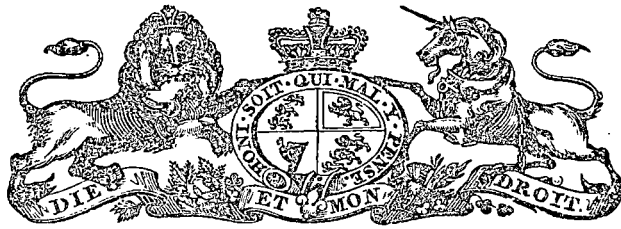


(No. 77.)



1864.

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T A S M A N I A .

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R E P R O D U C T I V E   W O R K S .

R E P O R T   O F   T H E   S E L E C T   C O M M I T T E E ,

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Brought up by Mr. Colonial Treasurer, and ordered by the House to be printed,  
16 August, 1864.



*REPORT of the SELECT COMMITTEE appointed on the 28th July, 1864, to enquire into and report upon the following Resolution on the Scheme of REPRODUCTIVE WORKS :—*

THAT, because it is essential to promote the occupation of large areas of valuable Land which are at present inaccessible to traffic, and consequently unoccupied, for want of Roads into them :

And whereas by the formation of such Roads and other works as would render these lands available for the settlement of an agricultural and industrious population, thus opening new fields for enterprise within the Colony, Immigration would be encouraged and Emigration arrested :

And also, that by the improvement of such Lands our exports would be materially increased, and the consumption of dutiable goods proportionately augmented :

It is the opinion of this House that the works indicated in Paper No. 33, laid upon the Table on the 12th July, should be carried into effect ; viz.—

- 1st. Launceston and Ringarooma, about 39½ miles, at a cost of £11,040 1s.
- 2nd. Bridport and Scott's New Country, 13½ miles, at a cost of £3294 5s.
- 3rd. Scott's New Country, to join Ringarooma Line, about 5 miles, at a cost of £1600.
- 4th. Bridport and Scott's New Country Road, perhaps 14 miles, at a cost of £3360.
- 5th. Green's Creek (Port Sorell) and West Tamar Road, at a cost of £342 19s.
- 6th. Ulverstone, running southerly, say 20 miles, at a cost of £9000.
- 7th. Direct Huon Road from Hobart Town to Leslie, 10 miles and 35 chains, at a cost of £8101 16s.
- 8th. North West Bay and Sand Fly Basin Road, about 16 miles, at a cost of £11,200.
- 9th. Southport and Port Esperance Tramroads, &c., 23 miles, at a cost of £13,662.
- 10th. Tramway, Cam River, 6 miles, moiety of cost £600.
- 11th. Road from Cambridge to the Bluff, at a cost of £2000.
- 12th. Bridge over the Leven and Forth, £2650.

MEMBERS.

THE COLONIAL TREASURER.  
MR. BALFE.  
MR. LETTE.  
MR. PERKINS.

MR. DODERY.  
MR. LEWIS.  
MR. DAVIES (*Mover*).

DAYS OF MEETING.

- No. 1. Friday, 29th July, 1864. *Present*—Mr. Lette, Mr. Perkins, Mr. Dodery, Mr. Davies, Mr. Balfe, Mr. Lewis, and Mr. Meredith.
- No. 2. Tuesday, 2nd August, 1864. *Present*—Mr. Davies, Mr. Balfe, Mr. Lette, Mr. Lewis, and Mr. Meredith.
- No. 3. Wednesday, 3rd August, 1864. *Present*—Mr. Balfe, Mr. Lette, Mr. Davies, Mr. Lewis, and Mr. Meredith.
- No. 4. Thursday, 4th August, 1864. *Present*—Mr. Balfe, Mr. Perkins, Mr. Lette, Mr. Lewis, and Mr. Meredith.
- No. 5. Friday, 5th August, 1864. *Present*—Mr. Balfe, Mr. Davies, Mr. Lette, Mr. Lewis, Mr. Perkins, and Mr. Meredith.
- No. 6. Tuesday, 9th August, 1864. *Present*—Mr. Balfe, Mr. Davies, Mr. Lette, Mr. Lewis, Mr. Dodery, and Mr. Meredith.
- No. 7. Wednesday, 10th August, 1864. *Present*—Mr. Balfe, Mr. Perkins, Mr. Dodery, Mr. Lette, Mr. Lewis, Mr. Davies, and Mr. Meredith.

No. 8. Thursday, 11th August, 1864. *Present*—Mr. Balfe, Mr. Dodery, Mr. Lette, Mr. Lewis, and Mr. Meredith.  
 No. 9. Friday, 12th August, 1864. *Present*—Mr. Balfe, Mr. Dodery, Mr. Lette, Mr. Lewis, Mr. Davies, Mr. Perkins, and Mr. Meredith.  
 No. 10. Tuesday, 16th August, 1864. *Present*—Mr. Balfe, Mr. Perkins, Mr. Dodery, Mr. Lette, Mr. Davies, Mr. Lewis, and Mr. Meredith.

#### WITNESSES EXAMINED.

Mr. William Edwards, Longford.  
 Mr. G. Babington, Town Surveyor, Launceston.  
 Mr. Thomas Hogarth, Killafaddy.  
 John Thomas, Esquire, District Surveyor, Hobart Town.  
 Gordon Burgess, Esq., District Surveyor, Swansea.  
 Mr. John Butt, Pattersonia.  
 James Scott, Esq., District Surveyor, Launceston.  
 Richard Hall, Esq., Surveyor, Huon.  
 W. R. Falconer, Esq., Director of Public Works, Hobart Town.  
 J. E. Calder, Esq., Surveyor-General, Hobart Town.  
 John Watson, Esq., Hobart Town.  
 Captain Gourlay, Huon.  
 Mr. Osborne Geeves, Honeywood.  
 Mr. John Hay, Franklin.  
 James Coombes, Esq., Surveyor, Leslie.  
 Charles Degraives, Esq., Hobart Town.

## REPORT.

Your Committee met for the first time on the 29th July; and having, by adjournment, continued their labours up to this day, have the honor to present to the House the results of their protracted and anxious deliberations.

Impressed with the importance and gravity of the subjects confided to them for investigation, your Committee, acting upon the suggestions of different Members of their body, availed themselves of the local experience and intelligence of several witnesses; the great value of whose evidence is amply demonstrated in the records accompanying their Report. The plans, maps, sections, and estimates of cost illustrative of the proposed Works were at the service of your Committee, who, in order to fully satisfy themselves whenever doubt arose upon any point connected with them, required the personal attendance and explanation of the professional gentlemen who had been engaged in preparing them. Their evidence will also be found attached to this Report.

The principles involved in the Resolutions approved by your Honorable House, and to which the Works submitted to your Committee for investigation are proposed to give a practical application, have, we beg to remark, already received the almost unanimous approval of the intelligence of the Country, and which will be found unmistakably expressed in the voluminous evidence taken before the various Committees on Waste Lands and Road Communications in the Sessions of 1861 and 1862.

In referring to the pressing necessity of constructing works similar to those under the consideration of your Committee, the Select Committee appointed on the 22nd of August, 1861, after collecting the opinions of seventy or eighty of the most intelligent and practical of the Colonists, remark in their Report printed on the 20th January, 1862:—

“While the great weight of evidence warrants the conclusion that the opening up of the trafficable Roads through such (Crown) Lands would increase their value from fifty to three hundred per cent., and not a few of the most experienced Colonists have given it as their opinion that, without some better system of Land Communication, neither the Crown Lands recently disposed of, nor those now in the possession of the Crown, are worth occupying: a conclusion fully borne out by the ruinous cost of carriage which the unsatisfactory state of the Roads in the Agricultural Districts necessarily imposes, and of the reality of which your Committee have before them the most reliable testimony.”

And again, the Select Committee on Roadways appointed 31st July, 1862, fully sustained in their Report the principles so well established by the voluminous evidence sanctioning the principles laid down in the Report of the Committee of the previous Session; and to which Reports, with their accompanying records, we beg to invite the special attention of your Honorable House.

