

(No. 100.)



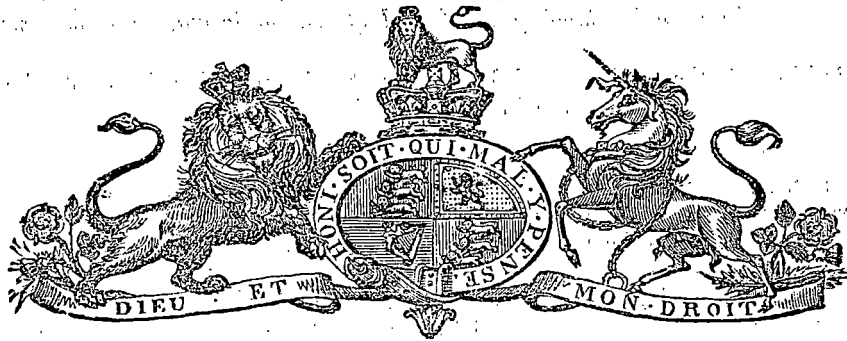
1869.

T A S M A N I A.

PORT FREDERICK AND RIVER MERSEY.

PETITION FOR MAIN ROAD.

Laid upon the Table by the Colonial Treasurer, September 28, 1839; and ordered
by the House to be printed.



To His Excellency the Honorable CHARLES DU CANE, Captain-General and Administrator of the Government of Tasmania and its Dependencies, in Council.

The Petition of the undersigned Inhabitants in the vicinity of Port Frederick and the River Mersey.

HUMBLY SHOWETH:

THAT Your Excellency's Petitioners have expended much capital and labour in opening out a settlement on this coast, which only a few years back was comparatively a wilderness.

That the want of a good Main Line of Road to the Settled Districts in the interior is a very serious drawback to the prosperity, business, and comfort of the inhabitants of the coast, and to the postal arrangements of the Government,—in winter putting a stop to that inter-communication, exchange and sale of produce and stock, which is so necessary to develop the resources of all countries.

That the Main Line from the coast to Deloraine has of late years been allowed to fall into disrepair, chiefly on account of the division of the Devon District into several Road Trusts, each one expending the rates in their own locality, and the total inadequacy of the rates collected on the Main Line of Road to keep it in repair.

That the New Line of Road lately surveyed by Mr. Dooley would not be of use to those parties who hold land along the Old Line of Road; nor is it suitable for a Main Line to the North-west Coast. It would only be of service to the population east of the Mersey.

That the direct line to the westward is the Old Main Line, crossing the River Mersey at Johnson's Bridge, whereby a saving of several miles would be attained, instead of travellers being forced to go by La Trobe,—the road from that township to Tarleton crossing a flat, which is dangerous on account of the heavy floods constantly sweeping over that portion of the road for about half a mile in length.

That the Old Main Line can be made an excellent road at a very small expense, great part of it running through a gravelly country which of itself makes good material, only wanting to be formed and drained in those parts requiring it, many miles having already been improved, &c., but needing repairs.

That the opinion of men who are capable of giving a sound, unbiassed opinion on the subject be taken by the Government, in order that the vital interests of the Petitioners may not be left to men actuated by interested motives, and that the money may not be squandered in useless surveys and roads as heretofore.

And Your Excellency's Petitioners will ever pray.

[Here follow 10 Signatures.]

To *His Excellency the Honorable CHARLES DU CANE, Captain-General and Governor-in-Chief of the Island of Tasmania and its Dependencies.*

The humble Petition of the undersigned Inhabitants of the neighbourhood of the Main Road between the Mersey and Elizabeth Town.

MOST HUMBLY SHOWETH :

That your Petitioners understanding it to be the intention of the Government to direct from its present line through the Sassafras to La Trobe, we protest against such a proposal as unjust and injurious to us and our interests, for the following reasons ; viz.—

That many of your Petitioners will receive no benefit from the proposed new Line, not being able to reach it, all their cartage being on the Old Line to Mersey from about Fossil Bank.

That it will be a hardship for those parties to be obliged to go round by La Trobe if they required to go to Hunter's Mill or the Kentish Road by Johnson's Bridge ; also the most direct line to the North-west Coast, and free from the dangers of flood which the road from La Trobe to Ballahoo is subject to.

That the inhabitants of the Upper Mersey, Native Plains, will be entirely without a road to Deloraine and the Lower Mersey if the Old Road was closed or neglected, the road to Deloraine coming into the Main Road near *The Junction Inn*, and that to the north-westward joining it near the Fossil Bank.

That from the nature of the soil being a quartz gravel, the Old Line is capable of being made a good one at a trifling expense ; whereas the proposed Line will cost £1000 per mile to make it. Many of the small bridges on the Old Line are done away with altogether, and stones and timber fords are substituted in their places. And, finally, that most of the land in the neighbourhood was purchased under the impression that the Old Road would not only be kept up, but greatly improved in course of time. Its neglect of late years has been a great inconvenience and loss to the public, more especially in winter time.

We therefore request the interference of Your Excellency in favour of our Old and most convenient road.

And the undersigned will, in duty, be ever bound to pray.

[*Here follow 43 Signatures.*]