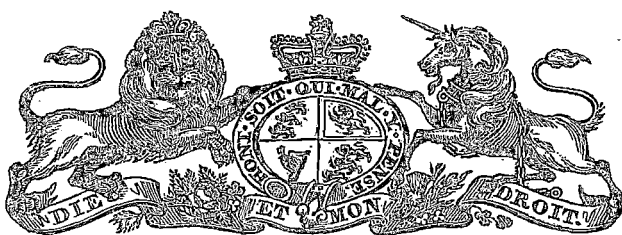
1857.

T A S M A N I A.

R E T U R N S.

DUNROBIN BRIDGE. GORDON RIVER ROAD.

Ordered by the Legislative Council to be printed, 9 January, 1857.



INFORMATION in respect to the DUNROBIN BRIDGE and GORDON RIVER ROAD, as requested by the Legislative Council.

<i>Questions.</i>	<i>Answers.</i>
RETURN of the Expenditure on Dunrobin Bridge?	£15,875 19s. 1d. up to December 31, 1856, including the maintenance of men, wages, stores, &c.
The period it was in hand?	From December, 1850, to December, 1856.
Number of Prisoners employed on it?	None since July, 1855. There are now some Pass-holders and Ticket-of-Leave holders, but they are engaged, employed, and paid as free men.
The Cost of the maintenance of such Prisoners, and all others employed on the said Bridge?	Each man costs 1s. 8d. per diem, and the average number of men employed during the past year has been 34.
Expenditure in opening the line of road leading from the said Bridge to Port Davey?	The road does not lead exactly in the direction of Port Davey. The Expenditure on it has been £13,240 19s. 1d. up to December 31, 1856.
The length of road opened?	38 miles; being from the west side of Dunrobin Bridge to the bend of the Gordon River, and can be traversed by carts.
The number of Prisoners employed on it?	None since January, 1855. There are, however, as at Dunrobin, Pass-holders and Ticket-of-Leave holders; but they are employed and paid as free men.
Period that it has been in hand?	Since December, 1850.
Whether it is intended to continue the work?	Not known. £3000 was inserted in my Draft Estimate for 1857.
And if so, what is the estimated cost of completing it?	Cannot be well estimated, as the Superintendent, Mr. Dawson, has never yet been able to explore more than half way to Port Davey, a road to which would not be less than 50 miles from the bend of the Gordon. However, some idea may be gathered from the cost of the road as far as it has gone, taking into consideration that the expense increases as the road advances into the interior, from the distance and difficulty in the transport of provisions, stores, &c. If it be decided to continue the line to Port Davey, it would be more desirable, in the opinion of Mr. Dawson, to commence either from that place, or from a point between it and Victoria on the Huon, securing by the latter route a direct communication with Hobart Town.

WM. P. KAY, *Director of Public Works.*

7th January, 1857.

DUNROBIN BRIDGE.

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