In considering the various projects submitted for investigation, your Committee have not overlooked the vast importance of endeavouring to give a practical force to the principle unanimously recommended, as that which ought to be first recognised in any national scheme for opening communications between the soil which produces and the markets which absorb that which is produced. That principle is thus laid down in paragraph 2 of the Report of the Select Committee of the 31st July, 1862, ordered to be printed 12th September of the same year, but which political complications and changes prevented from being brought formally before Parliament for adoption.

*Resolved*, 2. "That, in the opinion of your Committee, in carrying out the foregoing Resolution, the interests of the already settled and populated portions of any District where it is proposed to establish Roadways should be the first consideration, and not the mere extra value to be given to unsold lands of the Crown, which appears to constitute the leading principle of the system now being acted upon."

In the modifications of the details of the works made by your Committee, the valuable principle embodied in the foregoing Resolution is kept steadily in view; and by so doing they have, to the best of their ability, so far as the proposed work will admit, provided at once for the profitable disposal of large areas of Crown Lands to future purchasers, and the opening of trafficable roads to those who have already become purchasers.

In conclusion, your Committee beg to submit their Report to your Honorable House, as well as the accompanying Resolutions and Records of Evidence; to the latter of which they invite special consideration:—

*Resolved*, 1. That the Roads "Launceston and Ringarooma," "Bridport and Scott's New Country," "Scott's New Country to join Ringarooma Line," and "Bridport and Scott's New Country Road," as indicated in Paper No. 33, on Reproductive Works, under Clauses 1, 2, 3, and 4, be recommended to the House for construction.

*Resolved*, 2. That the Roads "Green's Creek (Port Sorell) and West Tamar Road," and "Ulverstone Road," as indicated in Paper No. 33, on Reproductive Works, under Clauses 5 and 6, be recommended to the House for construction.

*Resolved*, 3. That the construction of the Road "Direct Huon Road from Hobart Town to Leslie," as indicated in Paper No. 33, on Reproductive Works, under Clause 7, be recommended to the House,—widening the existing Road to 20 feet, and rubbing and metalling the same 15 feet.

*Resolved*, 4. That, in the opinion of this Committee, the sums proposed to be expended on the construction of two branches from the Main Tramroad leading from the Sandfly Basin to North West Bay (namely,—£5600), and the difference between the proposed and approved Expenditure for the Construction of Tramroads between Port Esperance and Southport (namely,—£7722), ought to be expended in constructing such Roads in the neighbourhood of Port Cygnet, Franklin, and the other settled Districts of the Huon, as may be, after due preliminary examination, found to be reproductive.

*Resolved*, 5. That the Construction of a Single Line of Tramroad from North West Bay to the Sandfly Basin, 8 miles, with Jetty at Shipping-place, be approved. 8 miles, at £700 per mile, equal to £5600.

*Resolved*, 6. That it is expedient to form Tramways from Dover to Walpole, 3 miles; from Port Esperance through Pearson's purchase to the forest beyond, 4 miles; and from Southport to Shingle Hill, 3 miles; at a cost of £594 per mile, equal to £5940.

*Resolved*, 7. That, in the opinion of this Committee, it is desirable to supplement the £600 proposed to be raised by the Promoters of the Cam River Tramroad by an equal sum.

*Resolved*, 8. That the item No. 11, in Paper No. 33, Road from Cambridge to the Bluff, Sorell Causeway, £2000, do pass.

*Resolved*, 9. That it is advisable to build Bridges over the Forth and the Leven; and that the sum proposed—£2650—be increased to £3000, in order that the Bridge over the Leven may include a Drawbridge.

*Resolved*, 10. That, in order to test the economy of iron over wooden rails, one Tramroad be constructed with iron rails in such locality as may be thought best by the Executive Government.

*Resolved*, 11. That this Committee recommend the expediency of having the proposed Reproductive Works, as approved of by them, carried out with as little delay as possible.

*Resolved*, 12. That the Chairman be instructed to frame a Report in accordance with the Resolutions passed.

CHARLES MEREDITH, *Chairman*.

Committee Room, 16th August, 1864.

## EVIDENCE.

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MR. WILLIAM EDWARDS *examined.*

*By the Chairman.*—I live at Longford. I know Scott's New Country and the Ringarooma District. I have property in Scott's Country. I grow grain there, but have no means of getting it to a shipping port; and I have been laying down English grasses in consequence.

About 2 years ago, from Mr. Scott's representation that the road was to be made, I laid the land down in grain. At that time we had only a track to the Port, and I paid £8 4s. per ton for cartage of a distance of 13 miles between my farm and Bridport. Were the new road completed for a bullock dray, I should consider that £1 per ton would be a fair charge. I have 30 tons of potatoes there now, with which I am obliged to feed the cattle and pigs on account of not being able to send them to a market.

I possess 2 sections of land in Scott's Country,—one of which I purchased from the Government, the other from a man named Griffiths.

There are from 30 to 35 settlers, heads of families, at Scott's Country. I have two sons there; but having a family of eight, I am unable to meet the expenditure consequent upon a residence there, and therefore I remain at Longford. I know the country on each side of the road to Bridport. I have read the estimate of the cost of a road through it as laid before the House, and am of opinion, from my knowledge of the locality, that it is sufficiently liberal in amount.

There is a rock at Bridmouth which prevents vessels from entering the Port. At present we should have to pay 10s. per ton additional to land carriage for boating produce to the outside of the Port.

Vessels ride at anchor between 1 and 2 miles from the road terminus, more or less, according to the weather. The roadstead is on the western side of the Brid, and vessels cannot come closer on account of the rock I before mentioned. Mr. Brewer informed me that a jetty might be built and the rock removed at a cost of about £250. If this rock were removed vessels of about 25 tons or thereabout might come up to the terminus of the road.

I do not know the depth of the water at the Brid, nor do I know the rise and fall of the tide. The *Emu* and the *Watervitch* trade to this Port: the latter is of about 18 tons burden.

Vessels once inside the Brid would be in safe anchorage.

*By Mr. Lewis.*—The western head of the Brid shelters the Port from the westerly winds. The eastern shore is low.

If the road were completed to the Brid, and the rock removed, no difficulty would be experienced in making this a regular trading port.

It has taken me three weeks to go from Longford to Scott's Country with cattle on account of want of roads.

Those who grow grain and potatoes, &c. will, of course, be more benefited by having a road made to the Brid from Scott's Country than if they were obliged to cart their produce overland to Launceston, as the Brid is the natural outlet from the District. There is no occupied land between Scott's Country and Bridport, it being useless for agricultural purposes.

From my personal experience, I should say that the quantity of good land in the Ringarooma Country is, if anything, underrated in the reports of the Surveyors.

I have seen a Petition to the Governor from the inhabitants of Scott's New Country for a road to Bridport, and concur in its prayer.

I was asked to sign another Petition in which the cost was estimated at £200. I declined to do so, on the ground that the amount specified was quite inadequate, the land being too good and materials for road-making being too scarce along the line.

*By Mr. Balfre.*—With the road in its present state, it would be impossible to grow grain with profit, nor could we send potatoes to the Port under from £2 10s. to £3 per ton cartage.

I have burnt off the scrub on my land, and have now some hundreds of acres laid down with English grasses, which grow most plentifully when sown on the ashes.

With the overland road in its present state we cannot send cattle to Launceston with profit.

I have no practical knowledge of road-making, and therefore cannot express an opinion as to the correctness of the estimate in Paper 33. I do not think that, even with a good road, it would pay to send

produce or cattle overland to Launceston. From Bulman's to Scott's Country the land is good ; it is of a dark chocolate colour at Scott's Country, and very rich. The timber is almost too heavy.

I do not think a common road could be made between Youll's Section and Scott's Country on account of the richness of the land.

There is no scarcity of timber for Tramroads anywhere about.

The country between Youll's and the Port is tolerably level.

Either a Slab-road or a Tramway would be the only payable road.

A metal road would cost a mint of money, as there is not a stone in the locality.

I have sown some paddocks with red clover, which grows luxuriantly, some of the stems grow above a yard in height.

