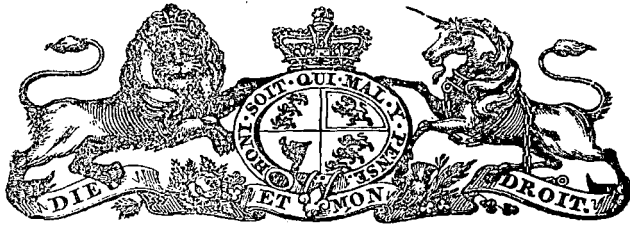


(No. 93.)



1882.

TASMANIA.

HOUSE OF ASSEMBLY.

**ROAD BETWEEN EMU BAY AND MOUNT
BISCHOFF:**

MR. SURVEYOR COUNSEL'S REPORT.

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



5, Davey-street, Hobart Town, 4th May, 1880.

SIR,

IN forwarding my account for the survey of a line of road from Emu Bay to Rouse's Camp, near Mount Bischoff, effected in accordance with your instructions of the 12th January last, I have the honor to make the following remarks on the country through which the road passes.

There are two roads from Emu Bay as far as station 24, shown on my plan of the road already furnished; the one runs along the beach almost to the Emu Bridge, and is called "The Beach Road;" the other, being the one I have adopted, known as the Forest or New Country Road, is about one mile and a quarter shorter, and altogether a much better route.

As the land on the west side of the road is purchased from the V. D. L. Company for about one mile and three quarters from the township of Burnie, and the proprietors being unwilling to have the road altered, it became necessary to keep to the old line for that distance, during which there are three rather steep gradients, viz., two between stations 3, 4, and 5, that could be brought to a fair gradient by a little cutting; the other begins about 7 chains past ©12, and extends about 2 chains. From the foot of this rise the road should bear round through Lapham's land, and return to the present line about ©17.

Between ©18 and the creek beyond it there are about 2 chains rather steep, thence the road rises gently up to ©23, where the elevation increases to 5 degrees for about 2 chains. For the next three and a half miles the country rises gradually, there being nothing approaching to steepness up to ©53 along the line, the gradient being much improved by departing from the old road at stations 34 and 43, particularly by the latter deviation, which avoids a very steep rise. There are a few chains rather steep after leaving ©53, which could be much improved by a little cutting,—by far the least expensive way to get over the difficulty. After another half a mile of a rather uneven run the country becomes alternately open and heavily timbered for about 6 miles, and, with few slight exceptions, may be considered of an undulating character, the principal being a few chains coming up to ©81, which could be easily remedied by cutting round the hill for a short distance. From ©118 a much more level road could be found by keeping to the west of the next two hills and coming out about ©135, but as the land is much more heavily timbered than the present line, and of a marshy nature in places, under my present instructions I did not feel justified in making the alteration. As it is, a small expenditure in clearing and cutting would make the marked road a tolerably good one, the land being firm and fairly suitable for road-making.

Four miles more over easy country brings one to the commencement of "The Nine-mile Forest," through which the road is marked in a very suitable position, and quite free from steep gradients of any importance.

Up to this point, where the open country begins, the land travelled over is principally of a chocolate nature, and particularly where heavily-timbered scrub land (as much of it is) cuts up very badly under much traffic during the winter season.

The land falls for about half a mile from ©237, and is thence pretty level to ©253, where the fall to the Wey River begins, which is an easy descent. The rise from the Wey River to ©263 and the fall thence to ©266 is unimportant. From the latter station the road descends rather quickly to the Hellyer River, but a small outlay in cutting would considerably lessen the objection and render the road quite practicable. From the river the road is metalled to a width of about ten feet nearly all the way to the top of the hill, a distance of over half a mile. This is the steepest portion of the whole line, the elevation varying from 8 to 4 degrees 45 minutes, which, however, is unavoidable considering the present position of the bridge.

The road runs through nearly level open country for the remainder of the way to the Van Diemen's Land Company's boundary line, with the exception of a few chains of myrtle forest and scrub met with in the locality of Rouse's Camp.

Trusting this report may be of service to your Department,

I have the honor to be,

Sir,

Your very obedient Servant,

E. A. COUNSEL, *Surveyor.*

*The Honorable the Minister of Lands and Works,
Hobart Town.*