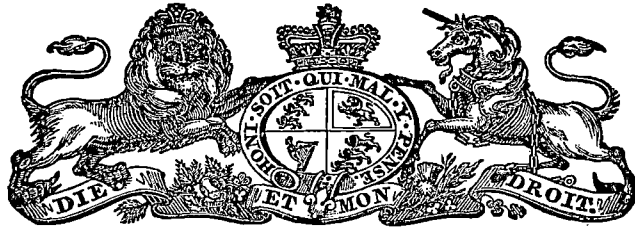


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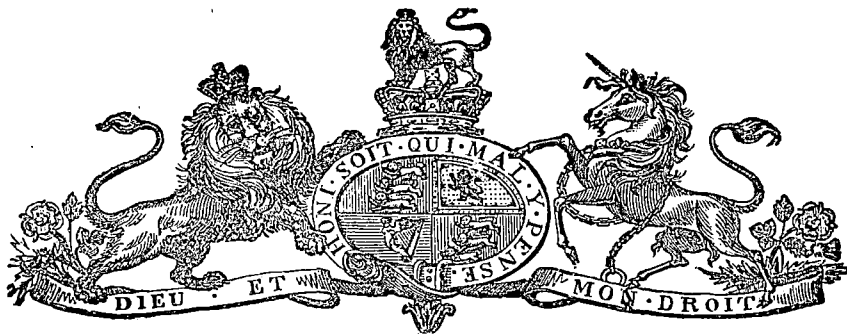
T A S M A N I A.

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

MERSEY AND DELORAINÉ RAILWAY:

SASSAFRAS ROUTE.

Laid upon the Table by the Minister of Lands, and ordered by the House to be printed, September 1, 1880.



Lands and Works Office, Hobart Town, 30th August, 1880.

SIR,

IN accordance with instructions received from you, I have the honor to submit herewith a Report upon what is termed the Sassafras Route for the proposed Mersey and Deloraine Railway, based upon a flying survey lately made by me.

The route for the first four or five miles from Deloraine would be common to that proposed in the Scheme now before Parliament. It could then follow the course of the Rubicon River through Elizabeth Town, cross the Avenue Plains to the southern end of the Sassafras District: from this it could take either of the two following Lines, which I will call A and B:—

Line A passes through the heart of the District (estimated to contain some 12,000 acres of rich land), a large portion of which is in cultivation, and then on to Torquay, which is its natural terminus.

Line B would only enter the southern portion of the Sassafras District, and then pass in a general north-westerly direction, and approximately midway between the present Main Road from Deloraine to Latrobe and the Road known as the Old Mersey Road, and then to the Station in Gilbert-street, Latrobe, from which place it could go to Formby, along west bank of Mersey River.

A Railway from Deloraine to Torquay, *via* Line A, would be rather shorter than that following present Tramway from Coiler's Creek to Latrobe, with extension to Formby, but would cost an additional £30,000.

A Railway from Deloraine to Formby, *via* Line B, would be about 3 miles longer than that following present Tramway, and would cost an additional £40,000.

When it is considered that the farms at the Sassafras route are at present time within easy reach of the Line *via* Coiler's Creek, where it enters Latrobe, that the Avenue and Brady Plains farms can be so placed with a small amount of road-making, and that the adoption of the Line A would be greatly to the disadvantage of all the coast west of Latrobe,—while Line B would shut out the important and growing Districts round Sheffield,—and also looking at the additional cost that would be incurred, I am of opinion that it would not be wise to depart from the general route of the present Tramway with its 17 miles of partly completed works, which are stated to have cost £53,000. (See Paper No. 73, House of Assembly, 1875, opposite page 22.)

I have the honor to be,
Sir,

Your obedient Servant,

JAMES FINCHAM, *Engineer-in-Chief.*

The Hon. the Minister of Lands and Works.