The white clover also grows well, but not so well as the red.

Scott's Country is a very healthy place: we have no sickness there.

*By Mr. Davies.*—A medical man has settled there, but not professionally.

I consider that the estimate for a corduroy road is sufficient.

I have not the least doubt but that Settlers would take up land at once if a road were formed. Several attempts have been made by people from Geelong to occupy tracts in this locality, but they gave it up on account of the impossibility of doing any good. If the agricultural land were taken up, the adjoining would be made sheepwalks at once.

*By Mr. Davies.*—No person, in my opinion, should be allowed to occupy more than 320 acres of the agricultural land, so as to prevent the locality from being turned into a sheep-walk, or for general pastoral purposes.

I have not seen the Report upon Agricultural Areas.

I know Mr. Scott the Surveyor. I am not aware that he has more than one section of land in the locality named after him.

There are eleven Settlers now in the New Country who will be obliged to desert their farms unless roads are made.

A branch road from Hazlewood's Section through my land on to the Brid River, a distance of about 6 miles, would open up a magnificent tract of country.

I consider that the overland route is equally indispensable with the road through Bridport, on account of passengers and stock traffic.

*By Mr. Lewis.*—I think that sufficient provision has been made for branch roads from the different allotments to the proposed main road where the surveys were marked out, but I cannot speak positively on this point.

The chief points of difficulty on the road between Scott's Country and the Ringarooma occur at one or two spots where cutting is required.

#### MR. G. BABINGTON *examined.*

*By the Chairman.*—I am Town Surveyor of Launceston, and am a practical Surveyor. I have examined the road from Launceston to Scott's New Country, and have made a calculation of the cost for making it.

The road is known as the road between Launceston and Ringarooma.

I estimate the cost of the road from Launceston to Scott's Country, at Point C on Map (39½ miles in length), at about £11,040.

I have included in this 10 per cent. for supervision of the work. It took me three weeks to examine the line and make my estimate. I walked the entire way, so as to be in a position to notice every trivial detail. I believe the work could, under proper supervision, be effected at the calculation I have made.

The road from Springfield to Point C. is marked out on elevated land, on account of the sidling nature of the country, and to avoid the alluvial bottoms. I did not make the survey myself, but was occupied for three weeks in making the calculation. It took me seven hours to walk from Point A. to the Brid (a dis-

tance of 11 miles), over the most difficult country I can remember, owing to the dense timber and the sidling.

I do not think that a better line could be formed, as there are no rivers to cross or floods to encounter; and you can travel over it at any time of the year.

A good metalled dray-road might be constructed for the £11,040; but I would not recommend that the work should be undertaken except under the supervision of an experienced and competent Road Surveyor.

There is a difficulty on the Northern side of the Colony in obtaining proper Contractors, from the want of knowledge in economising labour of the kind which prevails. One competent Surveyor would, in my opinion, be sufficient to lay out the work for all the roads on the Northern side.

*By Mr. Davies.*—I walked along the road when taking my data, and made observations as I went. I took a field-book with me, but did not bring it to Hobart Town with me.

I took no actual measurement on the ground, but did so on the plan with a scale applied.

Were I in a position to contract, I would do so on my own estimate, so far as its correctness is concerned.

I adopted an Engineer's estimate in making my calculation.

I have spent the better part of my life as a Road Surveyor and Engineer in this country, and in New Zealand and New South Wales.

I had two men with me, as well as one of the land proprietors, when I made the calculation. We had a pack-horse with us.

I know the intrinsic value of the land as regards quality, and have no reason for expressing ideas different from those conveyed in my Report. The timber trade with Victoria would be very extensive were the roads made. The myrtle abounds in Scott's Country.

I cannot say that I would recommend that parties should be allowed to settle under the Agricultural Area Clause of "The Waste Lands Act" in heavily timbered districts. The timber is worth between £11 and £12 per 1000 feet for coopering purposes; and I consider that, if such a thing were allowed, a man might obtain 100 acres for a shilling per acre, and make use of it for splitting purposes, and when cleared off he might occupy it at a cheaper rate than if taken under "The Timber Licence Act."

I am acquainted with Mr. Scott. I think he has about 2400 acres of land in the New Country, all of which he purchased from the Crown.

I cannot say if his land is close to either of the proposed new roads.

I consider that the Director of Public Works should have the conduct of these works.

*By Mr. Lewis.*—Without a good road the timber is an encumbrance to the soil; and it is indispensable that a good road should be made from Scott's New Country to Bridport for the purpose of exporting this timber.

*By Mr. Davies.*—A road between Point C. and Killafaddy would unquestionably benefit that vicinity, and also Launceston.

*By the Chairman.*—I received £45 from the Government for my calculation.

#### MR. THOMAS HOGARTH *examined*

*By the Chairman.*—I live alternately at Killafaddy and Pattersonia. I rent a farm at the former place, and have been engaged in agricultural and pastoral pursuits.

I know the line of road marked out by Mr. Burgess as indicated by the blue line on the map before me, and will describe it to the Committee.

The road to Mr. Adams' location from Killafaddy is a bullock-track, very rough. The land is a good grazing country, about one-fourth is agricultural land, and the best part of this portion is now under crops.

From Adams' to Stuart's (a distance of 5 miles) the ground is similar to that already mentioned.

I have examined the land for 2 miles deep on each side of this 5 mile line; and it is—except about one-fourth composed of high hills—second class agricultural land. All the lots taken up here are occupied by the owners, and have been improved.

The timber here is very abundant, and well suited for posts and rails, which cannot be obtained at any price now in Launceston (that is to say, in any quantity). Stringy gum abounds here and timber suited for sawing purposes.

I can say with confidence that 100 posts and rails could be procured from one acre: this is at the lowest computation. And as there are about 12,000 acres in this tract, 1,200,000 posts and rails might be had from it.

On every 5 acres at least 1 ton of black wattle bark might be procured.

All the selections made in this locality were applied for in expectation of the road being made.

On this 5 mile Section (12 miles from Launceston) lies a bed of freestone, which is so good that the settlers have used it for grindstones; and it has been used for building purposes at St. Leonard's, near Killafaddy, by the settlers, who carted it themselves.

From Stuart's Section, for 4 miles up the road, the land is barren, and the country presents a succession of slate ridges; and the slate crops out in some places where it shows that it would be useful for flagging purposes, and if dug for sufficiently deep, it would answer for roofing. It is similar to English slate in appearance, and I have myself split a piece on the surface which was as thin as a penny. These ridges are about 15 miles from Launceston.

From the 19 miles point I have proceeded in a northerly direction 5 miles, and have, while doing so, branched off in various directions, and have found the land everywhere to be of first class quality. I know of at least 2000 acres of first-class land where the map is painted pink.

From the same 19 miles point I have gone 3 miles in an easterly direction. The land is good all along, and is heavily timbered on every side.

On the 4 miles tract of slate ridges a very large supply of timber suited for palings and shingles exists.

One tree on every 3 acres would yield at least 2000 palings.

There is also a quantity of wattle fit for staves, for which article there is at present a great demand in the market. I have had three orders from Victoria for staves, but have been unable to supply them from want of a road.

There is also a great quantity of wattle bark on the slate ridge Section.

The extent of splitting gum and wattle (blackwood and lightwood) is unlimited on this easterly Section.

There are few or no rises in the line of road for 19 miles from Launceston, as it forms an even and gradual descent into town.

On the 2000 acres called Pattersonia, 15 persons have selected allotments. Seven of these have improved their lots; but 3 only of the 15 now remain on their lots, from want of a road. These 3, however, are doing pretty well, as their allotments are nearest to the point on the 19 miles track to which a bullock-dray can reach.

The main crops grown have been grass seed, from the lightness of carriage of this article. About 10 head of cattle have yearly come off this place for the last 4 years.

If the market price of potatoes at Launceston were £4 per ton, it would pay to a certain extent during the dry weather to send this article of produce even with the present road.

I have grown 8 tons to the acre of potatoes on land encumbered with logs and stumps. Autumn is the only season when the roads are dry.

