

(No. 71A.)



1897.

SESSION II.

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PARLIAMENT OF TASMANIA.

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RAILWAY EXTENSION ON THE WEST COAST:

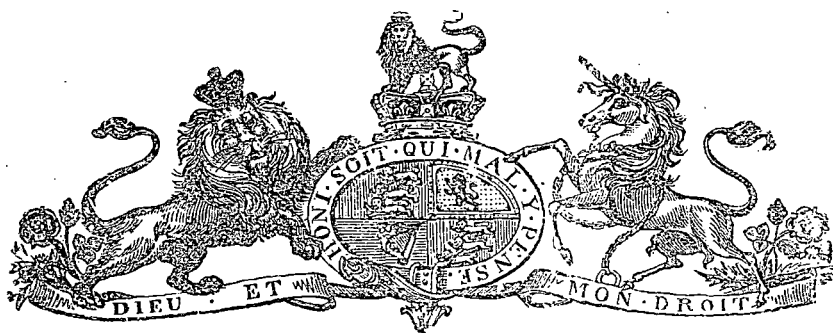
FURTHER MEMORANDUM BY THE GENERAL MANAGER  
TASMANIAN GOVERNMENT RAILWAYS.

*(In continuation of Paper No. 71.)*

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Presented to both Houses of Parliament by His Excellency's Command.

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## RAILWAY EXTENSION ON THE WEST COAST.

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*Public Works Office, Hobart, 16th December, 1897.*

MEMORANDUM for the General Manager, Government Railways.

It is the wish of Parliament that the General Manager of Railways should furnish a Report as to the observations made by him in connection with railway matters during his recent visit to the West Coast, and whether it is desirable or otherwise to extend the North East Dundas Tramway to Rosebery, and also if the work should be proceeded with at once.

ALFRED T. PILLINGER, *Minister of Lands and Works.*

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*Tasmanian Government Railways,  
General Manager's Office, Hobart, 16th December, 1897.*

SIR,

I HAVE to acknowledge your Memorandum of even date, advising me that it is the wish of Parliament that I should furnish a Report upon the observations made by me on my last visit to the West Coast Mining-fields, and as to the desirability or otherwise of at once extending the railway to Rosebery.

In reply, I may observe that I have but little further to add to my Report on the same subject dated 25th November last.

The Rosebery District contains a very large body of low-grade pyritic ore, and up to the present I am not aware that it has been definitely demonstrated that it is payable.

I am further confirmed in my opinion, expressed in my memo. of the 26th ultimo, that the ores in this district, or at least the larger quantity at present discovered, must be treated *in situ*. The Manager of the Rosebery mine and the gentleman representing the Tasmanian Smelting Company here both tell me this is the case.

In view of the large quantity of ore at grass, if it were proved that the Rosebery mine (now called the Tasmanian Copper Company) and the adjacent mines were prepared at once to treat their ore, and that they were able to do so at a profit, I should have no hesitation in recommending the immediate construction of the line to Rosebery. In fact, if the Government Mineralogist advises that without doubt the ores will pay to treat, I think the Government will be justified in going on with the line to Rosebery. I may mention that if the line be made it will be an economy not to disband the present working staff, which is a very good one.

Under any circumstances I recommend the immediate construction of a good corduroy track from Deep Lead, the terminus of our two-feet gauge line, to Rosebery, a distance of about four miles. This will pay well, as it will bring traffic to the railway and enable a number of good "shows" along the route to be thoroughly prospected, and also make a good traffic to and from the Rosebery District and the railway. I suggest that this track be put in hand at once. The prospectors and miners in the district are very strong on the point of its utility, and I promised to bring the matter under your notice.

I have, &c.

FRED. BACK, *General Manager.*

*The Honourable the Minister for Railways, Hobart.*

WILLIAM GRAHAME, JUN.,  
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