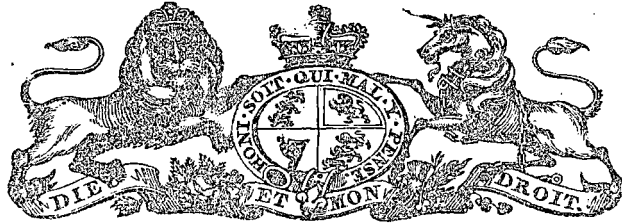


(No. 89.)



1861.

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T A S M A N I A.

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H O R S E - S H O E B R I D G E.

LETTER FROM THE DIRECTOR OF PUBLIC WORKS.

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Laid upon the Table by Mr. Innes, and ordered by the House to be printed,  
1 October, 1861.



AS TO LINE SELECTED FOR NEW ROAD ACROSS THE RAVINE AT  
THE HORSE-SHOE BRIDGE.

Office of Public Works, Hobart Town,  
2nd April, 1859.

SIR,

WITH reference to the prosecution of the proposed works at the Horse-shoe Bridge, and as bearing upon the question of the cost of same, it may not be undesirable for the Government to be placed in possession of the circumstances that induced me, to recommend for acceptance, the lowest Tender received for making and constructing the line, in accordance with the Plans and Specifications exhibited to Contractors, and upon which public Tenders were invited. Three courses were presented for consideration with respect to the laying out of and deciding upon the line to be adopted.

1st. That of carrying the embankment across the Ravine in a straight line, or forming a Timber Viaduct. A reference to the sectional survey will pretty correctly indicate the amount of labor required, and the cost consequent upon such a project, involving, as it would an outlay of from £9,000 to £10,000; an expenditure neither authorised by the Resolution of the House of Assembly bearing on the subject of this work, nor by any Vote of the Parliament, and certainly not otherwise warranted when the embankments can be so formed as to make a good roadway, with desirable levels, easy gradients, and gradual curve.

2nd. That of adopting the line of survey furnished to my predecessor. This would divert the road by a circuitous and winding route, without obtaining a curve better than the one now projected, besides a portion of the line would pass through cultivated land, entailing on the Government the necessity of conforming to that section of the Main Road Act, which in such cases requires the giving of three months' previous notice in the *Gazette*,—a reference to arbitration, and the payment of compensation to owners and occupiers under any award to be made, before the Resolution of the House of Assembly directing the prosecution of the work could be acted upon. The estimated cost would, in this instance, be much more than that of the work as now projected, independent of the question of compensation, and the delay occasioned by an order of reference and the notice referred to.

3rd. That, by taking the road as now marked, and carrying out the same in accordance with the Plans and Specifications, the Embankments can be formed and the road carried across the Ravine with no greater curve than would occur by resorting to Plan No. 2, and certainly with an easy gradient and at a comparatively cheaper rate, with the advantage of the work being immediately proceeded with,—a matter of some importance when the present unsafe, and I may say dangerous, state of the Old Bridge is taken into account.

I may add that I could not recommend the large and increased outlay that would be incurred in providing a perfectly straight line across the Ravine free from gradients and curve; nor could I justify the expenditure of an ornamental Viaduct, as the difference of cost between these projects and the one to be adopted, could be much better and more usefully expended at Pontville and other places along the Main Road.

I have the honor to be,  
Sir,

Your most obedient servant,

W. R. FALCONER,

*Director of Public Works and Roads.*

*The Honorable the Treasurer.*