If the roads were opened, £1 per ton would be about the cost of carriage.

After leaving the 19 miles point, at the 2000 acres section, I have proceeded along the line to the River Brid. This country is hilly: 3 miles of it on the road is unfit for cultivation; but by branching off this 3 miles line at a short distance on both sides good land is found. One-half of the remaining country (independent of these 3 miles) is also good land, but not first-class, with stones showing in the subsoil.

After the road crosses the Brid the land is good for 6 miles.

I have also gone one mile to the eastward of this road and found the land good for agricultural purposes, heavily timbered and with light scrub: the ground is light-coloured chocolate, mixed with sand, and easy to work. The tract of land of this quality is 2 miles wide.

I have also gone for 2 miles from where the road crosses the Brid, in a north-westerly direction, for 8 miles: the whole of the land for this distance is magnificent, and the lightwood, adapted for sawing purposes, is abundant.

Myrtle is found on the 5 miles between the 14th and 19th mile points; from the 19th mile point, in an easterly direction, the myrtle abounds, particularly on the flats.

Allowing this 8 miles section to be 2 miles wide on each side, the area can be easily calculated.



This place is called Scott's New Country ; the greater portion of it is Crown land.

In this locality I saw several places where wells had been sunk. The soil is between 4 and 12 feet in depth without the appearance of a stone ; and in winter time there is no occasion for draining, as the soil absorbs all the rain.

I have been about half-way to Bridport from Scott's New Country, but did not proceed on to the Port. I have been in the Ringarooma country.

Going towards Ringarooma, and before coming to the Billy-cock Tier, you cross 4 miles of barren country. After you leave this, you come to the Arnon River Valley, where the land is good. I have crossed 4 miles of good land in the Valley.

I believe this Valley to be about 10 miles wide, and that all the land in it is good, as I have crossed it from 2 points by divergent lines and found it so.

On getting into the Ringarooma Valley the land is magnificent, and much more easily cleared than in Scott's Country, being more lightly timbered. I do not think that there are 10 gum trees to the acre. I have crossed this Valley from two points and found good land for 4 miles each track.

I have also gone up the Valley, which I think is about 18 miles long, and all the land appeared to be good.

Scott's Country soil is deeper than the Ringarooma soil, but not richer. Ironstone prevails in the soil at Ringarooma : the colour is similar in both Districts (*i.e.* chocolate).

I cannot say as to the cost of cartage from Scott's Country to Launceston. Any produce sent down has to be carried by pack-horses. Only one allotment is occupied in the Ringarooma.

If the Ringarooma Road were opened it would ensure agricultural farms being started : at present it is impossible to do any good. A road might be made to Killafaddy without any great difficulty, except at about half a mile from Minter's selection, where a sidling exists for a quarter of a mile ; but this can be remedied by changing the course of the line somewhat, and going over the spur of the hill.

I believe that a good road, rubbled, might be made for the amount estimated. At Killafaddy, for 4 miles the stone is close to the road : 2 miles more would not require metalling, being gravelly ; the next 4 miles would only require levelling, being of a rocky nature, and the surface, being chipped off and then gravelled, would make a good road : plenty of gravel can be procured there.

The next 5 miles piece of road has flats running through it, which would require to be thickly rubbled for short distances, (say from 3 to 10 chains at different places) : the other portion of this 5 miles piece is of a gritty nature, which would not require metalling, but only wants rounding up for about 15 feet. A good part of the slate ridges would require side cutting and rounding up : the slate exhumed in the cutting would answer well in lieu of rubble.

Along the whole line to the Brid materials are available from the cuttings exhumed for making a road ; but a good portion of the road must be slabbed, for which there is abundance of timber close on either side. 5 miles would require slabbing, and the remaining 3 miles can be metalled.

Opening the road would ensure a population on the 2000 acres I before mentioned, irrespectively of Scott's Country and the Ringarooma District.

Five respectable young men off one small farm occupied by me in the Morven District, who had saved money for the purchase of land, have left for Victoria, not being able to settle in the New Country.

*By Mr. Davies.*—I know from practice what is required in making roads. I do not consider that I am capable of making such an estimate as that appearing in Paper No. 33.

I know the difference between an Engineer's and a Surveyor's road survey. I believe that a bullock-driver is about the best road surveyor, going over a new track ; but after the road is surveyed, of course his opinion would be of no value.

I do not know if the Director of Public Works has visited the proposed track ; but the late Mr. M'Cracken told me that the road to this country would be a "bowling-green."

The land at Scott's Country is the most valuable I ever saw in my life. Mr. Scott has not any land in the country named after him : he has land in the Ringarooma District.

I have no land in the Ringarooma District ; but would at once take some if the roads were made.

*By Mr. Lette.*—I was in the Ringarooma Country in the beginning of last summer, about 18 months ago. There were about 6 or 7 hundred acres of trees rung, and one paddock of 300 acres was enclosed with a post and rail fence, and other paddocks were fenced in with paling for garden purposes.

I went all through the Western Country last summer ; but it is not to be compared with the Ringarooma

or Scott's Country, being of a very patchy nature, which is not the case with the latter places; while, at the same time, the weather is so mild at Scott's and Ringarooma that crops of grass, &c. grow there in winter time, so fertile is the soil.

MR. JOHN THOMAS *examined.*

*By Mr. Davies.*—I surveyed the land from Boon's Selection to Ringarooma River, a distance of 16½ miles. An error of about 1½ miles occurred in the compilation of the map before me, owing to the survey having been partly made from different points. My own survey corrects the error in the map.

I now hand in my estimate of the expense of the proposed works. [Estimate handed in.]

From Boon's Selection to Scott's Country no engineering difficulties exist: there are several gullies, round which I have been obliged to work.

There may be a dividing range between George's Bay and the Ringarooma; but I purpose determining that point on my next visit to the locality; and, if necessary, I shall do it at my own expense. I am at present of opinion that the George's Bay land forms part of the Ringarooma Country. The country, after you cross the Arnon, is good.

*By Mr. Lewis.*—The Billy-cock Tier is all good land on the granite.

MR. GORDON BURGESS *examined.*

*By the Chairman.*—I am a District Surveyor. I laid out the road from Launceston to Ringarooma.

Commencing at Pattersonia, for 6 miles a road has, I believe, been cut since I surveyed the track. Beyond the 6 miles cut, to within 3 miles of the River Brid, the line is tolerably level; afterwards there is a descent of about 1000 feet, at an average gradient of 1 in 15; which might be reduced by extending the road more round the spur of the hill. I adopted the steeper gradient for economical reasons. The line all along this hill is sidling. I found that my estimate exceeded the Tenders for this piece of road. My estimate for the last 6 miles to the Brid was £81 per mile. One tender was sent in at £80 per mile.

My estimate was simply to make the road passable for a cart, and does not include metalling or gravelling; simply a road 15 feet wide.

*By Mr. Balfre.*—I do not think there are any engineering difficulties in the way of making the road. I have seen the estimate in Paper 33. I consider it sufficient for the work.

I know the Hobart Town Road to Oatlands. Some of the pinches on it—such as at Spring Hill and Constitution Hill—somewhat resemble the place I speak of on the Ringarooma Track; but the latter more resembles St. Mary's Pass, Falmouth, than it does either of the others. For about 100 yards, cuttings must be made into the side of the hill. It would be better to cut into the hill than to log up the side, as the rain would eventually undermine and wash away the logs; the cutting would be simple, as the formation is sandstone.

I consider that the estimated area of land is not above the reality. It would, no doubt, confer a great benefit upon the community to open this road. I have been to Bridport, but cannot speak with accuracy of the harbour.

I have never been in Scott's New Country, but have gone right through the Ringarooma District to the eastward of Mount Horror. There is good land: it is of a chocolate colour; but like all the land on the northern side, it is patchy.

I know the Devon country. The Ringarooma soil is about equal to that at the Leven Forest, but it is not so heavily timbered.

I have crossed the Arnon River, but do not remember having seen any good land there; but there may be some at the back of the River.

MR. JOHN BUTT *examined.*

I know both Scott's New Country and the Ringarooma.

The land (marked red on this map) at Ringarooma is of the very best description; but the map is not correct, as the good land extends more to the eastward than is marked,—fully a mile further. I have been

more than 2 miles back from the most easterly point, (marked red.) The good land is not over timbered. There is very little scrub, which is of a ferny description.

I have a selection of land east side of the Ringarooma River.

I am not doing anything there at present. Last autumn I attempted to settle a man and his wife on my land, but failed for want of roads to carry provisions. I am keeping these people at almost a loss, as I intend to try the experiment again next month.

This new country cannot prosper without a road being made to Launceston, although the road to Bridport may answer for a while. My reasons for saying so are as follows:—This country when opened up will depend a great deal on wool, beef, and mutton. There are no natural grass-lands of any consequence in the neighbourhood of the Ringarooma; therefore the principal portion of the cattle and sheep will be kept on English grasses, and we may expect that considerable herds and flocks will be produced from those grasses. But to make the Ringarooma country an agricultural district, there are some thousands of acres of second-class land which would be brought in for cultivation; but it is not likely while so much first-class land is to be had that the second-class land should be required for anything but grazing purposes.

I have no hesitation in saying that the land at Scott's New Country and the Ringarooma is the very richest I have ever seen in my life, both for agricultural or pastoral purposes; but for the latter the grasses must be first sown.

As a practical man, I know what a bullock road is and should be.

I think it is quite practicable to make this road.

I selected my land at the Ringarooma in expectation that Mr. Scott, the District Surveyor, would bring the road question forward.

I am a farmer residing at Lymington in the Morven District.

I have several relatives and friends in England who are only waiting to hear that the roads have been made, to emigrate to Tasmania and take up land in this New Country.

*By Mr. Lette.*—I consider that the road to Launceston would be much more important than the one proposed to Bridport, for the reason that meat pays better than grain.

One acre under English grasses in summer time would fatten 10 sheep for market, or would fatten 1 bullock.

The climate is very mild, and the grass grows all through the winter: little or no frost or snow.

*By Mr. Lewis.*—The most expeditious mode of sowing grass would be to sow the seed on the ashes of the under-scrub when burnt, as the scrub roots will be rotting in the mean while.

I have not had time to consider the point, and therefore am unable to estimate the quantity of good land available. I believe, however, that there is amply sufficient to maintain a large population.

The first-class land there would, at the lowest calculation, yield 40 bushels of wheat to the acre.

I went through Scott's New Country just before last harvest. I saw there a piece of oats, about 6 acres: the cost of clearing and sowing this paddock was £14. I then judged that the 6 acres would produce 600 bushels of oats, but have since heard that, being too thick, they only turned out 80 bushels per acre.

The greatest crop of oats I have ever seen in Tasmania was on an acre paddock (new land and manured) on the property of Mr. Cox of Clarendon. It amounted to 106 bushels.

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MR. JAMES SCOTT, *District Surveyor, examined.*

*By the Chairman.*—The Green Creek, Port Sorell, and West Tamar Road (known as Mr. Hall's Road), if opened, would save at least 20 miles distance to persons belonging to North Down, Burgess, Port Sorell, and the New Country on that side, when travelling to and from Launceston. The old road took them round by Deloraine.

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MR. RICHARD HALL *examined.*

The land on my map (marked red) is suited for agricultural purposes, and would be sold, without a doubt, at £1 per acre.

I estimate the quantity at between 6000 and 8000 acres, certainly not less than the former quantity; and the whole of this would be taken up at once, if the road were made.

Already a good number of applications are being sent in for it, even before the road is made.

The portion laid out by me extends between points A. and B.; but I reported and made suggestions upon other portions of the road extending to point E.

The country between A. and B. is pretty well populated.

The length of the proposed road from A. to E. is about 33 miles.

The distance from A. to Launceston is about 14 miles.

The Settlers have no other means of getting their produce to market than by this road.

W. R. FALCONER, *Esquire, examined.*

*By Mr. Davies.*—I am Director of Public Works of Tasmania, and am a Member of the Board of Works on both sides of the Island.

I have seen the various Plans and Estimates on which the Select Committee for Reproductive Works are at present deliberating. I have seen them in the Parliamentary Chamber since my return from Launceston lately.

I am an Engineer. I have not, as Director of Public Works, been consulted either by the Government or any one else as regards the feasibility or otherwise of effecting the proposed works.

From what I have seen of the Plans, I believe I can give a general idea as regards their practicability. I have read Paper No. 33, with the Surveyor-General's letter appended. As a practical engineer, I consider that the details contained in that Paper and the Plans are sufficient for carrying out the class of roads required.

I have seen the Plan of the County Dorset, showing the proposed road to Ringarooma, Scott's New Country, and Bridport.

Taking the Map before you, where it is proposed to open the country from Killafaddy to Bridport and Ringarooma through Scott's Country, I consider that there is sufficient information given in the Plans and Estimates for the construction of these roads,—when accompanied with the Report of the Northern Board of Works.

*By Mr. Lette.*—I have not been on that road, but the Northern Board have had the Report and opinion of the late Mr. M'Cracken on it. I am perfectly aware of Mr. Gunn's opinion on the subject. (Read from Report of Northern Board of Works, Paper 158.)

When the Ringarooma Road was cleared, one piece of very difficult ground was found between Pattersonia and Springfield. The Board of Works found that they had not sufficient funds to make that portion of the road; and it was estimated that, to make it passable, from Launceston to Springfield for horses and cattle, an expenditure of £1400 would be required; and Mr. M'Cracken, who was very careful in making out his Estimates, calculated the cost of the road from Launceston out to a little beyond Springfield at about £30,000 for a good road, or for a passable road at £13,000, the distance being about 42 miles.

The Board of Works considered that, before proceeding with this work, an endeavour should be made to find a better track, by offering a reward to some of the settlers; but, should such not be found, that the present proposed road should be adopted.

I know the Devon District; but cannot give an opinion as to the proposed new road between the Tamar and Port Sorell, as I have not had sufficient data before me.

I have seen on the map the proposed road on the right bank of the Leven, going from Eden to Ulverstone. I know that there is a very large area of agricultural land and timber beds. A very fine forest of the latter,—consisting of blackwood, lightwood, and myrtle,—and, also, that there are detached patches of pencil-pine all the way from the Forth.

I have seen the Plan proposing to run a Tramway on this line, and believe that a Tramway would be of great advantage to the District.

I beg to read from the Report of the Northern Board (Paper 158) on this subject.

I have seen the Estimate for the Tramway. There has been furnished no Plan of the lie of the country ; but I think the Estimate would be sufficient, although I do not think that for the first year or so a Tramway would be necessary. In fact, in my opinion, I would first clear the entire width of the proposed Tramway-track (say, about 100 feet wide), only ringing the very large trees ; and the rung trees would, in the meanwhile, be seasoning, and ready for sawing by the time that the Tramway would be required.

I beg to read the opinion of Mr. Calder, Surveyor-General, on this subject, having reference to the roads in County Dorset. (Page 19 Agricultural Areas, 3rd line from top.)

I am quite aware that the principal object of the Committee is to invite settlers into those new countries by opening up the means of approach.

I have been at the River Leven on only one occasion. I am aware that the proposed site of the Bridge was at first near the ford up Kentish's Track, about 6 miles from the Leven Heads, and near the termination of the navigable portion of the river.

The plan proposed at present is, to erect the bridge at Ulverstone on the main line of road near the Heads. In my opinion to take it higher up the Leven than the proposed present site would be attended with more expense, and would not be so convenient.

The first proposal originated on the ground that Kentish's Track was intended as the main line of road ; it was eventually given up and the Coast line of road adopted.

I consider that the proposed bridge should be fitted with a drawbridge, which might be managed without much additional expense, requiring only a little extra piling ; the navigation would not then be impeded. I believe that £3000 would be sufficient for all bridge purposes, both at the Leven and the Forth, and still leave a margin.

No communication exists between the River Inglis and Circular Head at present, except by the Coast line.

I am aware that Mr. Lette recommended that the road should be cut from the Inglis some miles back from the Coast line, but there were no funds available for the purpose at the time.

*By Mr. Lewis.*—I possess some knowledge of road-making.

*By Mr. Davies.*—I know the Kentish Track down to Kimberley's Ford.

I am unable to say if any promise has been made to the people on this Track about making a road, with the proviso that they bought up the land.

The proposed Tramway schemes throughout the Island embrace considerable distances.

Opinions vary about the durability of wooden lines : a great deal depends upon the quality of the timber and the description of wheels used.

The Tramway at King's Island, made of timber brought from Corner Inlet, Gipps Land, did not last above 3 months ; but the timber afterwards laid down there, and procured from the Northern Coast of Tasmania, was very little damaged after having been used for 9 months : the latter was plated with iron at the curves and steep inclines.

For temporary Tramways and for short distances wooden lines would answer ; but a horse will only take about one-sixth the weight on a wooden Tramroad that he would draw upon an iron one, owing to the greater amount of friction.

Mr. Degraives has informed me that he found iron to be cheaper than wood on his Tramway at Bruni Island, from the saving in horses.

Mr. Tully, in his Report, gives a very detailed estimate as regards the proper maintenance of wooden Tramways. One plan would be, that they should be maintained by Government ; another, by leasing ; but it would be undesirable that the Government should keep them in their own hands, as in that case a staff of officials would have to be kept up.

*By Mr. Balfe.*—I do not consider it advisable that Tramways should be carried into Districts containing large quantities of "gum-top stringy bark," as that wood is of so very inferior a quality that the cutting and sawing of it should not be encouraged by the Government. In the Report of Mr. Innes, it will be seen that large beds of "gum-top stringy bark" exist in his line of Tramway between Port Esperance and Southport, commencing about three miles from Port Esperance. Mr. John Watson, in his Report, states that one of the very finest beds of the "best blue gum" he has ever seen is at about three miles distance from Port Esperance, and that it is in sufficient quantity to last for ten years. I am of opinion that it is not advisable at present to construct two long lines of Tramway between Port Esperance and Southport ; and I consider that three miles of Tramway running back from each place into good beds of timber would be quite sufficient for some time to come.

There is a similarity of principle shown between the proposed Tramway scheme and the mode in which regular Railways are maintained.

At some places, where heavy traffic would result, iron rails would be required; but where the traffic would be comparatively light, wooden ones would be cheaper, and would answer all the purposes.

A wooden Tramway can at any time be covered with iron rails, which can be regularly prepared for the purpose.

*By Mr. Davies.*—The Government should decide what lines they will have. At present there is no line proposed for which iron rails would be at once required. Should those be necessary hereafter, they can be laid upon the wooden rails without difficulty.

At present the prices of Railway sleepers at Melbourne and in this Colony are nearly the same,—about three shillings each. It would not therefore be profitable just now to run long lines of Tramways into the forests, the present demand for timber being limited.

*By Mr. Lewis.*—If main lines of Tramways were adopted through the various Districts of the Colony, carts would not be so much required in these Districts.

The proposed lines required in the Huon District should be similar to the new roads on the northern side of the Island; namely, short Tramways leading to the Coast line or navigable parts of rivers, and not as general high roads through the country.

J. E. CALDER, *Esquire, Surveyor-General, examined.*

*By Mr. Davies.*—Since the plans of the proposed Reproductive Works have been out, Mr. John Lord has applied for land in the County of Dorset at £1 per acre.

*By Mr. Lette.*—I will prepare, for Tuesday next, a Return of Lands in that District which have been sold at less than £1 per acre,—when, to whom, and at what price.

I now beg to hand in written replies to the questions submitted to me by the Colonial Treasurer this morning.

MR. JOHN WATSON *examined.*

*By Mr. Balfre.*—I have had long experience (above 30 years) in the timber trade and shipbuilding on the southern side of the Island.

I know the locality of Southport where it is proposed to lay down Tramways.

I was deputed by the Government in 1862 to report upon the timber of the south. I have seen the plans of the surveys made for the Tramways at Southport, and have gone over most of the proposed lines.

The land between Port Esperance and Southport is very good. Upwards of 100,000 acres, extending from the Esperance to the back of Southport Narrows, would be opened up by Tramways. This country has been very little explored. The Naval Reserve is situated in the locality proposed to be trammed.

Fine blue gum and real stringy bark is found in great abundance there, together with a large quantity of splitting stuff. I have inspected the land and timber at Walpole: they are both of very good quality, that is, about Walpole.

I do not think it is advisable that the Tramway should cross the Narrows, as it would spoil the harbour. About Walpole there are miles of level table land.

I consider that a short line of Tramway at each end of the proposed Tramroad would satisfy all the requirements of the locality at present: about 3 miles at each end would suffice. As a general principle, short lines running in from the river are the most preferable; but if possible they should be so situated as to be capable of extension hereafter.

Fifty men have left the District who resided in a space of four miles, (bullock-drivers, sawyers, &c.), and gone to the adjoining Colonies within the last 4 years, simply from want of employment in their respective callings. Roads and Tramways would, no doubt, induce these people to return. All the timber near the water's edge has been cut.

Mr. Oldham offered men 6s. per 100 for cutting telegraph poles for Christchurch; but they had to give up the work, as they could not earn £1 per week each at that wage; for if a tree, (blue gum) proved specky it would not answer. I have never paid men less than 8s. per 100 for prime stuff. I consider that the settled portions of the District would be influenced favourably by Tramways in the now unsettled ones; although at first they would tend to draw away the population to the Trams; nor do I think that the value of property would be thereby depreciated in the localities now occupied and inhabited. Wherever the Tramways are, there will be the population.

I have often wondered how the people down at the Huon manage to live. Many of them are so attached to their little farms that they will subsist on turnips, carrots, &c., rather than eat their potatoes, which they save up for seed.

The Saw Mill at Bruni belonging to Mr. Degraives is, I believe the only one which has paid. I do not think that Saw Mills in any way injure the hand-sawing trade.

A locomotive Sawing Engine would cost about £400. The fixed Saw Mill is the most expensive.

*By Mr. Lette.*—I am of opinion that, with the exception of that from Dover to Walpole, better lines might have been selected. The Dover and Walpole line abounds in superior blackwood and myrtle.

The terminus should, I think, be on the northern shore instead of 'crossing' the Narrows; and the terminus at Esperance should be fixed at the Township of Dover, instead of at the place proposed in the map plan.

Tramways should have a certain rate per cwt. carriage, and be let to private individuals. I believe that the lease itself would more than pay the interest, and would go a good way in keeping them in repair.

I have never been employed on locomotives. I have seen them work in Victoria; but when I left England the idea was ridiculed.

*By Mr. Balfe.*—I shall furnish the Committee with an estimate of the cost of a 4 mile line.

Port Cygnet seems to have been formed by nature for Tramways, as horses can be advantageously worked thereon.

The roads in this part of the District were exceedingly bad when I last travelled on them.

Within a short time after a few Tramways had been laid down by the Government, I believe that private companies would start up and relieve the Executive from further expenditure.

*By Mr. Lewis.*—It would be necessary that a maximum tariff should be established, so as to prevent extortion on such private lines as might receive assistance from the Government.

*By Mr. Balfe.*—Private Companies should be assisted by Government.

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#### CAPTAIN GOURLAY *examined.*

I have been trading on the river in steamers for the last 10 or 11 years.

I possess a good deal of property at different parts of the Huon District, and am intimately acquainted with the localities.

I have a knowledge of the plans showing the places for the proposed Tramways.

In my opinion it would be better to make short lines in different localities, as the people residing at the several places could give reliable information as regards the best sites.

I have a Tramway of my own up the Huon. The Tramways already established have prevented the population from decreasing. A good number of those who went to New Zealand have returned or are returning.

There is only one system which will pay at the Huon; namely,—1st the splitter, to be succeeded by the sawyer, who in his turn makes way for the agriculturist. Tramways would much facilitate all three courses.

I know the Huon side of the Sandfly Rivulet.

The opening of Tramways in the unsettled Districts would, no doubt, draw the population from the settled localities for a time; but as soon as the timber was used up, it would return again.

I think that Government, instead of themselves undertaking the cost of laying down Tramways, should hold out such inducement to private enterprise as would lead to the desired results. And I should propose that so much land for every mile of Tramway laid down be granted to the parties undertaking the work; the Tramways to be made on a certain scale to be appointed by the Government, and to be bound by certain charges for carriage of produce, &c.

From my experience in splitting, the ground furnishing good split-stuff is deficient in Timber suited for sawing purposes.

I beg to hand in a Paper on the subject generally, which I have drawn up for the information of the Committee.

An Act enabling the Government to assist local bodies would have a favourable effect, and would suit the inclinations of the residents.

My own Tramway pays me very well. I made it myself, and it runs through land which I rent from the Crown. I charge those who use it by piece-work—that is, according to the quantity they send down by it. I labour under one disadvantage, which is, that a portion of the Line belongs to a Company who work it at the 6 feet gauge, whereas my portion of it has but the 4 feet gauge. The opening of a Road to the Franklin would be more advantageous to the District generally than one to Port Esperance, as the former possesses a much larger population.

I do not think it possible that the Franklin and Port Cygnet populations can get on unless roads are made, as the Crown Lands contiguous to those places are now getting very scarce.

The timber lately brought to market has much deteriorated in value, owing simply to the want of roads to superior timber-beds inward from the river side.

Tramways in unsettled places would injure settled localities. Under any circumstances I would recommend short lines, so laid down as to be capable of extension.

If land were of a rich description, the people, after cutting the timber, would in all probability remain upon it to cultivate.

*By the Colonial Treasurer.*—In the event of a south-easterly gale setting in, vessels riding at the north side of Southport would have to get under weigh, and run to the southern side.

About half the cost for laying down Tramways should be allowed by Government to parties carrying out the undertaking.

*By Mr. Lewis.*—Locomotive Engines on iron rail would be too expensive. Wooden Trams might be renewed every three years for the interest alone of the cost of iron Trams.

My expenses for repairs per mile during the first 4 years were *nil*; afterwards they were about £15 per mile yearly. One horse on a Tramway would do the work of 8 on an ordinary road. My Tramway is worked by horses.

I believe that men of capital would embrace the offer of half cost from the Government, and would start Companies for making Trams. I have heard many in the District express their willingness to embark in such a speculation: besides, indeed, the interests of the undertakers themselves would be clearly enhanced by their producing superior work; and there would be a keen competition in the purchase of land alongside of a Tramway, if laid down, as it should always be, as near a creek as possible.

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#### MR. OSBORNE GEEVES *examined.*

*By Mr. Balfe.*—I live at Geeves Town or Honeywood, where I hold about 600 acres of land in different lots. I am a shareholder in the Tramway Company established there. I have several relations settled at Geeves Town. We formed that settlement, as before we went there the locality was nothing but wild bush. We went there 30 strong. There were very few inhabitants there before the Tramway was laid down. Mr. Hill and myself have extended the Tramway at our private expense, we having found it absolutely necessary to do so. The Tramway Company have not in any way assisted us in doing so.

No part of the Huon has prospered so much as this locality since the Tramway was established.

We have now a School and two Churches (Roman Catholic and Independent) in the district.

I sold 40 acres the other day for £300, including a cottage and orchard; thus showing the value of land in the District: and I can say confidently, that allotments of the same size close to the river, with orchards attached, would sell equally well.

I have seen the proposed Tramway Lines in Parliamentary Paper No. 33. I am of opinion that if the lines were adopted as proposed, it would tend to lessen the price and increase the quantity of timber brought into the market; but they would have the effect of injuring the inhabitants of the settled Districts, and, indeed, of injuring those on the spot, as they could not pretend to compete with the Government when opposed to them in the trade, unless the Government would run Tramways into the settled districts as well,—which I fear even then would not answer, as the population is too thin to occupy both places, and the works would decay from disuse rather than be worn out.

If Tramways were established in settled localities, the population then would remain on the land, but not otherwise.

I think that a macadamised main road would be more conducive to the prosperity of the district, and I would let the inhabitants make their own Tramways.



I am a storekeeper. I believe that the construction of the southern road to Leslie from the head of Davey-street, Hobart Town, would help both the Huon and Hobart Town, and would facilitate postal arrangements and local communication.

A Tramway between Dover and Walpole would be a great improvement to that place, and would be well supported, as it would pay well.

Private enterprise would never be able to establish a main line of road.

I prefer short Tramways to long ones. I have always advocated that Government and private capital should bear an equal share of the expense: such a course would, without doubt, urge the latter to take a thorough interest in their proper maintenance.

I would suggest that the charges made for carriage should be fixed generally (irrespective of any benefit which would accrue to land) so as to make Tramways pay for outlay in repairs, &c.

My own line pays me very well. My partner and myself laid out £2500 on it, £1250 of which was paid up. I cannot say what the average cost for repairs per mile are, without consulting the books and accounts. The Tramway has already cleared the £1250 (bearing 8 per cent.) in about 6 years within £170.

We are now able to procure the best sawn timber and palings; and I consider we should have been by this time entirely out of debt had it not been for a flood which swept away two bridges, and so delayed operations.

The small settlers have always cried out against Tramways; but when an opportunity offered itself to them to occupy crown lands, they preferred remaining in the neighbourhood of the line. Every acre of crown land on both sides of the Tramway has been taken up, no matter how poor the soil.

*By Colonial Treasurer.*—My store is at Honeywood, on the Kermadie River. I have no trade with Port Esperance.

I do not know the land between Port Esperance and Southport.

*By Mr. Perkins.*—I first settled at Honeywood in 1850. I should say that about 400 acres are under cultivation in the neighbourhood of the Tramway. Our present population is about 300, including children.

We convey all kinds of produce by the Tramway; such as potatoes, apples, wheat, timber, &c.

Our Tramway is about 3 miles long. There are 3 different Tramways (including ours), which all unite at a point about a mile from the river, thus making the entire length about 4 miles. We charge 8s. per ton carriage for the 3 miles as regards provisions. The charge for the same distance for sawn timber is 1s. 6d. per 100 feet; for broad palings from 2s. 3d. to 2s. 6d. per 100 feet.

I generally buy all the timber myself which is produced.

*By Mr. Perkins.*—If the Government Tramways were let out to private individuals, they would work advantageously.

*By Mr. Balfe.*—If the Government reserved the working of their Tramways to itself, we private proprietors would have to come down in our charges, so as to retain our population and business.

Could we have carted timber to the beach at first cheaper than we were enabled to do, we would have produced a much greater quantity than has reached the market.

Were the Government to give me a piece of timber land a mile back from the commencement of my Tramway, it would serve as an inducement to me to extend my Tramway into my own property.

My Tramway has been the direct cause of more crown land being disposed of about Honeywood, than at any other part of the District.

A greater boon would be conferred upon the District by the Government granting assistance, than by taking upon itself the responsibility of constructing Tramways at the sole expense of the public. So much land for every mile of Tramway constructed would be a fair assistance.

It is quite practicable to make the Southern Road, which is marked out as far as Castle Forbes Bay, a distance of 30 miles.

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MR. JOHN HAY *examined.*

I have been a resident at the Franklin about 21 years. I have a good many lots of land there, and a saw-mill.

I have seen the proposed lines of Tramways. I believe that at the Franklin, Port Cygnet, Honeywood, and Victoria there is a great deal of good timber and land nearer to the water's edge than the proposed lines.

I believe that there are several places further down than the Franklin where short Tramways, 4 or 5 miles in length, might be run into crown lands, which abound with fine timber fit for sawing and splitting, and into fine agricultural lands.

I am of opinion that the proposed lines of Tramways would not greatly benefit the sawing and splitting community, but would be the means of carrying away the population from localities already settled; and would, as a matter of course, depreciate the value of property there. In the settled localities, outlying property has, from want of roads, become almost valueless.

I believe that if roads were established for the general benefit of the community in the District, they would have a more beneficial effect than Tramways opened into unsettled Districts.

If the Government would give lands to Companies and private parties, it would be preferable to making Tramways at the cost of the Treasury,—for the reason that such speculations would pay; and the proprietors would be willing to continue operations with spirit, if Government gave a bonus either in land or money.

As an old resident in the District, I do not think the proposed Government scheme, if carried out, would be advantageous to the settled portions of the Huon District; but if the settled portions had the Tramways, they would produce more and cheaper timber than could otherwise result.

I was Chairman at a Public Meeting held at the Franklin on the subject of Roads and Tramways.

The Memorial adopted on that occasion conveyed the opinion of the Meeting, but not mine individually. The Meeting approved of the proposed Government scheme, excepting as regards the Franklin, which it considered to have been somewhat neglected therein.

The main road south from the Franklin would no doubt be of great and important advantage. The New Country at the Sandfly Rivulet abounds in good land and fine timber, but that surrounding the Franklin is equally good.

*By the Colonial Treasurer.*—I have no trade or connection with Port Esperance or Southport.

I know the locality from Dover to Walpole, and from Port Esperance to Southport, and have been there within the last two years; but cannot give an opinion as to the practicability of the proposed lines.

The timber in the forests near the seaboard, between Southport and Port Esperance, is of various descriptions. I cannot speak as to the value or extent of it.

*By Mr. Perkins.*—The Tramways which I propose would pass through private lands; and the people would be willing, in most instances, to allow Tramways to go through their land without compensation.

I have land at the back of the Franklin, which is good in itself and bears superior timber; but my tenants there were obliged to give it up from want of roads, &c. A great deal of land has been given up by others for the same reason.

*By Mr. Davies.*—With respect to the Tramways as proposed by me, I would recommend that a fixed scale of charges be established, and that the lines be opened to the public.

I am well acquainted with the road between Hobart Town and the Huon. A macadamised road would be preferable to an iron Tramway on this line; but a road of 15 feet in width would scarcely be sufficient for such a main line, nor would 10 feet metalling be sufficient. A well-made road would be worn evenly.

I consider that 20 feet in width would be quite narrow enough, and that 15 feet of it should be metalled.

I think it would be a pity to lay out the sum proposed to be expended in making a road so narrow as that suggested in Paper 33.

*By Mr. Lewis.*—I do not think that the Tramways proposed by Government would increase the population; they would only shift it.

MR. JAMES COOMBES *examined.*

I am District Surveyor for South Buckingham. I reside near Leslie, and have property there. I explored the country (now reserved) at the Sandfly Rivulet. I had heard of the proposal to open up communication between the Sandfly Rivulet and North West Bay, but had not seen the scheme of Reproductive Works until now. I know the features of the country perfectly well, but I did not lay out the proposed road.

I think it would be better to convey produce to Hobart Town *viâ* Huon Road than *viâ* North West Bay; but if it were intended to export it direct to Melbourne, or any of the adjoining Colonies, the latter would, of course, be the natural outlet.

The greater part of the land between North West Bay and Sandfly Rivulet is already sold.

I have furnished three or four Reports upon these subjects as regards that part of the District.

*By Mr. Davies.*—If produce were shipped away from Tasmania through a Huon Port, a Customs' Staff would be required there, involving expense.

The sum proposed to be expended in Paper 33 is, in my opinion, more than my estimate of the cost of a wooden Tramway direct to Hobart Town.

A macadamised road would cost much more than a Tramway. The rate of travelling by each would be about the same, as a horse's pace with a load is about from  $2\frac{1}{2}$  to 3 miles per hour.

*Mr. Lewis.*—A Tramway could be constructed between Hobart Town and Victoria, Huon, for much less than £1000 per mile.

I think I estimated the cost in one of my Reports at about £300 per mile.

The only advantage attending the proposed Tramway to North West Bay would be as regards the timber trade, and even that would require an official staff. The charges for Tramway carriage to North West Bay, and freight by vessel to Hobart Town, would be greater than cartage or Tram conveyance direct to Hobart Town by the main line of road.

A Tramway to Hobart Town would open up all the Country on each side all through.

*By the Colonial Treasurer.*—The distance from the margin of the Sandfly Basin to the commencement of the descending gradient to Hobart Town is about 7 miles; from thence to Hobart Town the distance is about 17 miles.

CHARLES DEGRAVES, *Esquire, examined.*

*By the Colonial Treasurer.*—My opinion of the forest leading from the Sandfly Rivulet is, that it is one of the finest in the Colony, particularly for splitting timber.

I have penetrated for 5 miles through it. I have been principally engaged in the timber trade nearly all my life.

*By Mr. Balfe.*—I am also acquainted with the timber forest between Port Esperance and Southport: that portion to the left of the former locality is nearly perfection.

*By the Colonial Treasurer.*—The distance from Maning's Jetty to the forest is about 3 or  $3\frac{1}{2}$  miles.

*By Mr. Balfe.*—I have not visited the forest at the back of the Franklin. I have been in the forest at Carn's Bay: that locality is admirably adapted for the working of a saw-mill; but the timber, though good, is not equal to that in the forests I before mentioned.

The land at the Sandfly Rivulet is of a moderately good quality.

I was of opinion, at the time I visited the place, that the outlet at North West Bay was the natural one and the best.

*By Mr. Lette.*—I am of opinion that the people in the neighbourhood of the proposed line of Tramway are too poor to unite with the Government in paying the expenses; if, however, they are in a position to do so, all the better.

I have seen the proposed schemes. I cannot say that it is desirable at present to join Southport and Port Esperance with a Tramroad; short lines running more to the left from Port Esperance would be more advantageous, as the land there is good down to the water's edge.

The forest land I before spoke of is moderately good, having about 6 or 8 inches of vegetable soil, but not at all equal to the land at the north of the Island.

The proposed main line of road to the Huon, as laid down in Paper 33, is sufficiently wide for the traffic which is likely to be on it.

*By Mr. Lewis.*—I have been in England lately, and have travelled considerably on Railroads. I do not thoroughly appreciate the advantage of transit thereby of such a commodity as coal, which now, in England, is for the most part conveyed by canal; but I am fully aware of the advantages derivable in other respects from steam locomotion.

In my opinion an iron Tramroad would be preferable to a wooden one, and would be more economical for permanent works destined to develop the resources of extensive forests such as those on the Sandfly Rivulet, and between Port Esperance and Southport.

*By Mr. Colonial Treasurer.*—I have seen the Tramroads at Honeywood.

I do not think that putting on iron over wooden rails would answer, as, after being worked, the wood becomes uneven, and would be expensive to relevel; nor am I an advocate for “chair” rails.

*By Mr. Lewis.*—You can, with an equal power, convey 3 times the weight on iron that could be drawn on wood.

I have 4 miles of Tramway down the river, and it keeps a man continually going to keep the wooden rails in good order and repair.

I have seen the Honeywood Tramways. I do not think they are sufficiently durable for the wear and tear there. If I were laying down a new line I would give the preference to iron rails.

Iron rails, 20lbs. to the yard, would be sufficient for a Tramway.

When in England I had an opportunity of seeing all kinds of rails, and their respective capabilities.

Rails in Melbourne are sold retail at £11 per ton. The interest of the cost of iron rails would be less than the cost of repairing wooden ones.

My line carries about 30,000 feet of timber per week. This is but a small quantity in comparison with what might be produced at the Sandfly.

The proposed lines would, no doubt, increase the population, as the want of such works has drawn the sawyers and splitters away.

It is impossible to get the timber out of the Sandfly basin by the Huon Road, except by going up hill, which would never answer. Timber must be conveyed by a descending gradient, if expected to pay.

I consider that the rails should be laid down to North West Bay, as the natural outlet.

*By Mr. Balfe.*—The cost of laying down my Tramway (a wooden one) was about £400 per mile. In a more level district £300 per mile would suffice. I believe that good solid work in the shape of wrought iron roads might be produced for from £700 to £800 per mile.